



Planning Advisory Committee Meeting

March 9, 2023

4:00 p.m.

Council Chambers – Town Hall

Agenda

Call to Order

1. Approval of Agenda

2. Approval of Minutes

- a. Planning Advisory Committee Meeting, January 5, 2023

3. Public Input / Question Period

PLEASE NOTE:

- Public Participation is limited to 30 minutes
- Each Person is limited to 3 minutes and may return to speak once, for 1 minute, if time permits within the total 30-minute period
- Questions or comments are to be directed to the Chair
- Comments and questions that relate to personnel, current or potential litigation issues, or planning issues for which a public hearing has already occurred, but no decision has been made by Council, will not be answered.

4. Continuing Business:

- a. East End Secondary Plan
 - i. Staff Report
 - ii. Updated Draft Secondary Plan

5. New Business:



- a. R-1 Request and MPS Housing Policy Review

6. Next Meeting

- a. April 13, 2023 – 4:00 p.m.

7. Adjournment

ATTENDING

- Deputy Mayor, Isabel Madeira-Voss, Chair (Virtual)
- Beverly Boyd, Vice-Chair (Virtual)
- Mike Martin
- Kelly Van Neikirk
- Councillor Wendy Elliott
- Mayor Wendy Donovan
- Councillor Jennifer Ingham
- Cory Cadeau
- Lindsay Slade, Recording Secretary

ALSO ATTENDING

- Director of Planning & Development, Devin Lake
- Community Planner, Lindsay Slade
- Director of Parks & Recreation, Kelton Thomason
- Director of Public Works, Alexander DeSousa
- Councillor Ian Palmater

MEMBERS OF THE PUBLIC

- Mitch Bryson (Developer)
- Glenn Woodford (Engineer)
- Noel McQueen
- Michael (Architect from DRC)
- Carolyn Whitby

CALL TO ORDER

Deputy Mayor, Isabel Madeira-Voss, Chair, called the meeting to order at 4:01 p.m.

Agenda Item	Discussion and Decisions
1. Approval of Agenda	<p data-bbox="500 367 1318 441">IT WAS REGULARLY MOVED AND SECONDED THAT THE AGENDA BE APPROVED AS CIRCULATED</p> <p data-bbox="1307 451 1425 483">CARRIED</p>
2. Approval of Minutes	<p data-bbox="500 546 1425 693">IT WAS REGULARLY MOVED AND SECONDED THAT THE MINUTES OF THE PLANNING ADVISORY COMMITTEE MEETING OF DECEMBER 8, 2022, BE APPROVED AS CIRCULATED WITH THE FOLLOWING REVISIONS: REFERENCED ITEM REGARDING BILL 32 AS SENT BY EMAIL FROM BEVERLY BOYD.</p> <p data-bbox="1307 735 1425 766">CARRIED</p>
3. Public Input/Question Period	<ul data-bbox="548 840 1425 1428" style="list-style-type: none"><li data-bbox="548 840 1096 871">• Noel McQueen presented four questions:<li data-bbox="548 877 1404 945">• Has the town collected statistics on who wants to move to Wolfville and what demographic these people are?<li data-bbox="548 951 1177 982">• How will this development address affordability?<li data-bbox="548 989 1372 1056">• What steps are in place to ensure that water infrastructure in the new development will be maintained.<li data-bbox="548 1062 1388 1129">• How does the town plan to meet the service needs of an increased population. <li data-bbox="548 1182 1425 1428">• Carolyn Whitby: presented the question to the committee and Council to show the same respect to residents on Maple Avenue as is being shown to other residents. Requests that everyone can use AT or public transit rather than cars. And that a crosswalk on Maple Avenue be constructed. 126 Main St, in the view plane is for sale and is concerned that development on that land could affect the view plane.
4. East End Secondary Planning (December Discussion Continued)	<ul data-bbox="548 1501 1425 1890" style="list-style-type: none"><li data-bbox="548 1501 1388 1606">• Glenn Woodford, Engineer with developer Mitch Brison (Harvest Homes) gave a presentation on the work he is doing for the Kenny Lands portion of the development.<li data-bbox="548 1612 1404 1743">• Mr. Woodford provided an overview of the Kenny Lands site including the view plane, proposed road layouts and the area outside of the view plane which will include multi-unit buildings and townhomes.<li data-bbox="548 1749 1404 1890">• Mr. Woodford outlined a proposed timeline for engineering and construction plans, as well as economic considerations of this project, including the need to develop 7 storey buildings outside of the view plane to ensure the open land can be maintained.

Agenda Item

Discussion and Decisions

- East End Development Presentation by Director Lake.
- Director Lake provided an overview of the role of PAC in this process, stating that consensus is required to ensure the project moves along.
- There is a single landowner on the Kenny Lands, and they would like to move forward with road engineering and design, and these items should be moved along concurrently.
- Director Lake outlined the next steps of the approval process required for this project.
- Provided an overview of previous PAC presentations for the new members of PAC. And indicated that the goal of this work is to amend the planning documents to permit development on these lands.
- Director Lake presented a draft zoning map and described how zoning enables specific densities and building type.
- Density: director lake stated that a mix of housing types is being proposed, and the overall minimum density of the lands may be 15-20 units per acre, including single unit family housing all the way to multi-unit housing.
- A discussion on density occurred.
- Director Lake confirmed that the minimum density for the sites as stated in the LUB is 10 units per acre.
- Councillor Elliott: stated that the development north of Woodman's Grove are next to single family homes and that it works, so we need to be more open minded to the 15-20 UPA density.
- Councillor Ingham: asked for clarification if the 15-20 UPA is for both parcels of land combined. Director Lake confirmed that is correct.
- Kelly: Based on other housing developments, higher density housing is an appropriate direction to take for current and future housing needs.
- Corey: Stated that 15-20 UPA density is appropriate provided the view plans are maintained.
- Mike: Asked who we believe will be moving into this site. Donovan stated it will be a mix with empty nesters, young professionals, and families.
- Corey: stated that multi-unit housing could help people live in Wolfville and age in place.
- Beverly: The only area of concern for density is in the areas near the view plane and directly behind Reservoir Park, requested to see 3D modelling of buildings adjacent to the view plane. Finds the 15-20 UPA high but at this time is not opposed.

Agenda Item

Discussion and Decisions

- Madiera-Voss: Would prefer 15 rather than 20 UPA and would like to see examples of that these buildings would look like. Asked for clarification regarding building height and whether 7 storeys refer to 7 storeys above ground, or with 1 below ground.
- Mayor Donovan: PAC is generally happy with 15-20 but more preference is given to the lower end (15 UPA).
- Kelly: do we have data to support what type of housing is needed here?
- Director Lake: there will be a strong mix of housing in the site, but there is no data on who will be moving here.
- Mayor Donovan stated that as we think about density and housing types, we must consider what needs different households type need in terms of housing types and amenities.
- Mike: Asked if there has been consideration for seniors' facilities or care homes. Director Lake confirmed there has been discussion but that it is too early in the process to confirm anything of this type though these uses would be permitted in the planning documents.
- Madiera-Voss: ensuring a variety of housing is important and building in as many amenities that allow for social connections is important.
- Director Lake provided an overview of the view plain and building height, stating that 3D renderings of the view plan site will be provided, and considerations of the impact of the view plan from areas outside of the view plan will be made. Buildings beyond 4 storeys in the view plan will be permitted through development agreement, under 4 storeys by site plan.
- A discussion on the view plane and building height occurred.
- Director Lake confirmed that the 4 storeys by DA is to limit buildings over 4 storeys (up to 18m) in these sites. Director Lake confirmed that when we refer to storeys, we are referring only to those above ground. Confirmed that Crowel Tower is 13 storeys.
- Kelly asked if connectivity to buildings is being considered, Director Lake presented the road layout map, demonstrating that
- Corey: asked what the trade off for higher storeys could be in terms of parks and open space, stated that to obtain the open space desired, we must be ok with higher density, but we should be critical of the trade off.
- Mike: questioned whether higher density would result in more space designated for parking rather than green space and questioned how parking would be dealt with.

Agenda Item

Discussion and Decisions

- Madiera-Voss: would like to see a development agreement process for any building over 4 storeys to ensure the Town can have a greater role in large scale development. Requested 3D renderings showing densities. Mayor Donovan stated that site plan approval can include certain restrictions for site plan.
- Mayor Donovan summarized that PAC is ok with using site plan for up to 4 storeys, and a development agreement for anything above 4. PAC would like to see renderings of anything greater than 6 storeys to make a decision on this scale of height.
- Beverly: concerned that building height will impact “essence of space” particularly near the reservoir park area.
- Director Lake provided an overview of the Village Square concept. Asked PAC if they want to continue pursuing the Village Square concept.
- Corey: Would like to continue pursuing the VS, while ensuring the downtown core is not affected and does not contain large-scale retail or services. Director Lake confirmed it would not contain large-scale retail and that the intention is not to replace the existing downtown.
- Madiera-Voss: would like to continue pursuing the VS and stated it would provide a centre that is walkable to residents of the east end and aligns with the town’s goals for active transportation.
- Councillor Ingham: would like to pursue the VS.
- Councillor Elliott: Likes the look of the concept sketch of the VS but recalls a similar idea presented during the woodman groves planning process that has not been realized.
- Kelly: in support of a VS as a place for people to come together and for services such as daycares or community centres.
- Beverly: in support of VS concept as a gathering space and suggested PAC contemplate cultural aspects that the VS could contain.

Agenda Item	Discussion and Decisions
5. Round Table	<ul style="list-style-type: none">Members expressed thanks for the contributions of the new PAC Members, no further comments on the East End Plan were made.
6. Next Meeting	<ul style="list-style-type: none">February 9, 2023 – 4:00 p.m.
7. Adjournment	IT WAS REGULARLY MOVED AND SECONDED THAT THE PLANNING ADVISORY COMMITTEE MEETING BE ADJOURNED AT 5:43p.m.

CARRIED

DRAFT

**Approved at the February 9, 2023, Planning Advisory Committee Meeting.
As recorded by Lindsay Slade, Recording Secretary.**

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



SUMMARY

East End Secondary Planning Strategy

The East End Secondary Planning Strategy continues to move forward. Background information on the project can be found here: <https://wolfvilleblooms.ca/secondaryplan>.

The purpose of this report is to have the Planning Advisory Committee (PAC) review a near-final secondary plan package (**see updated report attached**) before we move into the legislative approval process (including public meetings). Additional policy context is included in this report to supplement the attached Secondary Plan report.

Draft Motion

N/A

Staff is not proposing a motion to move this work forward to begin the legislative approval process (the next step). Council has been briefed broadly on the process ahead in January. If the PAC desires to pass a motion to Council / direct Staff on certain items, we may want to take something to the April Committee of the Whole but that can be determined in the March PAC meeting.

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

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1. BACKGROUND

This report provides an updated secondary plan in which the zoning of the lands in the Secondary Plan area - on both sides of Maple Avenue - has been further developed. The focus has been on refining the site layouts and creating new zoning categories on these lands to achieve approximately 16 units per acre and to provide a mix of housing types on both sites. Given the uncertainty in the market, flexibility has been built into the zoning to provide options in the built form (e.g. 1-4 unit zone; town home options; low rise apartments; larger multi-family buildings). The new zones reflect the current realities of our housing crisis and investment climate.

It is important to remember that the zoning we are working on now does not dictate exactly what will be built (e.g. we do not have renderings of the exact buildings proposed at this stage) but provides a framework we can work with to channel the eventual built form outcomes, as per our policy and regulatory framework.

A policy review from the Municipal Planning Strategy has also been provided and the changes to the Land Use By-law will be stepped through in detail, along with an updated zoning framework and proformas.

2. PROCESS TO-DATE AND NEXT STEPS

Process to-date

- 2015-2020 the comprehensive planning document review took place and set this land aside as Comprehensive Development while also setting a minimum density of 10 units per acre. A lot of discussion on this and shortcomings of previous processes was had during this time.
- 2020-21 multiple reports and budgeted to complete a secondary plan and provide development rights to these lands (see background on wolfvilleblooms page).
- Since Sept. '21 - working formally on the work-to-date (since formal motion to proceed put in place September 2021).
- PAC Review December 2022 and January 2023 to provide direction to finish secondary plan and take direction on:
 - Density and Housing Mix
 - Building Height and View Plane
 - Village Square

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



- Check-in with all of Council at January Committee of the Whole, including moving forward with a servicing agreement for the Road/Infrastructure on the Kenny Lands, concurrently to the Secondary Plan/Zoning and outlining the legislative approval process ahead.

Next Steps:

- March 9, 2023 PAC meeting: PAC to review an updated Secondary Plan package and proposed zoning framework. Staff can take any further direction and finalize the proposed Secondary Plan
- April PAC meeting: Public Participation Meeting in front of PAC (with Council invited as listeners), as per the Town's [Public Participation Program Policy](#) – final Secondary Plan package would be prepared.
 - This meeting would be advertised and an opportunity for the PAC (and Council) to hear directly from the public or other stakeholders
 - Opportunity for any of the landowners or Developers to also address PAC/Council
- Special April or May PAC meeting: The PAC considers the package and public comment and makes a recommendation to Council.
- May Committee of the Whole and/or Council meeting – initial consideration of the package / 1st Reading
- June Council meeting(s) – Public Hearing and Decision /2nd Reading

It is **important to note** that Council will also consider a servicing agreement (date TBD) to begin the installation of infrastructure (underground pipe, road base, services, etc) on the Kenny lands during the 2023 season. This will happen concurrently to the Plan Amendment/Zoning process.

3. FAQs / COMMENTS

Staff have attempted to address some of the frequently asked questions (FAQs) and/or comments in the following table. We will continue to populate this as we move toward adopting the secondary plan and associated amendments.

Question / Comment	Staff Response
What about Schools or institutional land?	No school sites have been set aside or identified on the properties in the East End Secondary Planning Area. It would be anticipated that additional student capacity requirements would be met on the existing school sites in the area (e.g. addition to Wolfville School and/or Horton High School). Additional conversations will take place

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>with the Province on this matter before we finalize the secondary plan.</p>
<p>What about Density and Housing Mix?</p>	<p>A minimum density was established in the Municipal Planning Strategy (MPS) at 10 units/acre. There is flexibility built in at the level of detail we are working at to establish the zoning. Each side of Maple Avenue will be in the ~16 dwelling units/acre, with a mix of high, medium and low density housing provided (see zoning framework proposed).</p> <p>We have now gone through multiple iterations of the layout and zoning framework and have lowered the overall density from previous versions based on committee and community feedback. A schedule that outlines maximum densities for the area is also being drafted and is included in the package.</p> <p>Staff and Consultant will step through the latest iteration at our meeting.</p>
<p>Is there any Heritage and Culture integration?</p>	<p>The built form along the Main Street Frontage on the Maple Ridge lands will have to be carefully considered as we look to enable a mixed-use centre in that area. Not detracting from the entry into town but enhancing it and providing housing and gathering options is the focus. The built form standards provided in the proposed MU zone look to acknowledge this and the frontage along Main Street is in our design guidelines area. Staff are still finalizing how to best regulate design standards in this area.</p> <p>There are not registered municipal or provincial heritage assets directly adjacent the primary development areas but examples of Georgian, Victorian Gothic and Classical Revival building styles are prevalent along east Main Street and are acknowledged. New built form should be conscious of these buildings in their treatment but reflect our contemporary reality.</p> <p>Land use history and cultural appreciation can be integrated on the site (e.g. agricultural) through parks and trail development and interpretation opportunities when we get to that stage.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



<p>Will the new commercial detract from Downtown?</p>	<p>Any “commercial” development in this area would be focused in the mixed-use area long Main Street or in the ground floor, in a limited capacity, in the multi-unit building areas.</p> <p>The amount of commercial space enabled has been decreased from previous iterations of the layout to also mitigate this concern.</p>
<p>What about the Compost Site?</p>	<p>Depending on the start-date of the Kenny Lands project, the compost site and immediately adjacent trails may not be available (during construction). What we offer as a value-add compost offering (beyond green bins) once construction begins is being evaluated.</p> <p>The road connectivity through the compost site is essential to accommodate the overall vision for this area. The latest version of the site layout has this converting to a trailhead park (with some type of amenity) that would connect into new and existing trails. Previous iterations of the layout showed a potential building in this location.</p> <p>Staff are working with Valley Waste on options or additional service that may be possible for compostables. Also being looked at is the potential of a relocated site but at this stage, this is seen as unlikely. In the coming year, the Town will contribute \$605,500 for waste management through Valley Waste.</p>
<p>Road Layout, Active Transportation, and Traffic?</p>	<p>The road layouts have not been modified since the last iteration. Some draft standards have been included.</p> <p>The developer of the Kenny Lands is currently working on the detailed design of the road network as shown. This network has been supported by the Traffic Impact work to-date.</p> <p>The report includes a Traffic Impact analysis – the overall densities have since been lowered from the numbers used in the original analysis so impacts would also be lessened.</p> <p>Active transportation and trail development has been further refined and provides extensive connectivity for pedestrians in the area.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



<p>What about Maple Ave?</p>	<p>Maple Avenue was given a top-coat of asphalt last year to hold over the surface until plans for the East End were further solidified. This street will need a major upgrade in the near future but the year of that work is not yet known and will be balanced against other Capital Budget priorities. The intent would be for Maple Avenue to form a part of our high service level Active Transportation network.</p> <p>Traffic calming (e.g. speed bumps) is being looked at for the 2023 season on Maple Avenue to address concerns since the upgraded surface went down.</p>
<p>Are we getting a Highway 101 Interchange?</p>	<p>As stated in previous reports and presentations, Staff do not anticipate this development to trigger the Province to build a highway 101 interchange. The Traffic Impact work did not deem the interchange necessary and appropriate levels of service can be provided, over time, through intersection improvements as the development becomes fully built out.</p>
<p>Neighbourhood Gathering Centres?</p>	<p>There are a number of park and trail features outlined. The primary “neighbourhood centre” on the Maple Ridge lands is obviously the mixed-use area and park space that is envisioned.</p> <p>On the Kenny Lands, a viewing platform at reservoir park (and the park itself – beach, etc) and also the park space along Maple Avenue can facilitate gathering outside of what may be programmed in the private buildings for amenities and open space.</p>
<p>Viewplane and Building Height</p>	<p>Viewplane analysis was conducted using a professional surveyor and is shown in the package – it has not been altered since previous versions. It will be better formatted into our planning documents before we complete this process. The Land Use By-law will have regulation around maximum building heights relative to the viewplane analysis that has been carried out.</p> <p>A lot of the Kenny lands is limited by the protected viewplane and additional building height (6-7 storeys) is proposed outside of the viewplane area as shown in the recent layouts. The remaining areas of the sites would be in the 3-4 storey range, consistent with other parts of town built-out recently, like Woodman’s Grove.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>With a viewing platform/structure built at the protected view point in Reservoir Park, the view will be enhanced and further celebrated.</p>
<p>Transitions between new development and existing neighbourhoods</p>	<p>The zoning framework has looked at transitions between existing built-up areas and the proposed new development.</p> <p>On the Maple Ridge side, a range of building forms are possible through the medium density zoning proposed and with the single road and lot depths in the residential section there are a lot of opportunities for low rise apartments, clusters, townhomes and other options. Maximum densities would be applied and some low density zoning has been placed adjacent to Olsen Dr on the south side.</p> <p>The mixed use area and other medium density along Main Street is likely the biggest transition in built form but height limits have been placed. The location along our Main Street makes this area different from other areas of the secondary planning area.</p> <p>On the Kenny Lands side, the highest density is out of the viewplane and away from any existing residential. Backing onto Bishop Avenue is low density zoning with some medium density opportunities closer to Maple Ave.</p>
<p>Affordable Housing</p>	<p>At the zoning stage – we do not have great tools presently to require affordable housing. New construction is very expensive – even more so now. The density proposed builds in some inherent affordability and the additional supply this will bring into the market can push older building stock into more “naturally occurring affordable housing.” Smaller lots and units for ground oriented housing can also help with affordability. There are no silver bullets to the affordability issue but an underlying anchor of the problem is an overall lack of supply in the region/province/country.</p> <p>Projects have been accessing CMHC and Housing NS programs to make projects “affordable” and this is still very likely once specific buildings/projects are being proposed.</p> <p>Staff are looking to review, separate from the East End, our MPS Housing Policies and like many other</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>municipalities are looking to better define “affordable” in our context and better utilize potential tools. These future changes to our planning documents can also apply to this area as it develops over time.</p>
<p>Phasing</p>	<p>The Kenny Lands ownership is looking to move forward with site preparation and road construction in 2023-24 – unlikely any buildings until 24-25. The intent is to build roads and infrastructure all at once.</p> <p>The Maple Ridge side is more complicated with multiple owners and it is not known how this will progress at this time. Once zoning is established, momentum may gather through increased valuations/cooperation/land sales/etc.</p> <p>It is anticipated the secondary plan area will take up to 20 years to be built out. A number of factors could increase or decrease this forecast.</p>
<p>Stormwater Management</p>	<p>The sites will be fully engineered from a stormwater management perspective. Our Town Engineer will use our 2020 stormwater management guidelines.</p> <p>Stormwater is part of the detailed design process and at the zoning stage, we are not there other than having the broad strokes outlined and requirements ready when things move forward.</p> <p>At this stage, it looks like Olsen Pond may need to be expanded and stormwater may also be directed to engineered solutions at the low point of the Kenny Lands.</p> <p>The Kenny Lands owners provided intention at their presentation in January around naturalizing the stream through the site and engineering the stormwater to our standards, including potential new pond(s).</p>
<p>Parks and Trails</p>	<p>This aspect has been further developed and outlined in the updated secondary plan attached, along with draft standards.</p>
<p>Are we growing too quickly? Do we have Service Capacity?</p>	<p>We are investing in our sewer treatment plant and also our water system, over time, through our Capital Budget program. The Sewer Treatment plant is currently going through a significant upgrade. The additional assessment from this development will help us do that and other projects required.</p> <p>Updates to-date on capacity can be found here.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning
 Date: 2023-03-09
 Department: Planning & Development



	<p>Work is still being carried out on our water model with CBCL Engineering. Detailed work ongoing and additional findings will be reported as we move forward.</p> <p>Major issues are not anticipated, at this time.</p>
<p>Is this Smart Growth?</p>	<p>There is an important connection to protecting farm land in the region and developing denser nodes in our existing serviced areas in the region, close to services and amenities. This can reduce “sprawl” type development in our region and aid in making increased services like transit, active transportation and better facilities more viable.</p> <p>As land in our best locations becomes more limited, the region needs to start thinking about growing up and not growing out.</p>

POLICY CONTEXT

As part of this process we will be amending our Municipal Planning Strategy (MPS). A summary of the whole document as it relates to the East End Secondary Plan is provided here .

This table really tells a good story in terms of the Town’s policies/framework on CDD lands and new development generally. This may be particularly helpful for new members of the PAC. The policies highlighted are those most relevant to the East End Development – some more applicable than others.

Relevant MPS Part	Staff Comment, Relevant Policy References and Recommended Amendments
<p>Table of Contents</p>	<p>To be updated to reflect new sections and also to have live links to sections (click and take you to the section) – also expanded ToC with sub-sections listed (helps to eventually put on website – by section)</p>
<p>Part 1 – Introduction</p>	<p>Limited changes required. This part of the plan is more Administrative/setting the stage in nature.</p> <p>Relevant Policies: Part 1.1, Policy 3:</p> <p>Council shall have regard to the policies contained within the MPS and no development shall be permitted which is contrary to the overall intent.</p>





PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



<p>Part 2 – Our Shared Future and Community Priorities</p>	<p>This is the Vision/Goals/Objectives part of the Plan. The Community Priorities are the backbone of our Planning Strategy.</p> <p>Relevant Policies: Part 2.2:</p> <p>To achieve our shared future, Council is committed to taking action on community priorities that position the Town as a leader in sustainable community development.</p> <p>The East End Secondary Plan is relevant to all Community Priorities and many specific objectives:</p> <p>Community Priorities</p> <ul style="list-style-type: none"> Economic Prosperity Social Equity Climate Action Land Use and Design <p>The policies of this plan action our Community Priorities and move us toward Our Shared Future.</p> <p>The Community Priorities and Objectives can be viewed here, in Part 2 of the plan.</p>
<p>Part 3 – Investment for Success</p>	<p>This part of the MPS was established to cover (high-level) ‘conditions for Town success.’ In the East End context, working through a secondary planning process is a far better process to set the stage for investment than what has taken place in the past.</p> <p>Relevant Policies: Part 3.0 – Creating Conditions for Success & 3.2 Culture, Heritage and Economic Development.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ol style="list-style-type: none"> 1. To work toward all people in our community having equal access to decent livelihood and quality standard of living including equal access to: <ol style="list-style-type: none"> a. Buildings, b. Infrastructure and Public Spaces, c. Information and Communications, d. Employment, e. Delivery of Goods and Services and Transportation. 2. To create the conditions for a diverse and resilient local economy. 3. To preserve and enhance places, sites, structures, streetscapes, archaeological resources, cultural landscapes and practices which reflect the town’s diverse evolution, built heritage and culture in partnership with local organizations 4. To enable local jobs, expand commercial opportunities, think regionally, be ‘open for business’ and lead by example 7. To strive to maintain a commercial vacancy rate of 7-10% consistent with Provincial and National averages. 8. To ensure that commercial uses are designed to be compatible with surrounding land uses, including consideration of built heritage and the impacts of land use on neighbourhood character. 9. To ensure goods are produced and consumed locally using environmentally responsible practices, where possible. 10. To help business succeed through supportive policies and simplified procedures, including timely responses or approvals.
<p>Part 4 – Climate Change and the Environment</p>	<p>This section’s intent is around the Town’s role in the Climate crisis and to establish constraints.</p> <p>Most Relevant Policies: Part 4.0 Defining issue of our time</p> <ol style="list-style-type: none"> 3. To manage Town owned land in an ecologically sustainable manner that reduces individual ecological footprints, consistent with best practice. 5. To improve air quality by protecting, replacing and enhancing the urban forest canopy. <p>Part 4.1 Energy Transition</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ol style="list-style-type: none"> 1. To recognize the linkages between land use planning and the energy required to meet our household and transportation needs. 2. To work toward a future where all residents can better afford energy for their homes, businesses and transportation needs. <p>4.2 Development Constraints</p> <ol style="list-style-type: none"> 2. To require that new developments not adversely affect existing built form by giving particular regard to proper drainage, erosion control and site grading in the Land Use Bylaw. 4. To identify and designate environmentally sensitive areas including, but not limited to, wetlands, steep slopes, flood risk areas, watercourses and associated ravines where development activity will be restricted or prohibited, as outlined in the Land Use By-law. 6. To protect view corridors as outlined in the Land Use Bylaw and identified on Schedule B: Development Constraints Map of the Land Use Bylaw.
<p>Part 5 – Mobility</p>	<p>This part of the Plan sets out the policy direction for how people move around the Town. It informs what we prioritize in the new roads and active transportation in this new area of the Town.</p> <p>Most Relevant Policies:</p> <p>Part 5.0 Providing Mobility Options</p> <ol style="list-style-type: none"> 1. To build cost-effective infrastructure that increases participation in active transportation and discourages reliance on fossil fuel vehicles in the Town of Wolfville. 2. To support sustainable transportation, reduce our reliance on fossil fuels, and promote health by striving to prioritize infrastructure development, in the following order of infrastructure; <ol style="list-style-type: none"> 2.1. active transportation (walking, biking) 2.2. public transportation options 2.3. other shared mobility options 2.4. private electric vehicles 2.5. private fossil-fuel vehicles 3. To establish and maintain an active transportation network of bike lanes, sidewalks, trails and paths throughout the Town of Wolfville, as outlined on Schedule 3: Future Parks and Trails Map, dedicated to connecting existing services and parks with areas of residential dwellings.

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>5. To require developers to construct active transportation paths, and streets, within new subdivisions aligned with Schedules 2 and 3.</p> <p>6. To require bicycle parking at new multi-unit buildings and at Harvest Moon Trail access points.</p> <p>5.1 Streets</p> <p>2. To recognize that streets, including sidewalks, must accommodate a variety of transportation options and strive to prioritize in the following order:</p> <ul style="list-style-type: none">a. active transportation (walking, biking)b. public transportation optionsc. other mobility optionsd. private electric vehiclese. private fossil-fuel base vehicles <p>3. To require all new streets and street-extensions to be constructed to standards set out in the Subdivision Bylaw and/or servicing agreement, which shall require:</p> <ul style="list-style-type: none">a. consideration of one or more sidewalks or active transportation paths on all current and future roads in the Town of Wolfville, such as multi-use trails, bike lanes, or shared streets.b. proper road connections and alignments developed and maintained as outlined by the Province of Nova Scotia, including the Department of Transportation. <p>4. To enable traffic calming measures as outlined in a Traffic Calming Policy to support the quiet and safe enjoyment of neighbourhoods</p> <p>5.2 Parking and Loading</p> <p>3. To ensure that all developments permitted by site plan approval and development agreement include provisions for adequate automobile and bicycle parking to serve the development, as outlined in the Land Use Bylaw.</p> <p>4. To establish design standards and other parking regulation for all development in accordance with the Land Use Bylaw.</p> <p>Recommended Amendments: Some minor aspects of this section are being proposed for amendment given both the Active Transportation work completed since the MPS adoption but also to align with ongoing</p>
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>Engineering & Public Works priorities/processes under new leadership since the MPS was adopted.</p> <p>MPS Schedules 2 and 3 – Updated Future Streets Map & Future Parks and Trails Map will be provided with amendments to reflect AT work and also the street network of the East End and potential park/open space and trails.</p>
<p>Part 6 – Parks and Open Spaces</p>	<p>This part of the Plan sets out the policy direction for how we manage our Parks and Open Spaces.</p> <p>Most Relevant Policies:</p> <p>6.0 Recreation and Quality of Life</p> <p>3. Recognize the established park types/classifications in line with the Town’s Parks and Open Space Master Plan (2012) as outlined in Schedule 6: Park and Open Space Classifications, which include: Neighbourhood Park; Community Park; Active Sports Park; Linear Park; and Priority Park and use this as a guide to determine future parkland needs.</p> <p>4. Encourage maximum use and enjoyment of these resources by community residents by ensuring park spaces are planned and provide opportunities for multiple activities, i.e. picnicking, play structures, passive play areas, and active play areas.</p> <p>5. Develop all parks in accordance with a concept plan, developed by a licensed Landscape Architect or other qualified professional, which clearly indicates appropriate uses, functional areas of the park, natural and environmentally sensitive areas, and relationships among park activity areas.</p> <p>7. To recognize that the current supply of parks and open space areas is adequate. Additional open space therefore will only be assembled if the property in question has unique economic, environmental, heritage, connectivity or cultural significance. The Town will be guided for new parkland as generally identified on Schedule 3: Future Parks and Trails Map as future park.</p> <p>8. Within Lands zoned Comprehensive Development District (CDD), additional open space shown on Schedule 3: Future Parks and Trails Map is conceptual in nature and would be subject to a secondary planning study.</p> <p>10. To facilitate and maintain two well-equipped neighbourhood parks, one in the east and one in the west, at a location that will allow most residents to reach</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>a park with informal, active recreational opportunities within 500-600 m.</p> <p>6.1 Parkland Dedication</p> <ol style="list-style-type: none">1. To require the provision of parkland with all new lot creation in accordance with the provisions under Section 271 (13h) of the Municipal Government Act, and as described in the Subdivision Bylaw.2. To require developers to dedicate useable land (in the amount of 10% of the area of the lots to be approved on a final plan of subdivision) or cash in lieu of such land, for recreation purposes when subdividing land.<ol style="list-style-type: none">a. Any lands not generally identified on Schedule 3: Future Parks and Trails Map may not be accepted unless the property in question has unique economic, environmental, heritage, connectivity or cultural significance.4. To require developers to provide space for leisure or recreation facilities in association with new multi-unit residential developments with more than 4 dwelling units as per Land Use Bylaw.5. To require that any land transfer for future public use as a trail, park or playground must:<ol style="list-style-type: none">a. Be useable land, or equivalent value, and be identified on Schedule 3: Future Parks and Trails Map; orb. In the view of Council, have demonstrated cultural, environmental, connectivity, or historical value; orc. If the land being subdivided has frontage on a public amenity must maintain public access.
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>6. To adopt the following as a guide for parkland dedication processes in Secondary Planning and CDD areas:</p> <ul style="list-style-type: none">a. To the greatest extent possible, parks will be fully developed at time of transfer to the Town and provide opportunities for multiple activities, at the sole cost of the developer.b. Parks and open space areas will be developed and maintained in a manner that is safe for all users and protects the interests of the Town.c. New parks must be within the financial capacity of the Town to operate and maintain.d. All parks will be developed in accordance with a concept plan by a qualified professional which indicates the functional areas of the park, natural and environmentally sensitive areas, and relationships among park activities.e. All parks will be guided by the Town’s Accessibility Plan, CPTED principles, other municipal documents and strategies and CSA standards for equipment.f. To the extent possible, trails, sidewalks and paths will link parkland and open spaces to promote healthy living, encourage tourism and protect significant natural features.g. Some form of public engagement will be carried out as part of Secondary Planning and CDD processes. <p>6.2 Park and Open Space Classifications</p> <ul style="list-style-type: none">1. To zone all Parks and Open Space (e.g. Neighbourhood Parks, Community Parks, etc) as “Parks and Open Space (P-1)” and permit uses in the Land Use Bylaw, including but not limited to:<ul style="list-style-type: none">a. Parks and playgrounds, including associated facilities;b. Interpretation centres;c. Pavilions and band stands;d. Museums;e. Community gardens;f. Occasional, incidental, temporary outdoor or indoor markets, bake sales, flea markets and vegetable and produce markets, with appropriate permissions, licensing, and permits;g. Special open areas;h. Linear parks; andi. Non-recreational open spaces2. To locate Neighbourhood Parks within a 500-600 metre walking distance of residential areas with safe pedestrian access.
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>Recommended Amendments: N/A - This section does not require any amendment to enable the East End Secondary Plan. Some acknowledgement of the East End adoption may be inserted into preamble text. Future amendments to actual policies may be forthcoming as part of the Parks Planning Process ongoing.</p>
<p>Part 7 – Municipal Assets and Services</p>	<p>This part of the Plan sets out the policy direction for essential services (water, sewer, etc) and sets up our asset management program.</p> <p>Most Relevant Policies:</p> <p>7.0 Sustainable Service Delivery</p> <p>2. To consider Asset Management and the Town’s infrastructure deficit when considering development proposals where new infrastructure is proposed.</p> <p>7.1 Water Supply</p> <p>2. To require a developer to design and install water distribution lines in accordance with appropriate municipal standards as provided for in the Subdivision Bylaw and/or servicing agreement;</p> <p>4. To monitor risks and future needs of the Town’s water supply.</p> <p>7.2 Sewer Collection and Treatment</p> <p>2. To require a developer to install sanitary sewers within a development, at the Developer’s cost, and that the sewers are connected to the Town’s sanitary sewer system.</p> <p>3. To require all of the sanitary sewer system to be designed and constructed to meet the standards set out in the Subdivision By-law, sewer By-law or service agreement.</p> <p>7.3 Stormwater Management</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>2. To look to increase biodiversity and natural capital when considering stormwater management solutions (e.g. vegetative cover, wetlands, ponds with biological or social value).</p> <p>3. To require a developer to install stormwater management at the developer’s cost, within a development and negotiate the costs of providing sanitary sewers, and storm sewers, outside the development sufficient to connect to the town’s sanitary sewer system.</p> <p>4. To require all of the sanitary sewer and storm sewer system to be designed and constructed to meet the standards set out in the Subdivision Bylaw, servicing agreement and that they meet or exceed all legislative requirements with respect to protection of the natural environment and habitat protection.</p> <p>6. To utilize natural water courses, where appropriate, for conveyance of storm water run-off from serviced areas, subject to statutory provisions for utilization and alteration of watercourses. In so doing, Council will ensure that appropriate planning, design, and engineering techniques are employed to minimize any impact that alteration of the natural water flow may have.</p> <p>8. To develop and maintain Stormwater Management Design Guidelines for the Town.</p> <p>9. To encourage development that either maintains, enhances or, if not technically feasible, minimizes impact to the pre-development hydrologic regime through innovative site design and engineering techniques aimed at infiltrating, filtering, evaporating, harvesting and retaining runoff, as well as mitigating pollution.</p> <p>12. Where requested by the Town Engineer, require that a grading and stormwater drainage plan be submitted as part of any new multiple lot subdivision or development.</p> <p>13. To enable stormwater treatment facilities to be located on municipal lands.</p> <p>Recommended Amendments: N/A – this part of the Plan provides the framework for working with the Developer on servicing the site through the requirements of the Town Engineer and a Servicing Agreement.</p>
<p>Part 8 – Neighbourhoods</p>	<p>This part of the Plan sets out the policy direction for development in the Neighbourhood Designation (the majority of the Town) of the Future Land Use Map (Schedule 1 of the MPS).</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p><u>The amendments to this section are outlined in the attached report. This is the most important section to enable a secondary plan of this nature.</u></p> <p>Most Relevant Policies (some of these also discussed in attached Secondary Plan):</p> <p>8.1 Neighbourhood Residential Designation</p> <ol style="list-style-type: none">1. To establish the Neighbourhood Designation in this Plan and that it be reflected on Schedule 1: Future Land Use Map.3. To recognize other zones may be warranted to address future issues and would be considered by amendment to this plan and/or the Land Use By-law, as per Part 11 – Implementation of this Plan. <p>8.5 Comprehensive Development District</p> <ol style="list-style-type: none">1. To establish a Comprehensive Development District (CDD) zone in the Land Use Bylaw within the Neighbourhood Designation.2. To require secondary plans to enable development agreements for developments within a Comprehensive Development District (CDD) zone.3. To enable concurrent creation of secondary plans and development agreements and/or rezonings for Comprehensive Development Districts.4. To require all proposals in the Comprehensive Development District (CDD) zone to enable a mix of commercial, institutional, park, open-space, and residential uses, in a variety of forms.5. To enable certain existing uses on Comprehensive Development District (CDD) zoned properties, as outlined in the Land Use Bylaw.
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>6. To ensure the following criteria are met when Council is considering development proposals in the Comprehensive Development District (CDD) zone:</p> <ul style="list-style-type: none">a. The minimum net-density of residential dwellings units shall be an average of 10 dwelling units per acre.b. Require all power and communication infrastructure to be located underground (both primary and secondary) except in the following situations:<ul style="list-style-type: none">i. when 3-phase power is required; andii. when undergrounding of services negatively impacts significant environment features, such as watercourses, wildlife habitat, areas of steep slopes and similar situations. <p>8. To require a secondary plan for areas zoned Comprehensive Development District (CDD) that responds to the Town’s ‘sustainability checklist’ (Schedule D: of the Land Use Bylaw - Sustainability Checklist for Comprehensive Development Districts) and respond to the following principles:</p> <ul style="list-style-type: none">a. Land Use and Design<ul style="list-style-type: none">i. Community Centreii. Mixed Land Usesiii. Community Plansiv. Leveraging Existing Infrastructureb. Connectivity<ul style="list-style-type: none">i. Active Transportationii. Green and Grey Networksiii. Alternative Forms of Transitiv. Connected Green Network of Natural Assetsc. Environmental and Economic Sustainability<ul style="list-style-type: none">i. Environmental Considerationsii. Working Landscapesiii. Low Impact Infrastructureiv. Stormwater Managementv. Enhancing Natural Environmental Features of high ecological valuevi. Alternative Energy Sourcesvii. Densityviii. Local Economy
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ul style="list-style-type: none">d. Social Equity<ul style="list-style-type: none">i. Education Opportunitiesii. Mixed Housing Typesiii. Affordable Housing Supplyiv. Accessible Design and Built Formsv. Prioritization of Shared Spaces <p>8.6 Neighbourhood Focus Areas</p> <p>8.6.1 Housing Choice and Affordability</p> <ul style="list-style-type: none">1. To encourage an overall dwelling type mix in the Neighbourhood and Core Neighbourhood designations of at least 30% but not more than 35% detached dwellings, at least 15% attached dwellings, and at least 45% but not more than 50% apartment dwellings.<ul style="list-style-type: none">a. To consider semi-detached, duplex, townhouse and multi-unit dwellings containing up to four dwelling units to be attached dwellings in consideration of these targets.b. To consider multi-unit dwellings above four units as apartment dwellings in consideration of these targets.c. To consider applications for any new accessory dwelling unit or attached dwelling type within the Core – Neighbourhood designation to be contributing to meeting the Town’s housing priorities.3. To support projects that increase the variety of housing options available for Wolfville residents of all ages and incomes by:<ul style="list-style-type: none">a. Positively promoting the value of higher density housing forms such as accessory dwelling units, two-unit dwellings, townhouses, triplexes and fourplexes, and low-rise apartments;b. Enabling smaller units through reduced frontages and lot areas and innovative housing forms / development techniques such as cluster housing; andc. Allowing up to eight (8) dwelling units in the medium density residential (R3) zoning category;4. To consider proposals which contribute to the overall supply and diversity of Wolfville’s housing stock, which include innovative housing forms and development techniques as outlined in the Land Use Bylaw.
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ul style="list-style-type: none">5. To work in partnership with the County, Regional Housing Authority, Provincial partners, government agencies, the private sector and other stakeholders to encourage the development of housing that is affordable for low and moderate income households or individuals.6. To work within Wolfville to encourage the development of housing that is affordable for low and moderate income households or individuals by:<ul style="list-style-type: none">a. Supporting incorporated organizations in their efforts (e.g. existing co-ops), such as by obtaining funding for community-based affordable housing initiatives or entertaining proposals on public land;b. Prioritizing the processing of development proposals for non-market and subsidized affordable housing, including maximum flexibility in development agreements;c. Encouraging new affordable housing units to locate near existing community facilities, existing or potential transit and active transportation routes, and in areas of level topography along Main Street and in the Core Area;d. Considering a municipally-initiated Land Use Bylaw Amendment to implement appropriate zoning for a subsidized affordable housing proposal brought forward by a community group or partnership, or for lands that may be appropriately reserved for the future development of affordable housing; ande. Consider the development of affordable housing when disposing of municipally-owned surplus lands. <p>8.6.2 Sustainable and Resilient Neighbourhoods</p> <ul style="list-style-type: none">1. To ensure new residential or mixed-use development proposals are not premature or inappropriate by reason of the financial ability of the Town to absorb capital and/or maintenance costs related to the development form and pattern.<ul style="list-style-type: none">a. Consider the development of a Development Cost Charges Bylaw to better balance the impacts of new development on the Town's infrastructure deficit and that considers life-cycle costing.2. To identify areas where residential development will not be permitted or only permitted subject to certain conditions, in accordance with the Development Constraints and the Zoning Map of the Land Use Bylaw.3. To recognize the importance of considering increased densities and infill development throughout all residential neighbourhoods in Wolfville, save and except the R1 zone,
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ul style="list-style-type: none">4. To limit the size of future residential street blocks to promote efficient development patterns and a walkable, permeating transportation network.5. To prohibit the development of new cul-de-sacs and dead ends to improve traffic flow and neighbourhood walkability, except where geographical or environmental constraints require them. <ul style="list-style-type: none">9. To work with other agencies, institutions, organizations and levels of government to ensure the protection of environmentally sensitive and ecologically significant areas.10. To manage Town owned and leased land in an ecologically sustainable manner according to best management practice and in compliance with applicable legislative requirements <p>8.6.3 Land Use Compatibility and Placemaking</p> <ul style="list-style-type: none">1. To establish a maximum building height in the Town at 3-storeys, as defined in the Land Use Bylaw and informed by area design guidelines.<ul style="list-style-type: none">a. To consider a 4th story in certain zones by Development Agreement, as defined in the Land Use Bylaw.4. To recognize that a healthy, inclusive, and vibrant neighbourhood consists of a variety of housing types, designs, sizes and styles.5. To recognize that compatibility comes in many forms and a particular architectural style or element does not dictate compatibility but rather the overall project and neighbourhood context.6. To recognize that when considering development proposals, any single development is not a precedent for the approval of another, particularly when conditions have changed over time.7. To recognize the importance of quality places in addressing social isolation and improving human connectivity and intermingling of both residents and visitors of all ages, incomes and abilities.8. To encourage the creation of public spaces that demonstrate:<ul style="list-style-type: none">a. clustering of public uses to create a community hub and improve access to services for all residents; andb. distribution of smaller attractions/points of interest throughout the town to improve access to public amenities for users of all ages, incomes and abilities.
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>10. To support Social Inclusion through land use decision making by recognizing that planning does have a role to play in creating inclusive rather than exclusive built environments and that our built form should reflect our desire to be inclusive of all people.</p> <p>11. To support a hybrid-form based zoning approach and monitor this approach over time.</p> <p>8.6.4 Neighbourhood Entrepreneurship</p> <p>1. To enable economic development opportunities in both the 'Neighbourhood' and 'Core Neighbourhood' Designations (see Future Land Use Map) in an effort to diversify our local economy, encourage entrepreneurship, reduce people's reliance on the automobile, and contribute to housing affordability.</p> <p>Recommended Amendments SUMMARY: See draft changes in attached Secondary Plan. Various amendments required to enable the Secondary Planning framework that outlines public features and provides development rights to the lands.</p> <p><u>It should be noted</u> that amendments outlined in the secondary plan are to do with enabling the East End Secondary Plan. Staff are recommending a review of this section of the MPS with a broader lens as it relates to the Provincial Housing Needs Assessment release this spring and also the R-1 review that was forwarded to the Planning Advisory Committee from Council (Feb 2023).</p>
Part 9 – The Core Area	N/A
Part 10 – Acadia University	N/A
Part 11 – Implementation	<p>This part of the MPS outlines how different aspects will be implemented (including amendments).</p> <p>Most Relevant Policies:</p> <p>11.1 Municipal Government Act (MGA)</p> <p>1. To ensure planning processes meet the requirements of the MGA when considering development agreements, making amendments, and other planning decisions.</p> <p>11.2 Municipal Planning Strategy (MPS)</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<p>1. To enable the planning process and the implementation of the Municipal Planning Strategy with advice and assistance from the Planning Advisory Committee and Design Review Committee.</p> <p>4. To consider the Municipal Planning Strategy a living document and require an amendment:</p> <ul style="list-style-type: none">a. where any policy intent is to be altered; orb. where a text or map amendment to the Land Use Bylaw would conflict with the text or maps of the Municipal Planning Strategy; orc. where an amendment to the Subdivision Bylaw would conflict with the text of the Municipal Planning Strategy; ord. where a future land use map change is deemed appropriate; ore. where an amendment is needed to conform with a Statement of Provincial Interest, or to implement a recommendation of a Priority Plan that has been approved by Council; orf. where an amendment could significantly advance municipal objectives under statutes or regulations enacted by Provincial or Federal Government; or where Provincial or Federal programs are introduced that can benefit the Municipality and support the goals and objectives of this Plan; org. where an economic, environmental, cultural or social opportunity arises that is unforeseen, is of regional or Provincial significance, and would further the objectives of this plan; orh. where housekeeping/minor amendments are required. <p>5. To use other Municipal Plans (e.g. Asset Management Plan, Accessibility Plan, Climate Change Action Plan, etc.) and their evolution moving forward, to inform potential amendments to the Town’s planning documents and aid in the implementation of this Plan.</p> <p>11.3 Secondary Planning Strategies and Area Specific Plans</p>
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PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



