



Special Meeting of Council

Thursday, May 25

Following the Special Committee of the Whole

Council Chambers, Town Hall

359 Main Street

Agenda

1. Approval of the Agenda
2. Public Input/Question Period
3. Motions/Recommendations from Special Committee of the Whole
May 25, 2023
 - a. RFD 028-2023 East End Secondary Plan
4. Adjournment

REQUEST FOR DECISION 028-2023

Title: East End Secondary Plan
Date: 2023-05-25
Department: Planning & Economic Development



SUMMARY

East End Secondary Planning Strategy and Planning Document Amendments

The purpose of this report is for Council to consider the motion forwarded to Committee of the Whole/Council by the Planning Advisory Committee (PAC). The PAC and Council have been considering the East End Secondary Planning Strategy since September 2021 (see www.wolfvilleblooms.ca/eastend for details). Multiple iterations of the plan have been presented, direction received and changes made. Public meetings and online engagement have taken place throughout the process. The latest version of the secondary plan (recommended by the PAC) can be found [here](#).

Motion from the Planning Advisory Committee to Council:

That the PAC provide a positive recommendation to Council on the East End Secondary Planning Strategy and associated amendments to our Planning documents, subject to Council giving particular attention to:

- *Building Height*
- *Density and Built Form*
- *Transitions between areas*
- *Connectivity*
- *Affordability and Housing Choice*
- *Village Centre area*
- *Ecological integrity*
- *Communications*

Motion was passed unanimously

Committee of the Whole / Council now need to consider giving First Reading and scheduling a Public Hearing (June 12th) before a decision is made at Council on June 20th.

Staff will go through a presentation covering these topics at the May 25th meeting.

DRAFT MOTIONS:

Committee of the Whole Motion:

That Committee of the Whole recommends to Council that First Reading be given to the Amendments to the Town's Planning documents outlined in the East End Secondary Plan and that a Public Hearing be advertised for June 12th, 2023.

REQUEST FOR DECISION 028-2023

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Special Council Motion:

That Council give First Reading to the amendments to the Town's Planning documents outlined in the attached East End Secondary Plan and that a Public Hearing be advertised for June 12th, 2023.

Note: subject to the May 25th Council discussion/direction, a report with final changes to the planning documents, including a resolution (e.g. a table outlining all changes), will be posted 1 week before the Public Hearing in an agenda package.

1) CAO COMMENTS

The CAO supports the recommendation of Staff.

2) LEGISLATIVE AUTHORITY

The Town has broad control over land use through the *Municipal Government Act*. Secondary Planning is required, as per the Town's Municipal Planning Strategy, on lands zoned Comprehensive Development District.

3) STAFF RECOMMENDATION

Staff have been working on this project for 2+ years. The latest version of the Secondary Plan is based on direction received from PAC and Council as we have checked-in on versions of the document and key issues as we have moved through the process. The outcomes presented in the latest plan represent a substantial amount of effort – consultation, stakeholder meetings, design work, consultants, etc.

Minor tweaks are being suggested, as presented at the May PAC meeting and informed by input from the public and PAC members. These will be outlined in the Council presentation where Staff hope to receive final direction on the plan so it can move to a Public Hearing and a decision.

4) REFERENCES AND ATTACHMENTS

1. May PAC package – [here](#).
2. May PAC meeting video – [here](#).
3. Additional background can be found on our blooms page – [here](#).

5) DISCUSSION

The East End Secondary Planning Strategy has been ongoing since September 2021. The culmination of this work, based on direction from the Planning Advisory Committee, can be found in the Secondary

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Plan document found in the May PAC package [here](#). Additional background information can be found on our blooms page, [here](#).

This Special meeting of the Committee of the Whole is to give first reading of the East End Secondary Planning Strategy as outlined in the [Plan](#). The latest version of the plan is Planning Advisory Committee's recommendation. A discussion around the Committee's recommendation to forward the secondary plan to Committee of the Whole took place during the May 11th meeting (a recording of the May PAC meeting can be viewed on YouTube [here](#)). Staff will take Committee of the Whole through a presentation during the meeting on May 25th. An overview and key issues will be highlighted.

The key to the secondary plan is the zoning and establishing built form requirements. The zoning has been established as follows (see actual plan for more detail):



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The plan will be finalized, subject to changes recommended by Committee of the Whole, and an agenda package posted on the Town's website by June 5th, 2023 for the Public Hearing on June 12th. It is anticipated that Council will consider adoption of the Secondary Plan and associated changes to our Planning documents at the June 20th meeting of Council.

6) FINANCIAL IMPLICATIONS

The work on the East End Secondary Planning Strategy was budgeted in the Town's Operations Plan and is now coming to end.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

The 2021-2025 Strategic Plan and MPS relevant directions:

- Economic Prosperity
- Social Equity
- Climate Action
- Community Wellness

8) COMMUNICATION REQUIREMENTS

Key message: After 2+ years of work on the plan, the East End Secondary Planning Strategy is moving to a Public Hearing on June 12th. Council will consider a decision on the plan June 20th.