	<ol style="list-style-type: none"> 1. To recognize secondary strategies and small area plans provide more detailed direction for development in specific areas of the Town. 2. To use the Comprehensive Development District Zone's 'Sustainability Checklist' (Schedule D of the Land Use Bylaw) as a tool when considering secondary or small area plans. 3. To ensure other policies of this plan, and associated Land Use Bylaw and relevant Design Guidelines are considered in the formulation of a secondary strategy or area planning exercise. 4. To require a secondary plan be prepared prior to approval of development in areas zoned Comprehensive Development District (CDD) in the Neighbourhood Designation. <p>11.4.3 Criteria for LUB amendments and consideration of Development Agreements See considerations in the document – Staff use these as we work on this plan. Not as relevant when enabling a secondary planning strategy.</p>
Part 12 – Monitoring and Reporting	N/A
Part 13 – Schedules	<p>Schedule 2 Future Streets Map and Schedule 3 Future Parks and Trails Map will be updated and included with a future package.</p> <p>The Community Profile and Housing Needs – this is a bit outdated now since the pandemic and market changes – this would be reviewed and updated with other Housing Policies in future work.</p>
Land Use By-law & Subdivision By-law	<p>See attached Secondary Plan report for proposed new zones and changes to enable development on these lands in the Land Use By-law (enabled through Part 8 of the MPS).</p> <p>The bigger changes have been outlined while smaller details will be finalized as we move forward, including any Subdivision By-law changes to ensure effective implementation.</p>

PLANNING ADVISORY COMMITTEE REPORT

Title: East End Secondary Planning

Date: 2023-03-09

Department: Planning & Development



REFERENCES AND ATTACHMENTS

- **Secondary Planning Strategy Report** (work-to-date DRAFT)
- **Previous Planning Report that includes Utilities Capacity Assessment Update** (IR018-2022) and associated attachments – see [here](#)
- **Wolfville Blooms** – East End Project page <https://wolfvilleblooms.ca/secondaryplan>



The Town of Wolfville

WOLFVILLE EAST END SECONDARY PLANNING STRATEGY

DRAFT REPORT March 3, 2023

Prepared by:



Fathom

Table of Contents

Chapter 01			
Introduction	2	Chapter 04	
1.1 The Planning Area	5	Consultation	38
1.2 What is a Secondary Plan?	6	4.1 Consultation Sessions	38
Chapter 02		4.2 What we heard	39
Site Analysis	8	4.3 What we heard	40
2.1 Regional Context	8	4.4 Planning Advisory Com.	43
2.2 Demographics	9	Chapter 05	
2.3 Biophysical attributes	12	Precedents	54
Chapter 03		Chapter 06	
Traffic Analysis	30	Master Plan	64
3.1 Existing Conditions / context	30	Chapter 07	
3.2 Traffic Conditions	31	Plan & Zoning Amendments	76
3.3 Trip generation	32	7.1 LUB Amendments	86
3.4 Trip Distribution	33	7.2 Public Space Standards	109
3.5 Key Findings	36		

Chapter 01

Introduction

This report is the culmination of over a year of work with the local community, the Town and its consultants and various land owners and developers who own land in the study area. The East End lands consist of two similarly sized parcels including the “Kenny Lands” (~42 acres) and the “Maple Ridge Lands” (~50 acres) shown on Figure 1.

As one of the last remaining large land assemblies in Wolfville, the Town committed to preparing a comprehensive development plan for the properties instead of allowing development to progress in an uncoordinated and piecemeal way. As such, the lands were zoned as CDD (Comprehensive Development District) which require a comprehensive **Secondary Planning Strategy** before the lands can be developed.

A secondary planning strategy is a process to determine how a particular area of the Town can be developed taking into account a myriad of objectives and priorities (economics, sustainability, conservation, health and recreation, sense-of-place, urban design, etc.). This process

was constructed as a partnership between the land owners, the Town (who must provide services) and local residents and businesses. The plan attempts to balance community’s needs with the economic realities of land development in a way that is fair and equitable to all stakeholders.

The general premise of CDD zoning is that it provides an economic incentive to the developers by offering higher density than might be permitted in other areas of the town, and in return, the developers must incorporate specific community objectives which increase the costs of development. The Town and Province benefits by addressing the current housing crisis, and from the higher accrued taxes. This process should be a win-win for all stakeholders.

The Town has set a minimum density target of 10 units per acre (UPA), which is higher than most other zones in the Town. Additional density above 10 UPA may be considered but it comes with additional ‘costs/community benefits’ to the developers.

The outcome of this secondary planning process will be the framework that guides

- what can be built and the density that must be achieved,
- what areas should be conserved,
- where roads, parks, trails and community centres will go,
- the character of the future community
- how the view from Reservoir Park will be protected, and many other details.

This plan has to be adopted by Council into our planning documents (Municipal Planning Strategy and Land Use By-law) and will be used to regulate all aspects of the development that will occur. The key to this process is setting expectations (for all stakeholders) around what level of change will come to these lands over time.

The goal of this plan is to create a dynamic, and affordable community for future Wolfville residents that is a model of ecological planning and ‘Complete Communities’ design.

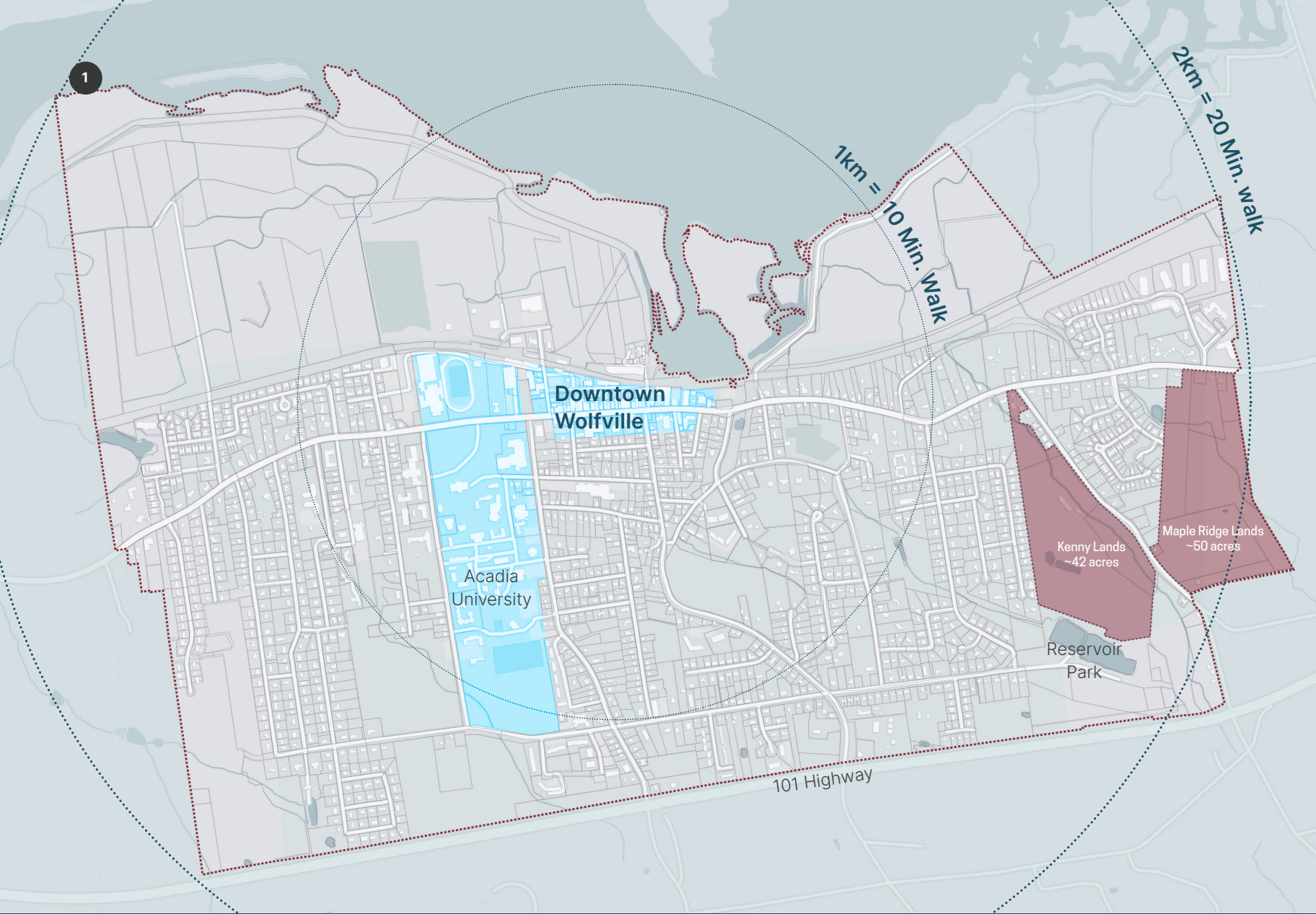


Fig.1 – Town Context Map



Fig.2 Site Context Map

Potential Future 101
Highway Interchange



Fig.3 - Reservoir Park Look-off



Fig.4 - Looking southeast



Fig.5 - Looking north

1.1 THE PLANNING AREA

The East End Planning Study envisions the future use of two areas: the Kenny Lands (~42 acres) and Maple Ridge Lands (~50 acres). Together, both sites occupy 92 acres of undeveloped land mostly zoned as Comprehensive Development District (CDD) Zones. The CDD boundary has changed slightly from the one in the MPS and LUB to incorporate a few additional properties.

To be properly developed for housing and amenities, these areas must be analyzed to understand how future roads, infrastructure, and servicing can be placed for the sites to achieve their maximum potential.

The lands are located in Wolfville's East End, just shy of a 20-minute walk from the Wolfville's downtown (see Fig. 1). Considering the average Walking speed by foot is (on average) approximately 10 minutes per km, the future communities will be within an easy walk of downtown Wolfville and supported by new amenities and services within a short walk.

Kenny Lands

The Kenny Lands are about 42 acres total and located to the west of Maple Avenue. The site's northern boundary almost touches Main Street, meets residential housing to

the west along Bishop Ave, and Reservoir Park to the south. Currently, the site is a mixture of woodlot, unused agricultural land, and a small man-made pond. Main access to the site would be considered from entry points along Bishop Avenue and Maple Avenue. The Kenny Creek greenway runs along the eastern boundary of the property adjacent to Maple Avenue. The trails and ephemeral watercourse along this greenway will be important to maintain and enhance.

Maple Ridge Lands

Maple Ridge Lands currently occupies about 50 acres of area. These lands are bordered by Main Street to its north, Maple Avenue to the west, Maple Ridge Road to its south, and active agricultural land to the easternmost Town boundary. Direct access to Main Street via Woodman Rd is currently limited by private property ownership. Other site access points should be developed from Olsen Drive and from Maple Avenue. An ephemeral stream runs along the eastern boundary of the property and bisects the site draining into the stormwater pond near Olsen Drive.

Both properties are steep and will require careful road placement to minimize road grades and enhance the community's walkability.

Fig.6 - May 31, Public Open House



1.2 WHAT IS A SECONDARY PLAN?

A secondary planning strategy is required prior to any development on the CDD zoned lands. A secondary plan is designed to coordinate all of the individual land holders in a way that would be difficult or impossible if the sites were developed individually. Without coordinated planning, the property's true potential could not be fully realized.

This plan sets out the future road locations, development sites and land uses, trail and park locations, public space standards, built form standards for new buildings, and regulatory pathways that need to be followed to achieve a development permit. This document will ultimately require changes to the MPS, LUB, Design Guidelines and possibly the Subdivision bylaw.

The plan must be adopted by Council separately or in parallel with the other bylaw changes described above. Ultimately the existing zoned CDD areas in the town will be rezoned to new uses consistent with the plan's intent.

The Municipal Planning Strategy

The Municipal Planning Strategy (MPS) is Council's principal guide for decisions on land use and development matters within the Town and is critical to its long-term strategic growth. The MPS serves as the main policy guide for residents and businesses describing how land can be used.

Wolfville's MPS has identified the Kenny Lands and Maple Ridge Lands as the last remaining Comprehensive Development District (CDD) areas in the Town. The previous other two CDD areas identified in the MPS (The West End, and Woodman's Grove) have already substantially completed their development agreements and should be zoned in the Land Use By-law, consistent with the thinking outlined in this report. There is still a portion of the West End lands that remain undeveloped and could be zoned consistent with the recommendations of this report and achieve the intentions of the original DA approval. Given the effort to amend a Municipal Planning Strategy and Land Use

By-law, these types of changes should be contemplated when the East End Secondary Plan is being worked on and considered for adoption by the Planning Advisory Committee and Council.

The Land Use Bylaw

The Land Use Bylaw (LUB), Design Guidelines and Subdivision Bylaw are the companion documents to the MPS and are the means by which Town Council carries out the intent of the MPS, as set out in the Municipal Government Act.

For the CDD zone, the LUB sets out the minimum density of 10 units per acre, and that a secondary plan be required to establish development rights. The secondary plan is being developed using the Comprehensive Development District Sustainability Checklist (Schedule D of the Land Use By-law - See Fig 7). The sustainability checklist is an accountability tool to ensure we are asking the right questions when developing large tracts of land in the town

Schedule D:

COMPREHENSIVE DEVELOPMENT DISTRICT ZONE SUSTAINABILITY CHECKLIST

Fig.7 - LUB Schedule D - Sustainability Checklist

ABOUT COMPREHENSIVE DEVELOPMENT DISTRICTS (CDD)

The CDD designation highlights areas of Wolfville where future neighbourhood areas will be developed and is a way of regulating new residential land developments. Large vacant land holdings, primarily in the east and west ends of town shall remain in the CDD designation and zone. These areas provide opportunities for the creation of new neighbourhoods including a range of housing types and tenures and other compatible uses that provide for the day-to-day needs of residents. CDDs are intended to provide for flexibility and innovation in the design and sustainable development of these lands for a variety of residential purposes.

GUIDING PRINCIPLES

Four guiding principles set out to guide development in CDD zones in the Town of Wolfville. The principles originated from thorough assessment of the current environmental, social, and economic characteristics of the Town, while respecting future aspirations and goals of the community. The guiding principles frame the future goals of the Town and the checklist is a tool to help facilitate the process.

New development is essential to achieve a complete community to live, work and play. The purpose of the checklist and its criteria are meant to engage the developer in the planning process and establish an iterative process to build the best neighbourhoods possible that capture Wolfville's spirit, while developing neighbourhoods for our future.

Connectivity

Connecting people to neighbours, retail, employment and the region through land use design and the provision of active and public transportation infrastructure will allow residents to reduce reliance on vehicular travel, increase local shopping, and improve access to key origins and destinations.



Social Equity

Neighbourhood design, provisions, and unit affordability account for individuals and households of various sizes and income levels. Where possible, infrastructure and building practices will accommodate accessible building practices. Mixed housing types are available throughout the neighbourhood and take into account the Town of Wolfville's unique demographics and community culture.



Environmental and Economic Sustainability

Sustainability based on environmental and financial indicators to ensure a prosperous and adaptable neighbourhood for current and future Wolfville generations.



Land Use + Design

The proposed development encompasses an array of land uses that reflect the needs of Wolfville residents and the neighbourhood members. A community centre ties surrounding areas and services together logically with daily needs within walking distance. Services proposed for the site reflect the projected density and needs of the development,



Chapter 02

Site Analysis

This chapter outlines the existing conditions which have given rise to the geography, landscapes, flora and fauna of the study area today. Our social and ecological analysis forms the basis for the eventual layout of the proposed master plan by avoiding the sensitive areas, increasing the density in more robust areas, preserving the hydrological character of the watershed, mixing density nodes and parks throughout the various phases of the development, maximizing view sheds of the Minas Basin and ensuring the highest connectivity (walking, cycling, vehicles) between neighborhoods.

2.1 REGIONAL CONTEXT

Wolfville is situated in King's County within Nova Scotia's Annapolis Valley region. The town's historic charm and its proximity to the dykelands, Bay of Fundy, and Nova Scotia's premier vineyards make Wolfville into a destination point in the province's Annapolis Valley region. Further, Acadia University has allowed Wolfville to develop from a small, rural town into a community bursting with culture, pride, and identity. As of 2021, Wolfville's population was 5,057. Each year the town experiences fluctuations in its population due to the arrival and departure of students.

The Town's potential future development land base has been almost exhausted and only the undeveloped CDD lands remain as

for large scale master planned development. Today, the largest land use in the Town is zoned for agricultural purposes (23.25%), closely followed by residential zones (22.8%); the majority of which is dedicated towards low-density developments (13.3%). Despite the range of housing types and densities permitted, Wolfville's MPS suggests Wolfville has a "missing middle" in regard to housing. Essentially, rather than targeting the student and lower-income populations, development has focused on single-family homes that are only accessible to a specific range of individuals. Consequently, there is a shortage of housing for first-time buyers, younger families, and safe, affordable rental units. As Wolfville's population continues to age, there is a growing gap for housing that allows residents to age-in-place and develop complete communities.

During the pandemic, housing prices in Nova Scotia experienced exponential growth; at the time this report is being conducted, there is 1% housing availability in Halifax. Consequently, house prices in the surrounding areas have begun to rise and supply has simultaneously dwindled. To meet housing demands and offer future generations a place to live, it is vital that the remaining available land for development be considered for housing at a range of types, prices and tenure types. Offering a wider variety of housing types responds to changing family types, shifts in demographics, income levels, and offers a greater amount of housing than traditional low-density, owner-centric residential options.

At the same time that housing availability is being reduced, the cost of construction is rising rapidly as a result of the inflationary

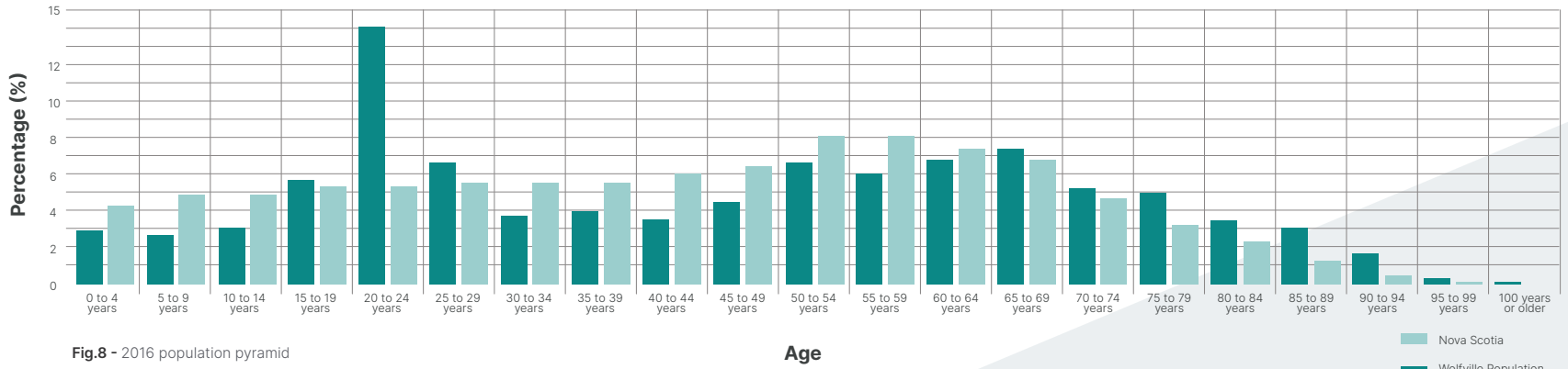
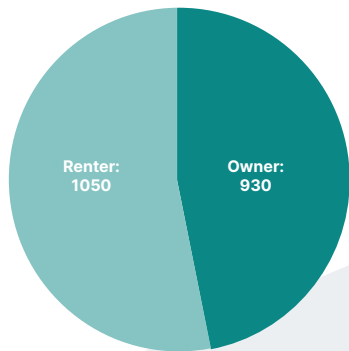


Fig.8 - 2016 population pyramid



↑ **41.2** WOLFVILLE'S AVERAGE AGE IN 2006

↑ **43.9** WOLFVILLE'S AVERAGE AGE IN 2011

↑ **46.0** WOLFVILLE'S AVERAGE AGE IN 2016

pressures brought about by the pandemic. Construction costs will remain high for the foreseeable future forcing developers to look at new ways of reducing the gross buildable area of new projects. This usually translates into smaller homes, smaller lots with reduced road frontages, cluster type homes, stacked townhomes and other types of gentle density.

The Kenny Lands and Maple Ridge Lands represent the largest tracts of serviceable, undeveloped land within the Town. The intent of the East End Secondary Plan is to develop a comprehensive framework to guide future development while ensuring that the Town's infrastructure can grow to support this new development. The Secondary Plan utilizes environmental context, and extant zoning designations, road connections, and servicing to inform the eventual location of

infrastructure, open space, and land use. Ultimately, the Secondary Plan ensures Wolfville can grow in a fashion representative of the community's environmental ethos while ensuring future housing options work to close the gap and offer housing to a range of future residents; both owners and renters.

2.2 DEMOGRAPHICS

Despite being designated a 'slow-growing' community in 2016, the Town became one of the fastest growing communities in Canada since the last census survey in 2016. In 2021, the Town ranked as 23rd on the list of fastest growing communities in Canada, growing from a population of 4,195 to 5,057. This represents a staggering average growth of 20.5%

over 5 years (4% per year).

At the time of this plan, the full 2021 census results have not been made available by Stats Canada. Only the population data have been made available.

2016 Census Results

Wolfville consists of two unique populations: seniors and students. Based on the 2016 census, over 25% (27.4%) of the population were aged 65 or older. Since 2006, the average age of Wolfville's residents has increased steadily from 41.2% to 46.0%, suggesting residents are aging in place. Lastly, the 2016 census reports that over half (52.6%) of Wolfville's residents were not married or common-law.

Individuals aged 20-29 accounted for 25% of the overall population, represented primarily by individuals between the ages of 20-24. However, the majority of these students are seasonal residents who reside in Wolfville for the fall-to-spring school terms. Of the total population, under 50% (48.2%) of the town's private dwellings are occupied by their usual residents, suggesting a large rental market and frequently changing residencies.

The population group for individuals age 20-29 is higher than the provincial average, descending into lower averages from ages 30 to 65, when the population begins to rise above the provincial average once again. Wolfville's child of

teenage population is also lower than the provincial average, further suggesting a lack of young families in the Town. These statistics correlate with two predominant demographic groups of university aged individuals and seniors while also bringing attention to Wolfville's need to retain middle-aged adults who seem to move away after graduating

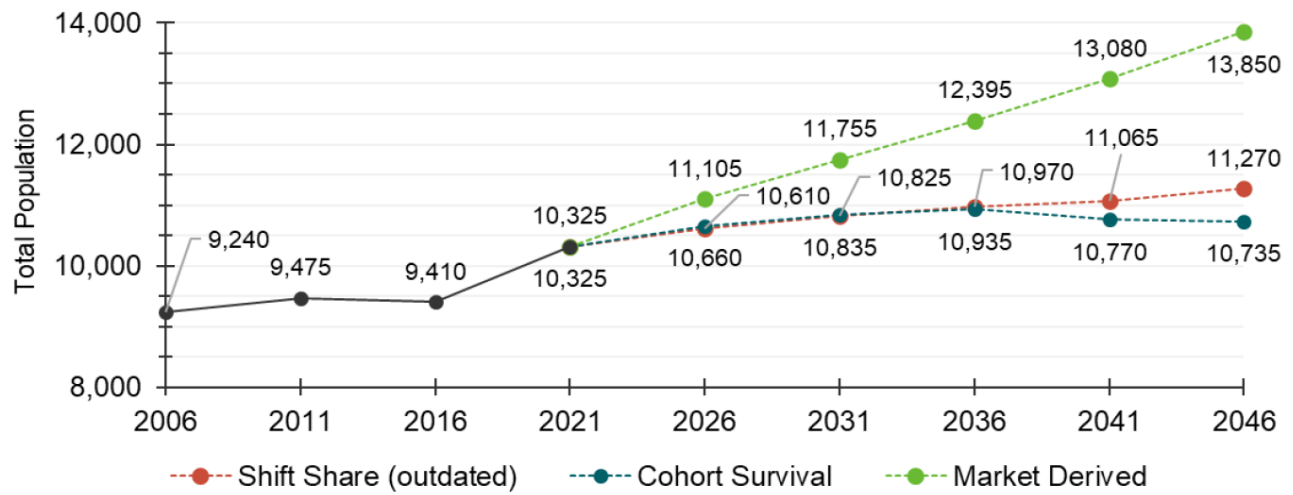
Due to the older population, the East End Plan must consider for housing options enabling age-friendly communities. Age-friendly communities encompass the principles of urban design, accessible housing and transit options, and encourage socialization between community members.

The neighbourhood's design must also address Wolfville's "missing-middle." Building a range of housing typologies enables individuals with differing lifestyles to live in close-proximity to one another. Secondly, density is closely related to affordability. More housing availability reduces demand, thereby lowering high-rental and housing costs commonly associated with limited housing stock. Encouraging and implementing these policies within the East End will relieve lifestyle-related tensions and help Wolfville achieve the complete, inclusive communities outlined in their Municipal Planning Report. Overall, building housing other than low-density, single family homes will offer opportunities for students and first-time buyers to enter into the market. Despite the large number of

young, single people who live in Wolfville temporarily, single detached homes are the second most common housing type within the Town. In developing the limited land Wolfville has available, it is important to consider the needs of the present community. Throughout several census profiles, the student population has maintained the same presence within the community. Further, Acadia University generates jobs and economic revenue for the Town. Building student rentals units encourages individuals to stop commuting and live in Wolfville, thereby incentively economic and commercial growth for the Town.

The current Municipal Plan also outlines the need to increase residential density away from Wolfville's downtown core. Given limited amount of land currently available within the Town boundary, it is pertinent that Wolfville's East End Plan encourage a range of densities beyond the traditional single-family home. Doing so will enable the current mixed demographics to have a diversity of rental and purchasing options. Lastly - given that Wolfville's average age is increasing every year - it is important to ensure younger families and individuals have the opportunity to — buy homes and rent in Wolfville. This will promote long-term living in the Town, promoting the town's overarching goals of livability, age-friendliness, and future resiliency.

Figure 2.2: Library Catchment Area (Wolfville & Kings, Subd. D), Anticipated Population



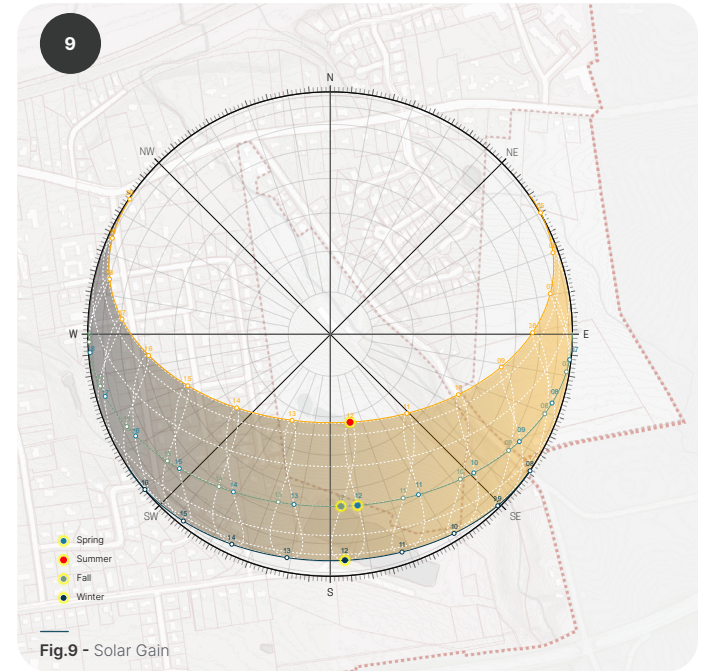
Source: derived from Statistics Canada 2006, 2011, 2016, and 2021 Census & Local Development Info

2.3 BIOPHYSICAL ATTRIBUTES

Solar gain

The site receives the most amount of sunshine during the summertime, with an average of 15.5 hours per day. During the winter, the site receives the least amount of sunlight with an average of approximately 8 hours per day.

The sun's movement follows the site's southern perimeter, meaning south-facing portions of the building will receive the most amount of sunlight throughout the day. However, north-facing facades and areas located to buildings' north of buildings will be cast in shade. The location of parks, plazas, and other open space areas should be located in southern areas, or areas that will not be impacted by shade to ensure user comfort.

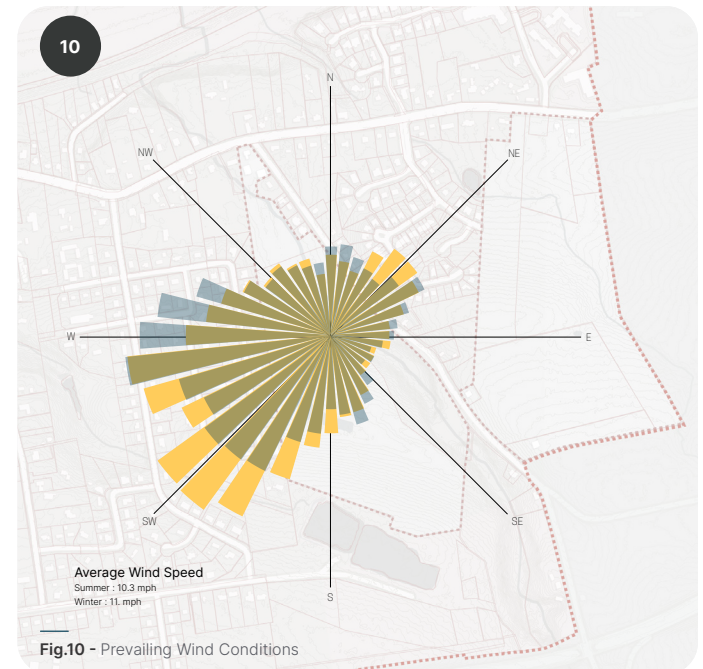


Wind

The site's prevailing winter winds come from the west and north west, with an average speed of 11 mph. Due to the wind's direction, it is possible residential buildings along the western portion - and especially buildings with west-facing frontages - will be exposed to colder, stronger winter winds. To minimize exposure to cold winds, vegetated buffers on the north-west side should be created or preserved to reduce wind speeds, the proximity and orientation of multi-storied buildings must be considered to avoid creating wind tunnels throughout the proposed development and surrounding neighbourhood.

Summer winds typically prevail from the south and southwest, with an average speed of 10.3mph. Summer winds are usually welcome from a human thermal comfort standpoint so there is less need for buffering.

Since both properties are generally sloping towards the Minas Basin to the north, they will feel the full brunt of winter winds so any buffers that can be left on the west and northwest sides will reduce the winter wind impacts.



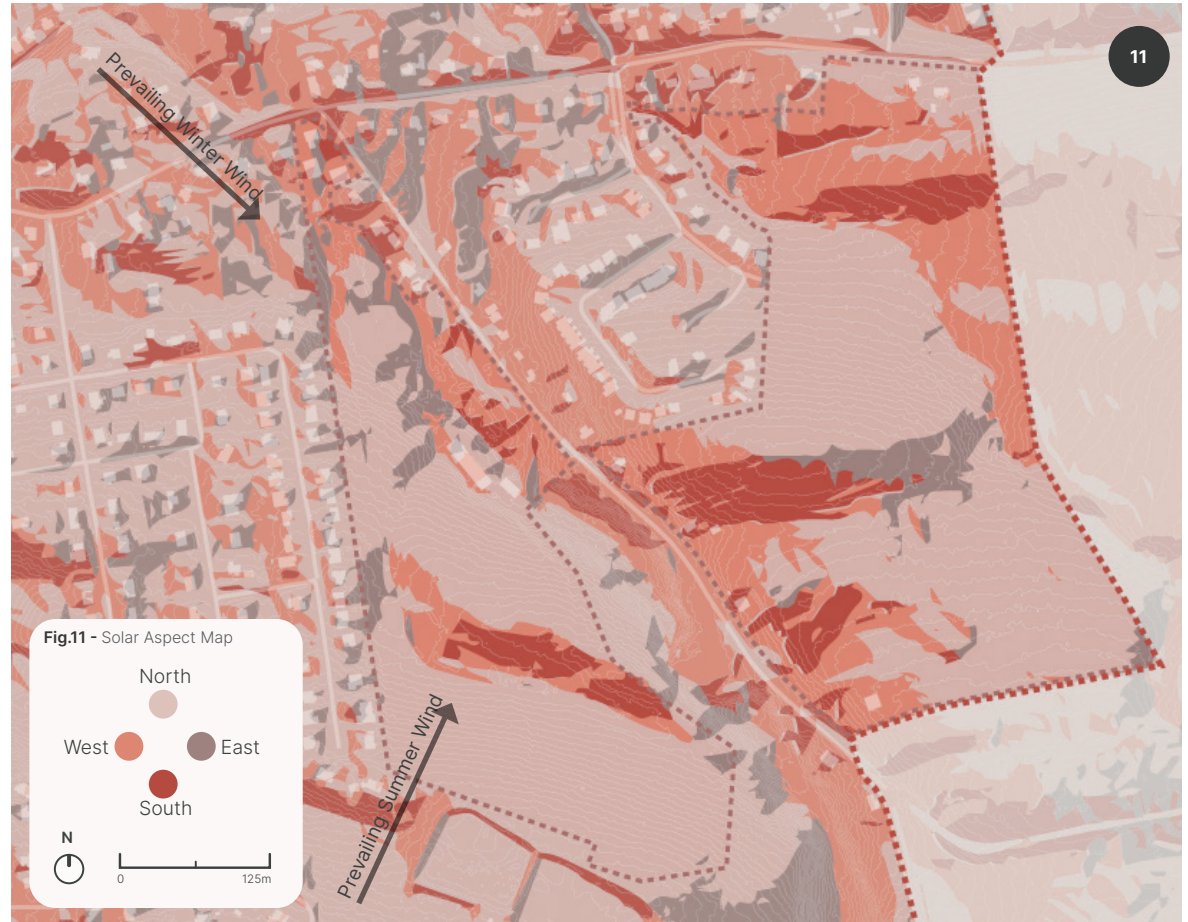
Solar Aspect

During the planning process, slope aspect should be considered for its considerable effect on the site's microclimate. This will impact the future placement of buildings and vegetation within the site.

The majority of the site has north-facing slopes. Eastern and western slopes follow the river channel from the site's northern and southern boundaries.

Northern slopes are generally colder and receive less sun exposure than southern slopes, affecting which vegetation can be tolerated along these slopes. Shade tolerant species with a preference for moist soils will generally prefer north facing slopes, whereas sun-loving species or vegetation with a preference for dry soils will thrive on south-facing slopes.

Slope aspect should also be considered for net-zero developments. South facing slopes receive more sun exposure but higher wind speed - likely requiring buffering for user comfort and direction in the wintertime. Conversely, north-facing slopes are colder, but are more sheltered from harsh winter winds. Eastern slopes receive more sunlight during the wintertime, whereas western slopes receive late afternoon light and offer sunset vantage points.



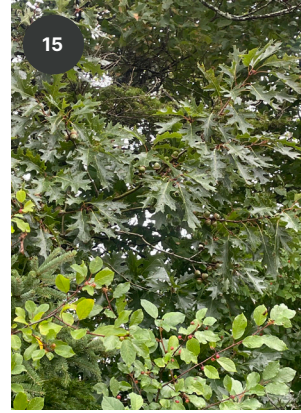


Fig.12 - *Prunus virginiana*

Fig.13 - *Amelanchier canadensis*

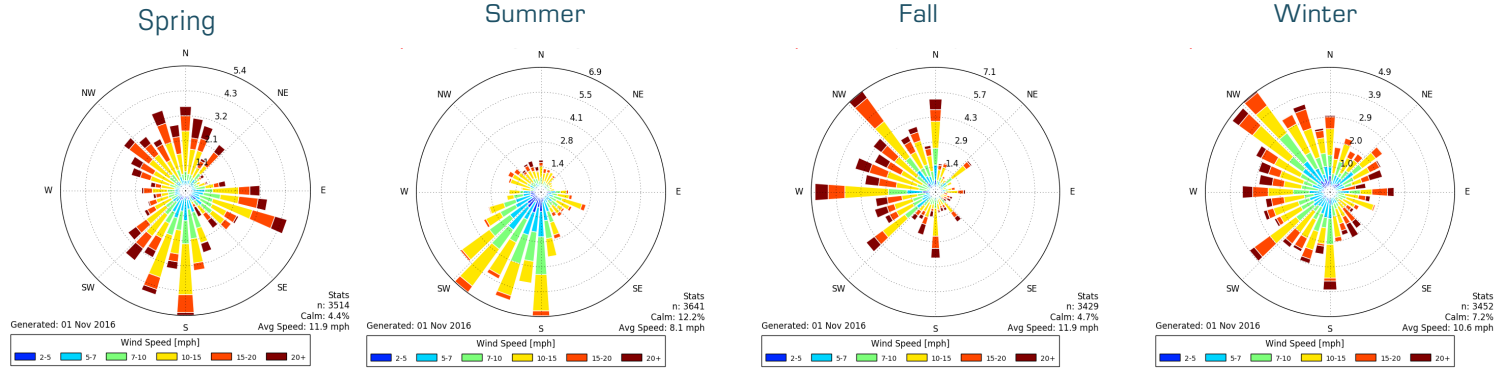
Fig.14 - Wild flowers

Fig.15 - *Quercus rubra* and *Amelanchier canadensis*

Fig.16 - Eutrophic Pond on Kenny Lands site

Fig.17 - Alternating agricultural crops





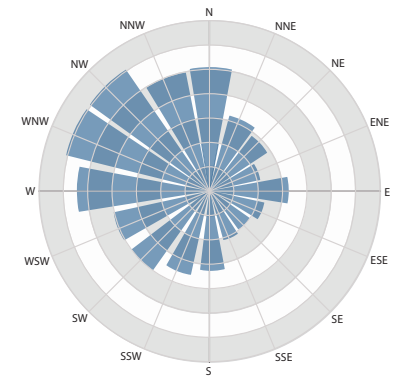
Climate & Microclimate

Wolfville’s climate is influenced by its coastal location and it falls into a Zone 5b hardiness zone along the Minas Basin coast. Coastal winters are comparatively mild; springs start early but are long and cool, and autumns tend to be warm and normally extend late into the year. Near the coast, mean temperature vary 15 to 20 degrees Celsius over the course of the year; inland mean temperature vary 20 to 25 degrees Celsius. This translates into a long frost-free period, and extended growing season and relatively low rates of evapotranspiration (the sum of evaporation and plant transpiration from the surface into the atmosphere), although summer temperatures are cool.

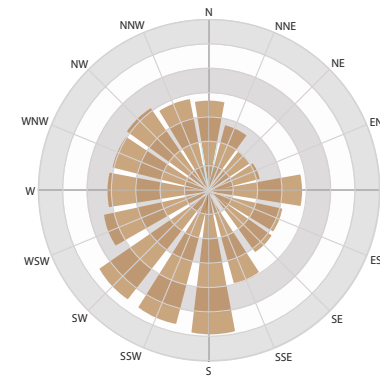
About 1,500 millimeters of precipitation fall in the Valley annually, with 90 per cent as rain and 10 per cent as snow. On average, there is fog 15 to 25 per cent of the year, more often in summer and autumn, when warm air temperatures from the south mix with cooler offshore waters. High humidity is also a common coastal influence. Relatively cool moist conditions tend to encourage forest development, reduce the stress of midsummer droughts and lower the risk of forest fires.

The winter wind direction has implications on the human thermal comfort in open areas. The prevailing winter wind on the study area is from the west and north-west in the winter. North-westerly gusts accelerate up the sloping hills in the winter creating exceedingly cold gusty winds along the top of the hill in Reservoir Park. The lower areas of the site are somewhat sheltered from westerley winds by development and trees and the flat site conditions.

In the summer, prevailing wind is from the south and south-west mostly. The wind speeds are much lower in the summer and the land sloping down to the Minas Basin will reduce wind speeds.



Winter Winds (November to April)



Summer Winds (May to October)

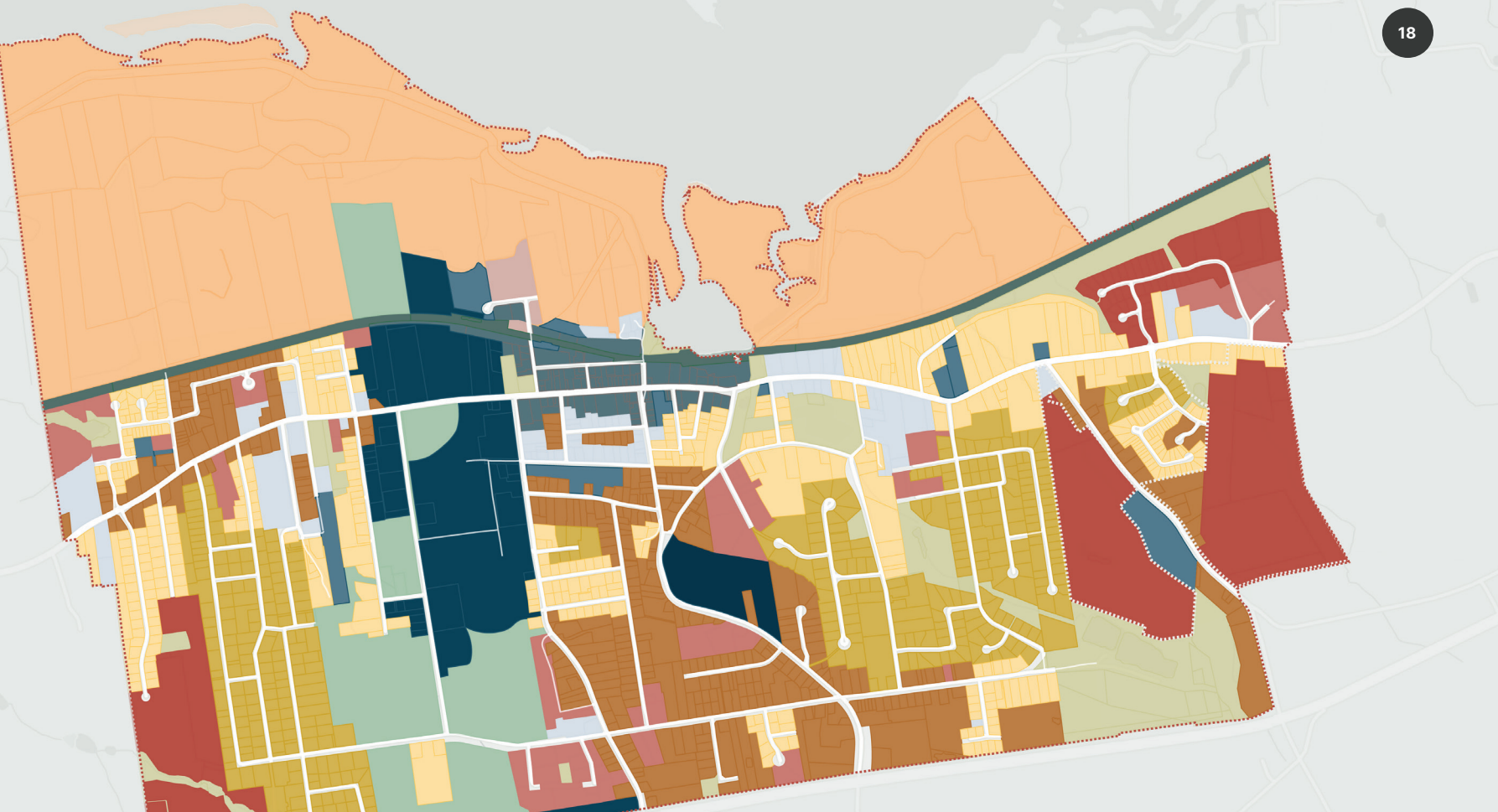
















Fig.18 - Town Zoning Map

-  Parks and Open Space
-  Active Transportation Corridor
-  Agriculture
-  Comprehensive Development District
-  Core Commercial
-  Core Commercial - Large Format
-  Neighbourhood Commercial
-  University Open Space
-  Institutional - General
-  Institutional - University
-  Low Density Residential - General
-  Low Density Residential -Restricted
-  Medium Density Residential
-  High Density Residential



Urban Structure

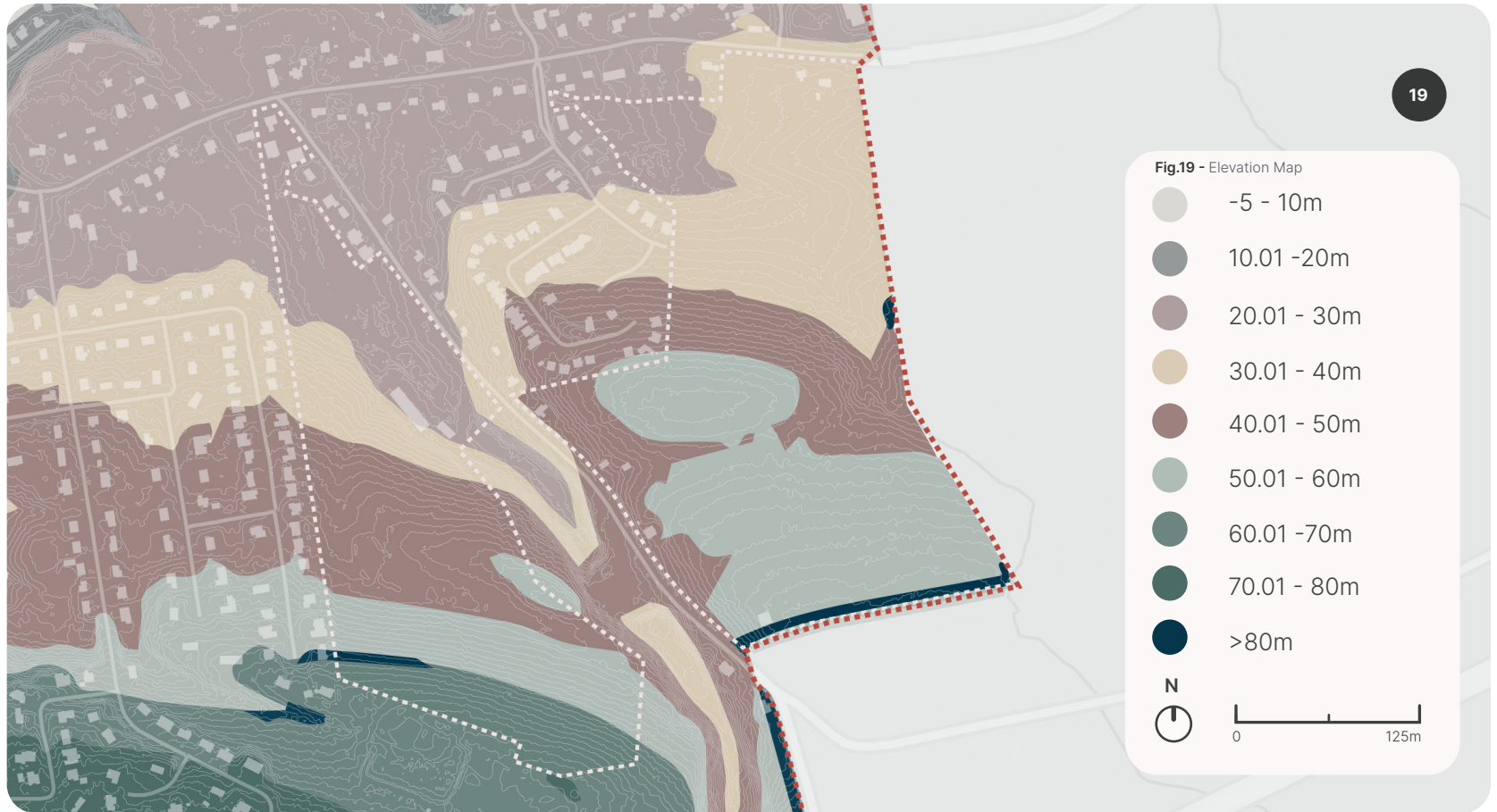
Wolfville's zoning designations consist of a variety of uses - ranging from a variety of housing densities, open space, and commercial uses. Agricultural zoning forms the largest zoning designation, but is separated from the downtown core by an active transportation corridor. Commercial, institutional, and residential zoning lines Wolfville's main street . Most of Wolfville's residential zoning designations are situated in the central eastern, southern, and western areas.

As was suggested in this report's introduction, the majority of the West End's planning process was piece-meal. Lots were formed by breaking down larger areas, resulted in irregular sizing and designations. Medium-to-high density designations are situated closes to the Institutional University areas, likely to accommodate student housing and rental units. Only 6.51% of Wolfville's total area is designated for medium density housing and 2.96% is designated towards high density residential. Conversely, 13.77% is zoned for low-density residential.

Further focus should be paid towards integrating the sites' surrounding context. Essentially, the plan should focus on connecting the nearby open space amenities and complementing the existing low-to-medium density residential bordering the site.

The majority of the sites surrounding the study area is low density residential, medium density, parks and institutional. The Town composting depot will be relocating in the near future and should be added to the CDD lands for consideration in this secondary plan. The Town should further consider adding four of the undeveloped Low Density Residential properties along Main Street that border the development. These additional lots could provide access or a face for the development on Main Street. Since the town owned stormwater park behind Olsen Drive may be critical to the stormwater management for this development, there may be merit in adding this parkland to the study area as well.

While the majority of development is focused on catering towards single-family homes, it is critical to integrate housing that considers a variety of age groups, lifestyles, and demographics. As was previously noted, Wolfville's middle-aged population is below the provincial average, whereas their young-adult and senior populations are above average. Additionally, over half of its population is single. To retain and attract younger families and single people, it is critical to plan residential zoning designations that support a variety of income levels, family types, and ages.



Elevation

There is significant variation between the site's highest (70m) and lowest (24m) points. The highest point of the site is 70m and is found near Reservoir Park.

The elevation profile descends northward towards Wolfville's waterfront. The lowest point in the study area can be found near the intersections of Maple Street and Main Street. A deeply entrenched watercourse runs along Maple Street which rapidly drops in grade by up to 10m in the steepest locations.

While this entrenchment creates challenges for road construction,

it may present the opportunity for a bridge with a riverside trail underneath it. A smaller watercourse runs along the eastern boundary of the site which is much less entrenched and drains a much smaller watershed.

Higher elevations to the north would offer view sheds towards the waterfront, Wolfville's downtown, and the Minas Basin, and should be considered in the orientation of future development. The excellent views to the Minas Basin to the north should help to orient roads and development to maximize viewsheds for development.



Slope

Slope conditions have a significant effect on how new neighbourhoods can be built and designed.

This map indicates significant slopes (>20%) along the edge of the entrenched river and Reservoir Park ponds in the western lobe of the study area. The light green colours indicate preferred lands for development and the darker green indicates steep areas that will require retaining to develop. Overall, a significant portion of the site is between 8-20%, which will affect development and the location of future buildings. We anticipate the need for many of the units to have a full storey (or more) of grade change between the

back and front of the units. Slopes ranging from 12% to 20% can be developed, but will require retaining walls, cut and fill, and terraces to be considered usable. In these areas it will be difficult to retain vegetation due to the mass cut and fills. Slopes >20% will require special measures and significant retaining walls and terracing to develop and these sites will be more costly and it will be unlikely that single storey buildings would be able to be considered.

Slopes of <1% will have drainage issues, and could flood during significant rainfall and tidal events.



Soil

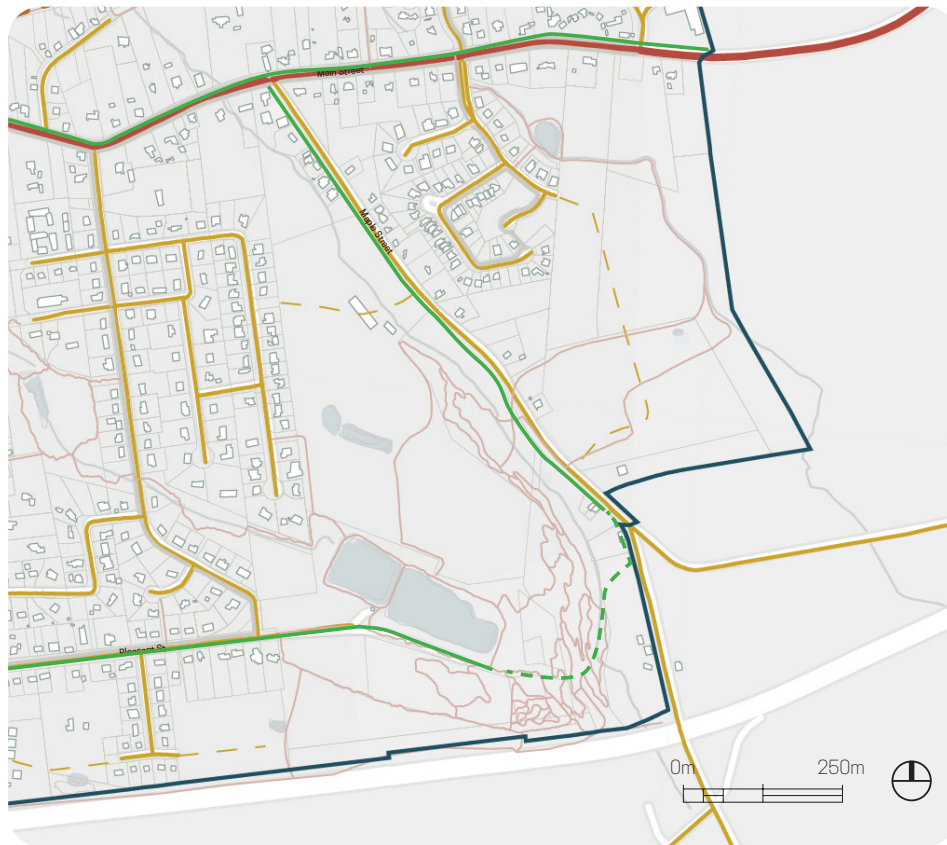
The study site mainly consists of Wolfville soil, which can be defined as well to moderately, to well drained, with very strong to medium pH content. Wolfville soil is described as having a dense, medium to moderately fine texture with mixtures of boulders, sand, silt, and clay. The soil has slow permeability and a firm and plastic texture.

Torbrook soil is found in the site's northern portion. Torbrook is considered extremely acidic with a pH <5.6, primarily composed of mineral particles, with a coarse skeletal texture, and a rapidly draining texture.

The bedrock below the soil profile is a middle member of the Horton group (eCHh(m)). eCHh(m) is a fine-grained mud-rock dominated member of the Horton Bluff Formation, including cycling sequences of grey clay shale, fine sandstone, siltstone, fine sandstone, green mudstone, or siltstone.

Fig.22 - Maple Ridge Lands Aerial





LEGEND

- Major Arterial
- Local Road
- Future Road
- Trails
- Sidewalk
- Railway
- Wolfville AAA AT Network

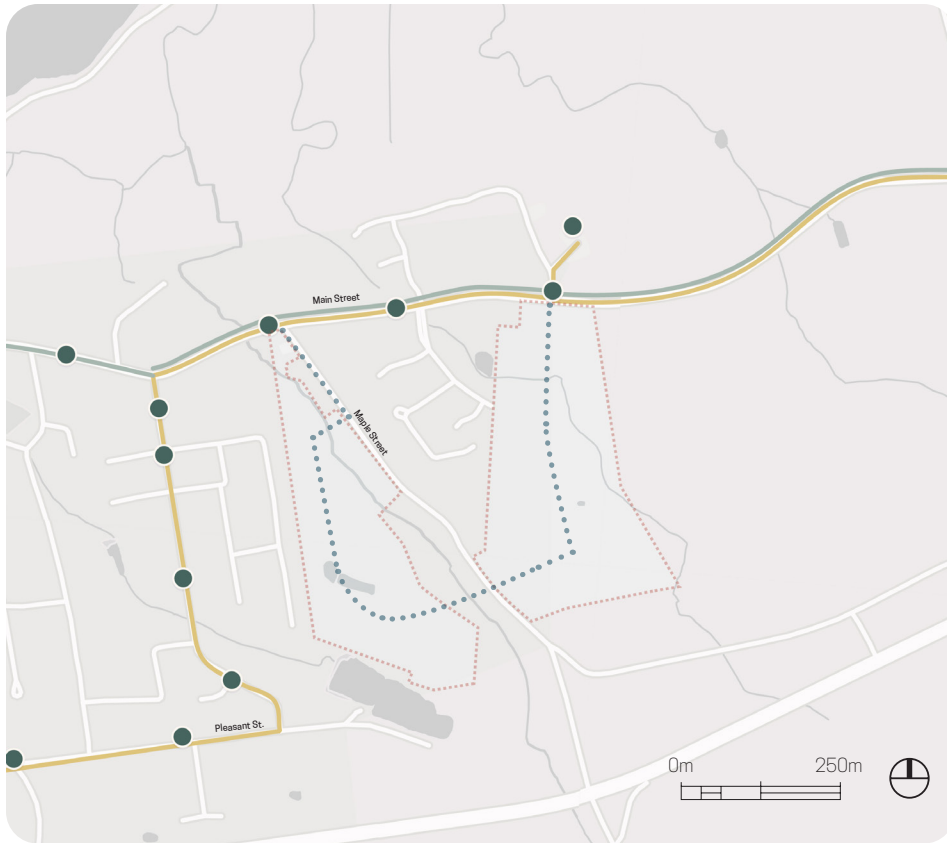
Road Classification

Main Street, Wolfville’s main major arterial, straddles the site’s northern boundary and the Harvest Highway (HWY 101) forms the southern boundary. There is 9.1km between exit 10 and exit 11 with Maple Avenue being roughly in the middle. NSTIR may identify Maple Avenue as a potential future interchange site as a result of Council direction based on further traffic analysis, future development potential and its strategic location. This could make Maple Avenue a key gateway into the Town, helping to resolve some of the very real traffic challenges on Main Street. With the real likelihood of this happening at some point in the near future, Maple Avenue would, like Main Street, become a major ‘controlled access’ collector road instead of a minor collector. The significant traffic that could arise from this collector road means that the intersection between the Kenny lands and Maple Ridge lands may require either a signalized intersection or a roundabout.

Olsen Drive will connect to the Maple Ridge lands as a local road and there could be a future connection to the site from Main Street at the end of Woodman Road. Any other potential connections to the development from Main Street would be restricted due to road offset restrictions from other existing streets.

On the Kenny Lands, two right of ways have been reserved as future connections from Bishop Avenue. Both road connections may not be needed. There are also two potential connections to Maple Avenue if the Town is willing to move its composting facility to create a future development site.

The Town’s AT Plan calls for a future connection between Pleasant Street and Maple Street, potentially through either lobe of the development. The walkability of the new neighbourhoods should be underscored with sidewalks and local trail connections throughout. Potentially using the rivers as a backbone for future open space trails.



LEGEND

- Bus Stops
- Coldbrook Route - Kings Transit
- Maritime Bus
- Future Transit and “AAA” Active Transportation

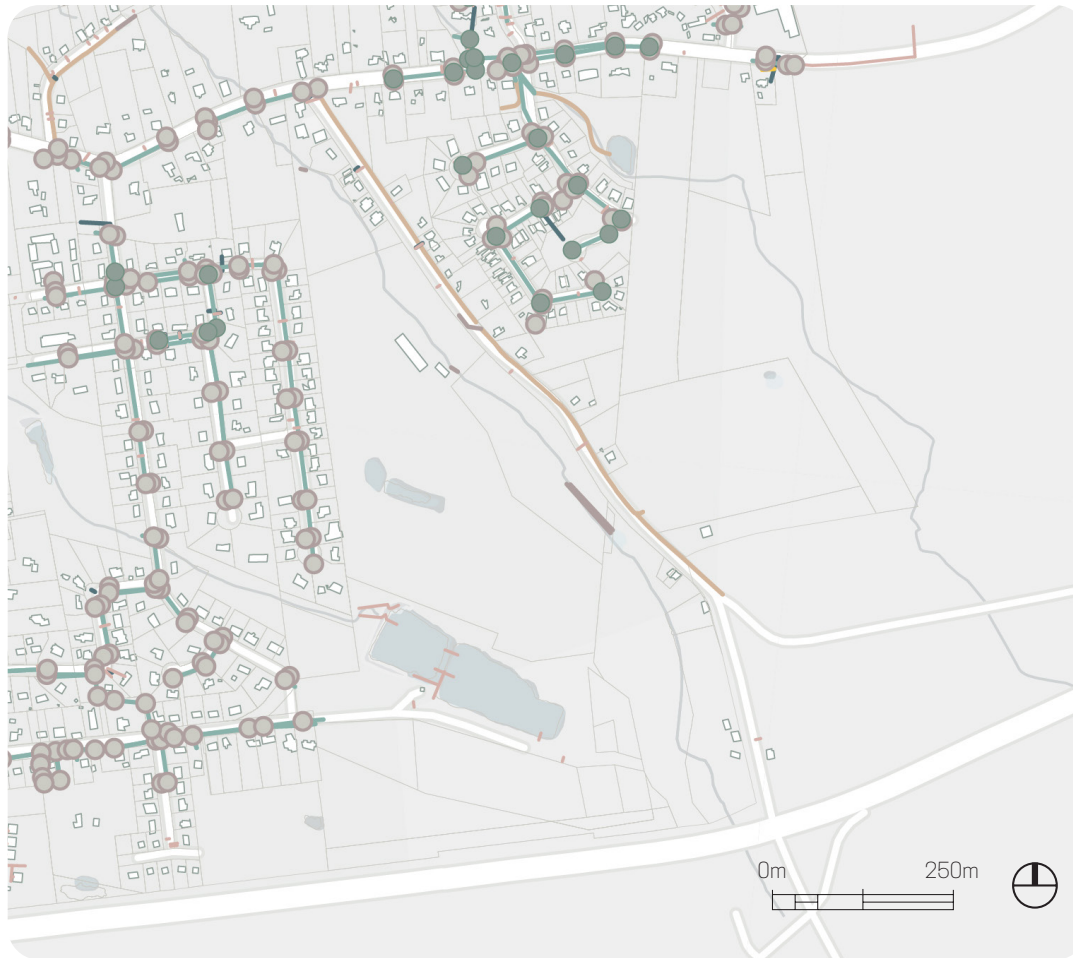
Bus Routes

There are two bus routes running along Main Street towards the north end of the site. The Coldbrook Route connects the area to Grand Pre and Greenwood.









Maritime Bus connects the area to Halifax and the rest of the maritimes. Though not featured on the map, Acadia Bus lines has two nearby stops at Acadia University.

With an anticipated density of 800-1000 units, future collector roads on both the Kenny Lands and Maple Ridge Lands should plan for bus stops in the future. Again, the connectivity between the two developments at a common intersection on Maple Avenue would be beneficial for future transit connectivity between the two parcels. These collector roads should also consider the integration of All Ages and Abilities bike lanes to provide future connections between transit and active transportation in the developments.

The Town has also been looking at microtransit options that would become much more viable as this area is built-out.



LEGEND

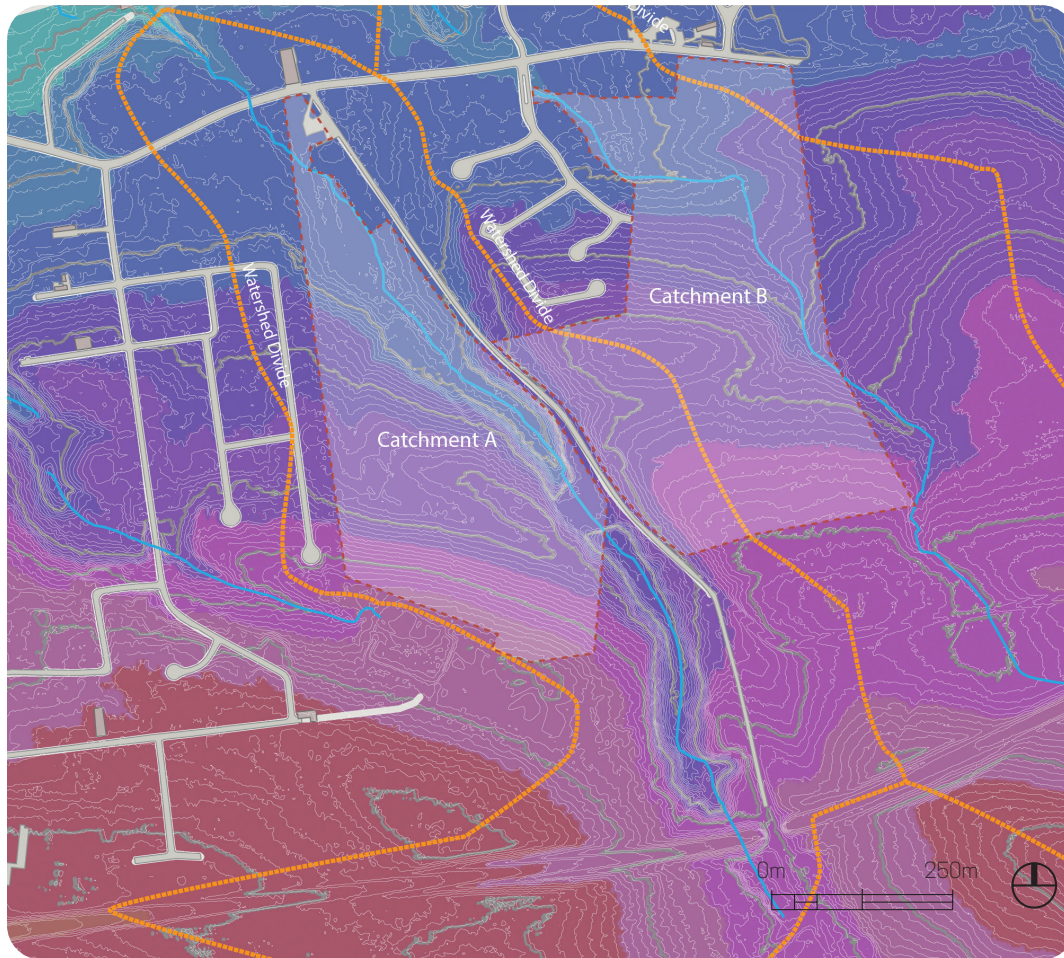
- | | | |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Manhole |  Culvert |  Secondary Lateral Line |
|  Catch Basin |  Stormwater Main |  Lateral Line - Sewer |
|  Lateral Line - Water |  Ditch | |

Servicing

The future developments will be fully serviced by water, sanitary sewer, and stormwater services. With the future street upgrades to Maple Avenue, the ditch should be replaced by catch basins and curb and gutters and/or a combination of stormwater gardens along the length feeding into the ephemeral Kenny creek to the south. The creek restoration could be an important project for the future since its current ecological value seems to be relatively low. Daylighting of Kenny creek should be a goal for the Town.

The two parallel creeks that run through the Kenny Lands and Maple Ridge lands will be an important backbone for stormwater management and future trail systems.

Attached is an information report from the Town's Engineer that includes analysis and background studies from EXP and CBCL consulting engineers

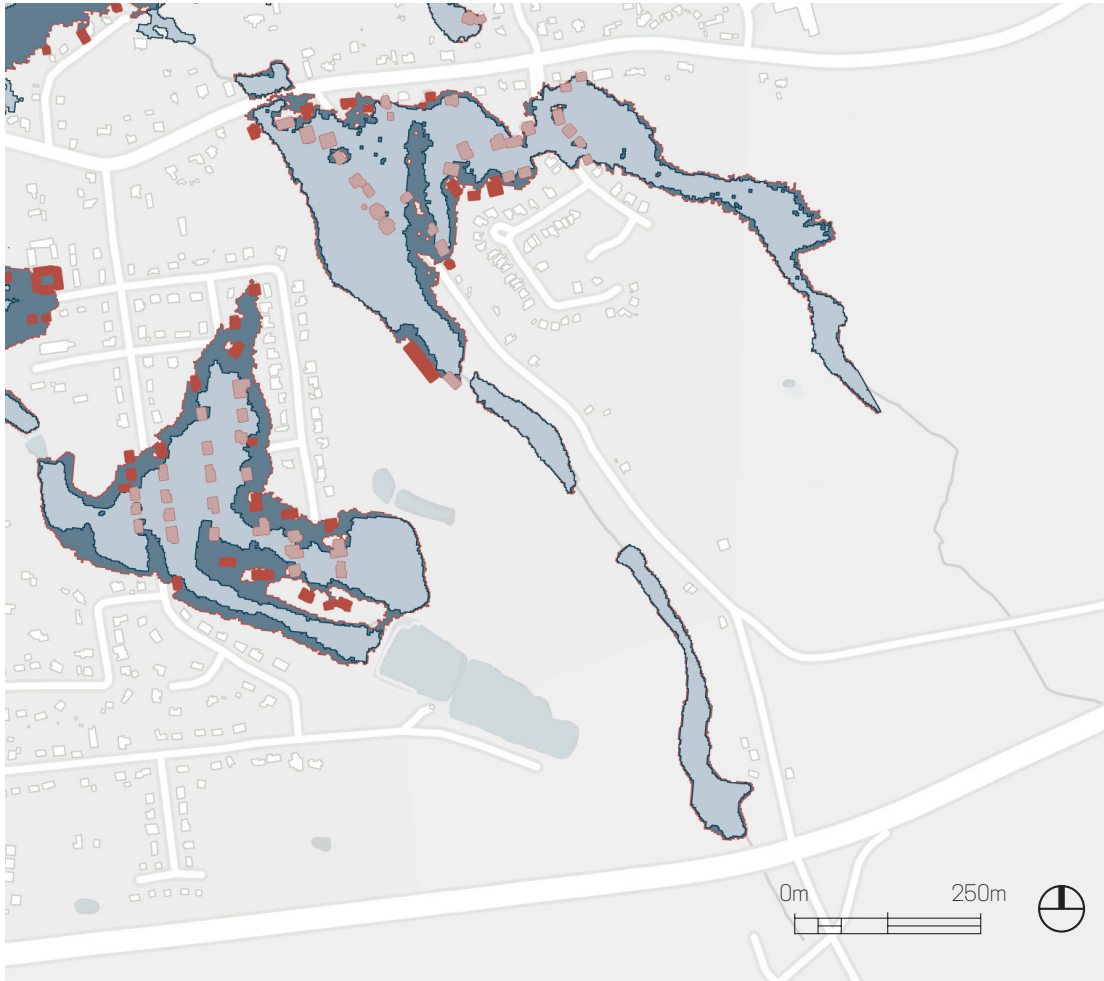


Watersheds

There are two watersheds draining the properties.

Catchment A covers all of the Kenny lands and part of the Maple Ridge lands as well as all of Maple Avenue. The catchment drains to Kenny Creek which is a highly entrenched valley comprised of open channel hydraulics and culverts below infilled areas. It is unlikely that the stream is habitat for fish but appears to be high value for invertebrates, amphibians and other local fauna. Restoring this creek should be a high priority for the town and developers. The creek has a defined trail system along its southern reaches but is absent from its northern lower reaches at it approaches Main Street due to private property.

Catchment B covers most of the Maple Ridge lands except the southern portion which drains into catchment A. The watershed is significantly less entrenched than Catchment A and feeds a gentle meandering ephemeral creek. Even at its lower reaches, the creek has low or no flow in the summer months but steady but low flow in the wetter spring season. Most of catchment B services agricultural land in its headwaters. This creek feeds into the stormwater pond and park near Olsen Drive. Preserving this creek will be an important part of the future development plans. Future road crossings of this creek may require culverts where the road and creek intersect.



100 Year Rainfall Projection

Compared to twenty year rainfall projections, it is anticipated that the study site will experience heavier rainfall in the future. Consequently, several existing buildings are at risk due to flood events. To ensure the longevity of the study site, designs should consider avoiding building where flooding is anticipated, or flood mitigation measures should be implemented in the design. As previously stated, stormwater infrastructure should anticipate heavier rainfall in the future.

LEGEND

- 100 Year Rainfall - Existing
- 100 Year Rainfall - Future
- Infrastructure at Risk - Existing
- Infrastructure at Risk - Future

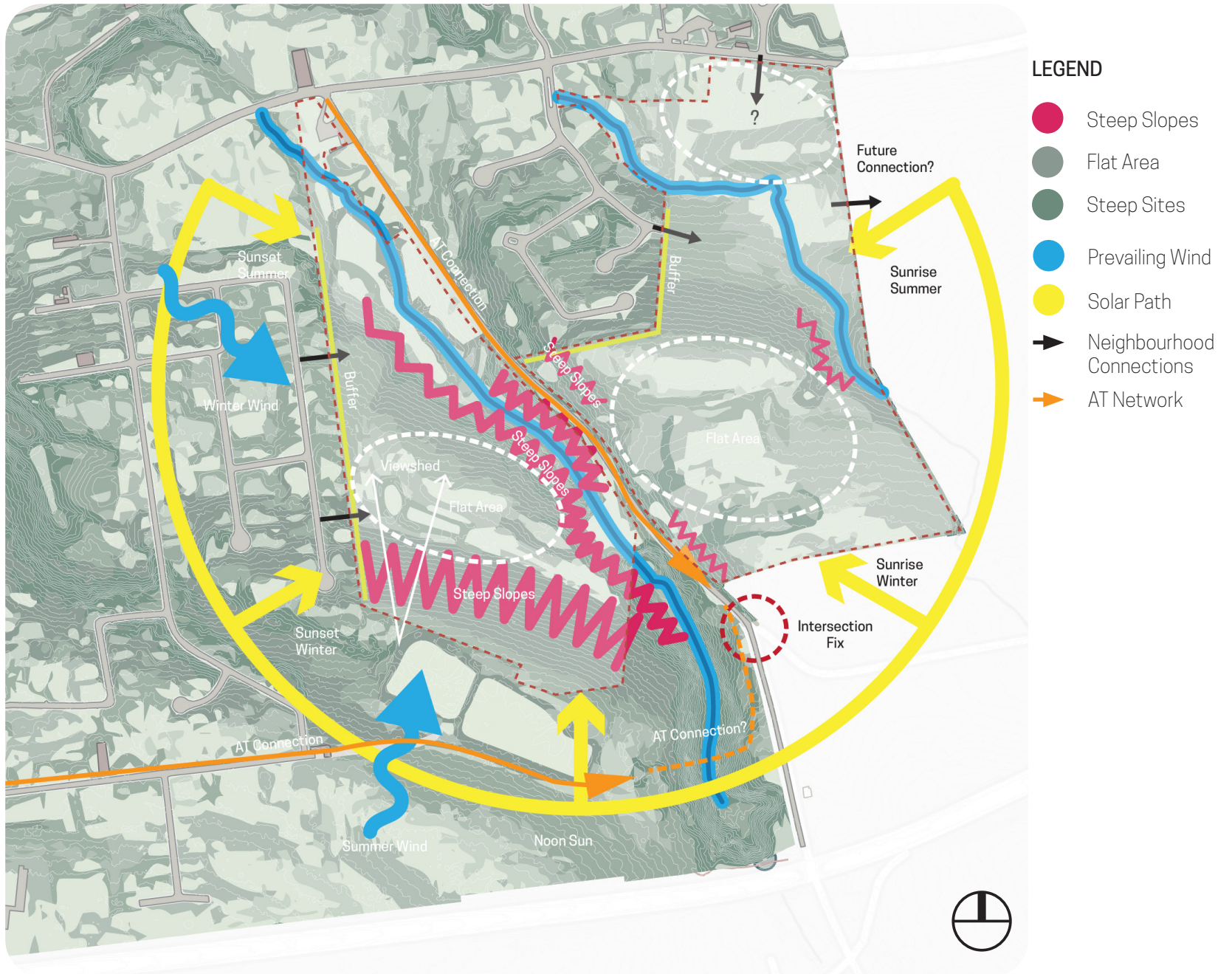


100 Year Tidal Projections

Wolfville's East End will experience tidal flooding in the future that will affect existing infrastructure. Planning and design should consider flood mitigations methods to protect current and future infrastructure.

LEGEND

- 100 Year Rainfall - Existing
- 100 Year Rainfall - Future
- Infrastructure at Risk - Existing
- Infrastructure at Risk - Future



Inventory Analysis

The site analysis is a culmination of all the opportunities and constraints of all thematic maps that will contribute to making this a special community for existing and future residents. The future plan should consider:

1. The steep slopes on the site will present development constraints that can be addressed by multi-storey buildings, retaining walls, cut and fill, etc. These areas will require special consideration for development to minimize site impacts and retain connectivity to surrounding parcels.
2. Similarly, the flat areas on the site present opportunities for lower cost development and are the primary areas for density and development.
3. The entrenched stream corridors on both sites (west and east) could present an opportunity for a trail system and to preserve the riparian corridor including stream shading in the 20m buffer corridor.
4. There should be some setbacks and/or buffers where development borders along existing R1 homes.
5. The sites are well protected from the prevailing summer winds from the south west but they will be exposed during the winter prevailing north westerly winds. A planned urban forest will be important to minimize environmental impacts.
6. Much of the study area is north facing slopes so there could be reduced sunlight and hence the need to plan for improved solar exposure in the development.
7. The reservoir Park Viewshed needs to be formally defined to preserve the view corridor.
8. There are several potential future connections into this site from Maple Street and from other surrounding neighbourhoods that will need to be considered.
9. The Triple A AT network will need to be routed from Reservoir Park, through the development down to Maple Street. There may be potential to connect to Main Street through the eastern lobe of the development.

Chapter 03

Traffic Analysis

This chapter outlines the existing and future anticipated transportation conditions on the road and active transportation networks impacted by the development. The analyses included an existing conditions scenario, a future 20 year scenario with the full development operational, as well as a scenario where a future interchange is constructed on Highway 101 near the south end of Maple Avenue. The first two scenarios help maintain the current driving “character” of Wolfville, while the interchange scenario would be expected to an more significant regional transportation impacts. The analysis methodology and findings are laid out within this section of the report.

3.1 EXISTING CONDITIONS

The proposed development is located in the eastern portions of Wolfville in an area that could be described as a transition area between the core residential and commercial areas of Wolfville, to the more rural farmland and woodland properties that characterize the areas between Wolfville and Exit 10 on Highway 101. While there are many roadways that cross Highway 101, the only direct access to Wolfville and the Route 1 (Main Street) corridor are at Exit 10, about 6 kilometers east, and Exit 11, about 3 kilometers west of downtown Wolfville.

The east and west sides of the development area straddles Maple Avenue and cause Maple to become a primary transportation corridor to service the site. This makes sense from a Road hierarchy perspective with Maple likely to become a major collector roadway, connecting to Main Street - the “arterial” roadway.

Given the magnitude of the development, it also essential to service the development from multiple points of access to better accommodate area traffic operations, emergency vehicle access, and a host of other benefits that multiple access points provide. As such, the preliminary layout provides multiple access points to Maple Avenue, one additional primary access to Main Street as well as multiple secondary access points that help interconnect and complete the local road networks south of Main Street.



3.2 TRAFFIC CONDITIONS

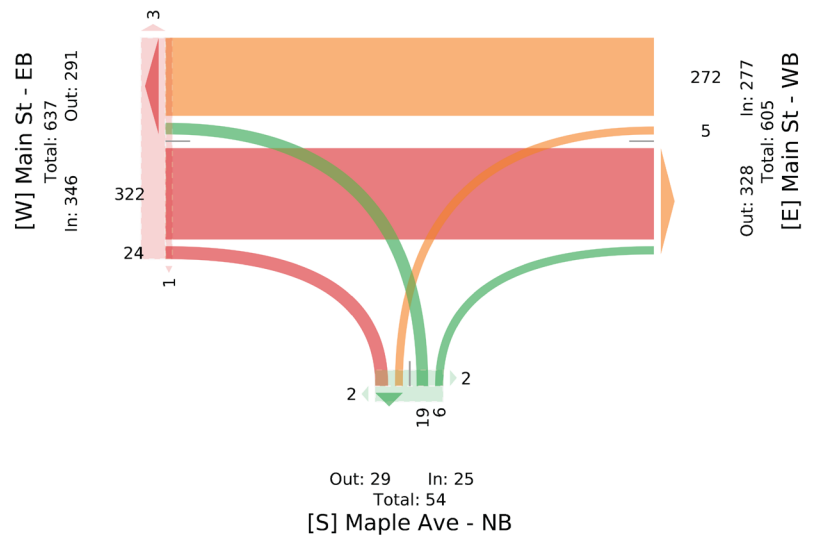
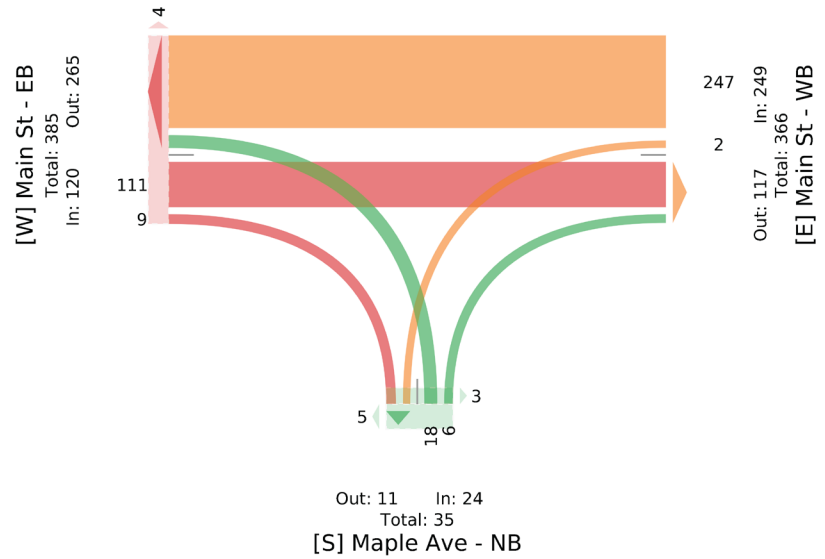
Existing Traffic

Existing traffic data was collected from the Town of Wolfville in the vicinity of the development including road section volumes, speed and classification data on Main Street. Fathom also completed an automated traffic count at the intersection of Main Street with Maple Avenue in late October 2022 using the Miovision automated traffic count technologies to complete the work. This count period is considered representative as schools and university related traffic is present on the roadways, along with typical commuter based traffic volumes. Counts were completed for the weekday AM, noon and PM peak hours.