9) ALTERNATIVES

That the Committee of the Whole does not recommend to Council to give First Reading and Schedule a Public Hearing and additional work, specified by Council, be carried out by Staff and the Strategy be brought back at a later date.



The Town of Wolfville

WOLFVILLE EAST END SECONDARY PLANNING STRATEGY

DRAFT REPORT April 24, 2023

Prepared by:



Fathom

 wolfville Fathom

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Chapter 01

Introduction

The East End lands consist of two similarly sized parcels including the “Kenny Lands” (~42 acres) and the “Maple Ridge Lands” (~52 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. Work on this plan began in 2021 with the local community, the Town and its consultants, and various land owners and developers who own land in the study area.

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, needs 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 aspirations 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 create a win-win for all stakeholders.

The Town set a minimum density target of 10 units per acre (UPA) in the last Municipal Plan update, 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 must 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 must be adopted by Council into the Town’s planning documents (Municipal Plan and Land Use By-law) and will be used to regulate all aspects of the development going forward.

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.

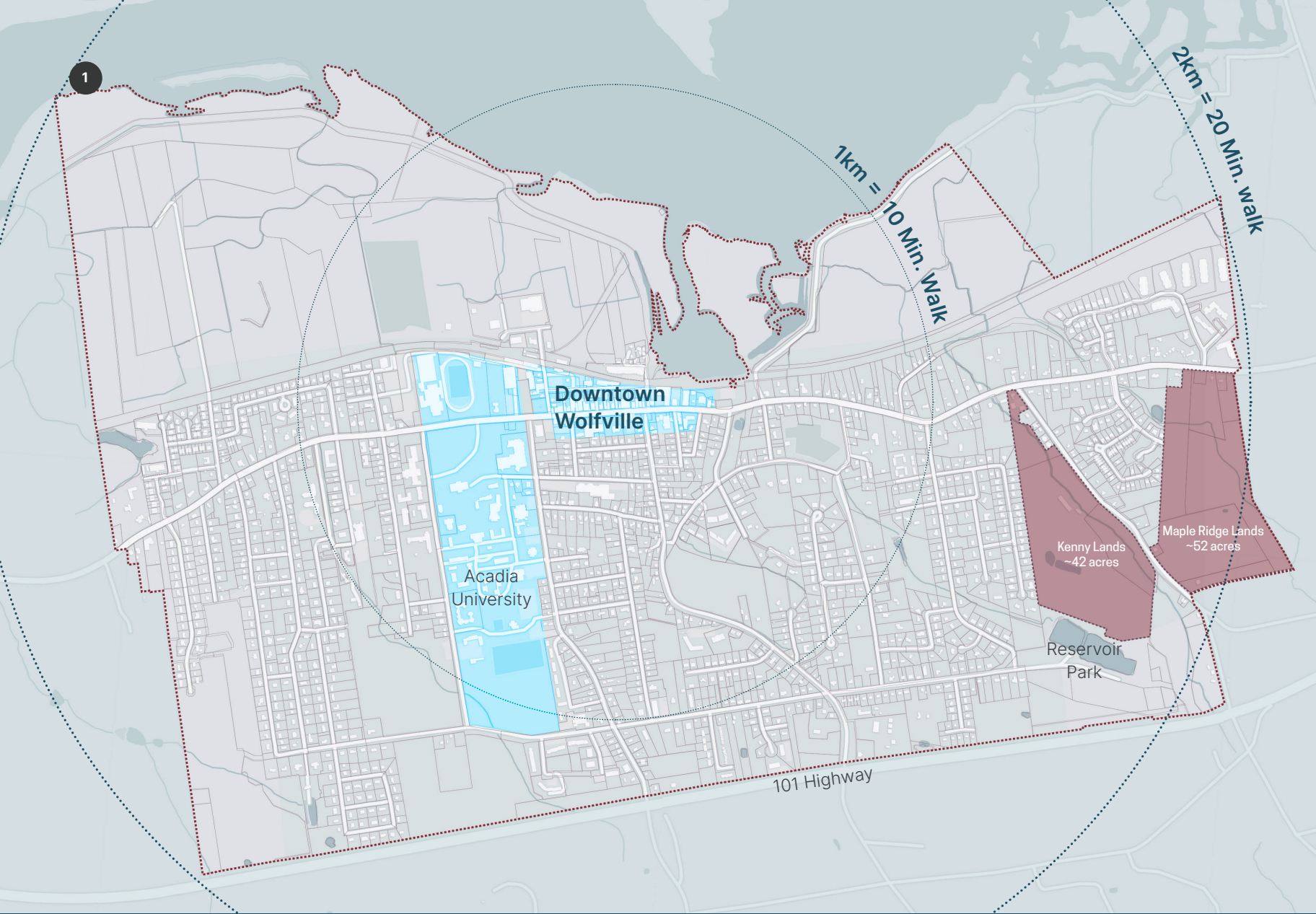


Fig.1 - Town Context Map



Fig.2 Site Context Map
Identified views on page 5 (Fig. 3, 4 & 5)