The figure to the top right shows the count results for the PM peak hour (3:30 - 4:30 PM) and shows close to 300 vehicles in each direction on Main Street with slightly higher volumes in the eastbound direction. Volumes during the AM peak hour (8 - 9 AM) are less than the PM peak and favour the westbound (inbound) direction. Both count periods show that existing volumes on Maple Avenue are very low with about 25 vehicles on Maple during both peak periods. Traffic volumes on other local roadways in the area are similar or less than Maple Avenue.

A SYNCHRO/SimTraffic transportation model was prepared for the study area (as discussed in greater detail in the next sections) and analysis results show that all existing intersections and roadways in the study area operate at a high level of service.



3.3 TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Guide (10th Edition) was used to estimate trips to and from the development during the weekday peak hours. The tables at the bottom of this page show the overall trip generation estimates for the average weekday, average Saturday and for the critical weekday AM and PM peak hours.

It is important to remember that while the average weekday volumes appear high, they are distributed over a 24 hour period. For example, a total of 9300 trips during a typical weekday, distributed over 18 hours during the day and split by direction, results in about 1 new vehicle every 15 seconds in a given lane. Then further distribute this traffic over 3 main inbound and outbound direction and this may

equate to about 1-2 new vehicles per minute at a specific location in the network.

The numbers shown in the tables below represent 100% of the ITE trip generation rates. In reality based on experience and supplementary studies, actual trip generation rates are typically less than those predicted by the ITE guide. For the purposes of this study, it is assumed that 80% of the ITE rates will be used for the purposes of analyses.

Land Use	Trip Code	# Units	Variable	Weekday			AM Peak			PM Peak			Saturday		
				Enter	Exit	TOTAL	Enter	Exit	TOTAL	Enter	Exit	TOTAL	Enter	Exit	TOTAL
West Side of Maple Avenue															
Single Unit Housing	210	13	Units	62	61	123	3	7	10	8	5	13	62	62	124
Town Houses	220	44	Units	161	161	322	5	15	20	16	9	25	179	179	358
Mid-Rise No Commercial	221	646	Units	1760	1759	3519	55	158	312	162	104	266	1191	1190	2381
Mid-Rise w/ Commercial	231	117	Units	201	201	402	10	25	35	29	13	42	-	-	-
SUB-TOTAL TRIPS (WEST)				2184	2182	4366	73	205	278	215	131	346	1432	1431	2863
East Side of Maple Avenue															
Single Unit Housing	210	31	Units	147	146	293	6	17	23	20	11	31	148	148	296
Town Houses	220	70	Units	256	256	512	7	25	32	25	14	39	285	285	570
Mid-Rise No Commercial	221	620	Units	1689	1688	3377	53	152	205	156	9	255	1151	1151	2302
Mid-Rise w/ Commercial	231	220	Units	379	378	757	18	48	66	55	24	79	-	-	-
SUB-TOTAL TRIPS (EAST)				2471	2468	4939	84	242	326	256	148	404	1584	1584	3168

3.4 TRIP DISTRIBUTION / ASSIGNMENT

There are two primary scenarios for trips to and from the new development:

45%

Existing Road Network - no new interchange to Highway 101 and traffic is expected to distribute itself throughout the existing road network. It is assumed that trips will:

- Generally favour movements to and from the core area of Wolfville including trips destined to and from New Minas, Port Williams and points beyond,
- Include significant travel to and from the west along Main Street toward Highway 101 including trips to Windsor and HRM,
- A smaller portion of trips may be expected to use Maple Avenue towards the south including destinations on the north and south side of Highway 101

35%

Network with Interchange - includes a new interchange to Highway 101 at Maple Avenue with the remainder of the road network remaining similar to existing conditions.

- Most trips from this area destined to and from Highway 101 that would otherwise travel east or west on Main Street will use the new interchange due to its close proximity to the development,
- Maple Avenue will draw traffic from a larger catchment area to directly access the highway, though most traffic from the west end of town is still expected to use Exit 11.
- Remaining trips will distribute themselves in a similar manner as described under the existing conditions scenario.



AM Peak Hour Summary - 2022 Existing

- EB Traffic
- WB Traffic



2022 Existing Conditions

All intersections operate at a high level of service during the existing AM peak with ample gaps for side street movements. There is limited delay to vehicles on Main Street due to turning vehicles, therefore dedicated left turn lanes are not required. All intersections along Main Street and internal to the development can operate with single lane cross sections and with two-way stop control (TWSC) at all intersections.

AM Peak Hour Summary - 20242 Full Development

- EB Traffic
- WB Traffic

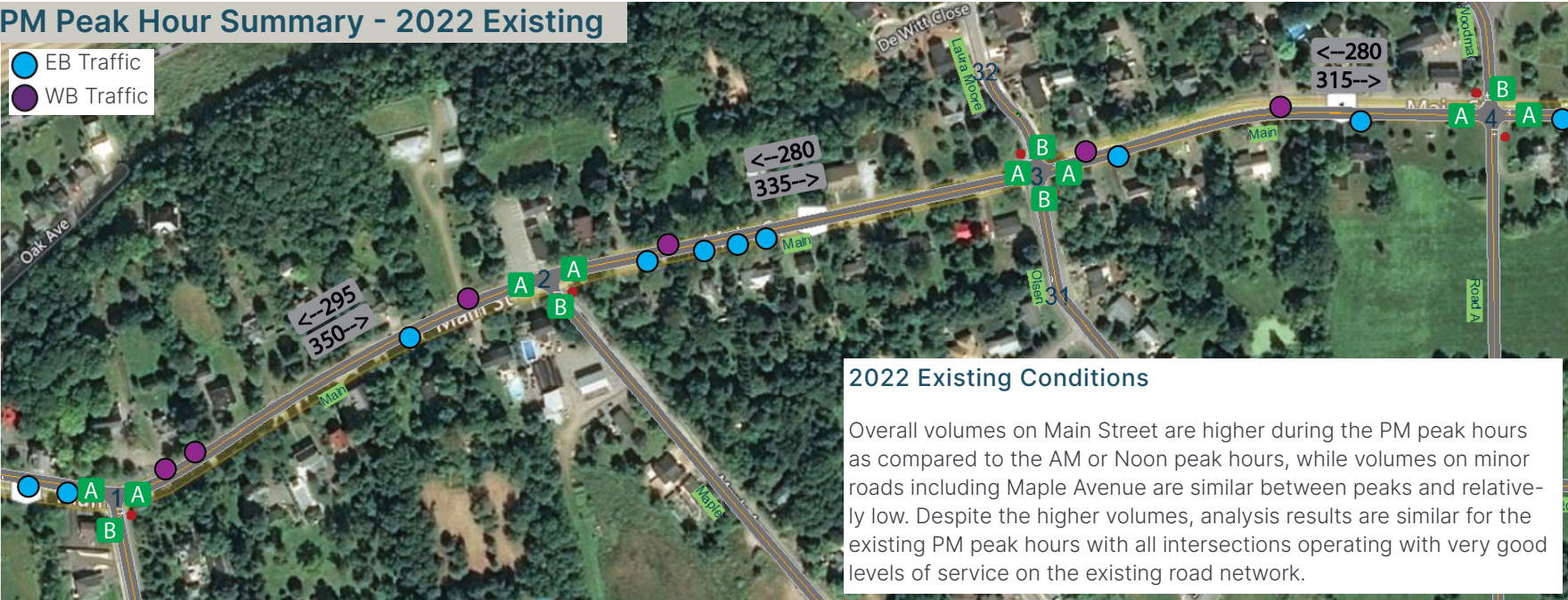


2042 Full Development (No Interchange)

Vehicle density increases along Main Street though overall lower volumes during the AM peak still allow adequate gaps for side street movements to operate at reasonable levels of service over this 20 year time horizon. Maple Avenue movements to Main Street start to experience increased delay and queueing resulting in a LOS D (25 - 30 seconds average delay per vehicle).

PM Peak Hour Summary - 2022 Existing

- EB Traffic
- WB Traffic



2022 Existing Conditions

Overall volumes on Main Street are higher during the PM peak hours as compared to the AM or Noon peak hours, while volumes on minor roads including Maple Avenue are similar between peaks and relatively low. Despite the higher volumes, analysis results are similar for the existing PM peak hours with all intersections operating with very good levels of service on the existing road network.

PM Peak Hour Summary - 2042 Full Development

- EB Traffic
- WB Traffic



2042 Full Development (No Interchange)

With no upgrades to traffic control, operations at Maple Avenue and the new eastern development access to Main Street begin to deteriorate when both development traffic and background traffic are added to the road network. This suggests upgraded traffic control (signals, roundabout) should be considered under the future traffic loading scenarios as the development moves toward full build-out.

3.5 KEY FINDINGS - PRELIMINARY ANALYSIS

1. Overall network traffic volumes are higher during the PM peak hour as compared to AM peak or Noon peak hours.
2. The critical AM and PM peak hours of traffic operate at very good levels of service under existing conditions on the existing road network which consists of basic two lane cross sections and two-way stop control on the minor roadways.
3. The analysis scenarios in this report considered existing 2022 traffic conditions and a 20-year horizon at 2042. Traffic growth up to the 2042 scenario includes the addition of general network traffic growth (average of 1% / year) plus the addition of the new development traffic.
4. Under all scenarios, the internal intersections as well as all intersections along Maple Avenue operate at very good levels of service with basic 2-lane roadway cross sections and minor road stop control, and are therefore not discussed in any further detail.
5. On Main Street, the future AM peak scenario operates at good level of service throughout all scenarios including scenarios with no new interchange present. The only challenging movements is the northbound left turn movement on Maple Avenue to Main Street which deteriorates to Level of Service D, though this is still considered a reasonable level of service during peak hour operations.
6. The more critical PM peak hour sees deterioration of service to LOS E at the Main Street intersection and LOS D at the new eastern development intersection at Main and Woodman Drive. Such operations suggest that upgraded traffic control (traffic signals or roundabout) should be considered at the Maple / Main intersection as the development approaches full build-out.
7. Should signals be implemented, the intersection will also likely require the construction of a westbound dedicated left turn lane to minimize impact to through vehicles on Main Street.
8. These improvements are not require until a significant portion of the development is constructed. Background traffic growth and growth related to the development should be monitored over time and the need and timing for upgraded traffic control and roadway cross section modifications should be reviewed.
9. A new future interchange be constructed on Highway 101 at/ near Maple Street mitigates the need for the above noted improvements. Analyses suggest that with the addition of a highway interchange, operational conditions revert back to measures of performance that are similar to existing roadway conditions.
10. The analyses suggest that the new highway interchange is not an essential component of supporting this development. If it is not constructed, then the above notes traffic control measures will most likely need to be pursued.
11. Regardless of the future network conditions, it is clear that Maple Avenue will take on a more significant role in the network hierarchy and therefore should be upgraded over time to support the higher services levels that it will be expected to accommodate.



Chapter 04

Consultation

As part of this secondary plan, the Town and its consultants, hosted a wide range of engagement sessions to hear from the community over almost a year compiling this plan. These included individual stakeholder interviews, 3 open house events, an online open house, an online survey through the Wolfville Blooms platform, several meetings and presentations with council and the Planning Advisory Committee, and a draft presentation of the plan in late 2022 (to follow).

4.1 CONSULTATION SESSIONS

Wolfville Blooms

An online survey was prepared and launched in December 2021 and was shut down in September of 2022. Over the 8 months that the survey was running, there were 1600 visits to the site and almost 100 responses to the survey. The site provided resource materials like the “Community Workbook” and various presentations, committee agendas, timelines and schedules as well as the online survey.

The site allowed the community to stay informed about the progress of the project throughout late 2021 and throughout 2022. The results of the survey were assembled by the planning department and comments are visible online at Wolfville Blooms.

Open Houses

Staff and consultants held four open house events during the week of May 30th, 2022. Three of these

sessions were in-person, with two evening sessions at Lightfoot Winery from 7-9pm, and one day time session at the Wolfville Fire Department from 2-4pm. An online open house session was held virtually on Zoom from 7-9pm on June 1, 2022. The events, provided an opportunity to present initial ideas, to listen to community about issues of concern or excitement, and to gather detailed feedback on a variety of topics that will shape the future of the East End.

No official count was taken of the number of attendees; however we estimate that roughly 130 people attended the 3 in-person sessions, and 39 people RSVP'd to the virtual session. A total of about 170 community members participated in the open house sessions.

Stakeholder Interviews

The Town hosted several one on one interviews with adjacent land owners and developers throughout this process.

Wolfville Blooms
Dec-May

1.4k

Visits to the Site

Wolfville Blooms
May-Sep

67

Online Survey
Responses

Open House
Sessions

4

Wolfville Blooms
May-Sep

67

Online Survey
Responses

What we heard

With hundreds of responses and ideas over the course of preparing this plan, the following summary of feedback has been characterized by the categories show here.



Land use



Housing



Green open spaces



Transportation



Services

PAC

Throughout the process, the Planning Advisory Committee was reviewing this project (including consultation results) with preliminary concepts/ layouts and direction provided in late 2022 and into 2023. Staff finalized the Secondary Plan based on this feedback and the legislative approval process will begin with the public participation meeting in front of the Planning Advisory

4.2 WHAT WE HEARD

With hundreds of responses and ideas over the course of preparing this plan, the Town assembled a full “What We Heard” summary that was presented by staff on June 9, 2022. At this stage of the council update, the online survey was still being assembled but the presentation provided a good intermediate touchpoint following the open house sessions.

The following summary of feedback is an amalgamation of all the different events summarized below. It’s important to note that there are always contrary opinions to the popular opinion, but the suggestions below form the basis of the popular opinions from the engagement sessions.

Committee before they provide a recommendation(s) to Council. The Town Staff report accompanying this secondary plan provides additional details on the legislative approval process and the Town’s Public Participation Program Policy.

Legislated Approval Process

To follow

Land use

Though most people understood the Towns density goals for this project as outlined in the MPS, there was still some dissenting opinions (though a minority) that the lands should be preserved as open space and agricultural reserve. However, most participants supported the increased density if it allowed for better and more connected open spaces, better quality architecture, preserving the stream corridors, affordability, enhanced stormwater management, a mixed use village core, etc. Respondents were generally supportive of densities in the range of 15-20 units per acre as long as the development was well planned and coordinated. It was also noted that the Mixed density at Woodman’s

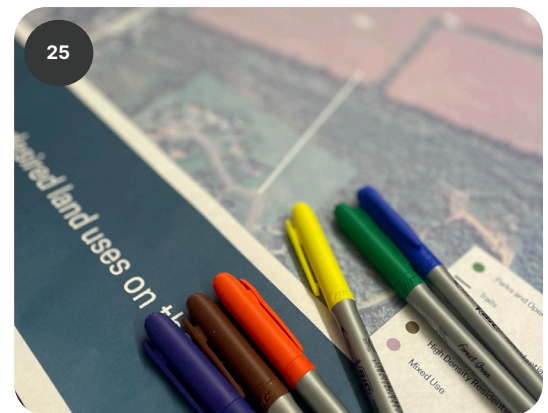
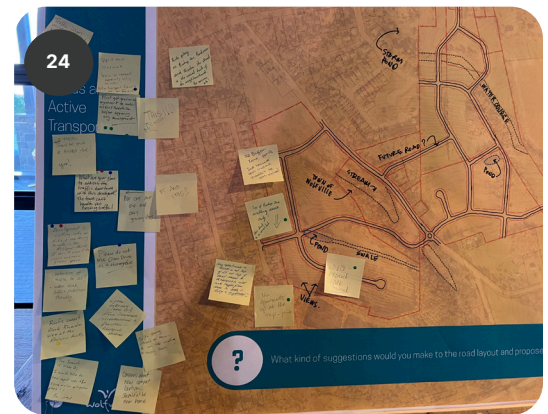


Fig.23 to Fig.25 - Community Workshop Sessions

Grove seems to have struck a good balance, and people generally supported the buffering between low and high density areas.

The demand for public amenities was expressed repeatedly. Top requests were: a village square, a municipal pool, a skating rink, recreation opportunities for youth (community centre), public washrooms, another school and small shops for essentials, while preserving agricultural land and the “small town feel”.

Participants liked the idea of a local “village square” for both developments which would have a mix of commercial and residential uses surrounding signature open spaces. People liked the idea of other walkable amenities, like a coffee shop, food vendors (local only), a convenience store and a community building. The village square spaces should be usable all year long, be AT friendly and connected, and should include public event spaces, wifi access and feature public art.

In future terms, several facilities were proposed to take under planning considerations. The most commonly mentioned were: community recreational space (multi use), schools, daycares, health care facilities, a nursing home, a library and a First Nations space. Other facilities were also suggested although by fewer participants, and those were: parks, playgrounds, churches, a post office, co-workspace, swimming pool and a youth/teen centre.

The planning team did communicate to the public that

market feasibility would dictate the availability of these other uses. For example, people may want a community hall or a local pool, but the market would dictate the feasibility of these ideas so the plan was not required to enforce these ideas on the developers.

Housing

Residents love the small town charm and architectural heritage of the Town’s building stock. Participants recognize though that the East End plan will require new forms of housing that are more affordable including narrow lot housing, garden cluster housing, townhomes, semis and apartment buildings. That does not mean though that the architectural character of the new housing needs to be compromised.

While there was general agreement that 3-storeys is the traditional height in Wolfville, some participants saw the benefit of higher building heights (4-8 storeys) in order to preserve more open space. A majority of participants felt the highest buildings should remain between 3 and 4 storeys.

There were also suggestions for student and rental housing as well as inter-generational housing.

When housing was raised as an issue, the main concerns were for affordable housing, high quality architecture (neo-traditional and modern) and sustainable design. Local architectural styles with authentic building materials



should be required for all scales of housing. As it related to affordability, new housing should be inclusive of young or low income families, single professionals and students. Dedicated seniors facilities should be part of the mix and these facilities should be located ideally close to walking trails and the village centre.

Another concern highlighted was accessibility. Design should meet highest accessibility standards to encourage multi-generational houses and care facilities.

Transportation

The key topic relating to transportation was to ensure walkability in future communities. This means sidewalks on all streets, connected trail networks, and active transportation on main collector streets. Participants expressed the need of wide sidewalks, street lighting, street trees for shade and to reduce wind, separate bicycle lanes, microtransit service, traffic calming on selected streets and improving safety of pedestrians and public space users.

Streets widths should be right-sized for the traffic volumes. Rather than designing streets extra wide for snow removal, streets should be narrowed to reduce vehicle speeds and to provide a shorter crossing distance.

A majority of the participants agreed that AT (active transportation) has an importance in the East End plan and should be reflected in some of the new street designs. AT Should favour Triple AAA off-street bike lanes rather than onstreet bike lanes which are less safe. New bike lanes should be well connected to the Town's growing network, and especially to the university and downtown.

Additional recommendations included: onstreet parking near the village centres, moving large parking lots below ground on new buildings as much as possible to reduce the visibility of surface lots, introducing EV charging stations in all new multi-unit buildings and in the Town core, planning a bus loop through East End, addressing existing traffic issues on Main Street which seem to be getting worse, focusing on AT planning and limiting road noise. The opinions on a new interchange for the 101 highway was divided and there was no definite preference wither way.

Green open spaces

The need for more and better public open spaces was favoured unanimously. On the Kenny Lands, preserving the Kenny Creek Stream corridor was seen as a key opportunity as well as developing Look-Off Park with more formal look-off facilities. The view corridor also needs better formal protection to ensure this key view is not lost to future development.



Among the requests for specific recreational programs were: natural playgrounds, “wild” natural spaces, connectivity between open spaces, community gardens and large parks with trails and seating opportunities. Edible and native plants, outdoor fitness and water features were also mentioned although by fewer people. Participants felt that every home should be no more than a 5 minute walk from a community park. These community parks should be programmed for all age groups and for all season use.

In addition to creating new usable open spaces for the community, it is equally important to preserve existing natural resources such as wildlife habitats, ponds, vistas to nature, and to preserve as many trees as possible. Participants felt strongly that the urban forest in all public spaces and corridors should be a priority for this plan. All new streets should have a plan for dense tree plantings and if possible, power lines should be under-grounded to reduce the impact on the urban forest.

Services

There was a substantial concern for stormwater management. The main concerns were around water runoff and flooding onto properties on Main Street and Maple avenues. The discussions centred around: preserving vegetation, reducing hard pavement and parking lots, and stormwater gardens and permeable surfaces, green roofs, rain barrels, collection ponds and preserving the creek

corridors for managing stormwater.

4.3 PLANNING ADVISORY COMMITTEE

Staff provided Planning Advisory Committee with an overview of this WWH report in June 2022. The main discussion points that PAC articulated include:

Affordability

- Building materials, skilled trades shortage/cost increase/inflation affects the ability for developers to provide affordable housing.
- Town is looking to require building standards/national building code to change to allow the use of more affordable materials.
- Interest rates and the impact this will have on affordable housing or housing in general.
- Tideways – This co-op housing initiative was volunteer built, even when there was 19% interest, how can we replicate this today?
- “Affordability” vs low-income housing – must be clearly defined.

- Bill 32 from Province – we could use this tool and clearly define how we move forward.

Building height

- 292 Main Street demonstrated how contentious this topic is.
- Higher than 3, less than 6 storeys is preferable for the maximum height.
- To achieve the desired amenities, density (building height) must be increased.
- Woodman's grove buildings are 3 storeys but seem higher due to large footprint.
- Proximity of tall buildings and the impact on natural light filtering into all buildings is a concern.
- Overlook into other people's windows is a concern.

Density and housing types

- How do we keep our "town feel" in this development?
- Can we see 3d models of 5 storeys that reflect the current town feeling? This would be helpful when making decisions.
- Highway interchange will change the feeling/make wolfville less "nested" feeling.
- The open houses show the appetite for new housing types like cluster housing, 3-4 storeys, and this is the time to test

it out, use the WWH report when talking to developers.

Commercial use and village square

- Village square is exciting because this is something that is missing in wolfville.
- Village square might help temper concerns around building height.
- People want to walk to amenities like cafes, hair salons, especially the elderly.

Inclusion in the planning process

- Could we do focus groups with kids/young people to see what they would like to see in the East End?
- Staff made considerable effort to make the public aware of the engagement opportunities and the turnout at the in-person events is evidence of this.

A preliminary draft of the Secondary Plan was presented in November and December 2022 with the above comments considered. Discussions continued and directions was provided by the Planning Advisory Committee at their January 2023 meeting on Density and Housing Mix; Building Height and View Plane; and the Village Square concept along Main Street. Staff integrated this direction into the final Secondary Plan being considered for adoption.



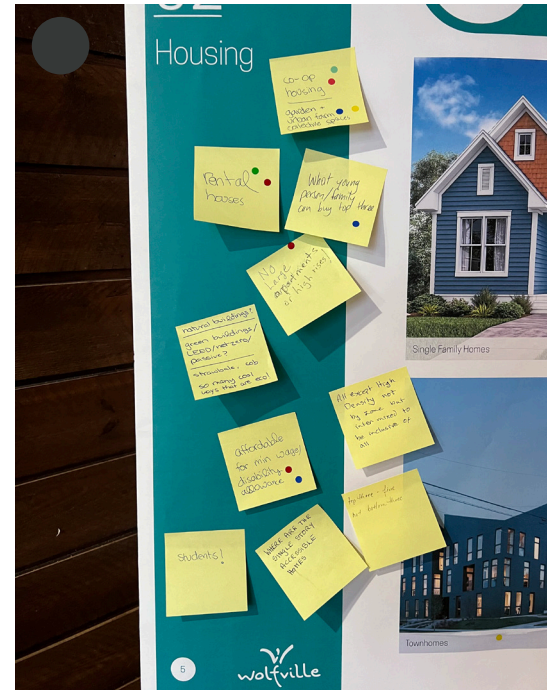
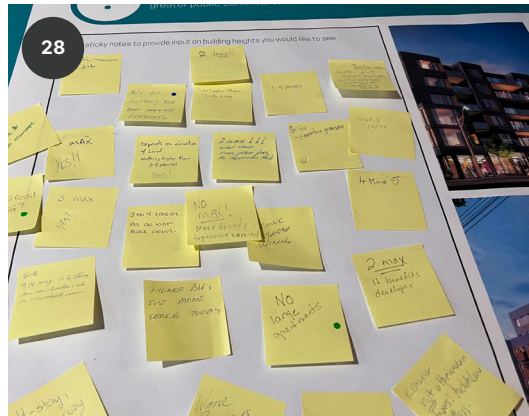
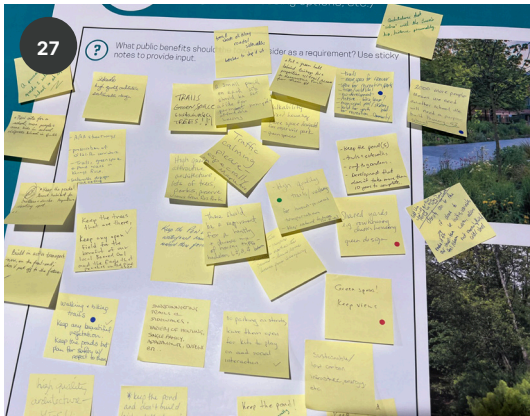


Fig.26 to Fig.29 - Community Workshop Feedback

01

Welcome

WELCOME

The Town of Wolfville is beginning a Secondary Planning Process for two large parcels of land in Wolfville's East End. We are looking for your feedback on the future development.

A secondary planning strategy is a process to determine how a particular area of the Town can be developed. The outcome of this process will be the framework that guides:

- what can be built and the density that must be achieved,
- what areas should be conserved,
- where roads, parks, trails and community centres will go,
- the character of the future communities
- how the view from Reservoir Park will be protected, and many other details.

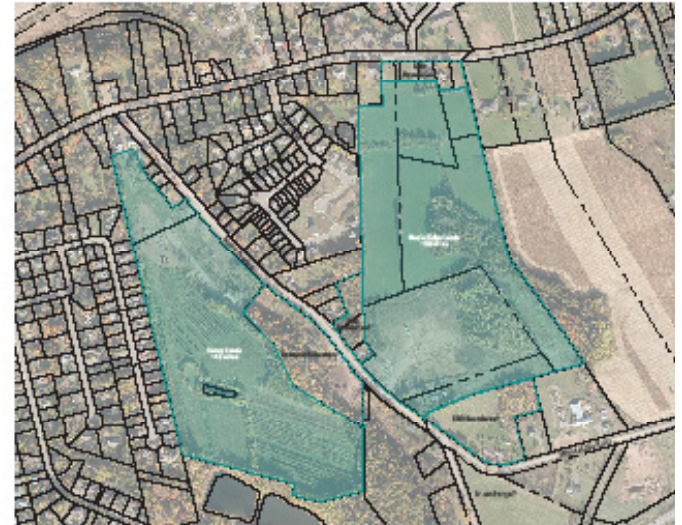
WHAT HAPPENS NEXT?



01

Welcome

SITE BOUNDARIES



02

Housing

DENSITY

? Minimum net density is 10 UPA. Using stickers, indicate if the density target should be achieved by spreading density out equally, or by increasing density to leave more open space available.

Use sticky notes/stickers to discuss and show support for spreading out density equally.



Use sticky notes/stickers to discuss and show support for increasing density in exchange for more open space:

Use stickers to show support for a density of one unit per acre (UPA):

Use stickers to show support for a density of fifteen UPA:

Use stickers to show support for a density of 20 UPA:



02

Housing

DENSITY TRADE-OFF

? What public benefits should the Town consider requiring in return for achieving the density targets set for these lands? (i.e. sidewalks, trails, high quality architecture, sustainable design, mixed housing options, etc.)

? What public benefits should the town consider as a requirement? Use sticky notes to provide input.



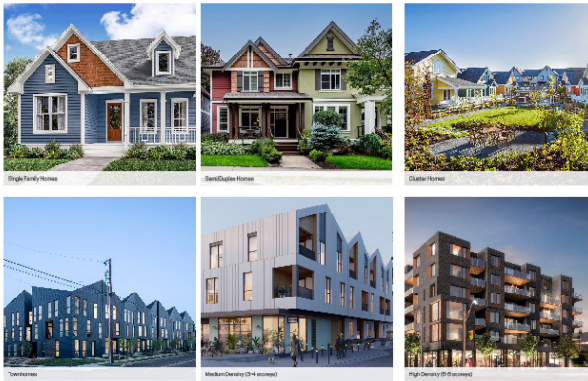
Wolfville East End Planning Study
Public Engagement Session
May 10 - June 2, 2022

02
Housing

1 wolfville

HOUSING TYPES

? What types of housing would you like to see built? Place a sticker to show your preference.



Wolfville East End Planning Study
Public Engagement Session
May 10 - June 2, 2022

02
Housing

1 wolfville

DENSITY TRADE-OFF

? Taller buildings create opportunities for more open space, and more density provides greater public benefits. What is the maximum building height we should consider?

Use sticky notes to provide input on building heights you would like to see:



Wolfville East End Planning Study
Public Engagement Session
May 10 - June 2, 2022

02
Housing

1 wolfville

SOCIAL EQUITY

? What social equity issues would you prioritize for addressing with this development? Use a sticker or sticky note to indicate.

Affordable housing	Aging in place
Accessibility	Other

Wolfville East End Planning Study
Public Engagement Session
May 10 - June 2, 2022

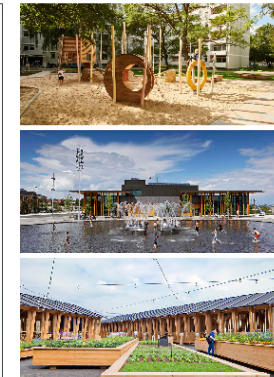
03
Parks and Open Space

1 wolfville

PARKS

? With upwards of 1,400 new units on these lands, what type of parks are needed for the eastern lands? (i.e. Natural playground, water features, seating, community gardens, etc.)

Write down on a sticky note what kind of parks and natural features you would like to see implemented in the future design.



Workshop Posters where participants were asked to provide feedback on various topics.

Wolfville East End Planning Study
Public Engagement Session
May 22, June 2, 2022

03
Parks and
Open Space



TREES



Wolfville is known for its old growth trees. It is realistic this community will have more trees in the future than is currently present. Should this development create standards to ensure a diverse urban forest in the future?

Use stickers to indicate yes.

Use stickers to indicate no.



Wolfville East End Planning Study
Public Engagement Session
May 22, June 2, 2022

04
Roads and
Active
Transportation



What kind of suggestions would you make to the road layout and proposed uses?

Wolfville East End Planning Study
Public Engagement Session
May 22, June 2, 2022

04
Roads and
Active
Transportation



STREET DESIGN



What kind of street designs can we use at the East End? How can we design these roads to favour people over cars?

Use a sticky note to discuss your ideas about street design.



Wolfville East End Planning Study
Public Engagement Session
May 22, June 2, 2022

04
Roads and
Active
Transportation



ACTIVE TRANSPORTATION



Are bike lanes, sidewalks, and continuous trail networks important trail priorities for the East End?

Use stickers to indicate yes.

Use stickers to indicate no.



Workshop Posters where participants were asked to provide feedback on various topics.

Wolfville East End Planning Study
Public Engagement Session
May 15-June 1, 2022

05
Amenities

What kind of uses and amenities would you like to see? Use sticky notes to suggest desired amenities and their location.

05
wolfville

Wolfville East End Planning Study
Public Engagement Session
May 15-June 1, 2022

05
Amenities

What type of village square would you like to see? Should it contain commercial use?

Use stickers to demonstrate support for commercial use in the village square; use sticky notes to explain what you'd like to see:

Use stickers to show disapproval commercial use in the village square; use sticky notes to explain why:

05
wolfville

Wolfville East End Planning Study
Public Engagement Session
May 15-June 2, 2022

05
Amenities

05
wolfville

05
Amenities

STORMWATER

How can we make this development a model for stormwater design? How can individual property owners contribute? (i.e.: bioswales, road standards, permeable surfaces).

Use sticky notes to discuss how the development can integrate storm water into its design and how you think individuals can contribute:

05
wolfville

Wolfville East End Planning Study
Public Engagement Session
May 15-June 1, 2022

05
Amenities

What final accounts should we take into account when designing the East End Plan?

05
wolfville

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Urban Parks

- Natural play ground
- Community gardens
- Naturalized planting
- Seating shelter
- Stormwater management
- water features

38 wolfville

? WITH UPWARDS OF 1400 NEW UNITS ON THESE LANDS, WHAT TYPE OF PARKS ARE NEEDED FOR THE EASTERN LANDS? WHAT'S MISSING IN WOLFVILLE?

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Trails & AT

- Multise trails
- Nature trails
- AAA Active Transportation
- Continuous trail network
- pedestrian
- Sidewalks

39 wolfville

? ARE BIKE LANES, SIDEWALKS, CONTINUOUS TRAIL NETWORKS IMPORTANT PRIORITIES FOR THE EAST END?

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Village Square

- Central Town Square
- Mixed uses
- Urban park
- Onstreet parking
- Higher Density Living
- Groundfloor commercial
- Community Centre

40 wolfville

? WHAT TYPE OF VILLAGE SQUARE WOULD YOU LIKE TO SEE? HAVE YOU SEEN EXAMPLES FROM OTHER PLACES WE COULD LEARN FROM?

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Street Design

- Skippy Streets
- Shared Streets
- Traffic calming
- Context sensitive streets

43 wolfville

? WHAT KIND OF STREET DESIGNS CAN WE USE AT THE EAST END? HOW CAN WE DESIGN THESE ROADS TO FAVOUR PEOPLE OVER CARS?

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Stormwater Management

- Lot Stormwater standards - no-net-runoff
- Road standards
- infiltration trenches and rain gardens
- grassy swales

45 wolfville

? HOW CAN WE MAKE THIS DEVELOPMENT A MODEL FOR STORMWATER DESIGN? HOW CAN INDIVIDUAL PROPERTY OWNERS CONTRIBUTE?

Wolfville East End Secondary Plan
Planning Advisory Committee
April 14, 2022

04 Agrihoods

Integrated agricultural communities

- Agriculture integration throughout
- Community plots
- variety of density and housing types
- Underground parking

61 wolfville

? SHOULD AGRICULTURE BE A CENTRAL THEME IN THIS DEVELOPMENT? TO WHAT EXTENT? ARE THERE OTHER THEMATIC IDEAS?

4.4 RESPONSE TO COMMON QUESTIONS

What about Schools?

Density and Housing Mix?

Heritage?

New Commercial Detracting from Downtown?

Compost Site?

Road Layout, AT, Transit and Traffic?

What about Maple Ave?

Interchange?

Neighbourhood Gathering Centres?

Viewplane and Building Height

Transitions between zones and existing neighbourhoods

Affordable Housing

Phasing

Stormwater Management

Parks and Trails

How are we protecting the Environment?

Are we growing too Quickly? Service Capacity

Is this Smart Growth?

Responses in Final

Chapter 05

Precedents

The public engagement sessions attempted to characterize the most desirable forms of development for Wolfville in an effort to inform developers about how to maintain the Town's vernacular. This chapter outlines some built-form suggestions from the community to ensure the special quality of Wolfville is not lost in future development.

5.1 TRADITIONAL AND NEO-TRADITIONAL BUILT FORM

Wolfville is one of the few communities in Nova Scotia that has preserved and enhanced its architectural heritage over the last 200 years providing excellent examples of many traditional styles including Victorian, Acadian, Georgian, Second Empire, Queen Anne, Maritime Vernacular, Colonial Revival, Craftsman, Regency, Gothic Revival and Italianate. More recently, architects have employed neotraditional design approaches to blend contemporary and traditional built forms. The Town is well rooted in the common Maritime vernacular styles and the community pushes back on placeless generic found in other growing communities.

The use of traditional building materials (mostly wood, brick and some stone) and adherence to common architectural styles is part of the Town's charm. Though the Town's Design Guidelines do not apply for most of the



Existing Single Family Styles in Wolfville

study area, they still provide a good guide for future developers of these lands.



Single Family Precedents

Single Family Homes

Due to the higher density requirements that accompany these land base lands, there will be limited opportunities for more traditional single family homes. Generally though, where new developments back directly onto existing single family homes, either singles or duplexes are encouraged, especially bordering Bishop Avenue, Olsen Drive and Carriageway Court. To ensure these homes are more affordable to future residents, narrow lot properties are required (12-15m frontage). Traditional large lot developments are not permitted (>20m frontage). Narrow lot homes can be compromised by protruding garages if permitted. To curb the construction of “snout-homes”, attached garages are not permitted on R1 lots unless they are setback from the front of the home by at least 3m.

Traditional Wolfville architectural styles and neotraditional/contemporary styles are encouraged using traditional exterior materials

To keep the homes in this development affordable but high quality, the following guidelines should be considered:

- Single family lot frontages greater than 15m will not be permitted.
- Attached garages are not permitted unless they are setback at least 3m from the front of the home
- Lot depths between 40-50m deep are encouraged requiring buildings to be pulled up closer to the street with limited setbacks
- Verandas are encouraged on all single family homes so that home-owners can talk to their neighbours passing by on the sidewalks.
- Parking is encouraged on the side of the unit instead of the front of the unit where possible.
- Detached garages are permitted the rear of the lot and provide an opportunity for rental units above.

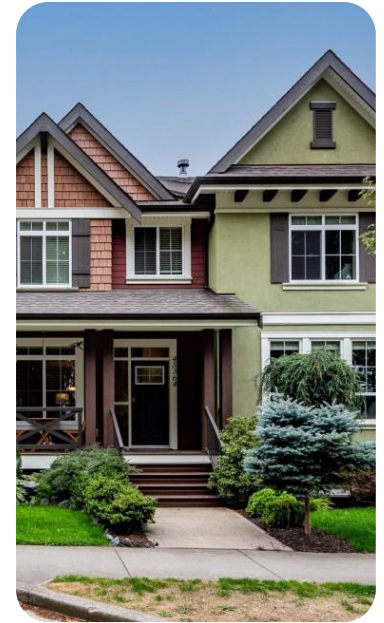


Narrow frontage Single Family Precedents

Semi and Duplex Homes

Semis are two different homes with separate owners and lots that are erected next to one another and joined by a common wall (Fig.33 and 34). A duplex on the other hand, is a house with two separate homes on a single lot, one above the other separated by a ceiling.

These two types of homes usually share a common wall or ceiling but the floor plan can vary. We have assumed 10-12m frontage per unit leaving room for a 1.5-2m sideyard. Lot depths usually range from 35-45m



Townhomes

Townhomes are individually owned multi floor homes. They are usually two or three stories high, connected to other similar homes by shared walls on either side of each unit. They are often tall and narrow in design. Townhouses are seen as a blend between a single family home and a condominium. Residents who own townhouses are generally responsible for both the interior and exterior unlike in apartment complexes.

Some of the features of a townhouse include:

- A private entrance, which in some cases come with a small front lawn and a backyard as well.
- A parking space in front of the unit
- Lots are usually 7-8m x 40m



Cluster Homes

Cluster Homes are private properties built in groupings relatively close to each other usually with a pocket yard. It is for people who wish to live on private land but would also like to enjoy access to the facilities one can find in a condominium like public gardens, playgrounds and swimming pools. Some of the advantages of living in cluster homes include:

- Enjoy both privacy and the shared outdoor recreational areas.
- Safety as the cluster would be on constant community watch.



Agrihoods

Agrihood is a type of housing development with integrated agricultural communities. Agricultural practices are interspersed throughout the neighbourhood and inspires the community's character and design.

Some of the features of an agrihood include:

- Community growing plots where residents can grow yielding plants such as vegetables.
- A range of housing types and densities.
- The parking in most cases is underground as the lots above are usually used for agricultural practices.
- A mixed use town center with a market
- Planned urban forest within the housing community.

Cluster Home Precedents



Agrihood Precedents



Multi-Unit Lowrise

Lowrise apartments are considered 2 or 3 storey buildings. These type of units are usually zoned as R3 or R4 in Wolfville's land use bylaw, and require groundfloor walkout units, architectural articulation to prevent large 'lego-block' building forms, authentic building materials, programmable amenity spaces in the building, on the roof and around the building, and underground parking to reduce the amount of surface parking around the buildings. These buildings usually range in size from 12 units to 60 units.

For the East End area, some site specific amendments have been suggested for the R4 zone to allow a maximum unit count of up to 60 units at 3-storeys by site plan approval.



Multi-Unit Midrise

Midrise buildings are 4-8 storeys in height and according to Wolfville's LUB, they are permitted only in the R4 zone by development Agreement. The R4 zone includes a site specific amendment to allow consideration of greater than 4-storeys by development agreement within the East End area. The other amendments in the R4 zone include:

- A 2m stepback when facing the street above the 3rd storey to vertically articulate the building and to reduce its scale from the street.
- underground parking for at least half the parking for each building.
- Additional architectural requirements. These buildings usually range in size from 30-100 units.





Mixed Use

Mixed use buildings are similar to the new R4 buildings except they require a portion of the groundfloor to be commercial. A new zone has been created in the land use bylaw to create a mixed use zone for the village core and along the Maple Avenue Corridor. These buildings usually range in size from 30-120 units.



Fig.30 - Institutional Spaces

Institutional Spaces

Institutional areas are lots allocated for opportunities and services like education, health and research activity that benefit the community. Schools (Fig.30, 32 and 33), hospitals and clinics are a few examples of Institutional spaces.

Parkland and Open Space

Parks and open spaces can either be for recreation or for conservation depending on what the piece of land holds. Sensitive areas with wetlands that contain plant and animal species that are not to be disturbed by human activity and with water bodies that flood often are designated as conservation areas (Fig.36). They are lands which are usually maintained in their natural state. Less sensitive areas that allow human activity with walking trails, play areas, benches and dog parks are recreational in nature (Fig.34, 35 and 37).

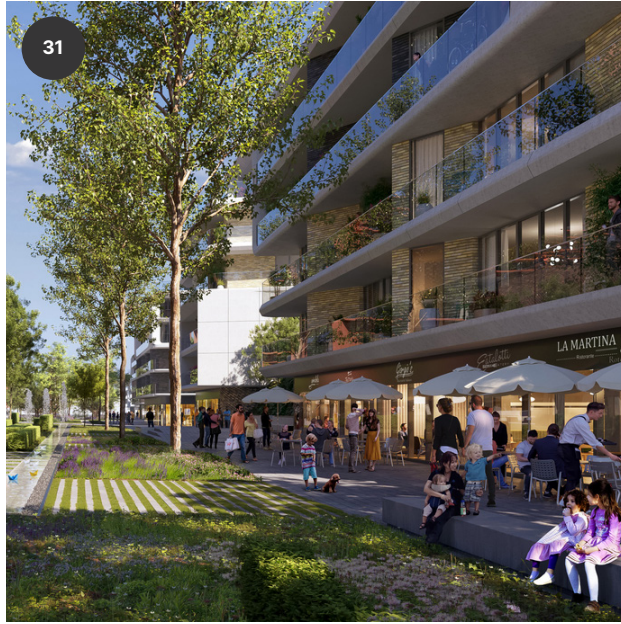


Fig.31 - High Rise with Active Frontages

Fig.32 and 33 - Institutional Spaces

Fig.34 to 37 - Park and Open Space Precedents

Chapter 06

Master Plan

Following the engagement sessions held in the summer and fall of 2022, Fathom and Town staff assembled preliminary development concepts and pro forma. These concepts have reflected community feedback, sustainability considerations and have taken into account discussions with land owners and developers. The draft master plan presented here is still in draft form but represents the culmination of this work and requires feedback from the Planning Advisory Committee and Council to ensure the plan is going in the right direction and what additional steps may be required.

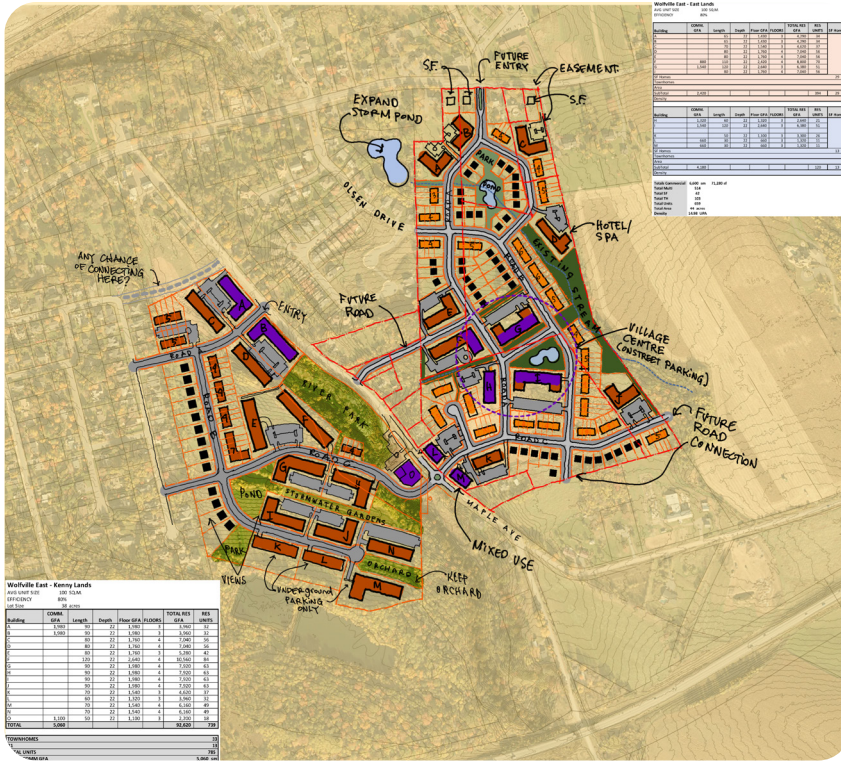
6.1 PRELIMINARY LAND CONCEPT

Preliminary Concepts

Several early concepts were developed in coordination with the land owners / developers to discuss road patterns, open space connectivity, housing mix, commercial core locations, road hierarchies, viewplanes, and phasing. On both sites, the steep topography presents some unique challenges for roads and building sites.

The aim for these early concepts was to encourage the 4 main land owners/developers to coordinate their plans together. On the Kenny lands, there is only one land owner making it slightly easier to advance. On the Maple Ridge lands there are 4 owners that need to coordinate together making the phasing and road planning much more challenging.

The early concept pro formas showed about 750 units (20 upa) on the Kenny Lands and 550 units (15 UPA) on the Maple Ridge Lands. The developers were able to review and prepare their own plans and pro formas from these early concepts.



6.2 THE REFINED CONCEPT PLAN

After months of refinement, the preliminary concept plans were refined to reduce the length of roads and provide more flexible development parcels that could accommodate a range of cluster developments and housing topologies. The benefit of less roads means more open space could be preserved, the roads could be designed with more and better public amenities, and the development costs could be reduced thereby passing along the savings to future home owners. The concept plan (shown on the next page) will continue to be refined for the final Secondary Plan as the consultants work with the land owners refining the new proposed zones and the market demands for different housing types.

The Concept Plan is meant to guide future development parcels while providing flexibility for development. The road patterns, zoning, and parkland extents are inflexible however once the plan is approved.

Cementing the road locations, park locations and final zoning provides each land owner with a measure of security when developing their individual parcels that these core neighbourhood building blocks will not change.

The role of the secondary plan is to provide security to both the developers and the local community that ground rules for the plan have been established and will not be changed. Without this security, each developer would have to proceed through a development agreement process which creates risk and increases development timelines. Instead, the as-of-right zones have been established giving each developer some flexibility with how they develop their properties without exceeding the density cap established throughout this process.

Changes to the plan, the zoning or the density cap will only be considered by development agreement.



Wolfville East - Kenny Lands

03-Feb-23

Avg Unit Size 100 sq.m.
Total Land Area 33 acres

Multi-Unit Buildings	Comm. GFA (m2)	Units per Floor	Floors	Res Units
A		11	6	61
B		11	6	61
C		11	6	61
D		11	6	61
E		11	6	61
F		13	4	46
G		13	4	46
H	300	13	4	46
I	300	13	4	46
TOTAL	600			485

R-MM	43
TOWNHOMES	13
SINGLE FAMILY	30
GARDEN CLUSTER	0
TOTAL KENNY LANDS UNITS	528
TOTAL COMM GFA (sq.m)	600 sm
DENSITY	16 UPA

Concept One - Plan and Pro Forma

Secondary Plan Components

The Secondary plan was established to cap the overall gross density at 16 units per acre for both the Kenny Lands and Maple Ridge Lands. This allows the developers to develop up to 528 units on the Kenny Lands and about 700 units on the Maple Ridge lands.

The plan allows for swapping density between land owners so long as no additional density is created or lost. As per the Municipal Planning Strategy, the overall density shall not be less than 10 units per acre.

Wolfville East - Maple Ridge Lands

Avg Unit Size 100 sq.m.
Total Land Area 44.4 acres

Building	Comm. GFA (m2)	Units per Floor	Floors	Res Units
J		8	4	28
K		8	4	28
L		12	4	42
M		12	4	42
N		9	4	32
O		12	4	42
P		10	4	35
Q		10	4	35
R	550	8	4	28
S	1,230	17	4	60
T	1,140	16	4	56
U	660	9	4	32
V		9	4	32
W		9	4	32
X	790	10	4	35
Y		9	4	32
TOTAL	4,370			588

R-LR	126
TOWNHOMES	8
TOWNHOME CLUSTER	56
SINGLE FAMILY	8
GARDEN CLUSTER	54
TOTAL MAPLE RIDGE LANDS UNITS	714
TOTAL COMM GFA (sq.m)	4,370 sm
DENSITY	16 UPA

Kenny Lands

The Kenny lands plan is characterized by:

- A local street connection (190m) to the north of the property between Maple Ave and Bishop Ave.
- A collector street has been designed for loop connecting the northern Maple Avenue entrance to the new southern Maple Avenue entry near the composting facility.
- The second Bishop Ave. right-of-way to the south is used as trail connection instead of a road connection.

- A large 2 acre park has been reserved in front of the reservoir park viewplane. The manmade pond has been removed in this concept. The park is connected across the street to the Kenny Creek greenway.
- Single family homes and townhomes back onto the properties on Bishop Ave providing a gentle density buffer between the existing homes and the higher density parts of the development.
- A portion of the Kenny Creek greenway (currently park) has been swapped for some development to allow the daylighting and stormwater management features needed along Kenny Creek and backing onto Reservoir park.
- New 6-storey multi-unit buildings are reserved for the area east of the protected viewplane.
- The compost facility will be reserved as future parkland once the collector road has been built.

Any additional density beyond the allowable 528 units on 33 acres would have to go through development agreement.

Maple Ridge Lands

The Maple Ridge lands are owned by 4 different land owners and as such, these lands will be more difficult to plan due to phasing and staged access. The maximum allowable density on the 44.4 acres of land will remain at 16 units per acre allowing for the construction of about 710 units. These units could be swapped in a density transfer between land owners.

The plan for the Maple Ridge Lands is characterized by:

- A future Mixed Use Village Centre site close to Main Street.
- A large village green park at the centre of the village square in the location of the existing ephemeral creek. Views of this park will be in the immediate foreground up entry into the

development from the eventual Woodman Road extension. Land owner 4 is in no hurry for this access so this part of the plan may come in the latest phases of the project. There is no immediate rush for this entranceway since there are other entry locations from Olsen and Maple Ave.

- The entrenched creek corridor has been preserved from the east side of the property all the way to the stormwater management pond near Olsen Dr. This corridor will also include a trail system.
- Missing Middle housing has been generally reserved directly abutting existing R1 homes.
- Lowrise housing has been located throughout the development. Where lowrise abuts lower density housing, greater setbacks, tree protection and a fence would be required when abutting low density zones.
- The existing ephemeral pond on owner 2 land has been preserved as part of a larger park at the top of the hill.
- The Olsen Park stormwater pond can be expanded to provide additional storage for the Maple Ridge Development. Other measures will be needed on the Maple Ridge lands to manage stormwater.
- Owner 5 is somewhat land locked until some of the roads are built in the development (particularly the Olsen Dr extension). In the interim, there may be an opportunity to provide limited access to two buildings (Y, W, V) from Main Street in the early phases of the development. Though these buildings would not be connected to the internal roads for the rest of the development, they could be linked by the river parkway for walkers and cyclists.



Fig.30 - Village Square Concept

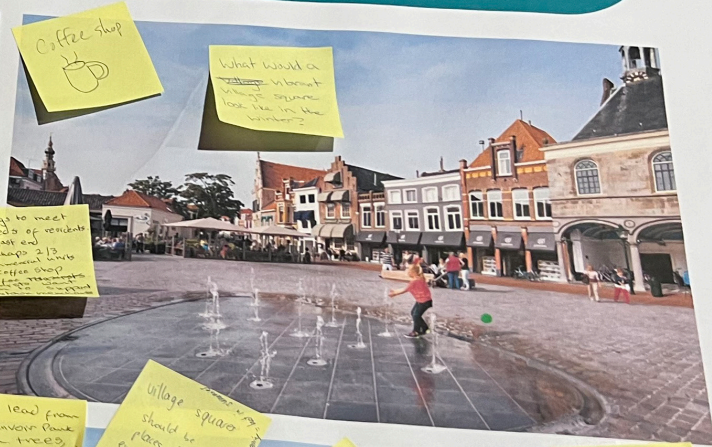
VILLAGE SQUARE



What type of village square would you like to see? Should it contain commercial use?

Use stickers to demonstrate support for commercial use in the village square; use sticky notes to explain what you like.

Use stickers to show disapproval of commercial use in the village square; use sticky notes to explain why.



Coffee shop
☕

What would a vibrant village square look like in the morning?

Things to meet need to be residents in East end perhaps 2 B2 commercial units coffee shop

If there is commercial space it should be mixed with housing

pedestrian only
year round

Use of existing building public space for markets, food and sitting

Grocery
Bakery
Restaurant
(not chain)

Here - another grocery

coffee, coffee shop
small grocery store

Public space for walking
small trees

coffee shops
space for people to sit
three professional offices off main rd keep that commercial

pedestrian only

limited - quiet

Art, coffee shops, trees, fountain

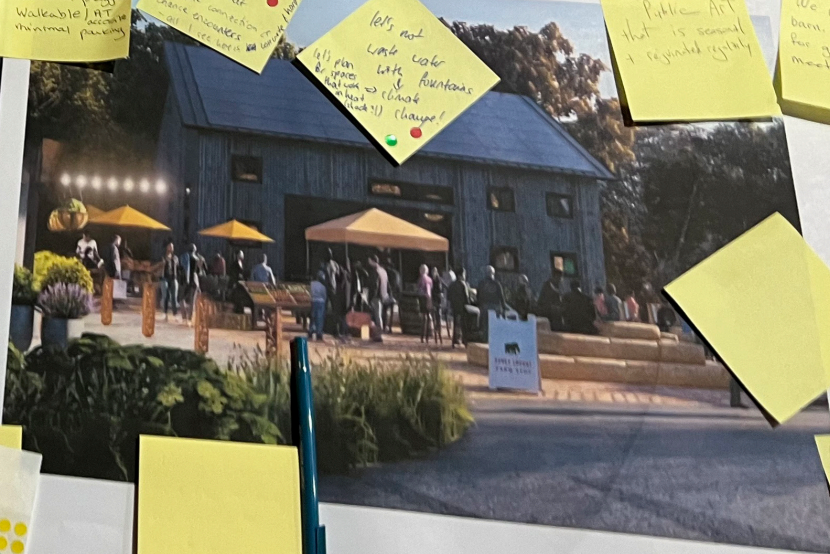
Take lead from Reservoir Park
walkways
Natural play
Walkable / RTT
minimal parking

Village square should be place that enable connection in the town

let's not
use color
use fountains
let's plan the space
let's not have a lot of trees!

Public Art that is seasonal & repaired regularly

We need a solid base like building for groups to meet in.



Commercial use can be in new houses!

Commercial use, no trees when commercial spaces don't form a mix to appear like a village

Non-commercial public space?

what does a village square look like in winter?
greenhouse

Garden / softscape
over hardscape?
More wild ecosystems

Community Centre?

commercial should not mix to residential

art theatre
fun
community spaces

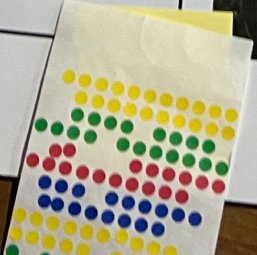
Preserve green space!
Commercial use can be in new houses!

How about you spend some funds on the town square in Wootton Bassett already?

Covered amphitheatre

What are we building?
A small town in the town

No second town - make down town walkable.
Bike friendly
Cottages - a table system?



6.3 PARKS & OPEN SPACE

The master plan identifies two key connected park spaces on the Kenny Lands and 3 connected parks spaces on the Maple Ridge Lands. The important thing about all these parks is that they are connected together with a greenway trail system, sidewalks, and or active transportation. The parks have been strategically located so that no resident is less than a 3 or 4 minute walk (300-400 m) to this connected park network.

Kenny Lands Parks

The two signature parks for the Kenny Lands include the Kenny Creek greenway and the ViewPark north of the protected view corridor. These are linked via the existing Town Reservoir Park to the north and using a trail through the private lands through the centre of the development.

Reservoir ViewPark: The public was keen to extend Reservoir Park near the protected viewshed. This north sloping parcel of land will use the Bishop Avenue right-of-way, that was originally intended for a road connection, as a new trail connection. The existing man-made pond will be reduced in size or moved depending on the final location of the new road system within the development. To preserve the views in this park, any new trees will need to be very strategically located so as not to impinge on the view point. The park could either be maintained as an open manicured lawn area with switchback trails down the slope, or it could be reserved as an

agricultural field or community garden to serve the local community.

At the base of the hill, the development could include a small amphitheatre or outdoor performance venue. The Town will need to program this area as part of its future parks master plan.

Kenny Greenway: The existing creek corridor extends along Maple Avenue connecting Reservoir park trails in the south before ending somewhere near the north of the study area. In the north, Kenny Creek seems to disappear underground and into some culverts. Residents in this area have commented that there are regular flooding problems in their back yards. As the lands are developed, the stream should probably be daylighted and there may need to be some stormwater management ponds constructed to the north to handle runoff from the new development. The trail system which progresses from being very well defined in the south, to less defined in the north needs to be connected up formally to Maple Avenue where a future Triple A active transportation system is planned for the west side of Maple Avenue.

The Kenny Greenway is proposed as a natural wooded corridor along the creek. Where the new roundabout is proposed by the Compost facility, the trail will have to make its way up the slope from the entrenched valley, across this new road connector and then back down into the valley floor to the north of the new road. The town may want to consider a bridge for this area with the greenway trail routed under the bridge.

Maple Ridge Lands Parks

There are 3 main parks proposed for the Maple Ridge Lands including an existing ephemeral pond on the Kadray Lands, a creek corridor greenway along the east boundary of the site and connecting to the existing stormwater pond, and a village centre park close to Main Street in the future Village Square area. All of these parks would be connected together to form a network.

Kadray Park: There is an existing man-made pond to the north of the Kadray lands that could make a good community park and stormwater management area for the Kadray lands. The plan shows some of the higher density uses surrounding this park. We imagine that some of these higher density uses would include seniors housing so this park would be programmed for seniors to include accessible trails, lots of benches and potential outdoor exercise equipment.

Creek Greenway: The creek sits in an entrenched valley midway through the Maple Ridges lands, but then it flattens out into a gentle valley to the north of the site. There are no trails currently along the stream due to the brambles and impassable thickets of Rosa Rugosa. The valley would be an ideal greenway trail if it were better managed and designed as a trail. The greenway should develop a forest management plan and a watershed management plan to make the corridor a more usable linear parkway along the creek. To the north of the site the greenway will pass through the village square and will have to pass under the entry road. Ideally the trail

6.4 THE MASTER PLAN

illustrative master plan and area details will be provided in future versions



Fig.30 -Open Space 3D Massing

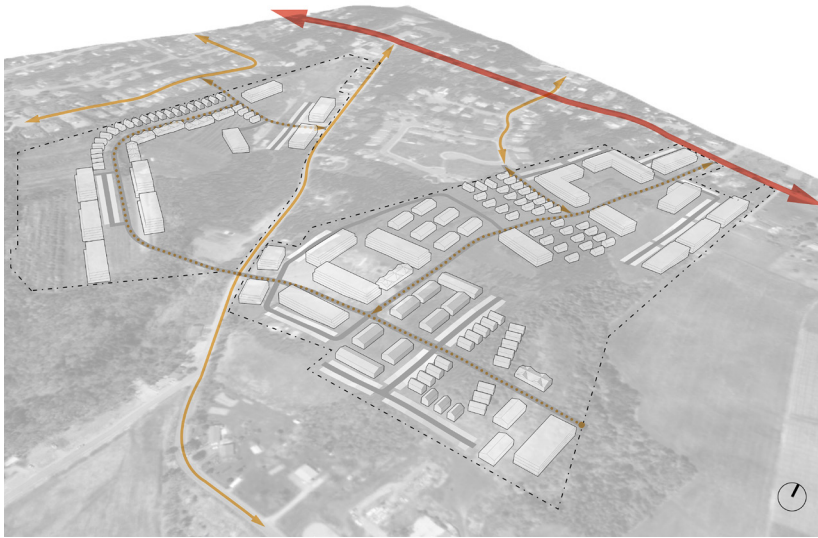


Fig.30 -Road Hierarchies 3D Massing

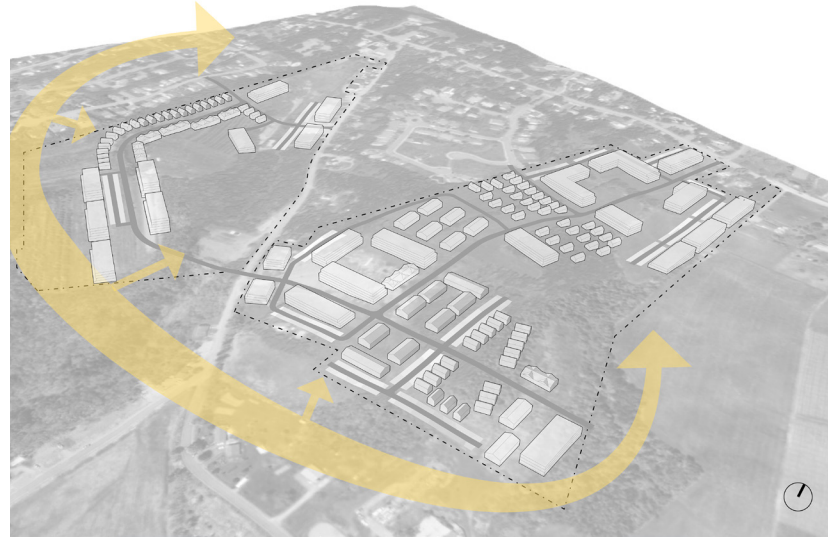


Fig.30 -Solar Exposure 3D Massing



Fig.30 -Trails 3D Massing

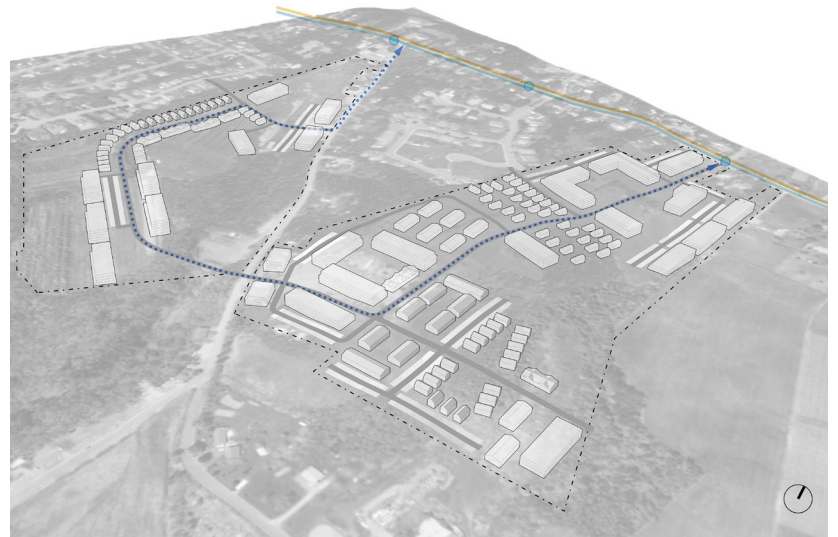


Fig.30 -Collector Roads 3D Massing

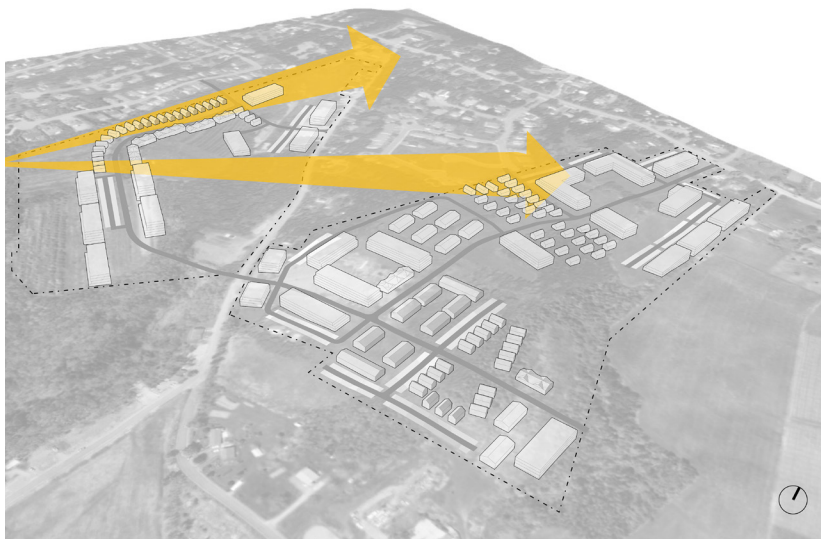


Fig.30 -Protected View Corridor 3D Massing

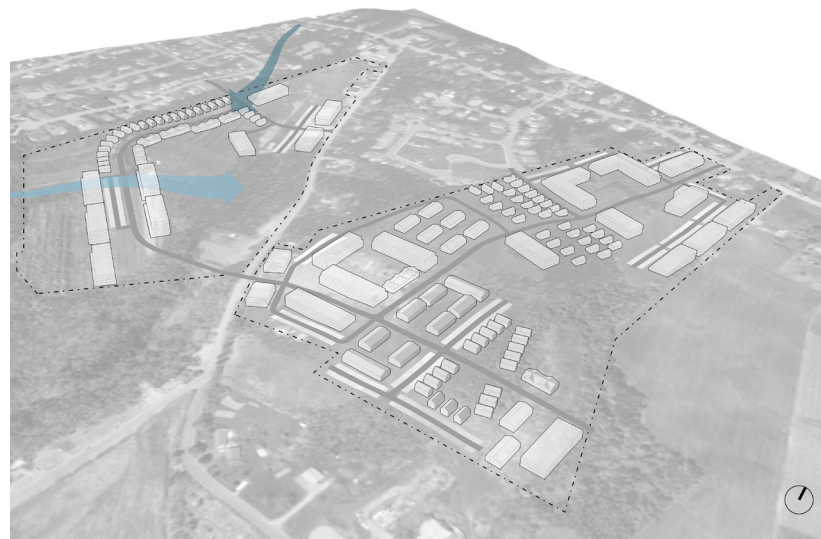


Fig.30 -Summer and Winter Wind Exposure 3D



Fig.30 -Zoning 3D Massing

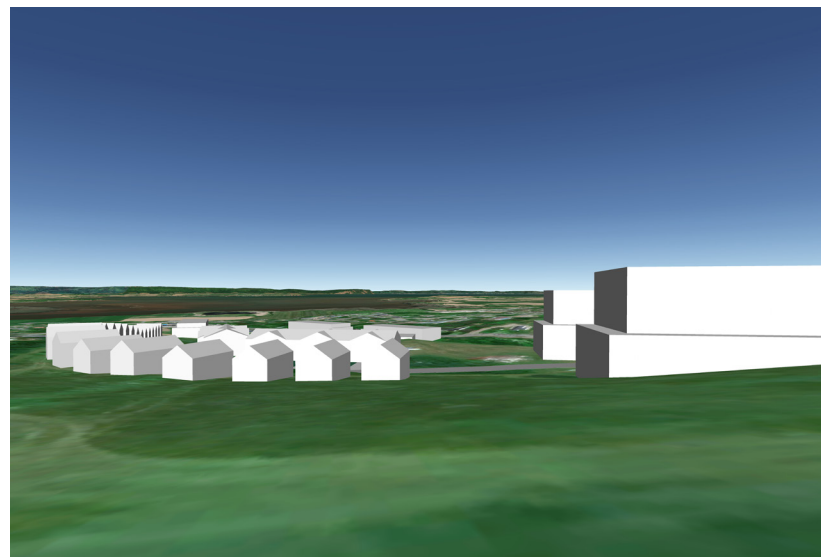


Fig.30 -View from protected viewpoint 3D massing

Chapter 07

Plan & Zoning Amendments

This secondary plan ultimately will require structural changes to the land use bylaw and municipal planning strategy in order to achieve the vision and details. This chapter outlines the high level changes that will need to be made to plan and bylaw to cement this plan into policies and regulations. There will need to be additional minor structural changes to the documents beyond the suggestions in this chapter.

7.1 MPS AMENDMENTS

The following changes are proposed for the plan amendments needed to implement this secondary plan. Most of the changes needed to implement the secondary plan will require changes to Part 8 (Neighbourhoods) of the Municipal Planning Strategy. The descriptions below either require amendments to existing text or policies or a new section added as it relates to a new Mixed Use section. The 'amendment' or 'new sections' are noted in the section header of this chapter.

8.0 Where We Find ourselves (AMEND)

Replace with the Following: "Wolfville is in the midst of a new phase of growth. Local residents, students, seasonal visitors and businesses aim to grow a stronger Wolfville together.

To better grow together, the neighbourhood designation and general policies are rooted in four subsections or Neighbourhood Focus

Areas: Housing Choice + Affordability; Land Use Compatibility and Placemaking; Sustainable and Resilient Development; and Neighbourhood Entrepreneurship. These subsections directly support our Community Priorities (Economic Prosperity, Land Use & Design, Climate Action, and Social Equity) and contain policies that shape our development patterns toward Our Shared Future.

From 2021-2023 the Town worked on a Secondary Plan for the East End and the planning documents now have been integrated into the MPS and Land use Bylaw"

8.1 Neighbourhood residential designation (AMEND)

Add 8.1.7 "It shall be the policy of council to use the East End Secondary Plan to guide the development of the East End parcels."

8.2 Low Density (AMEND)

Replace with the Following: “Densities in the Town’s low density neighbourhoods are as low as 1-2 dwelling units/acre with some areas having slightly higher densities of 5-6 dwelling units/acre. Over 50% of residential land in the Town of Wolfville contains low density housing forms (330 acres of 820 total acres of residential land).

Some of the Town’s low density areas fall within the Town’s Design Guidelines areas and display examples of the Town’s rich built heritage. Low density neighbourhoods are generally made up of single-detached dwelling units, some semi-detached or row housing units, existing multi-unit buildings, and other neighbourhood uses such as parks and home occupations. This plan establishes

3 variations of the Low Density Residential zoning ranging from very restrictive (R-1) to more enabling (R-2), and even more dense (R-MM) zones. The “Low Density Residential – Restricted” (R-1) zone restricts uses to permit only single-unit detached dwellings, limited home occupations (personal-offices), parks and playgrounds. The “Low Density Residential” (R2) zone enables up to 2-unit dwellings, home based businesses, enables the ability to rezone to neighbourhood commercial in some areas, and also enables innovative housing forms (e.g. pocket neighbourhoods, grouped dwellings). The “Missing Middle Residential” (R-MM) zone requires more dense forms of detached housing including narrow lot single-unit homes, 2-unit dwellings, stacked semi and townhomes up to 4 units, home based businesses, and also enables innovative housing forms (e.g. pocket neighbourhoods, grouped dwellings).

IT SHALL BE A POLICY OF COUNCIL:



1. To establish 3 categories of Low Density Residential zoning, “Low Density Residential – Restricted” (R-1), Low Density Residential” (R2), and “Missing Middle Residential” (R-MM) which permit a range of low density residential uses including, but not limited to, single unit dwellings, accessory dwelling units, 2-unit dwellings, stacked semi, townhomes (up to 4 units), short-term rentals, and parks as outlined in the Land Use By-Law.
2. To recognize the Low Density Residential – Restricted (R-1) zone as an area where land use activity is limited and special provisions of the Land Use By-law shall apply.
3. To consider a future review of the Low Density Residential – Restricted (R-1) zone to assess how these areas are consistent with the stated community priorities of this plan, other Town priorities and future needs, and provincial priorities.
4. To use Site Plan Approval in the Low Density zones of the Neighbourhood Designation, as outlined in the Land Use By-Law, for the consideration of certain uses that require additional regulatory considerations including, but not limited to, developments within Design Guidelines Areas, Inns, replacement of existing multi-unit dwellings, and residential conversions.
5. To use Development Agreements in the Low Density zones of the Neighbourhood Designation for the consideration of certain uses that require unique and site specific considerations including, but not limited to, Innovative Housing proposals such as pocket neighbourhoods, group dwellings and other uses.
6. To enable the rezoning of properties within the West End CDD area, to low density residential, low density residential, or to Missing Middle residential, removing the existing CDD zoning.

8.3 Medium Density (AMEND)

Replace with the Following: “Medium density residential areas outside of Wolfville’s core are generally focused around key transportation corridors – Main Street, Skyway Drive, Maple Avenue and Pleasant Street running east–west, and areas between Gaspereau and Highland Avenues running North–South. Density ranges from 5 to 12 dwelling units per acre are typical. Medium density areas face more pressure for redevelopment and change as they are located close to amenities found at the University, the Core area, and at the east and west end of the Town.

This Plan encourages more infill housing forms – townhomes, low and mid rise apartments, and cluster developments by enabling additional units on existing serviced lands. Allowing additional units makes possible increased housing choice, contributes to the diversity and vitality of neighbourhoods, improves walkability and transit/ active transportation choices, and contributes to affordable housing. Additional provisions have been instituted to ensure developments are compatible with neighbourhood character.”

IT SHALL BE A POLICY OF COUNCIL:



1. To establish Medium Density Residential (R-3) zoning in the Land Use By-law that permits (as-of-right) a range of medium density residential uses including, but not limited to, single unit dwellings, two-unit dwellings, row housing and multi-unit dwellings of a certain size, parks and playgrounds.
2. To establish Lowrise Residential Residential (R-LR) zoning in the Land Use By-law that permits (through site plan approval) a range of medium density residential uses including, but not limited to, 2-unit dwellings, row housing, stacked townhomes, cluster housing and multi-unit dwellings up to 50 units and 4-storeys in height, parks and playgrounds.
3. To use Site Plan Approval in the Medium Density zone of the Neighbourhood Designation as outlined in the Land Use By-Law for the consideration of certain uses that require additional regulatory considerations, which may include but are not limited to, developments within Design Guidelines Areas and multi-unit dwellings of a certain size.
4. To use Development Agreements in the Medium Density zones of the Neighbourhood Designation, as outlined in the Land Use By-Law, for the consideration of certain uses that require unique and site-specific considerations which may include but are not limited to, Innovative Housing proposals such as pocket neighbourhoods, group dwellings and other similar uses.
5. To enable the rezoning of properties within the Neighbourhood Designation, to medium density residential, where the criteria of Section

- 11 – Implementation and the provisions of the Land Use By-law can be met.
6. To enable the rezoning of properties within the West End CDD area, to lowrise residential, removing the existing CDD zoning.

8.4 High Density Residential (AMEND)

Replace with the Following: “The Community profile of this plan outlines a clear trend of increasing numbers of apartment units since 2011. The Town of Wolfville’s fastest growing dwelling unit type is apartments, which now make up the majority of dwelling types (44%) (2016 Census), more than single detached housing (41%). Much of the existing high-density development in the Town is located in or proposed development areas such as Woodman’s Grove, the West End, on Pleasant street and areas within close proximity to Acadia University. Future high density areas will be encouraged in the East End and West End as part of the secondary plan. Higher density areas present energy efficient housing choices where the ecological footprint per dwelling is the lowest of all dwelling types.

This plan takes the approach of enabling rezoning to high density on sites where appropriate, which will require landscaping, parking, amenities, and trail/active transportation connectivity. These requirements work toward development that is compatible with its surroundings and benefits the community while improving environmental and social impacts by increasing housing choices and lowering the average environmental footprint of dwellings in Wolfville.

Special consideration should be given for yet undeveloped parts of the the east end and west end with a Multi-Family Residential (R-MF) to allow greater density than may be permitted in other high density residential areas around the town.”

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish High Density Residential (R-4) zoning in the Land Use By-law that permits (as-of-right) a range of high density residential uses, including but not limited to row housing, multi-unit dwellings of a certain density, parks and playgrounds.
2. To establish Multi-family Residential (R-MF) zoning in the Land Use By-law that permits (through site plan approval) a range of high density residential uses, including but not limited to multi-unit dwellings up to 80 units and 6-storeys in height, the potential for limited groundfloor commercial uses, the requirement for underground parking, and provisions for parks and playgrounds.
3. To use Site Plan Approval in the High Density zone (R-4) of the Neighbourhood Designation for the consideration of certain uses that require additional regulatory considerations including, but not limited to, developments within Design Guidelines areas and multi-unit dwellings of a certain density.
4. To use Development Agreements in the High Density zones of the Neighbourhood Designation for the consideration of certain uses that require unique and site-specific considerations including, but not limited to Multi-unit residential of a certain density, innovative Housing proposals such as pocket neighbourhoods, group dwellings and other similar uses.
5. To include in the Land Use By-law special regulation for high density residential uses related to parking areas, landscaping, massing, amenity space, and other matters to ensure neighbourhood compatibility.
6. To enable the rezoning of properties within the Neighbourhood Designation, to high density residential, where the criteria of Section 11 – Implementation and the specific provisions of the Land Use By-law can be met.
7. To enable the rezoning of properties within the West End CDD area, to Multi-family Residential, removing the existing CDD zoning.

8.5 Comprehensive Development District (Future Neighbourhoods) (AMEND)

Replace with the Following: *“Previously, the Comprehensive development districts in Wolfville were assigned to 4 large land holdings including the “West end lands”, the “Kenny Farm lands”, the “Maple Avenue Lands”, and the “Woodmans Grove lands”. These areas have gone through a secondary planning process to allow development to proceed or have development agreements that are largely completed. These previous parcels*

have been zoned to low, medium, mixed use or high density depending on neighbourhood context.

Though no land is currently zoned as CDD as of the date of this plan, the Town would like to maintain this zone to allow consideration of future CDD zones on lands greater than 1 hectare.”

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a Comprehensive Development District zone in the Land Use By-law within the Neighbourhood Designation of the MPS.
2. To require secondary plans to enable development agreements, for developments within a Comprehensive Development District zone.
3. To enable concurrent creation of secondary plans and development agreements for Comprehensive Development Districts.
4. To require all proposals in the Comprehensive Development District zone to enable a mix of commercial, institutional, park, open-space, and residential uses, in a variety of forms.
5. To enable certain existing uses on CDD zoned properties, as outlined in the Land Use By-law.
6. To enable council to consider future CDD zoning on properties greater than 1 hectare which would be subjected to the zone requirements and secondary planning process.
7. To enable council to retire the CDD zone once developed in favour of as-of-right zones.
8. To ensure the following criteria are met when Council is considering development proposals in the Comprehensive Development District (CDD) zone:
 - a. The minimum net-density of residential dwellings units shall be an average of 10 dwelling units per acre.
 - b. Require all power and communication infrastructure to be located underground (both primary and secondary) except in the following situations:
 - i. when 3-phase power is required; and
 - ii. when undergrounding of services negatively impacts significant environment features, such as watercourses, wildlife habitat, areas of steep slopes and similar situations

9. Larger parcels, or accumulated parcels, in other zones may apply to be rezoned to Comprehensive Development District. To require a secondary plan for areas zoned Comprehensive Development District that responds to the Town's 'sustainability checklist' (Schedule D of the Land Use By-law - Sustainability Checklist for Comprehensive Development Districts) and respond to the following principles:

a. Land Use + Design

- i. Community Centre
- ii. Mixed Land Uses
- iii. Community Plans
- iv. Leveraging Existing Infrastructure

b. Connectivity

- i. Active Transportation
- ii. Green and Grey Networks
- iii. Alternative Forms of Transit
- iv. Connected Green Network of Natural Assets

c. Environmental and Economic Sustainability

- i. Environmental Considerations

ii. Working Landscapes

iii. Low impact infrastructure

iv. Stormwater Management

v. Enhancing Natural Environmental Features of high ecological value

vi. Alternative Energy Sources

vii. Density

viii. Local Economy

d. Social Equity

i. Education Opportunities

ii. Mixed Housing Types

iii. Affordable Housing Supply

iv. Accessible Design and Built Forms

v. Prioritization of shared spaces

8.6 Mixed Use Areas (NEW)

Neo-traditional planning models like the “15-minute City” and “Complete Communities” are reviving past city building practices by encouraging community design that allows residents to meet most of their daily needs within a short walk or bike ride of their home. These include neighbourhood commercial uses, institutional uses, park uses, offices, etc. all within walking distance of density cores. Contrary to past planning practices which segregated and separated land uses, this revived paradigm encourages the mixing of uses, the mixing of age and ethnic groups, the mixing of transportation modes, and a focus on health and well-being.

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a Mixed Use zone in the Land Use By-law within the Neighbourhood Designation of the MPS.
2. To enable development agreements or Site Plan Approvals, for developments within a Mixed zone.
3. To require all proposals in the Mixed use zone to enable a mix of commercial, institutional, park, open-space, and residential uses, in a variety of forms.
4. To ensure the following criteria are met when Council is considering development proposals in the Mixed Use (MU) zone:
 - a. The minimum net-density of residential dwellings units shall be an average of 10 dwelling units per acre within the MU zone.
 - b. Heights shall be limited to 4-storeys by Site Plan Approval and any additional height by Development Agreement.
 - c. Encourage transit stops and “All ages and abilities” AT infrastructure within or nearby MU zones.
 - d. Encourage linkages to MU zones via sidewalks and walking trails.
 - e. Discourage parking lots between the building and the street in favour of:
 - i. below ground parking
 - i. rear yard or side-lot parking
 - i. onstreet parking

8.7 Neighbourhood Focus Areas (AMEND)

Change numbering on the remaining sections

MPS Table 8.5.8 checklist

This report is structured to respond to the principles outlined in section 8.5.8 of the Municipal Plan and meets all requirements as outlined below.

- a. Land Use and Design
 - i. Community Centre
 - ii. Mixed Land Uses
 - iii. Community Plans
 - iv. Leveraging Existing Infrastructure
- b. Connectivity
 - i. Active Transportation
 - ii. Green and Grey Networks
 - iii. Alternative Forms of Transit
 - iv. Connected Green Network of Natural Assets
- c. Environmental and Economic Sustainability
 - i. Environmental Considerations
 - ii. Working Landscapes
 - iii. Low Impact Infrastructure
 - iv. Stormwater Management
 - v. Enhancing Natural Environmental Features of high ecological value
 - vi. Alternative Energy Sources
 - vii. Density
 - viii. Local Economy
- d. Social Equity
 - i. Education Opportunities
 - ii. Mixed Housing Types
 - iii. Affordable Housing Supply
 - iv. Accessible Design and Built Forms
 - v. Prioritization of Shared Spaces

Add changes to park policies

Part 6

6.1

6.2

Checklist

May be other policy changes coming

7.2 LUB AMENDMENTS

The following changes are just some of the proposed for the plan amendments needed to implement this secondary plan:

5.4 View Corridors

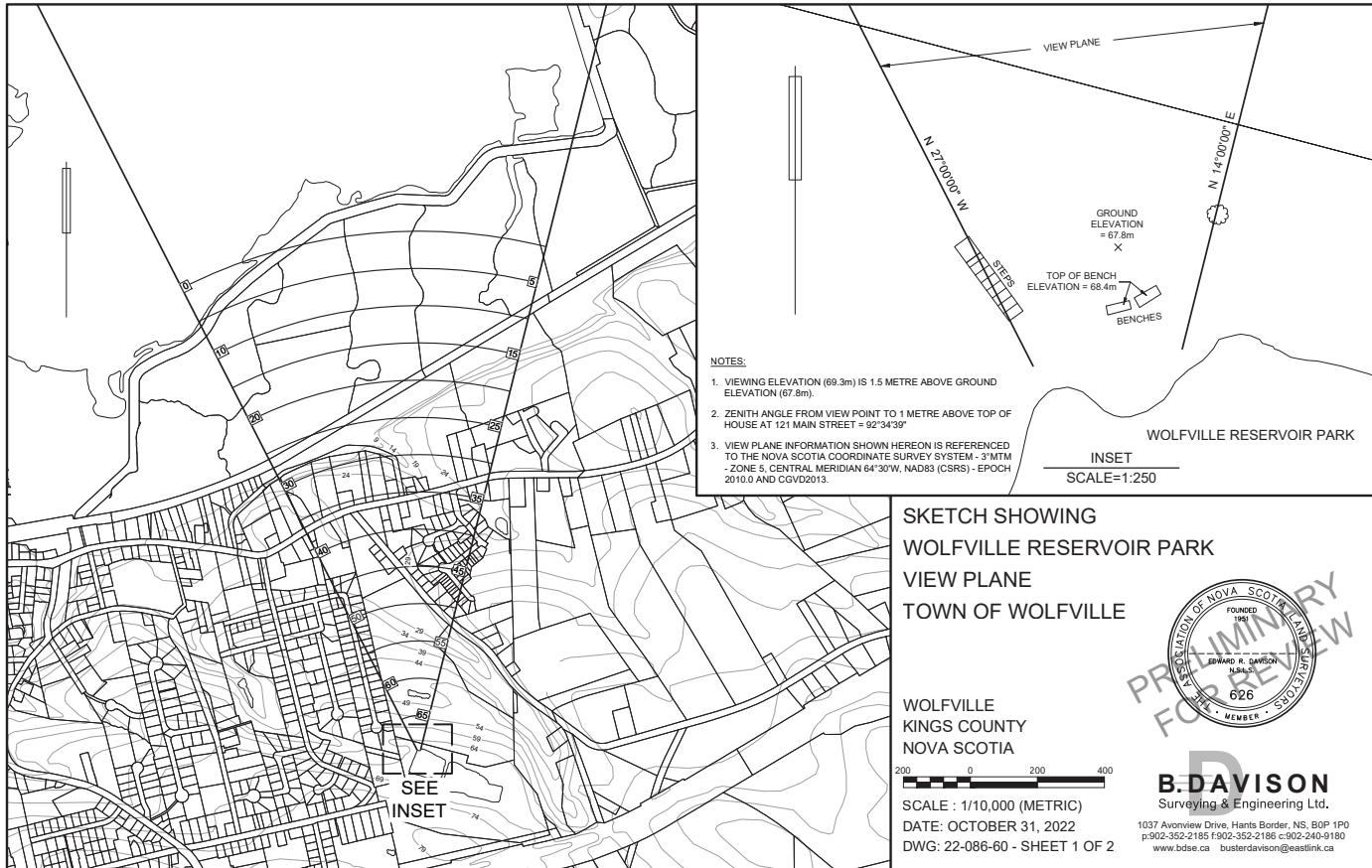
As per Schedule B, views to Blomidon from Reservoir Park shall be considered for any new development on neighbouring lands zoned CDD (See Figure 5.3)

The Reservoir Park view plane is set out and shown on Schedule B-2. No structure shall be erected, constructed, altered, reconstructed, or

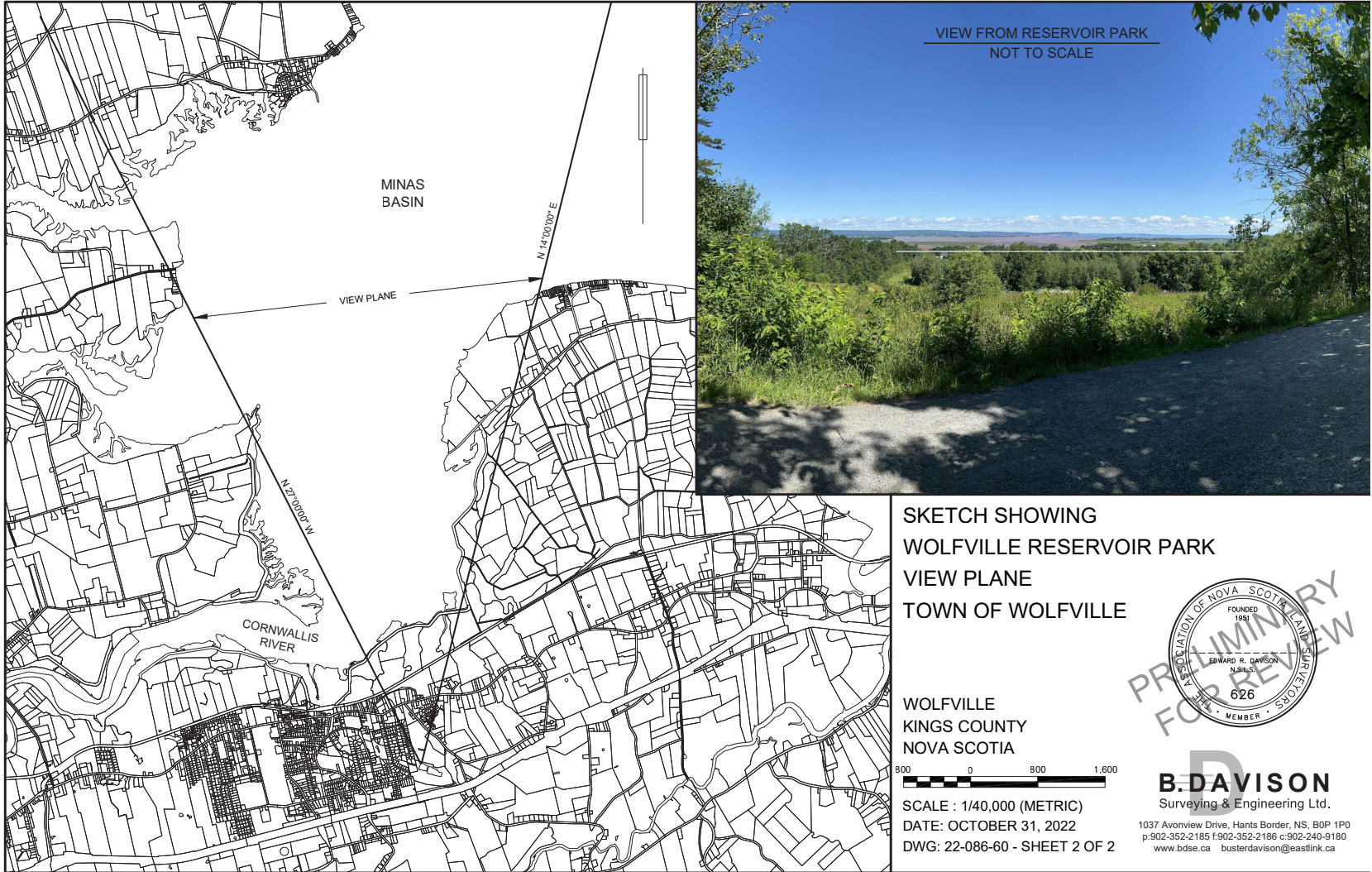
located so that it protrudes into a view plane. Under no circumstance shall the maximum required building height, as shown on Schedule B-2, be exceeded.

Where a structure that lawfully existed on the coming into force date of this By-law protrudes into a required view plane, as shown on Schedule B-2, a new structure may be erected, constructed, altered, reconstructed, or located so that it protrudes into the required view plane if the new structure does not increase the existing protrusion.

A NS Land Surveyor must confirm and stamp that all buildings in this corridor do not penetrate the viewplane.



This draft regulatory survey has been conducted by B. Davison Surveying, the draft master plan as presented is consistent with this viewplane



VIEW FROM RESERVOIR PARK
NOT TO SCALE



SKETCH SHOWING
WOLFVILLE RESERVOIR PARK
VIEW PLANE
TOWN OF WOLFVILLE

WOLFVILLE
KINGS COUNTY
NOVA SCOTIA



SCALE : 1/40,000 (METRIC)
DATE : OCTOBER 31, 2022
DWG: 22-086-60 - SHEET 2 OF 2



B. DAVISON
Surveying & Engineering Ltd.

1037 Avonview Drive, Hants Border, NS, B0P 1P0
p:902-352-2185 f:902-352-2186 c:902-240-9180
www.bdse.ca busterdavison@eastlink.ca

8.1 Neighbourhood Land Use Table (AMEND)

APPROVAL PROCESS:

P = Permitted as-of-right,

PC = Permitted with Conditions (refer to general conditions)

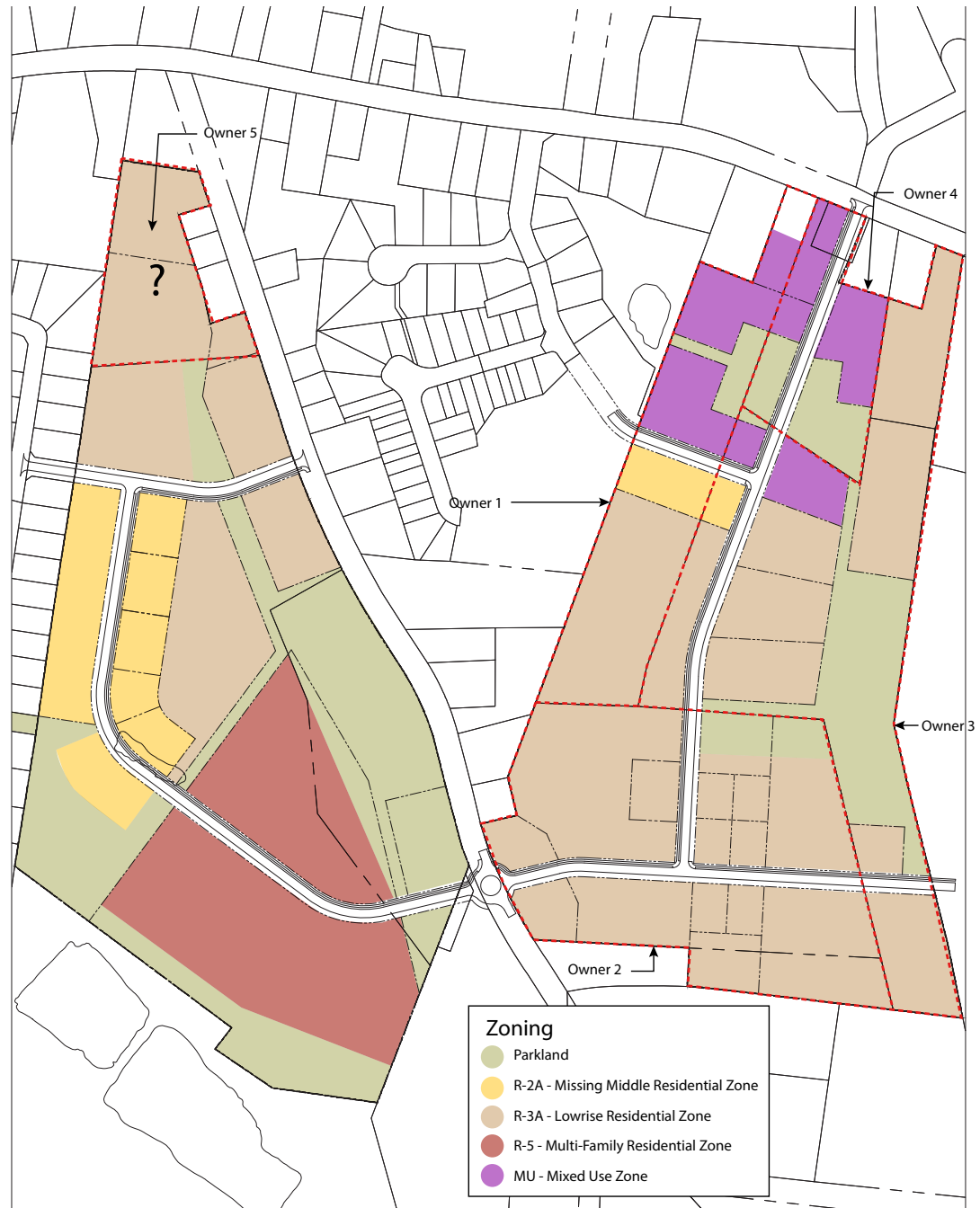
SP = Site Plan Approval

DA = Development Agreement

Residential Uses	R-MM	R-LR	R-MF
Additions	P	P	P
Accessory Dwelling – Detached	SP	PC	PC
Dwelling, Single	P		
Dwelling, Two Unit	P		P
Dwelling, Townhouse or Stacked		SP	SP
Dwelling, Multi-unit (5-24 units)		SP	SP
Dwelling, Multi-unit (9- 16 units)		SP	SP
Dwelling, Multi-unit (max of 120 units)			SP
Dwelling, Multi-unit (18 to 24 units per acre)			
Cluster Housing	DA	SP	SP
Existing	P	P	P
Home Based Business (Arts and Crafts Workshop, Catering Establishments, Daycares up to four children/persons, Online/Digital Sales, Offices, Studios, Short Term Rentals max of 3 rental rooms) < 80 sq.m.	PC	PC	PC
Home Occupation – Restricted (<50 sq.m.)	P	P	P
Innovative Housing	DA	DA	DA
Existing Uses	P	P	P
Parks and Playgrounds, Public Washrooms, Community Gardens, & Historic Sites	P	P	P

Neighbourhood Commercial Uses	R-MM	R-LR	R-MF
Neighbourhood Commercial Use > 200 sq.m.			
Neighbourhood Commercial up to 40% of Groundfloor of a multi unit building			SP
Neighbourhood Commercial up to 100% of Groundfloor of a multi unit building			DA
Inns (< 12 rental rooms)		SP	SP
Residential Care Facility	PC	PC	PC
Single Room Occupancy (3 or more rental rooms)	PC	PC	PC
Hostels			
Hotels			PC
Short Term Rentals	PC	PC	PC
Daycare Facilities			
Commercial Schools			
Bakeries			
Neighbourhood cafe (< 100 sq.m.)			
Catering Establishment (> 80 sq.m.)			
Nano-Brewery (See Special Provisions in the C-2 zone)			
Tasting Rooms (See Special Provisions in the C-2 zone)			
Art Galleries & Studios			
Craft Workshops > 80 sq.m.			
Farm Markets			
Institutional Uses			
Laundromats			
Medical Clinics			
Nursing Homes			
Offices & Professional Services			
Stand Alone Parking Lots and Structures			
Personal Services			
Neighbourhood Retail (<100 sq.m.)			

Schedule A: Land Use Zoning Map (AMEND)



part 11 Missing Middle Residential Zone (R-MM)

13.1 INTENT

The R-MM zone is intended to permit a range of ‘missing middle’ low density residential housing including narrow lot single family, duplex/semi, stacked duplex (up to 4 units), townhouse (up to 4 units) and accessory buildings. Home based businesses and other uses such as short-term rentals are permitted subject to conditions.

13.2 PERMITTED USES

As-of-right, or Site Plan and Development Agreement uses are shown in Table 8.1.

Council may consider unique and site-specific developments by development agreement.

13.3 RE-ZONING

Rezoning to the R-LR from R-MM will be considered subject to **policy 11.4.3** of the MPS.



Single unit dwellings



Two unit dwellings



Townhouse dwellings



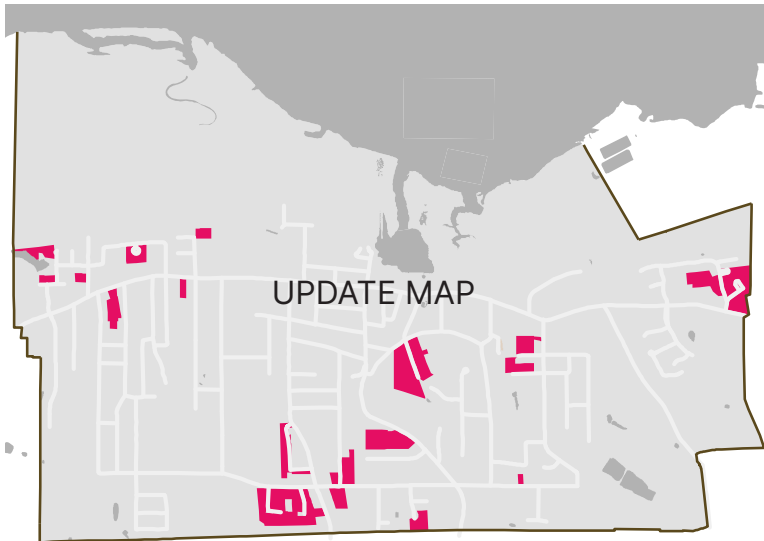
Accessory Buildings



Home based business



Additions



- Other Provisions Apply
- Part 4: General Requirements for All Zones
 - Part 5: Development Constraints
 - Part 6: Parking & Loading Requirements
 - Part 7: General Requirements for Signs
 - Part 8: General Requirements for Neighbourhood Zones

13.5 BUILT FORM STANDARDS

See Figure 13.1 for all built form standards in the R-MM Zone

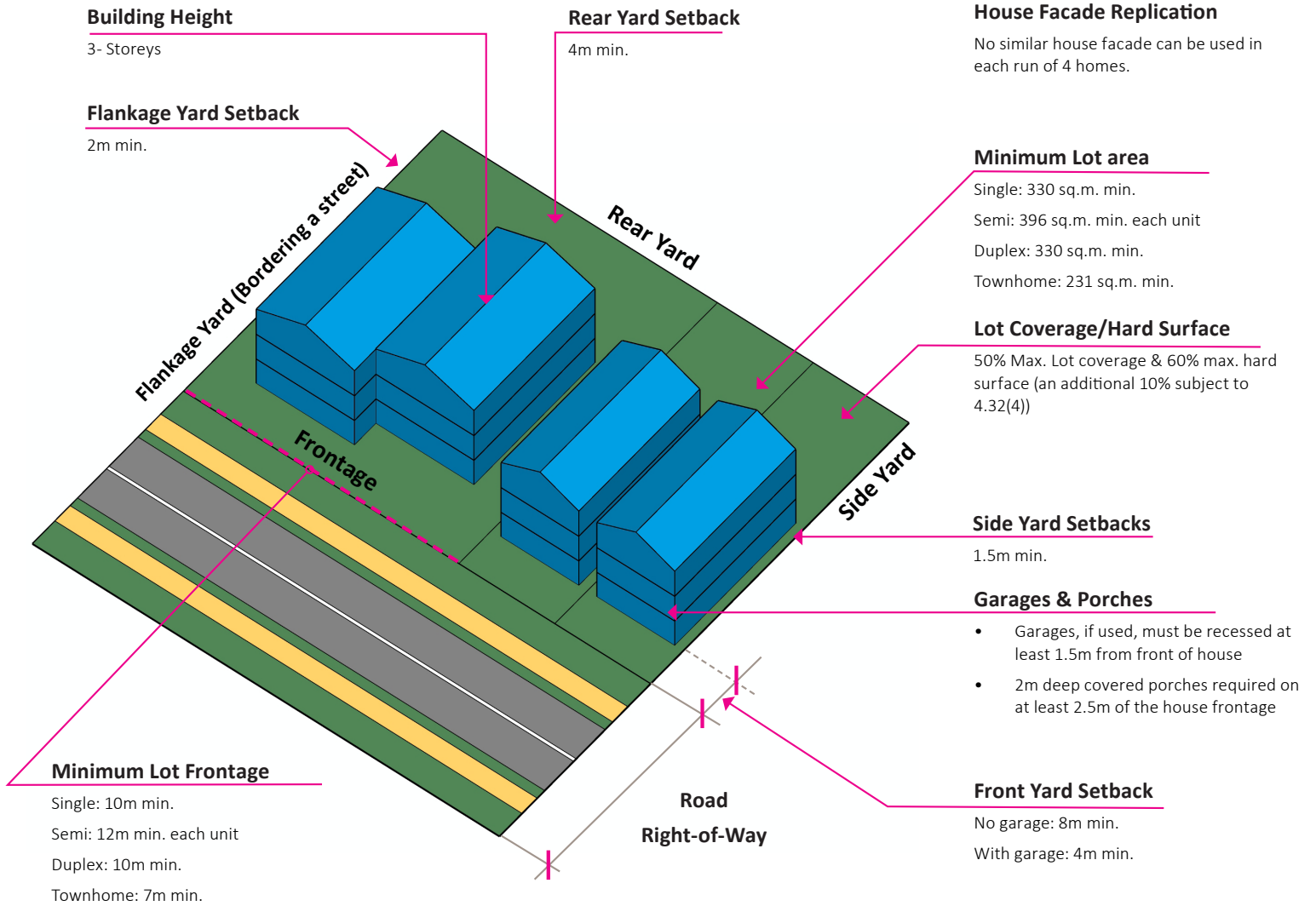


FIGURE 1.1 R-MM ZONE Built Form Standards

INTENT EXAMPLES

As-of-right and Site Plan approval examples for the R-MM Zone

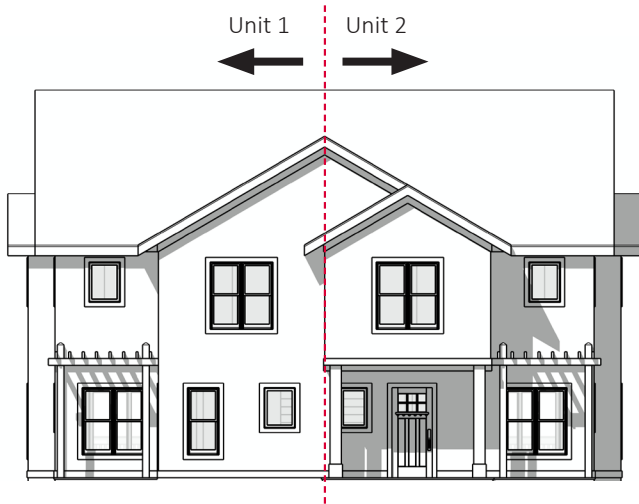


FIGURE 1.2 R-MM ZONE Semi-Detached Example (units divided horizontally)

If a garage is present,
it must be recessed
back at least 1.5m
from the main front

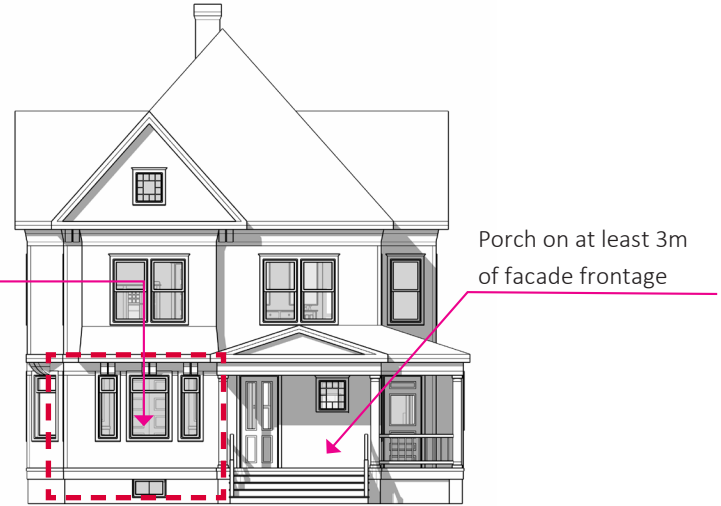


FIGURE 1.4 R-MM ZONE Single Family Example



FIGURE 1.3 R-MM ZONE townhome Dwelling Example

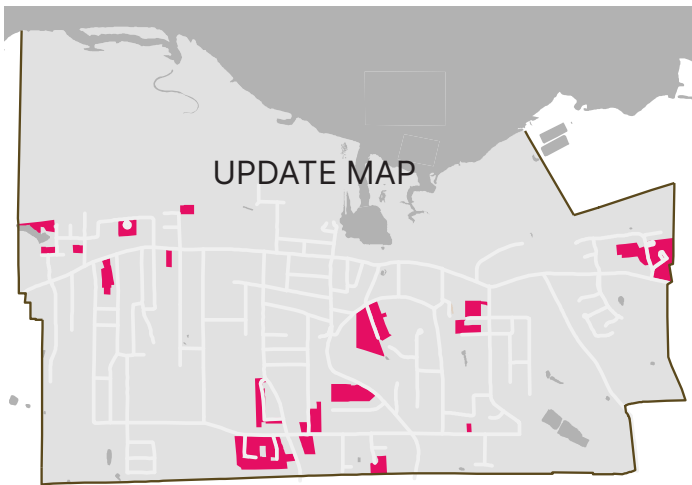
part 12 Lowrise Residential Zone (R-LR)

12.1 INTENT

The R-LR zone is intended to permit a range of medium density residential development from 2- 50 dwelling units or clusters developments (section 8.3) by Site Plan Approval. Home based businesses and other uses such as short-term rentals are permitted subject to conditions. Council may consider unique and site-specific developments by development agreement.

12.2 PERMITTED USES

As-of-right, Site Plan and Development Agreement uses are shown in Table 8.1



12.3 RE-ZONING

Rezoning to the R-MF zone will be considered subject to **policy 11.4.3** of the MPS.

12.4 AMENITY SPACE

5 sq.m. of amenity space shall be provided for each dwelling unit.

12.5 DENSITY CAP SCHEDULE

See Schedule XX for maximum unit counts in this zone.

Other Provisions Apply

- Part 4: General Requirements for All Zones
- Part 5: Development Constraints
- Part 6: Parking & Loading Requirements
- Part 7: General Requirements for Signs
- Part 8: General Requirements for Neighbourhood Zones



Two unit dwellings



Townhouse



Up to 50 Multi-units



Stacked Townhouse



Cluster Development



Home based business



Accessory Buildings

13.5 BUILT FORM STANDARDS

See Figure 13.1 for all built form standards in the R-MM Zone

Building Height

4- Storeys (40')

Flankage Yard Setback

2m min.

Side Yard Setbacks

1.5m min.

Rear Yard Setback

6m min. for < 3-storey
10m min for > 3storey

Minimum Lot area

Townhouse: 198 sq.m. min.
Multi: 1000 sq.m. min.

Lot Coverage/Hard Surface

60% Max. Lot coverage & 70% max. hard surface (an additional 10% subject to 4.32(4))

Parking

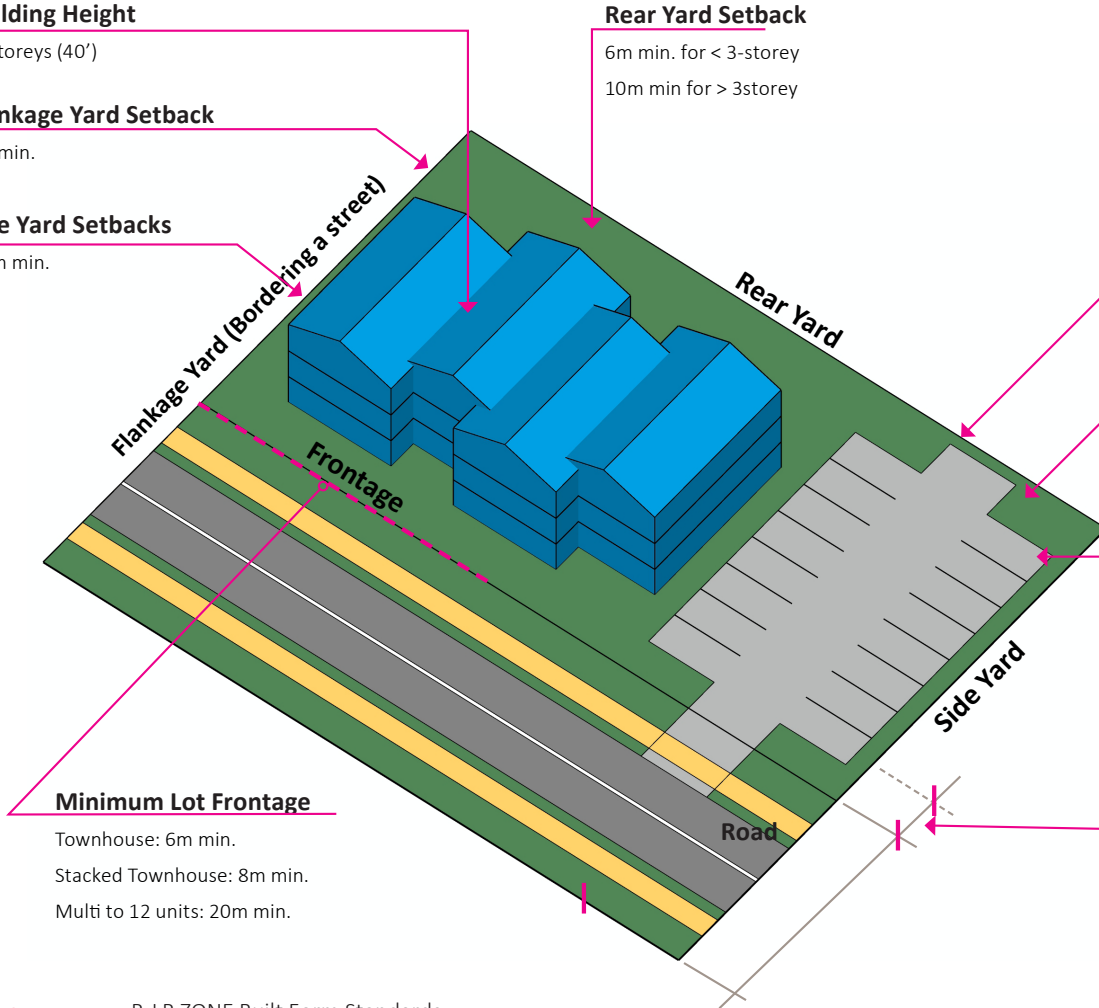
- Parking between street and unit is only permitted for Townhomes
- For stacked townhomes and multIs, parking is required in sideyard or rearyard.

Front Yard Setback

No garage: 8m min.
With garage: 4m min.

Garages

Garages, if used, must be recessed at least 1.5m from front of townhouse



Minimum Lot Frontage

Townhouse: 6m min.
Stacked Townhouse: 8m min.
Multi to 12 units: 20m min.

FIGURE 1.5 R-LR ZONE Built Form Standards

INTENT EXAMPLES

As-of-right and Site Plan approval examples for the R-LR Zone



FIGURE 1.6 R-LR ZONE stacked Townhome

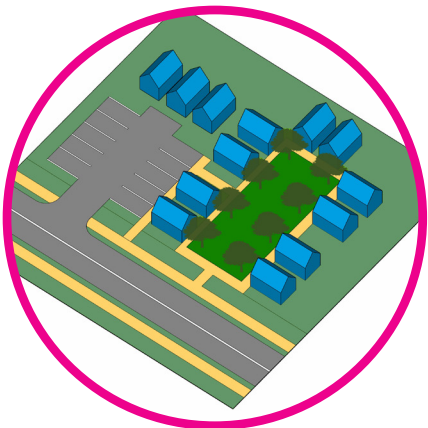


FIGURE 1.7 Cluster Housing Example



FIGURE 1.8 R-LR ZONE Lowrise multi example

part 15 Multi-Family Residential Zone (R-MF)

15.1 INTENT

The R-MF zone is intended to permit a range of high density residential development to a maximum 80 units per building. Home based businesses and other uses such as short-term rentals are permitted subject to conditions. Council may consider unique and site-specific developments by development agreement.

15.2 PERMITTED USES

As-of-right, Site Plan and Development Agreement uses are shown in Table 8.1

15.3 RE-ZONING

Rezoning to the R-MF from R-MM or R-LR will be considered subject to **policy 11.4.3** of the MPS.

15.4 AMENITY SPACE

5 sq.m. of amenity space shall be provided for each dwelling unit.

15.5 DENSITY CAP SCHEDULE

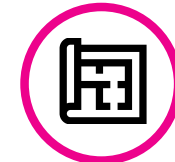
See Schedule XX for maximum unit counts in this zone.



<80 unit Multi-unit dwellings



Mixed use



Additions



Accessory Buildings



Home based business

Other Provisions Apply

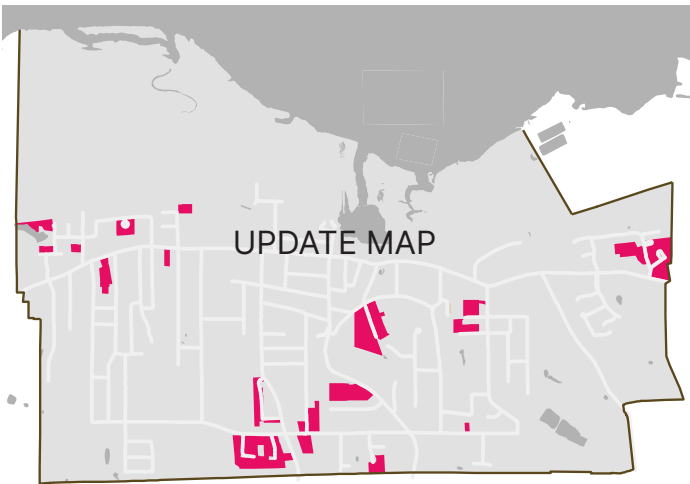
Part 4:
General Requirements for All Zones

Part 5:
Development Constraints

Part 6:
Parking & Loading Requirements

Part 7:
General Requirements for Signs

Part 8:
General Requirements for Neighbourhood Zones



13.5 BUILT FORM STANDARDS

See Figure 13.1 for all built form standards in the R-MF Zone

Building Height

Up to 6 storeys (18m) considered by Site Plan Approval with 3m streetwall setback above 4-storey.

Flankage Yard Setback

4m min.

Streetwall Height

varies between 9-12m. Streetwalls must occupy at least 70% of the facade frontage

Side/Rear Yard Stepbacks

Where

Lot Frontage

Multi-unit: 18m min.
Flaglots: 6m min.

Rear Yard Setback

6m min.

Min. Lot Area

Multi-unit: 1500 sq.m. min.

Groundfloor Walkout

All groundfloor units shall be walkout units

Lot Coverage/Hard Surface

Not Applicable

Side Yard Setbacks

6m min.

Parking

At least half the parking must be underground. No parking is permitted between the front of the building and the street

Front Yard Setbacks

3m minimum, 6m max. unless flaglot. Front yards may be varied based on conforming with existing street setbacks.

Commercial Uses

Commercial uses up to 200 sqm permitted in each building.

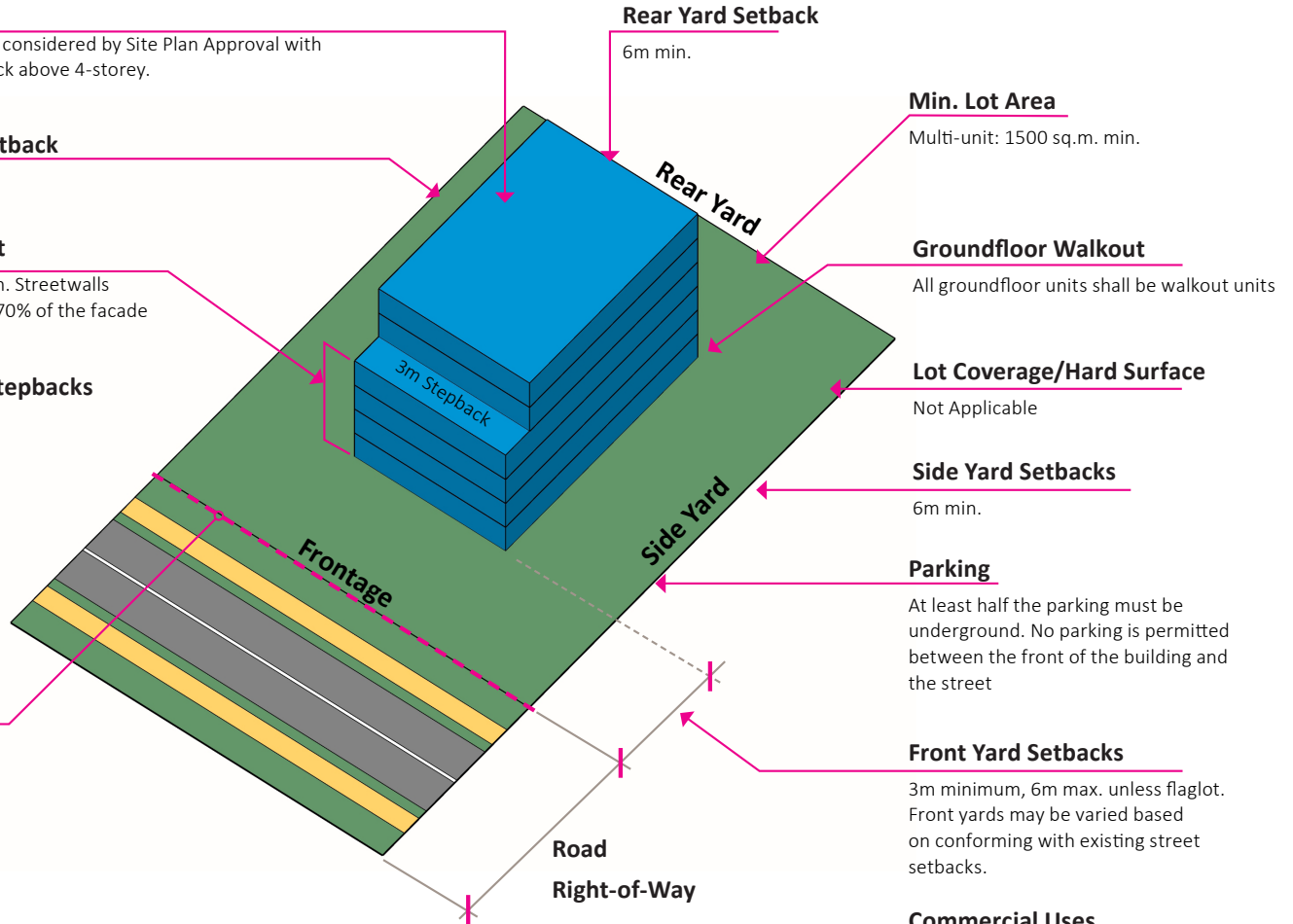


FIGURE 1.9 R-MF ZONE Built Form Standards

13.6 ADDITIONAL BUILT FORM STANDARDS FOR R-MF ZONE

1. Where a R-MF Zone abuts another zone except R-LR, the minimum abutting side yard depth shall be 12 metres. No existing trees greater than 100mm caliper shall be removed within 6 metres (20 feet) of the boundary of any existing residential zone.
2. There shall be no outside storage or garbage storage in any yard abutting a residential zone. Any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone.
3. A 2m (6.5') high opaque fence must be constructed along all rear lot boundaries between abutting R-MF lots and any other zone except R-LR and MU. Preference shall be given to a wood Fence.

Streetwalls

4. The maximum streetwall height in the R-MF zone ranges from 9m-12m. The building can use a combination of 3 and 4-storey streetwall.
5. A minimum 3m setback shall apply to buildings above the streetwall height
6. Streetwalls along adjacent sloping streets may step up the grade following the street grade in 12m horizontal building intervals
7. The streetwall width may be reduced to no less than 70 % of the width of the building abutting a streetline, allowing the midrise or highrise portion of the buildings to extend to the ground. Where this occurs, the building shall provide a 2m wide wind canopy as part of the architectural design to mitigate the downdraft from that portion of the building that has no streetwall setback.

REAR STEPBACKS

8. Where any R-MF rear yard abuts any other zone except R-LR, any portion of any main building above the height of the streetwall shall have a minimum setback of 2m unless the building is located more than 30m from the rear lot line.

9. This rear setback may be reduced to 70% the width of the building, allowing the midrise portion of the building to extend to the ground.

PERMITTED ENCROACHMENTS

10. Eaves, gutters, down spouts, cornices and other similar features shall be permitted encroachments into a required setback, stepback or separation distance to a maximum of 0.6 metres.
11. Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2 metres from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face.
12. Underground parking structures are not required to meet the minimum front, side or rear setbacks, providing they do not protrude more than 0.6 metre above the average finished grade in any front yard.

BUILDING ARTICULATION

13. Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof changes, distinct colour schemes and roof treatments.
14. Streetwalls that abut a front or flanking yard, shall be divided into distinct sections no less than 12 metres in width, extending from the ground to at least one floor below the top of the streetwall.
15. Each distinct section required under Subsection (2) above shall be differentiated from abutting distinct sections by using a minimum of two of the following methods:
 - i. different colours;
 - ii. (different materials;
 - iii. different textures;
 - iv. living walls;

- v. projections not less than 0.15m (1') deep; or
 - vi. recesses not less than 0.15m (1') deep.
16. Pedestrian entrances in the streetwall shall be distinguished from the streetwall by using a minimum of two of the following methods:
- i. different colours;
 - ii. different materials;
 - iii. projections not less than 0.15m (1') deep;
 - iv. recesses not less than 0.15m (1') deep;
 - v. a change in height; or
 - vi. a change in the roofline.

MULTI-UNIT AMENITY SPACE REQUIREMENTS

- 17. Any multi-unit building shall provide amenity space, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be provided within the building.
- 18. Every building in the R-MF zone shall provide a dedicated indoor amenity room(s) no less than 1.5m² per unit (e.g. a 100 unit building must provide 150 m² of indoor amenity room space). Amenity rooms shall not be smaller than 80m². The indoor amenity room applies to the amenity space requirements.
- 19. An addition to a multi-unit building shall be required to provide amenity space, for the addition only, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be provided within the building.
- 20. Residential uses shall have direct access to the exterior ground level separate from any non-residential use.
- 21. All At-grade residential units must have front door walk-out access for all units fronting streetlines. These groundfloor units shall have at least 12m² of landscape amenity space per unit. These units shall use walls, landscape buffers, fencing or grade changes to provide privacy from adjacent sidewalks.

LANDSCAPING FOR FLAT ROOFS

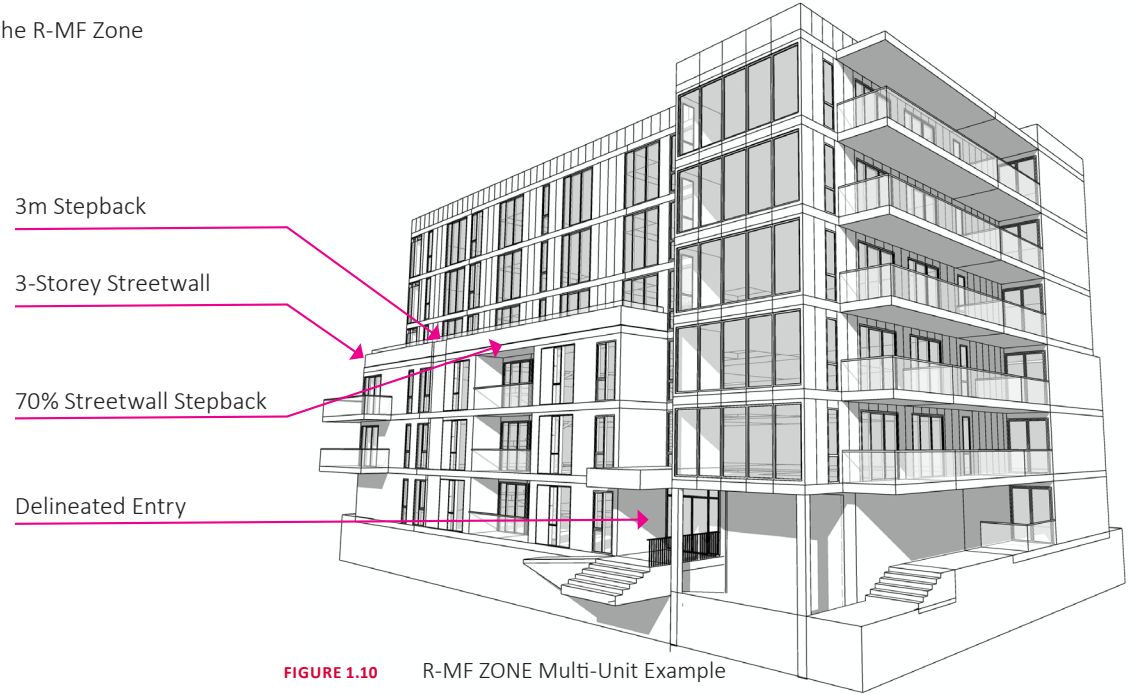
- 22. All buildings greater than 15m high shall have flat roofs.
- 23. All buildings with a flat roof shall provide no less than 30% of the roof area as soft landscaping. These landscaped areas need not be fully accessible by building tenants.

GENERAL LANDSCAPE REQUIREMENTS

- 24. In any R-MF zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be hard landscaped or soft landscaped.
- 25. Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
- 26. Trees shall be planted at a rate of not less than one 50mm caliper or greater per every 500 m² of groundfloor area of the building.
- 27. Shrub beds shall be planted at not less than 2 m² for every 500 m² of ground floor area of the building. Stormwater gardens can be considered as part of this calculation. Rooftop plantings may be used to meet this requirement.
- 28. For R-MF properties that abut R1/R2 zones, trees (greater than 60mm caliper) shall be planted along the rear lot line at a frequency of no less than 1 tree per 10m of rear lot line. Tree spacing can be randomized.
- 29. All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.
- 30. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets
- 31. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

INTENT EXAMPLES

As-of-right and Site Plan approval examples for the R-MF Zone



part 14 Mixed Use (MU) Zone

14.1 INTENT

The MU zone is intended to permit a range of mixed commercial, office, hotel and high density residential uses to a maximum 80 units per building. Home based businesses and other uses such as short-term rentals are permitted subject to conditions. Council may consider unique and site-specific developments by development agreement. Up to 50% of the groundfloor must include commercial uses.

14.2 PERMITTED USES

As-of-right, Site Plan and Development Agreement uses are shown in Table 8.1

1.3 RE-ZONING

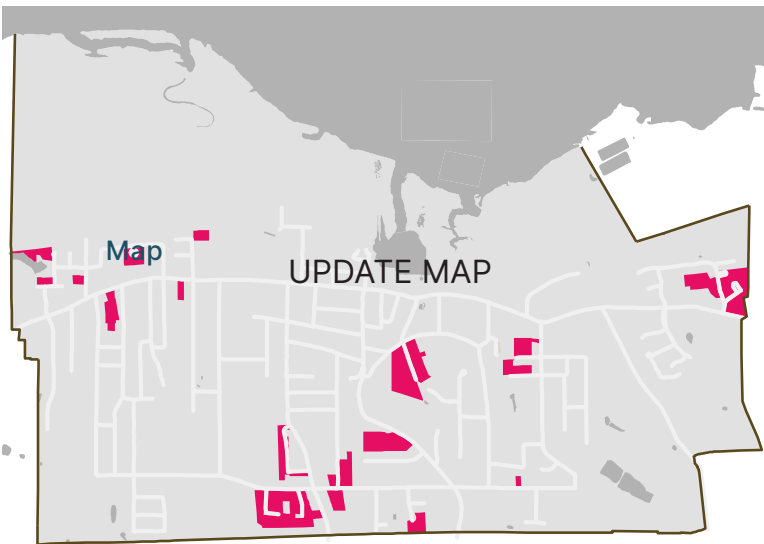
Rezoning to the R-MF zone will be considered subject to **policy 11.4.3** of the MPS.

14.4 AMENITY SPACE

10 sq.m. of amenity space shall be provided for each dwelling unit.

14.5 DENSITY CAP SCHEDULE

See Schedule XX for maximum unit counts in this zone.



Other Provisions Apply

- Part 4: General Requirements for All Zones
- Part 5: Development Constraints
- Part 6: Parking & Loading Requirements
- Part 7: General Requirements for Signs
- Part 8: General Requirements for Neighbourhood Zones



Multi-unit dwellings



Office use



Additions



Accessory Buildings



Home based business



Commercial Use

BUILT FORM STANDARDS

See Figure 13.1 for all built form standards in the MU Zone

Building Height

Up to 4 storeys considered by Site Plan Approval with 3m streetwall stepback above 3-storey. Additional storeys up to 6 storeys may be considered by DA

Flankage Yard Setback

4m min.

Streetwall Height

varies between 6-9m. Streetwalls must occupy at least 70% of the facade frontage

Commercial Uses

Commercial uses must occupy at least 50% of the groundfloor of the building.

Lot Frontage

Multi-unit: 18m min.
Flaglots: 6m min.

Rear Yard Setback

6m min.
2m high opaque fence when bordering R1/R2

Side/Rear Yard Stepbacks

2m stepback at streetwall height when bordering R1/R2

Min. Lot Area

Multi-unit: 1500 sq.m. min.

Groundfloor Walkout

All groundfloor units shall be walkout units

Lot Coverage/Hard Surface

Not Applicable

Side Yard Setbacks

6m min.

Parking

At least half the parking must be underground. No parking is permitted between the front of the building and the street

Front Yard Setbacks

3m minimum

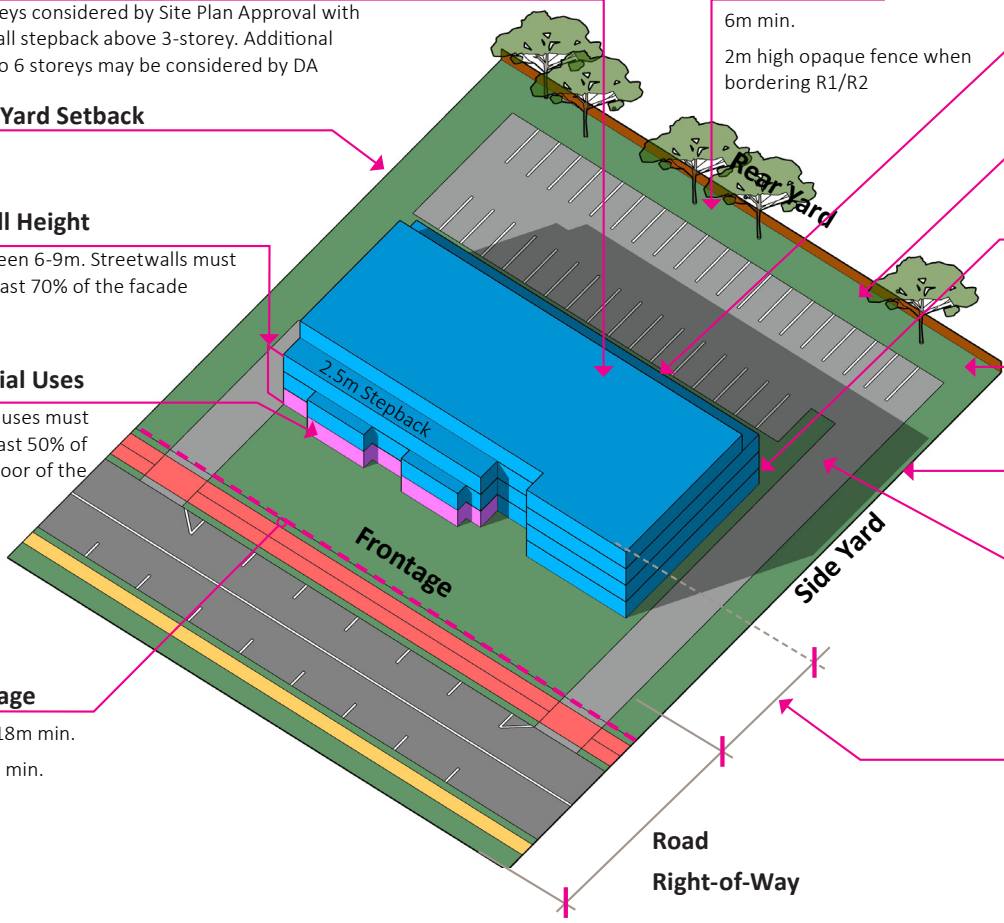


FIGURE 1.12 MU ZONE Built Form Standards

INTENT EXAMPLES

As-of-right and Site Plan approval examples for the MU Zone

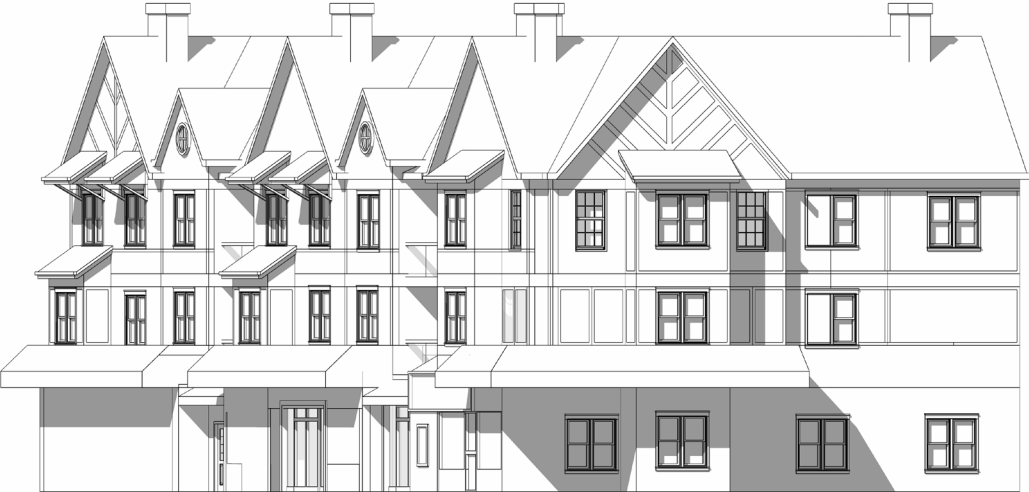


FIGURE 1.13 MU ZONE Mixed Use Example



FIGURE 1.14 MU ZONE Mixed Use Example



FIGURE 1.15 MU ZONE Mixed Use Example

13.6 ADDITIONAL BUILT FORM STANDARDS FOR MU ZONE

1. Where a MU Zone abuts another zone except R-LR, the minimum abutting side yard depth shall be 12 metres. No existing trees greater than 100mm caliper shall be removed within 4 metres (20 feet) of the boundary of any existing residential zone unless replaced with similar caliper.
2. There shall be no outside storage or garbage storage in any yard abutting a residential zone. Any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone.
3. A 2m (6.5') high opaque fence must be constructed along all rear lot boundaries between abutting MU lots and any other zone except R-LR and R-MF.

Streetwalls

4. The maximum streetwall height in the MU zone ranges from 6m-9m. The building can use a combination of 2 and 3-storey streetwall.
5. A minimum 3m stepback shall apply to buildings above the streetwall height
6. Streetwalls along adjacent sloping streets may step up the grade following the street grade in 12m horizontal building intervals
7. The streetwall width may be reduced to no less than 70 % of the width of the building abutting a streetline, allowing the midrise portion of the buildings to extend to the ground.

REAR STEPBACKS

8. Where any MU rear yard abuts any other zone except R-LR, any portion of any main building above the height of the streetwall shall have a minimum stepback of 2m unless the building is located more than 24m from the rear lot line.

9. This rear stepback may be reduced to 70% the width of the building, allowing the midrise portion of the building to extend to the ground.

PERMITTED ENCROACHMENTS

10. Eaves, gutters, down spouts, cornices and other similar features shall be permitted encroachments into a required setback, stepback or separation distance to a maximum of 0.6 metres.
11. Balconies shall be permitted encroachments into a setback, stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2 metres from the building face and the aggregate length of such balconies does not exceed 30% of the horizontal width of that building face.
12. Underground parking structures are not required to meet the minimum front, side or rear setbacks, providing they do not protrude more than 0.6 metre above the average finished grade in any front yard.

BUILDING ARTICULATION

13. Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof changes, distinct colour schemes and roof treatments.
14. Streetwalls that abut a front or flanking yard, shall be divided into distinct sections no less than 12 metres in width, extending from the ground to at least one floor below the top of the streetwall.
15. Each distinct section required under Subsection (2) above shall be differentiated from abutting distinct sections by using a minimum of two of the following methods:
 - i. different colours;
 - ii. (different materials;

- iii. different textures;
 - iv. living walls;
 - v. projections not less than 0.15m (1') deep; or
 - vi. recesses not less than 0.15m (1') deep.
16. Pedestrian entrances in the streetwall shall be distinguished from the streetwall by using a minimum of two of the following methods:
- i. different colours;
 - ii. different materials;
 - iii. projections not less than 0.15m (1') deep;
 - iv. recesses not less than 0.15m (1') deep;
 - v. a change in height; or
 - vi. a change in the roofline.

MULTI-UNIT AMENITY SPACE REQUIREMENTS

17. Any multi-unit building shall provide amenity space, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be outside of the building at-grade.
18. Every building in the MU zone shall provide a dedicated indoor amenity room(s) no less than 1.5m² per unit (e.g. a 100 unit building must provide 150 m² of indoor amenity room space). Amenity rooms shall not be smaller than 80m². The indoor amenity room applies to the amenity space requirements.
19. An addition to a multi-unit building shall be required to provide amenity space, for the addition only, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be provided within the building.
20. Residential uses shall have direct access to the exterior ground level separate from any non-residential use.

21. All At-grade residential units must have front door walk-out access for all units fronting streetlines. These groundfloor units shall have at least 12m² of landscape amenity space per unit. These units shall use walls, landscape buffers, fencing or grade changes to provide privacy from adjacent sidewalks.

LANDSCAPING FOR FLAT ROOFS

22. All buildings greater than 12m high shall have flat roofs.
23. All buildings with a flat roof shall provide no less than 30% of the roof area as soft landscaping. These landscaped areas need not be fully accessible by building tenants.

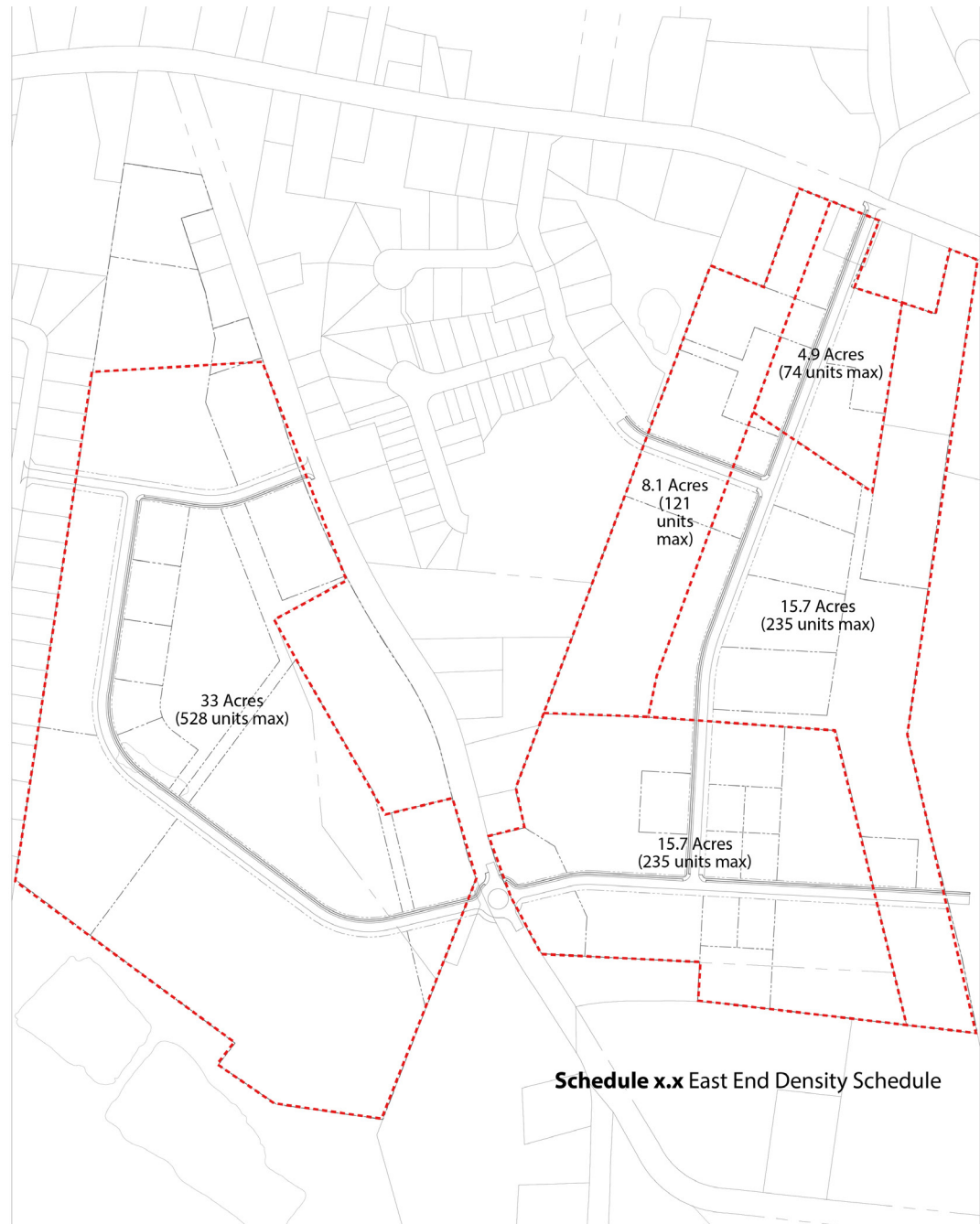
GENERAL LANDSCAPE REQUIREMENTS

24. In any MU zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be hard landscaped or soft landscaped.
25. Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
26. Trees shall be planted at a rate of not less than one 50mm caliper or greater per every 500 m² of groundfloor area of the building.
27. Shrub beds shall be planted at not less than 2 m² for every 500 m² of ground floor area of the building. Stormwater gardens can be considered as part of this calculation. Rooftop plantings may be used to meet this requirement.
28. For MU properties that abut R1/R2 zones, trees (greater than 60mm caliper) shall be planted along the rear lot line at a frequency of no less than 1 tree per 10m of shared lot line. Tree spacing can be random.
29. All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.

30. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets
31. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

Schedule X.X

1. Each Property in the East End shall not exceed the allowable density unless through development agreement.
2. Densities may be 'traded' between property owners so long as the overall density within the East End lands are not exceeded. In this case, the exchanges will be registered on the title of the property so that future densities are not exceeded.



7.3 PUBLIC SPACE STANDARDS

It is anticipated that the 5 main parks and connected trail networks outlined in the plan will be deeded over to the Town as parkland dedication to meet the 10% parkland requirement. The Town will be responsible for developing these parks in conformance with the Parks and Open Space Master Plan currently underway. Some aspects of the park development may be executed by the Developers (TBD).

The public streets become will be built by many different developers before being deeded to the Town so it is important to agree upon the common street standards as part of this plan.

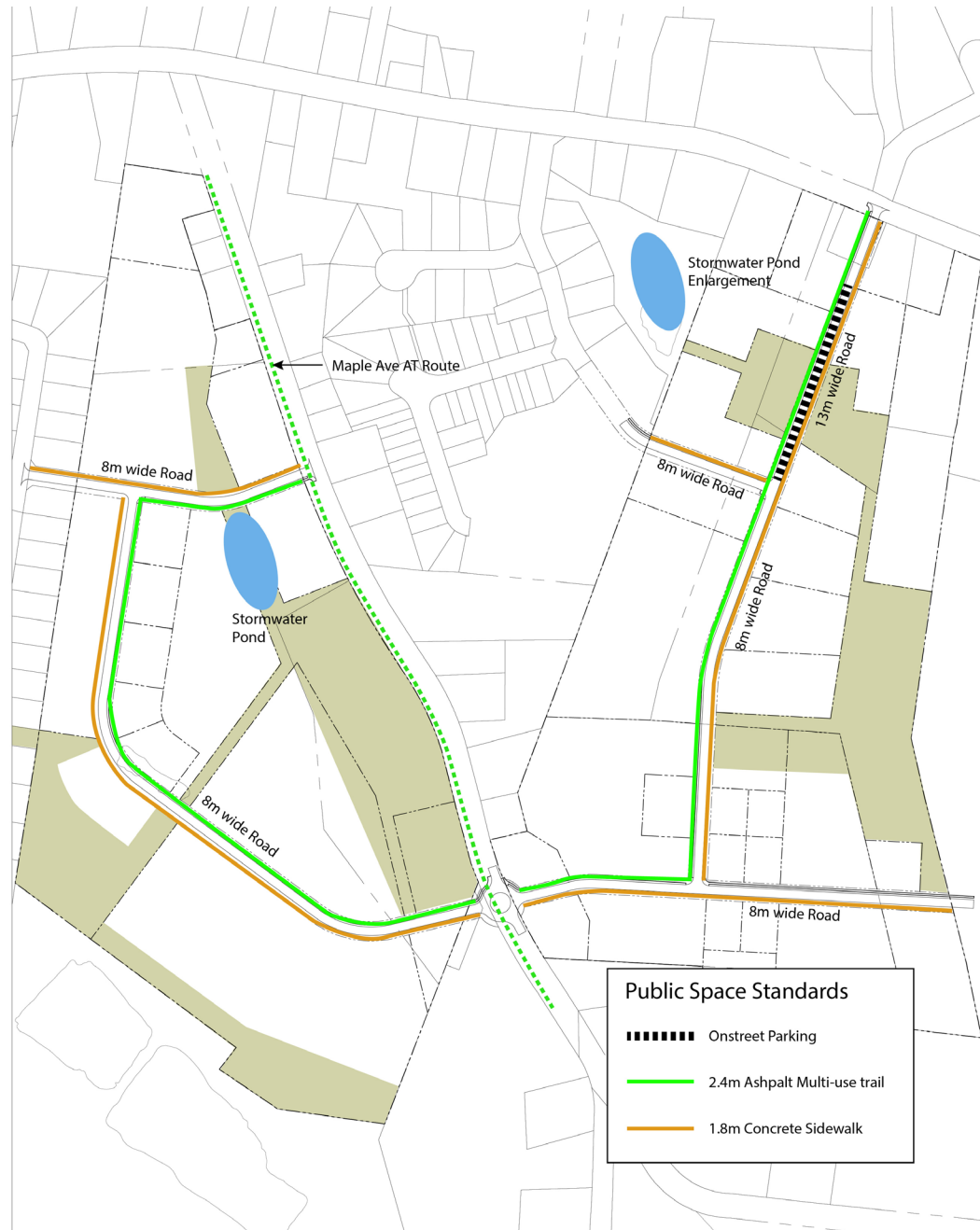
While the added density provided in the East End is designed to provide more housing, more affordable housing, and greater walkability and transit access, it provides a significant monetary benefit to the developers that should be recouped by improved public realm standards like parks and high quality streetscapes.

Park and Open Space Standards

Most of the parks will be developed by the Town unless developers cannot meet the 10% dedication. The parks uses and standards will be developed more fully as part of the Town's Parks and Open Space Master Plan currently being developed.

Stormwater Ponds

All Stormwater ponds developed by developers to meet the stormwater management guidelines shall be designed as community parks instead of engineered (fenced) stormwater ponds. This includes the use of stormwater plant material, an aquatic bench, a forebay, and other recreational stormwater infrastructure.



This will require subdivision bylaw updates

Street Standards

Streets are a key component of the public realm in the East End and this sections outlines the road standards that must be built to realize this plan. Roads and services are built and paid for by the developers in return for the higher density allowed in the East End.

There are 3 types of streets that will comprise the East End as noted below:

Village Square Street

The Villages Square streetscape is located in the Mixed Use zone and includes the following streetscape elements:

1. 24m right of way
2. 4m wide travel lanes
3. Onstreet parking on both sides of the street at least 2.6m wide with parking stalls spaced at 7.3m
4. Bump-outs at all driveway, crosswalks and street intersections
5. 2m wide (min) concrete sidewalks on both sides.
6. High quality Light standards spaced at about 30-40m that are dark-sky compliant. The light standards shall be at least 16' high with banner arms.
7. Street furnishings (benches, trash receptacles, etc.)
8. Street trees (min 60mm caliper) spaced @ 20m min on both sides.
9. No overhead powerlines or power poles permitted.

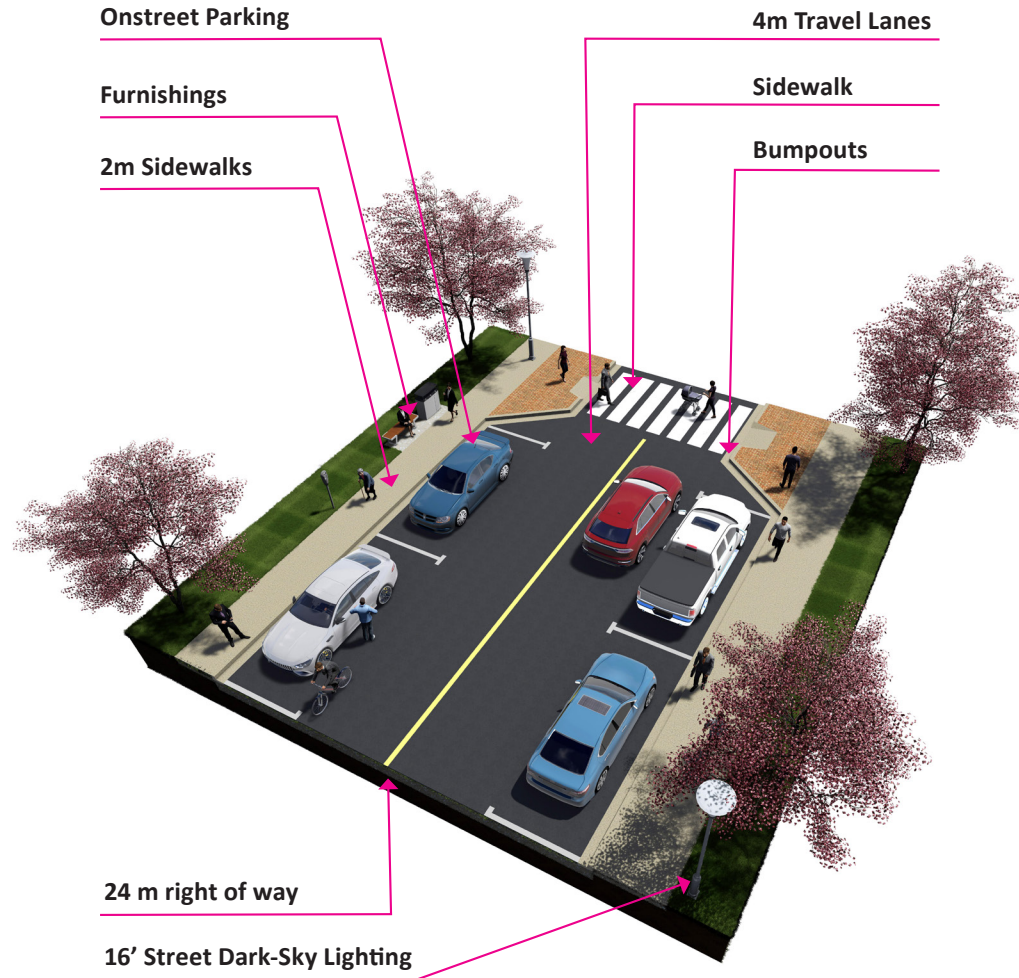


FIGURE 1.16 Village Square Street

Collector Street:

The collector streets are located in both the Kenny lands and Maple Ridge lands and form the main circulation backbone to the development. These roads include a sidewalk on one side and a multiuse trail on the other side. The streetscape elements include:

1. 20m right of way
2. 3.5-4m travel lanes with curb and gutter
3. 1.8m wide sidewalk on one side separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m.
4. 2.4-3m wide asphalt multi-use trail on the other side of the street separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m.
5. Dark sky compliant street lighting spaced at about 30-35m within the 1m verge on both sides of the street. Lighting height shall range between 12-16' standards.
6. Could explore the potential of rainwater gardens in the verge on multi-unit sites instead of 1m of grass.
7. Bumpouts at street intersections.
8. No overhead powerlines or power poles permitted.

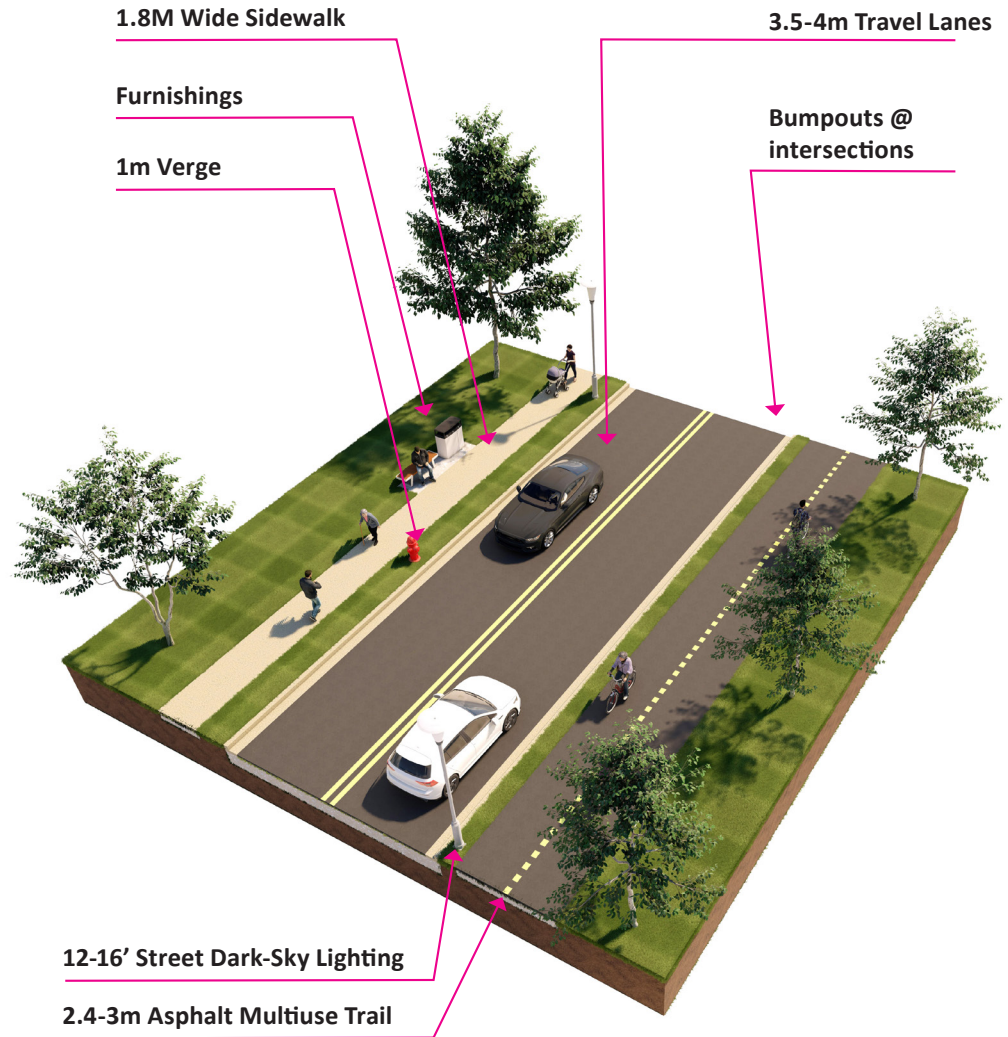


FIGURE 1.17 Typical Collector Street

Local Street:

There are several local streets on both the Kenny lands and Maple Ridge lands linking to existing roads and and future neighbourhoods. These roads include a sidewalk on one side only. The streetscape elements include:

1. 20m right of way
2. 3.5m travel lanes with curb and gutter
3. 1.8m wide sidewalk on one side separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m.
4. Dark sky compliant street lighting spaced at about 30-35m within the 1m verge on the sidewalk side of the street. Lighting height shall range between 12-16' standards.
5. Bumpouts at street intersections.
6. Overhead powerlines or power poles are optional.

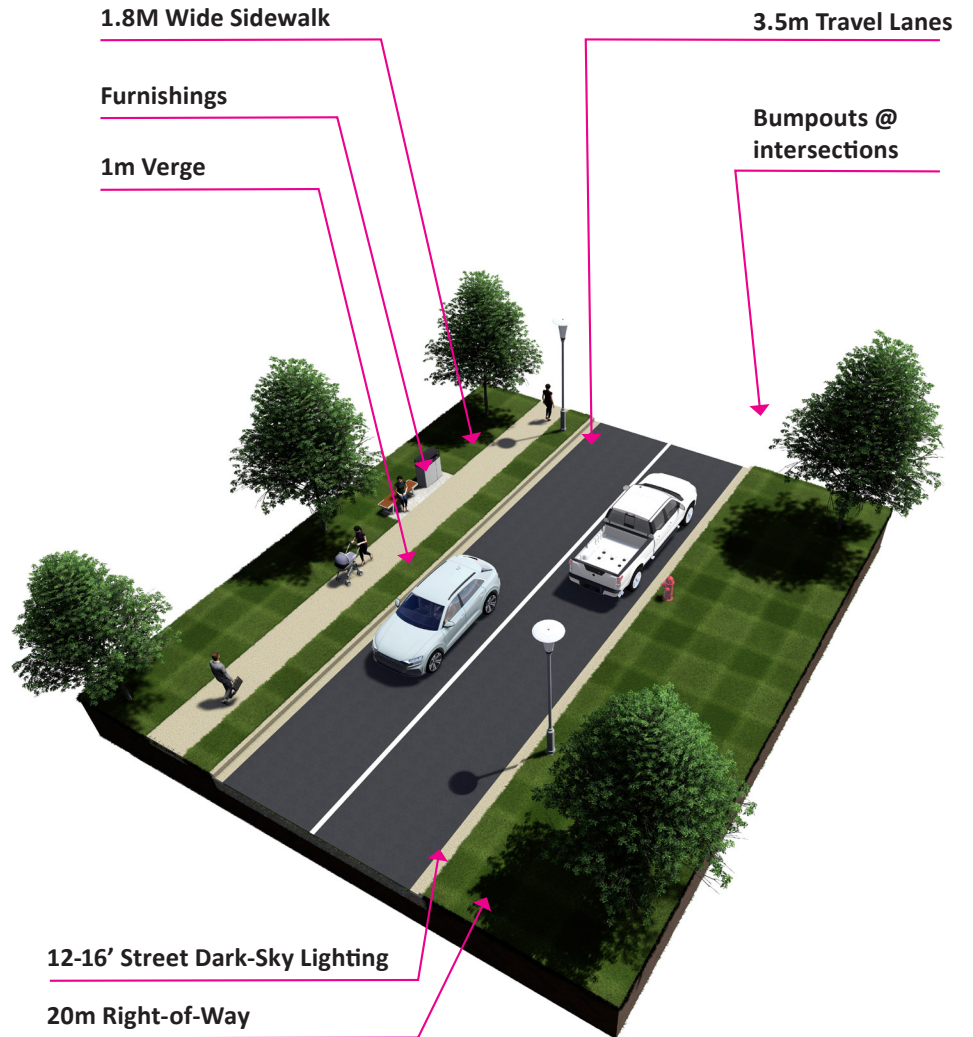


FIGURE 1.18 Typical Local Street

7.4 IMPLEMENTING THIS SECONDARY PLAN

Amendments outlined in this chapter will need to be adopted in the MPS and LUB to enable the East End Secondary Plan. Staff are recommending a review of this section – in-concert with the Provincial Housing Needs Assessment release this spring and also the R-1 review that was forwarded to the Planning Advisory Committee from Council (Feb 2023).

MORE TO FOLLOW.

Appendix A

Coming in the next version



Public Input on Draft Secondary Plan as of March 3, 2023

1. Jim Shatford, David Hawkins-Clarke and Peter Drummond. February 3rd, 2023
2. Caroline Whitby. January 5th, 2023
3. Liam Black & Sandra McIntyre. November 14, 2022.
4. Page and Scott Murphy. November 8, 2022

This document is submitted by three long-term residents of Wolfville in response to the release of the ***Wolfville East End Secondary Planning Strategy Draft Report***, dated November 2022, prepared by Fathom consultants and town staff and has two parts:

PART I

Wolfville issues raised by this *Planning Strategy*

PART II

East of Sherwood neighbourhood issues raised by this
Planning Strategy

Jim Shatford

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David Hawkins-Clarke

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Peter Drummond

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February 3, 2023

PART I

Wolfville issues raised by this *Planning Strategy*

David Hawkins-Clarke PhD

The Givens ¹

Wolfville's population has grown quickly since 2016 at a rate of **4% per year** to **5,057 in 2021** and if growth continues at that rate will have increased to about **8,000 in less than 10 years from now**. None-the-less, without a change in housing affordability and mix Wolfville is likely to remain, more or less, made up predominately of seniors and students with a 'missing middle' demographically. Socially and economically it could use some 'in-filling'. There is a shortage of affordable housing for first-time buyers and younger families as well as a shortage of affordable rental units.

Therefore as an attempt to *add affordable housing* we support the *Kenny and Maple Ridge Lands (East End lands)* having been zoned as a **Comprehensive Development District (CDD)** to be developed with a **minimum density of 10 units per acre (upa)** and also the requirement that the resulting *Secondary Plan* be prepared using the **Comprehensive Development District Sustainability Checklist (CDDSC)** (p.7). The *CDDSC* particularly calls for development that creates a:

- **neighbourhood** encouraging socialization between its residents.
- **broad mix of housing types** encouraging households varying in size and income.
- **community centre** tying the *neighbourhood* together with daily needs within *walking distance*.

Are Proposed East End Housing Densities Too High?

One of our concerns relates to the *maximum density (upa)* that should be allowed for the **92 acres of the East End**, i.e. **how far above the required minimum 10 upa** should we go for this planned *neighbourhood*. This is a *critical design criterion* and we wonder, in passing, why the planning process had to proceed this far, incurring the costs of this extensive planning and transportation study, before dealing with it.

The *Report* suggests the possibility of *high-density development well in excess of 10 upa—22 to 26 upa* with the **R-4B 6-storey** option and as high as **26 to 32** using **development agreements** (see *Table 1*).

R-4B 6-Storey Option

The *Land Use Layout* (p.64) proposal calls for 9 *separate high density residential R-4B zones* spread over the 92 acres. These R-4B zones propose *18 three or more storey multi-unit residential buildings 10 of which are 6-storey* (p.65). These **6-storey buildings alone** represent **over 50% of the total site housing units** (see *Table 2*) raising the *overall density to 22 upa* for **Kenny** and **26** for **Maple Ridge** (see *Table 1*). Further the *Report* notes that overall, **residential high-rise** combined with the **commercial-residential** make up **91%** of the **total housing** (see *Table 2*). Hard to suggest that this meets the *CDDSC's* intent of a *broad mix of housing types*; nor does this appear to encourage the *neighbourhood socialization* intent. Will this encourage *young families* to settle here *long-term*?

Option Using Development Agreements

Since the proposed *6-storey buildings* were *limited in height* by the **R-4B zone's maximum allowable 100 units per building** (p.79) the *Report* suggests consideration be given to the possibility of *amending these zones* with buildings up to **8**

¹ The **Wolfville East End Secondary Planning Strategy Draft Report**, dated November 2022 will be referred to as "the *Report*" and page citations—e.g. (p.79)—refer to the appropriate page in the *Report*.

stories using **development agreements**. If done for *all 10 of the 6-storey buildings* we calculate these *8-storey buildings*, when fully developed, would raise the overall density to **26 upa for Kenny** and **32 for Maple Ridge Lands** (see Table 1).

TABLE 1

	Units	UPA ²	Population ³
Report/early concept (p.62)	Kenny 750 Maple Ridge 550 <hr/> Total 1300	20 15	2,000-2,600
Report/with 6 stories (p.65)	Kenny 820 Maple Ridge 941 <hr/> Total 1,761	22 26	2,700-3,600
Report/with 8 stories (our estimate)	Kenny 986 Maple Ridge 1,183 <hr/> Total 2,169	26 32	3,300-4,400

TABLE 2

	Kenny Lands Residential Units	Maple Ridge Lands Residential Units	Combined 92 Acres
single family/townhouses	57	101	158
mixed commercial/residential	117	220	337
multi-unit residential (3-4 storey)	148	194	342
multi-unit residential (6 storey)	498	426	924
Total Units	820	941	1761

Given the evident concern expressed with the *Report's* proposed density and building height proposals by a number of Committee members at the PAC meeting of December 8, 2022 we feel we are not alone in suggesting that **densities** and **height proposals** for the East End **are too high**. It can also be noted that *public opinion* in Wolfville has persistently offered *resistance to building heights above 3-4 stories* ⁴ (e.g. recent opposition to the 'Latitude 45' building height contributed to the reduction of the proposal to a 3-storey building with a 4th floor setback).

Is Wolfville Population Growing too Quickly?

Apart from *housing density* considerations we feel as well that perhaps Wolfville can not afford to *grow its population this fast* since it **brings the Town up against a number of growth 'bottlenecks' too quickly**. If both the 4% per year population growth demand and the *Report's* total housing unit projections for the 6-Storey Option (p.65)

² UPA calculated in same manner as on p.62

³ Population figures calculated using a range of 1.5 to 2.0 persons per housing unit rounded up to the nearest 100.

⁴ At the Open Houses **84%** preferred buildings **no taller than 4-storey** and "**Cluster homes**" were *by far* the most supported form of housing.

were accepted and encouraged we calculate, using lower end of the estimated population range in *Table 1* (i.e. **2,700**), that the roughly **1,800 East End units could be fully committed in less than 10 years from now** contributing to a **total Wolfville population of some 8,000** by that time. Outside of social restrictions some of these growth 'bottlenecks' represent *physical infrastructure limitations*:

Roads and Traffic.

Main Street is the sole arterial through Wolfville and already suffering from limited excess capacity will be overwhelmed by the level of traffic from this development (p.32-3). The *Report's 6-storey option* (let alone the *8-storey option*) could eventually add *well over 200 peak hour trips on Main Street* from the Kenny and Maple Ridge Lands *heading to the core area of Wolfville*(p.32). Parking is currently already tight in the central core while during the summer months and on weekends in the spring and fall *traffic on Main Street often comes to a standstill* over a lengthy stretch of the central core area for significant lengths of time. Further the only large scale mitigation of this increasing traffic problem is suggested to be *interchange access from Maple Avenue to highway 101*. However, the *Report* suggests that this is only a partial solution since *even with this interchange in place well over half of East End generated traffic would still be routed to Main Street* (p.33). ***Even this partial solution is unlikely to be in place in time since this East End development is likely to be totally complete in less than 10 years under current growth rate assumptions.***

Sewage Treatment and Municipal Water Supply.

The current sewage treatment facility has ***only just been expanded*** at a significant capital cost and yet we estimate that this facility ***could already be pushed close to its new upper limit in less than 10 years with the completion of this East End development***⁵. Unless existing town boundaries are expanded—and what additional issues would that raise—any ***additional capacity can only be achieved with a more advanced treatment process at a very significant additional capital cost***. Additionally Wolfville's *municipal water supply* is acquired from deep wells. Its not known at what point additional well(s) would be required or how significant the costs.

Major physical infrastructure planning is usually notoriously slow and ***unless development of this East End site is substantially slowed, at full development there likely will still be no highway interchange in place and municipal sewage treatment capacity likely will be close to its limit again***. Thus a reasonable argument can be made, just from the perspective of future physical infrastructure requirements, for slowing Wolfville's current growth rate so as to allow the time for adequate and affordable planning and decision making.

Will This Plan Create a Viable Social Neighbourhood?

The *Report's recommended Secondary Plan*, in our opinion, does not appear to closely support the intentions of the *CDDSC* guidelines for the creation of a *viable social neighbourhood* since it:

Fails to Centrally Locate an Institutional/Community Centre Zone.

An easily accessible *elementary school* will probably eventually be required since one intent is to make this a desirable neighbourhood for young families to settle long-term. Also for this 92 acre development to form a *viable social neighbourhood* encouraging socialization among its residents a *community centre* along with appropriate *pedestrian access paths*

⁵

Assuming a 4% growth rate.

are required in a *central location* to tie the two parts of this *neighbourhood* together with daily needs within *walking distance* (e.g. seniors walking to hair appointments).

Provides Housing Mix Skewed to High-density.

The *Plan* projects a mix with *91% apartments and condos*. We feel that high-rises tend to encourage their own exclusive social environments. Will this encourage *young families* to settle here *long-term* and will it encourage a *truly* viable social neighbourhood?

Suggestions

We feel we have raised some issues that deserve consideration with regard to the *land-use layout* for the *East End Lands* as well as impacts on Wolfville as a whole from this *proposed development*. Considering the *Plan* in this *Report* is to be finalized and adopted perhaps as soon as April of this year we would like to offer four suggestions for PAC members to consider:

1. develop a policy to **reduce Wolfville's population growth rate to some 2% per year** through limiting construction approvals. Achieving a *population of 8,000 in less than 10 years* does not win us many prizes—outside of perhaps plaudits from the business community—rather it brings problems and raises issues *without sufficient time* to adequately consider and act on them.
2. Ensure that the **majority of first phase development** on *Kenny and Maple Ridge Lands* is **medium density** prioritizing *affordability* using smaller homes, smaller lots with reduced road frontages, townhouses and cluster type homes ⁶.
3. **Limit multi-unit residential and mixed commercial-residential buildings** on both *Kenny and Maple Ridge Lands* to **no more than 4-stories** along the lines of the current *Latitude 45* development.
4. Adjust the *East End land use plan* (p.64) to encourage more of a neighbourhood design **locating a community centre with a possible school site** in the centre of the 92 acre development tying the *neighbourhood* together with daily needs within *walking distance*.

Overall its felt that this approach could provide a *gentler* but none-the-less **medium to high density** development surely still meeting very real housing needs while helping fill the 'missing middle'. Also the *overall density* when this *East End site* is fully developed should still fall well above the **10 upa minimum**—perhaps **20 upa** is a reasonable maximum. Interestingly *15-20 upa* is the *density* of the *Report's early concept* (see *Table 1*).

⁶ "Cluster homes" was by far the most supported form of housing at the Open Houses.

PART II

East of Sherwood neighbourhood issues raised by this
Planning Strategy

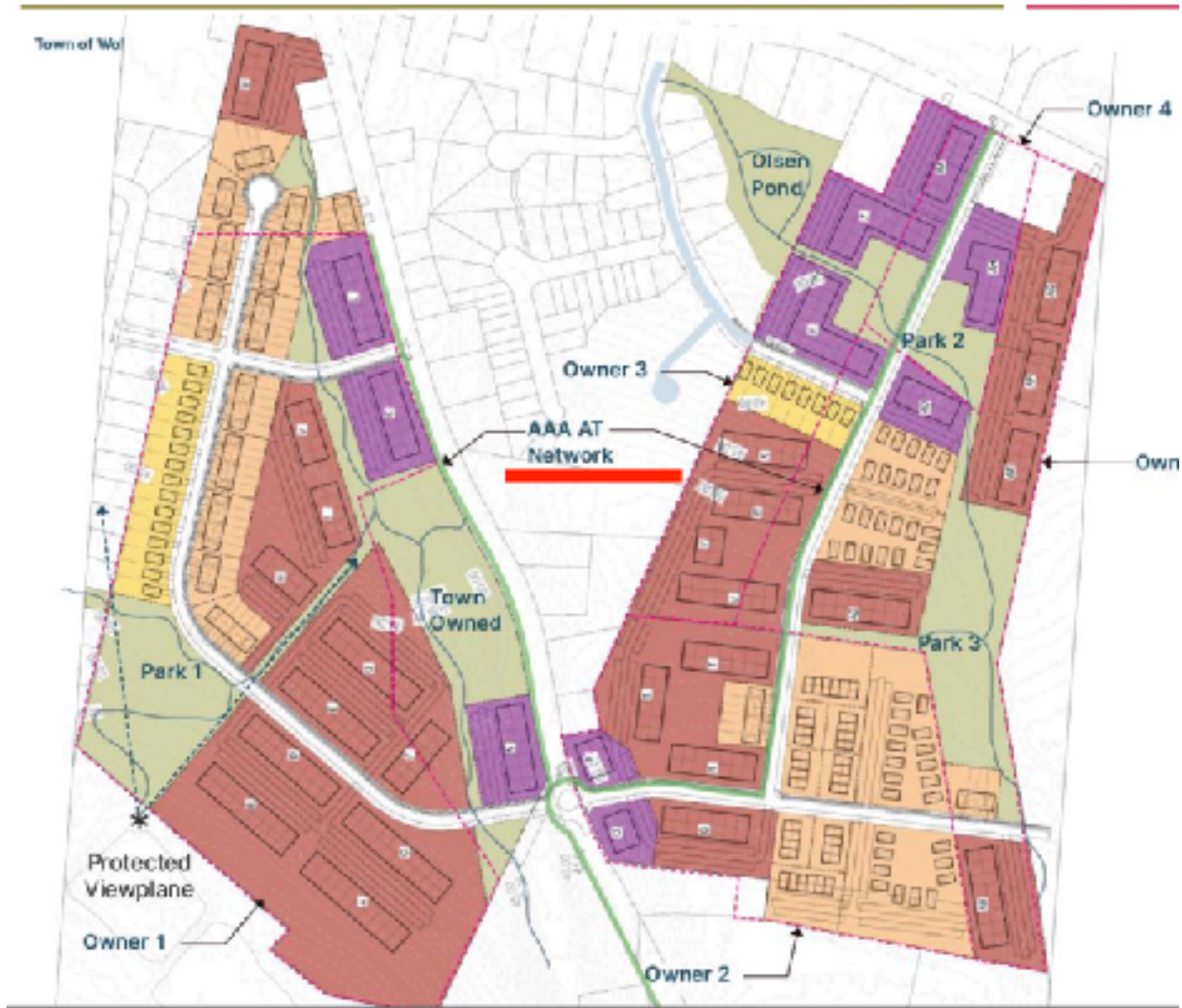
Jim Shatford

East End Lands

The Project

In the presentation made to the Planning Advisory Committee in December 2022 it was stated that the projects intended for the East End Lands will add approximately 1800 additional housing units or over 50% increase in the population of Wolfville. It will be the largest development in the history of the Town of Wolfville. The Kenny Lands will have 11 three to six storey apartment buildings, mostly residential. The lands east of Maple Avenue will have 15.

Overall Concept (work-in-progress)



Traffic

Main Street is the only road that crosses Wolfville from the eastern to western borders. It is part of Highway 1. The latest submission to the Planning Advisory Committee indicates that construction of a new interchange from Highway 101 to Maple Avenue is unlikely.

Most households in Wolfville own an automobile. They always will. The bus service provided by Kings Transit and Maritime Bus does not adequately meet the needs of people. Locally, CJs Taxi does provide service within the Town. Cars are used by most people for trips into town for grocery, hardware and other shopping. The largest retail sector in the area is New Minas. Kentville also has retail stores and services not available in Wolfville. Most people use their car to get there. Automobiles are also the primary method of transport for visits to the Gaspereau Valley, the parks in Grand Pre, Cape Blomidon, and elsewhere.

During the summer months and on weekends in the spring and fall, traffic on Main Street comes to a standstill. Incoming cars approaching the town centre from the east are often backed up as far as the Blomidon Inn and beyond and from the west past Acadia University. Nothing has been proposed to alleviate the increase in the number of cars that will be using Main Street as a result of the population growth. Neither have any steps been taken to increase the availability of parking in the town centre.

The various proposals presented by consultants and other professionals to the Town of Wolfville do not adequately deal with largest impacts the development will have - increased traffic on Main Street and inadequate parking in the central core.

The Design Features

Recently there has been a large growth in the construction of duplex housing units in the Annapolis Valley. The presentation made to the town shows what is hoped for in the East End Lands. The buildings do not appear to have a garage or place to store a car.



The reality of what is being built and sold in the Annapolis Valley is very different. All have garages which are the main feature looking from roadside.



High Density Apartments

This is an aerial view of the site proposed for development

On the Kenny Lands there are 14 four storey apartment buildings proposed. Ten will be in one cluster at the southern end of the Kenny Lands.



The creation of a large cluster of high density apartment buildings will completely change the character of Wolfville. Is this the view that people want?

Impact on the East of Sherwood Neighbourhood

I live on Bishop Avenue and border on the Kenny Lands. Recently the area containing residential housing on Parkview Avenue, Herbin Street, Bishop Avenue and the sections of Woodland Drive and Dale Street east of Sherwood Drive have been described as “East of Sherwood”



The area contains single family housing, has no sidewalks and is accessed from Sherwood Drive through Dale Street and Woodland Drive. The neighbourhood is diverse with occupancy ranging from single persons to larger families with children. The age range is from infancy to the eighties.

The Bishop Avenue Road Allowances



Currently there are two road allowances between properties on Bishop Avenue. They are not currently in use. Both road allowances run between residences on the street. Neither road allowance is designed to connect directly with Dale or Herbin Streets

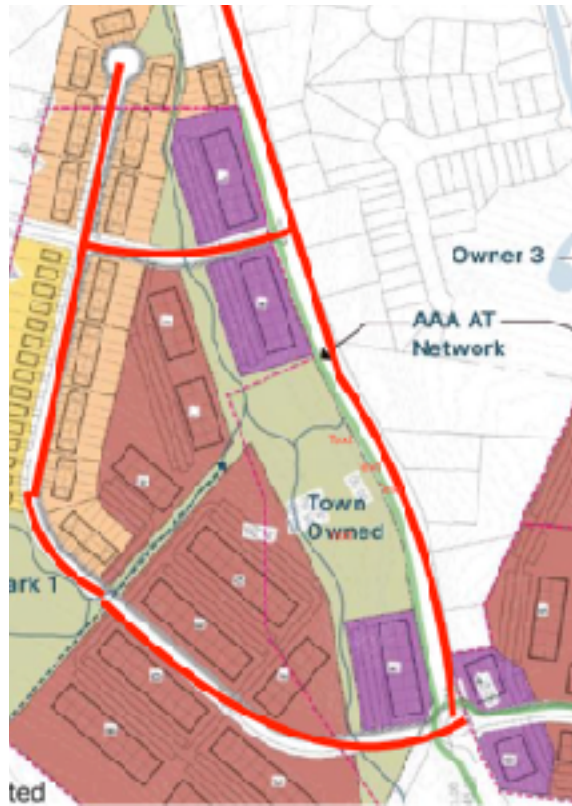


The road allowances should have connected to Dale and Herbin Streets.

As a result cars using the proposed road connections will first making a turn on the roads within the Kenny Lands, then drive a short distance to Bishop Avenue and stop. After checking for cars, cyclists or pedestrians, a turn will be made and then travel to either Herbin or Dale Street. A turn will then be made to head west. On Dale Street they will stop at the intersection with Sherwood. On Herbin Street they will stop at Parkview, proceed to Parkview and stop. They will then turn north and travel to the intersection with Woodland and stop. A left turn will take them to the stop sign at the Sherwood. Once at Sherwood, if travelling to the town centre, a right turn will be made and then at the end of Sherwood another stop will be made. Vehicles turning left onto Main Street have poor visibility of westbound traffic approaching downhill by the Anglican Church.



In contrast, access to Main Street from the new development using the roads connected to Maple Avenue will have fewer turns and stops and would likely be faster.



Is Access to the Bishop Avenue Road Allowances Necessary?

In the case of the Kenny lands, I do not believe that providing car access through Bishop Avenue is prudent or necessary for the following reasons.

1. None of the streets East of Sherwood have any sidewalks. Should the road allowances be used, sidewalks will have to be constructed on at least Bishop Avenue and Dale Street. Stop signs will need to be installed and a pedestrian crossing to allow safe passage from Dale Street to the sidewalk on the western side of Sherwood Drive.
2. There are several other neighbourhoods that have only two access roads. Woodman's Grove is a prime example. The proposed subdivision is linked to Maple Avenue in two places. That is all that is necessary.
3. The road allowances should be used for purposes other than vehicle access. The southern most is already planned to part of a park. I suggest that the northern road allowance could be used for pedestrian use or perhaps as a multi-use trail for pedestrians and bicycles. It would encourage residents in the new subdivision to use the path as a shorter way to get to Main Street and without having to deal with vehicle traffic on Maple Avenue.

I am a resident of Maple Avenue.

I knew when I moved to Wolfville that there would be development of the Kenny and Maple Ridge lands.

I also believed Council was committed to creating an active transportation community.

I agree with the approach to look at these lands altogether and have a comprehensive plan.

However, I just want to ask you to consider and show the same respect to the residents of Maple Avenue as to Bishop Avenue, or any other street adjacent to these developments, while recognizing it will be a key connector for these lands and take the opportunity to integrate the street so residents from Maple are part of this community not separate ... and everyone can move safely between the areas using active transportation or public transit rather than having to rely on cars.

To that end I look forward to seeing: -

- 1) the new cross-section of Maple Avenue that meets its future role integrated into the design for the Maple and Kenny lands,
- 2) the necessary policy work to amend the municipal planning strategy and land-use bylaws so that we are not asking Maple to function as a connector without making the necessary changes to the actual configuration of the street,
- 3) Council demonstrate the importance of this street work by making it a priority and upgrading Maple Ave at the start of the work on the East End lands, so people moving here know and can experience a community where AT is a priority and begin with the culture of active transportation rather than trying to change habits later.

Caroline Whitby

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



SUMMARY

R-1 Request For Agenda Item - Housing Policy Discussion

A request from Deputy Mayor Madeira -Voss has been made to review the R-1 zone to allow secondary units under certain conditions.

To make any changes to the R-1 zone, the Municipal Planning Strategy will have to be amended along with concurrent amendments to the Land Use By-law.

Staff are recommending a review of the Municipal Planning Strategy's policies regarding Housing, including the R-1 zone. Staff have accounted for this work in our '23-24 Operations Plan.

Preliminary information is provided in this report. With the East End work ongoing, it is anticipated that consultation would take place and this work could be finalized in the fall/winter of 2023/2024. Staff would bring a more detailed workplan to the PAC if direction is provided to proceed - as outlined in this report.

Draft Motion

That the Planning Advisory Committee recommend to Council that a review of the Housing Policies of the Municipal Planning Strategy be undertaken – including the R-1 zone – and recommendations be brought back through the PAC to Council for consideration.

REFERENCES AND ATTACHMENTS

1. [Municipal Planning Strategy](#) – see Part 8
2. [Land Use Bylaw](#)
3. [Request for Agenda Item – R1](#) – See P. 81
4. [Nova Scotia Affordable Housing Report \(2021\)](#)

PURPOSE OF REPORT

This report provides a summary of the housing policies contained in the Municipal Planning Strategy (MPS) and other supplementary information so that PAC can provide input regarding a review of our MPS housing policies.

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



DISCUSSION

At Committee of the Whole on February 7, 2023, Deputy Mayor Madeira-Voss requested an agenda item to discuss Low Density Residential (Restricted) (R-1) zone. This request for agenda item was brought forward following a presentation made to Planning Advisory (PAC) in the fall by a homeowner in the R-1 zone who was seeking to build a secondary suite in their existing home to allow them to age-in-place while renting a secondary unit to a caretaker. This request was stated to be explicitly for the creation of secondary suites in owner-occupied homes and to explore rental options for owner-occupied homes in the R-1 zone. The Request for Agenda Item is attached under References and Attachments.

Deputy Mayor Madeira-Voss requested that the Town's housing policies be reviewed with a lens to increase rental opportunities in the R-1 zone, given the housing crisis. Committee of the Whole forwarded the following motion:

09-02-23 IT WAS REGULARY MOVED AND SECONDED THAT COMMITTEE OF THE WHOLE FORWARD THE FOLLOWING MOTION TO COUNCIL:

THAT COUNCIL REFER THIS AGENDA ITEM TO THE PLANNING ADVISORY COMMITTEE FOR DISCUSSION AND CONSIDERATION.

CARRIED

On February 21, 2023, Council forwarded the following motion:

**d. Request for
Agenda Item: R1 –
Review Rental
Related Policies**

21-02-23 THAT COUNCIL REFER THIS AGENDA ITEM TO THE PLANNING ADVISORY COMMITTEE FOR DISCUSSION AND CONSIDERATION.

CARRIED

Background

Largely brought on by the housing crisis and drastic increases in housing prices and dwindling supply seen across Nova Scotia over the past three years, housing has been a focal point of the PAC since June 2021.

It was anticipated a review of this nature may be forthcoming after Staff looked at the Single Room Occupancies and Short-Term rentals / recent work with landlords, see related motions below.

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



MOTION 1: THAT THE PLANNING ADVISORY COMMITTEE PROVIDE A POSITIVE RECOMMENDATION TO TOWN COUNCIL ON MOVING FORWARD WITH CERTAIN AMENDMENTS TO OUR PLANNING DOCUMENTS THAT FOCUS ON IMPROVEMENTS TO THE TOWN'S HOUSING SITUATION INCLUDING: RENTAL PROPERTIES AND SHORT-TERM RENTALS AS INCLUDED IN THE STAFF REPORT.

CARRIED

MOTION 2: THAT THE PLANNING ADVISORY COMMITTEE PROVIDE A POSITIVE RECOMMENDATION TO TOWN COUNCIL ON MOVING FORWARD WITH CERTAIN AMENDMENTS TO OUR PLANNING DOCUMENTS THAT FOCUS ON IMPROVEMENTS TO THE TOWN'S HOUSING SITUATION AND SPECIFICALLY BUILDING HEIGHT AS OUTLINED IN THIS REPORT.

CARRIED

**RFD 052-2021:
SHORT TERM
RENTALS**

15-10-21 THAT COUNCIL ADOPT THE RECOMMENDATIONS FROM THE PLANNING ADVISORY COMMITTEE, FOCUSED ON IMPROVING THE HOUSING SITUATION IN THE TOWN, AND DIRECT STAFF TO WORK ON AND BRING BACK POTENTIAL AMENDMENTS TO SHORT-TERM RENTALS,

CARRIED

**RFD 052-2021:
SINGLE ROOM
OCCUPANCIES**

16-10-21 THAT COUNCIL ADOPT THE RECOMMENDATIONS FROM THE PLANNING ADVISORY COMMITTEE, FOCUSED ON IMPROVING THE HOUSING SITUATION IN THE TOWN, AND DIRECT STAFF TO WORK ON AND BRING BACK POTENTIAL AMENDMENTS TO SINGLE ROOM OCCUPANCIES.

CARRIED

In response to changes in housing needs and as a recommendation outlined in the [Nova Scotia Affordable Housing Commission Report](#), the province is carrying out a housing needs assessment for all 49 municipalities in the province to provide data and information on current and projected housing needs as well as identify gaps in current and projected housing requirements. Given the changes in the

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)
 Date: 2023-03-09
 Department: Planning & Economic Development



market since adopting our planning documents, a slightly wider look beyond just the R-1 zone is warranted to ensure a fulsome approach is taken. A full re-write of the housing policies is not likely required; however, some revision based on contemporary issues and changes is needed.

The R-1 Low Density Residential-Restricted Zone

One of the barriers to increasing housing supply and diversity within the Town is the Low Density Residential-Restricted (R-1) zone. As shown in table 8.1 below, the R-1 zone restricts housing options to single family homes.

TABLE 8.1 Neighbourhood Land Use Table

APPROVAL PROCESS:

- P = Permitted as-of-right,
- PC = Permitted with Conditions (refer to general conditions)
- SP = Site Plan Approval
- DA = Development Agreement

Residential Uses	R-1	R-2	R-3	R-4	CDD	C-2
Additions	P	PC	PC	PC	P	PC
Accessory Dwelling Unit – Detached		SP	PC	PC		PC
Dwelling, Single	P	P	P			P
Dwelling, Two Unit		P	P	P		P
Dwelling, Townhouse (max 3 units)			P	P		P
Dwelling, Multi-unit- Small (3- 8 units)			SP	SP		SP
Dwelling, Multi-unit - Large (max of 16 units per acre)			DA	SP		DA
Dwelling, Multi-unit (max of 18 units per acre)				SP		
Dwelling, Multi-unit (19 to 24 units per acre)				DA		
Cluster Housing		DA	SP	SP		SP
Existing Uses	P	P	P	P	P	P
Home Based Business (Arts and Crafts Workshop, Catering Establishments, Daycares up to four children/persons, Online/Digital Sales, Offices, Studios, Short Term Rentals max of 3 rental rooms) < 80 sqm		PC	PC	PC		PC
Home Occupation – Restricted (<50 sqm)	P	P	P	P		P
Innovative Housing		DA	DA	DA		DA
Parks and Playgrounds, Public Washrooms, Community Gardens, & Historic Sites	P	P	P	P	P	P

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



Neighbourhood Commercial Uses	R-1	R-2	R-3	R-4	CDD	C-2
Art Galleries & Studios						P
Bakeries						SP
Catering Establishment > 80sqm						PC
Commercial Schools (new or expansion of existing)						SP
Craft Workshops > 80sqm						SP
Daycare Facilities (more than 4 children/persons)						SP
Farm Markets						SP
Hostels						SP
Hotels						DA
Inns (12 or less rental rooms)		SP	SP	SP		SP
Institutional Uses						SP
Laundromats						SP
Medical Clinics						SP
Nano-Brewery (See special provision in the C-2 zone)						SP
Neighbourhood Cafe < 100 sqm						SP
Neighbourhood Commercial Use > 200 sqm						DA
Neighbourhood Commercial up to 40% of Groundfloor of a multi unit building				SP		
Neighbourhood Commercial up to 100% of Groundfloor of a multi unit building				DA		
Neighbourhood Retail < 100 sqm						SP
Nursing Homes						SP
Offices & Professional Services > 80 sqm						SP
Parking Lots and Structures (Stand Alone)						DA
Residential Care Facility		PC	PC	PC		PC
Short Term Rentals		PC	PC	PC	PC	PC
Single Room Occupancy (4 or more rental rooms)		PC	PC	PC		PC
Tasting Rooms (See Special Provisions in the C-2 zone)						SP

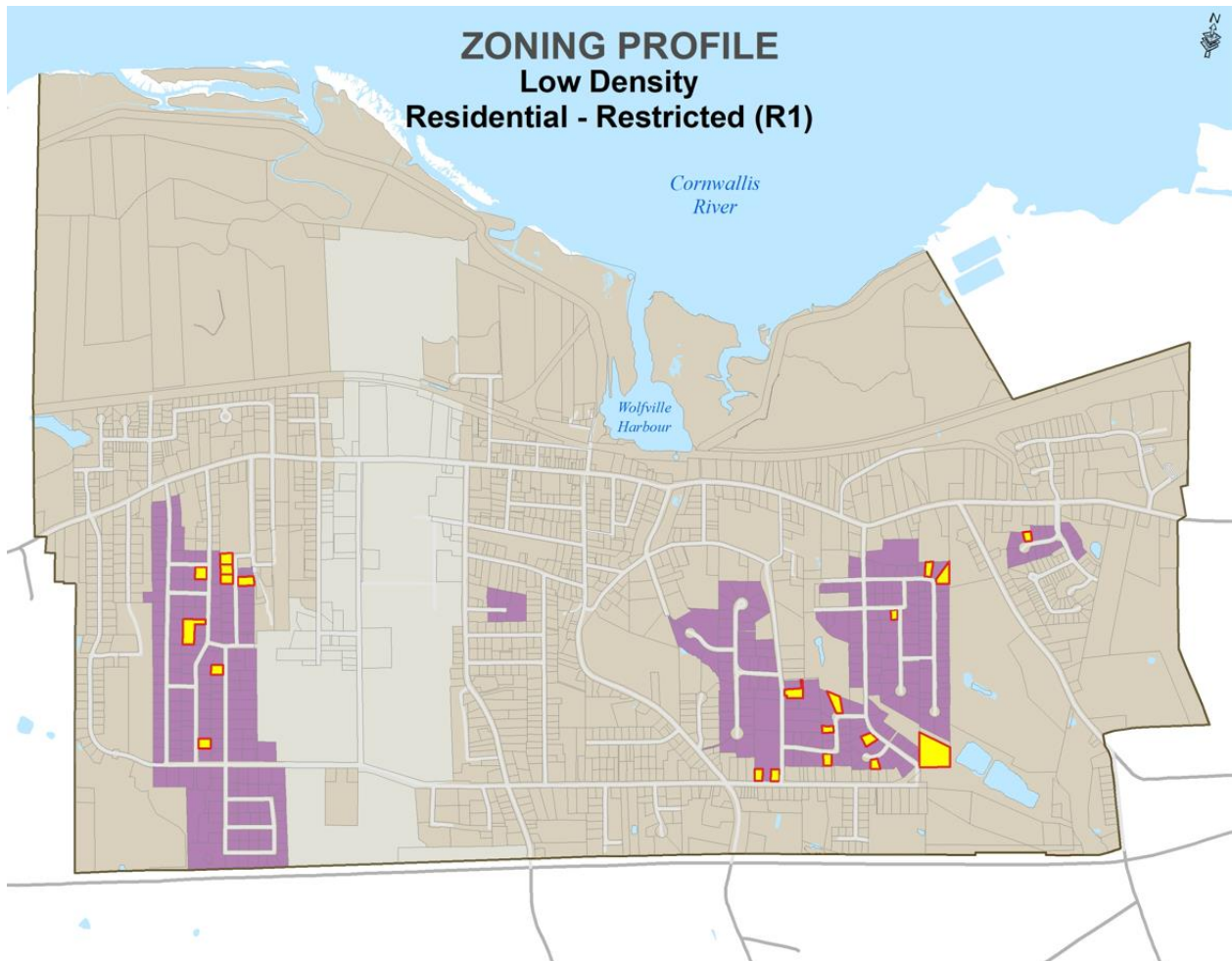
The R-1 zone shown on the map below, covers a total of 155 acres in Town, and makes up 26% of all residential land in town.

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



Municipal Planning Strategy

Changes to the R-1 zone cannot be made without amending the housing policies in the MPS. Existing policies in the MPS demonstrate the need to permit a wider range of housing types in Town to help address social, environmental and fiscal sustainability needs; however, policies related to the R-1 zone prevent movement towards achieving these goals. This section outlines specific policies in the MPS that may require review by the PAC.

MPS Policy 8.2 encourages the review of the R-1 zone to ensure it is consistent with the stated community priorities of the MPS as well as other Town priorities and future needs. Given the recent change in Wolfville's population and housing demand locally, as well as provincially and nationally, a

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



review is helpful to understand how the existing policies may be hindering housing availability for existing and prospective residents.

It shall be a policy of Council

3. *To consider a future review of the Low Density Residential - Restricted (R-1) zone to assess how these areas are consistent with the stated community priorities of this plan, other Town priorities and future needs.*

Policy 8.6.1 Housing Choice and Affordability

The need and desire to encourage a broader range of housing types also arose out of the Affordable Housing White Paper and the Housing Symposium.

Housing Supply and Choice

The main recommendation emerging from the Affordable Housing White Paper and the Housing Symposium is for Wolfville to focus its policy efforts on increasing the housing choices available to its residents – in terms of unit types, sizes, densities, and price points.

Key housing challenges and needs, as identified in the MPS Figure 8.7 include “mortgage helper” accessory dwelling units and more options for the aging population. The current land use regulations, however, prohibit these “mortgage helper” housing options in the R-1 zone. Missing middle housing types (duplexes to low rise multi-unit residential buildings) are excluded from the R-1 zone and limited in the R-2 and R-3 zones. These housing types provide opportunities for first time home buyers, young families, working professionals and retirees or empty nesters looking to downsize. Townhomes, semi-detached and duplexes together make up only 14% of the overall housing stock in Town while single family homes make up 41% (2016).

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



Key Housing Challenges / Needs	Land Use Strategies
<ul style="list-style-type: none"> • We need to address the middle (both demographically and in terms of our housing stock). • We need to make housing more affordable for first-time buyers and young families and enable more ‘mortgage helper’ accessory dwelling units. • We need to make sure rental housing is well-managed and safe. • We need to provide more options for the aging population who wish to downsize and/or retire to Wolfville. • We need to build on existing expertise in the community and work toward better non-market housing options. 	<ol style="list-style-type: none"> 1. Facilitating housing choices; 2. Encouraging higher densities in strategic areas; 3. Introducing dwelling type mix targets; 4. Creating a policy framework that is receptive to innovative housing proposals; and 5. Focusing priority housing types/forms of: <ul style="list-style-type: none"> • Attached housing forms and ground-oriented dwelling units; • Supportive housing; • Accessible housing; • Well managed, safe rental housing; • Subsidized, non-market housing; and • Innovative Housing.

Figure 8.7—Key Housing Challenges

MPS Part 8.6.2 Sustainable and Resilient Neighbourhoods states that higher density residential areas are more environmentally and fiscally sustainable options than low density as low-density residential areas have greater ecological footprints, offer limited housing choices and may not generate revenue sufficient to cover their related infrastructure costs. This section establishes neighbourhood policies that require better use of our existing infrastructure; contribute to healthy, walkable neighbourhoods; reduce our share of GHG emissions and preserve valued natural areas and open spaces for community gathering spaces.

Some of the housing-related policies in the MPS that could be considered for review by the PAC are listed below:

Policy	
MPS 8.2.3	To consider a future review of the Low Density Residential - Restricted (R-1) zone to assess how these areas are consistent with the stated community priorities of this plan, other Town priorities and future needs.
MPS 8.6.1.1	To encourage an overall dwelling type mix in the Neighbourhood and Core Neighbourhood designations of at least 30% but not more than 35% detached dwellings, at least 15% attached dwellings, and at least 45% but not more than 50% apartment dwellings.
MPS 8.6.1.3 (a)	To support projects that increase the variety of housing options available for Wolfville residents of all ages and incomes by:

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



	a. Positively promoting the value of higher density housing forms such as accessory dwelling units, two-unit dwellings, townhouses, triplexes and fourplexes, and low-rise apartments;
MPS 8.6.1.3 (b)	Enabling smaller units through reduced frontages and lot areas and innovative housing forms / development techniques such as cluster housing; and
MPS 8.6.1.4	To consider proposals which contribute to the overall supply and diversity of Wolfville's housing stock, which include innovative housing forms and development techniques as outlined in the Land Use Bylaw
MPS 8.6.2.3	To recognize the importance of considering increased densities and infill development throughout all residential neighbourhoods in Wolfville, save and except the R1 zone, to create inclusive mixed income neighbourhoods, and contribute to the community's vibrancy.
MPS 8.6.2.3 (b)	To enable in the Land Use Bylaw a range of Secondary Suites (attached/in-home and detached), save and except in the R-1 zone, to acknowledge the gentle density and housing choice this unit type can provide.
MPS 8.6.3.10	To support Social Inclusion through land use decision making by recognizing that planning does have a role to play in creating inclusive rather than exclusive built environments and that our built form should reflect our desire to be inclusive of all people.
MPS 8.6.4.3	To permit "Home Based Businesses" within the neighbourhood designation, save and except the Low Density Residential - Restricted (R-1) zone, subject to the specific provisions of the Land Use Bylaw

MPS Schedule 4. Community Profile and Housing Needs

This section contains information related to the current and projected population of Wolfville and a housing needs assessment based on findings from an assessment conducted in 2018 as well as 2016 census data and other sources. Up to date data has revealed that current population projections exceed those stated in the MPS, largely based on unforeseen events such as the COVID-19 pandemic and resulting housing shifts and in-migration to Wolfville. These population changes along with other factors may have changed housing needs and as such may require review.

This section will be helped by the new needs assessment coming from the province and could be replaced with a policy such as, "Council shall conduct a housing needs assessment every X years." The assessment could live outside of the actual MPS document itself.

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



NEXT STEPS

PAC would recommend to Council a review of the Housing Policies. If supported, Staff would bring back a work plan and milestones, including some form(s) of consultation.

This work would take a number of months to complete and should be considered carefully as we move forward.

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



Attachment A: Current Housing Situation

Below is a preliminary examination of the current housing situation locally. The Province is conducting a Housing Needs assessment which should provide much better information for us to work with and inform Council on policy amendments. It is expected that the findings from the needs assessment will be available in spring 2023.

Homelessness

A 2022 service-based count conducted by Homeless No More surveyed service providers from West Hants to Digby and has identified 231 individuals plus 124 children experiencing homelessness. 116 of those identified reside in Kings County, and of those in Kings County, 45% reside in Kentville and less than 10 in Wolfville. The high proportion of individuals residing in Kentville can be attributed to the number of service providers located in Kentville compared to all other areas in the region. 91 of the 231 individuals identified are known to have children, 21 are Indigenous, 22 are living with a physical disability, and 67 are living with a mental illness.

The cost of rent is the greatest barrier to housing, followed by low income, poor housing options/conditions available, mental illness and family conflict.

Housing

The Nova Scotia Housing Authority has over 200 people waiting for housing in Wolfville. The average time people are on the waitlist is between 2-4 years. In addition, market rents across the region are prohibitively high for those with low incomes or who are on income assistance, as shown in the examples of rental listings below, particularly for families:

PLANNING ADVISORY COMMITTEE REPORT

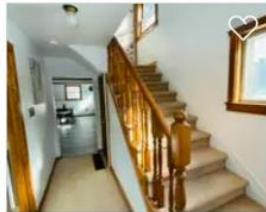
Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



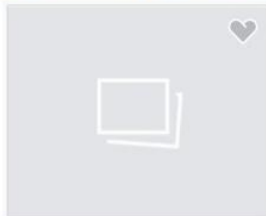
Rent prices for 1 bedroom in a shared building:



One room available in Wolfville starting January 1st, 2023
Annapolis Valley | < 23 hours ago

\$675.00

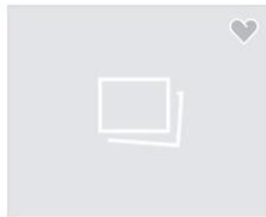
One Room available in a 5 bedroom house in Wolfville available for rent starting from January 1st for \$675. Just under 15 Min walk to Acadia University and all utilities included in the rent along ...



Rooms for Rent in Kentville
Annapolis Valley | 13/12/2022

\$600.00

1 Large Room for Rent 600.00 single occupants only in room the room has been repainted, clean, furnished, and with heat pump,. Double Bed, Dresser,end table,and chair in room. Rent includes heat, ...

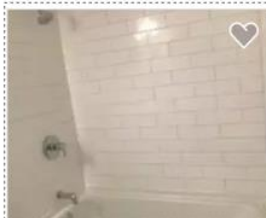


Room to rent.
Annapolis Valley | 14/11/2022

\$800.00

I have a room to rent to the right person. Available January 1st, 2023. Beautiful home in Berwick. No pets, no kids. Preferably a student. House will be shared with just one other person being me. ...

Rent prices for studio and one-bedroom apartments:



Kentville 1 bedroom Apartment for Rent - 190 Oakdene Avenue
Annapolis Valley | 07/12/2022

\$1,399.00

Current Promotions View our units by clicking the virtual tour link, schedule a video tour or make an appointment for in person viewing. (902) 691-2583Virtual Open House: View our units by clicking ...



One bedroom house for rent outside Berwick
Annapolis Valley | 12/12/2022

\$1,195.00

Note: Phone calls only – no messages or emails, please. Call 902-538-3101 for additional information. If this ad is up, the house has not been rented. This one-bedroom home is located at 188 ...



Studio all bills included, centre of Wolfville
Annapolis Valley | 31/10/2022

\$1,180.00

BRIGHT, spacious, studio room is now available in a beautiful, Neo-Classical style, Heritage House on Main Street Wolfville, located just a short walk to the town's numerous restaurants and shops, ...

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

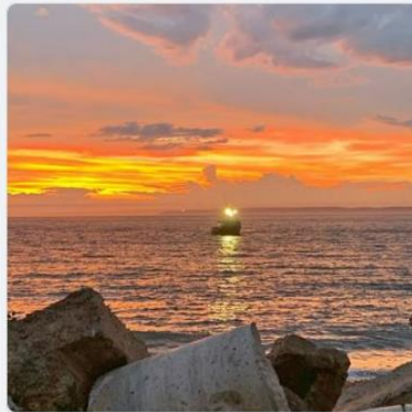
Department: Planning & Economic Development



Rents for 2-bedroom units:



C\$2,400
2 Beds 2 Baths Apartment
Wolfville, NS



C\$1,700
2 Beds 2 Baths House
Kings, NS



C\$1,725
Two bedroom apartment located in
New Minas
Kings, NS

Rents for family housing (3+ bedrooms):



C\$3,100
5 bedroom house for rent
Kings, NS



C\$3,000
3 Beds 1 Bath - Apartment
Kentville, NS



C\$3,250
5 Beds 2 Baths House
Kings, NS



C\$2,895
3 Beds 2 Baths Townhouse
Kentville, NS

PLANNING ADVISORY COMMITTEE REPORT

Title: Housing Policy Review (R-1 Request)

Date: 2023-03-09

Department: Planning & Economic Development



In addition to rentals, housing prices have increased in Wolfville and across the region. Across housing types with similar specifications, those in Wolfville tend to be at the higher end of the market:

Single family homes:

Wolfville



New Minas



Kentville

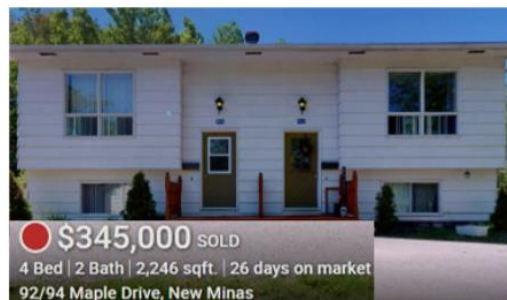


Duplexes:

Wolfville



New Minas



Kentville



PLANNING ADVISORY COMMITTEE REPORT

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Date: 2023-03-09

Department: Planning & Economic Development



Multi-units:

Wolfville



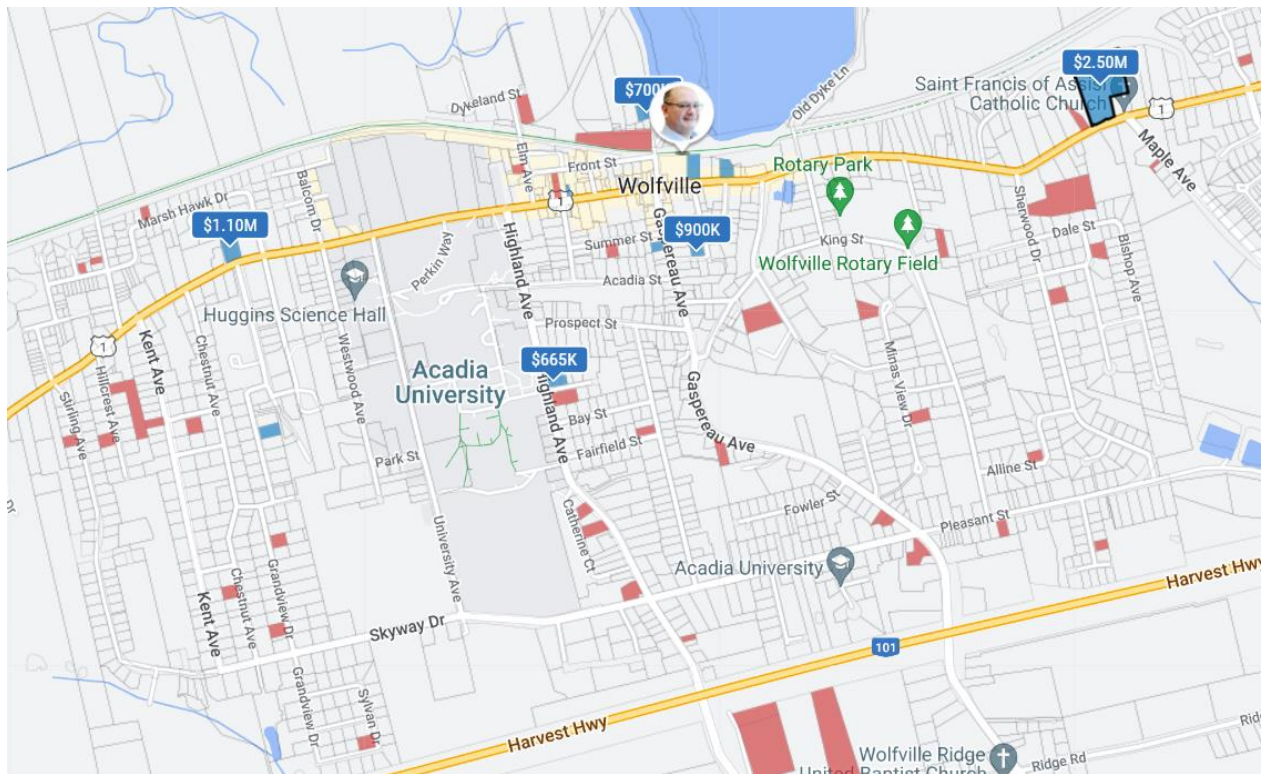
Berwick



Kentville



As of March 1st, 2023, there are 5 single-family homes for sale in Wolfville (shown below). The average listing price of these homes is \$1,173,000.00. These prices are largely unattainable to the general population, particularly for young families, couples and seniors.



Single-family home real-estate listings March 1st, 2023.