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 (~52 acres). Together, both sites occupy 94 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 land. 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 would 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

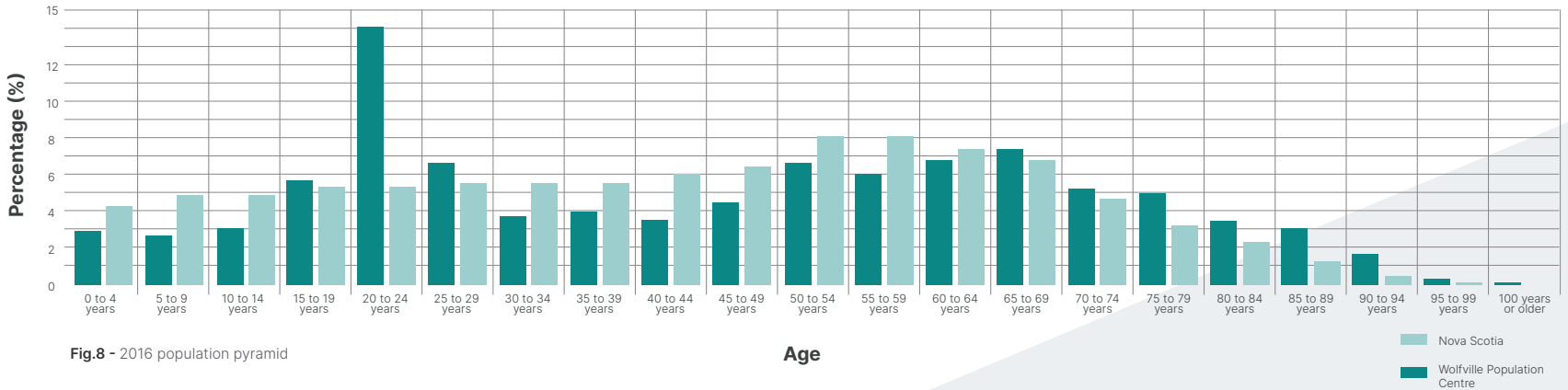
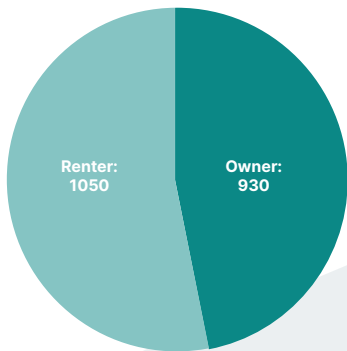


Fig.8 - 2016 population pyramid



↑ **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.

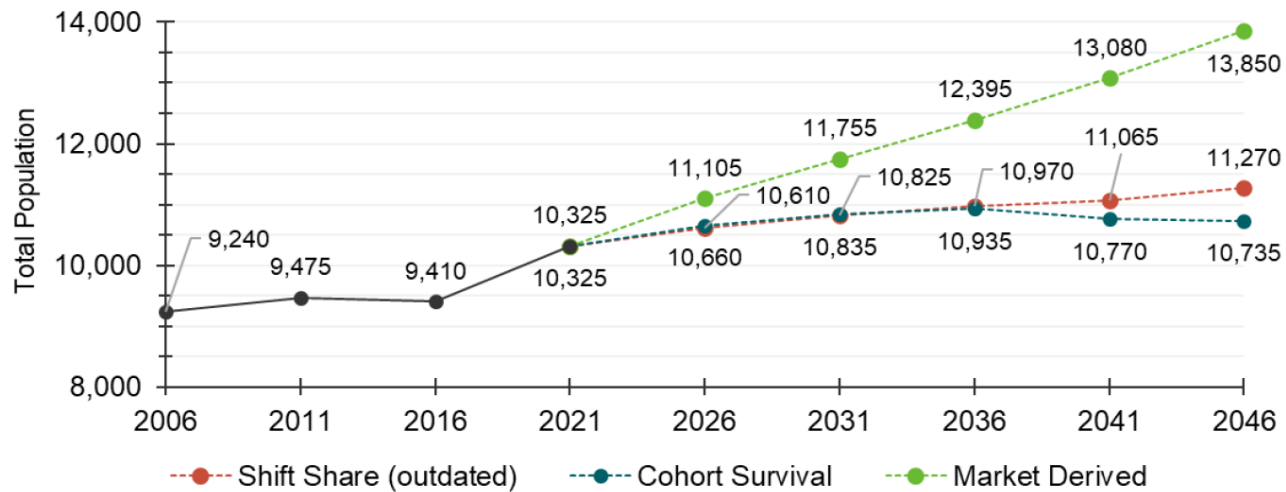
The population group for individuals age 20-29 is higher than the provincial average, descending into lower averages from ages 30 to 65, when the population begins to rise above the provincial average once again. Wolfville's child to teenage population is also lower than the provincial average, further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

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

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

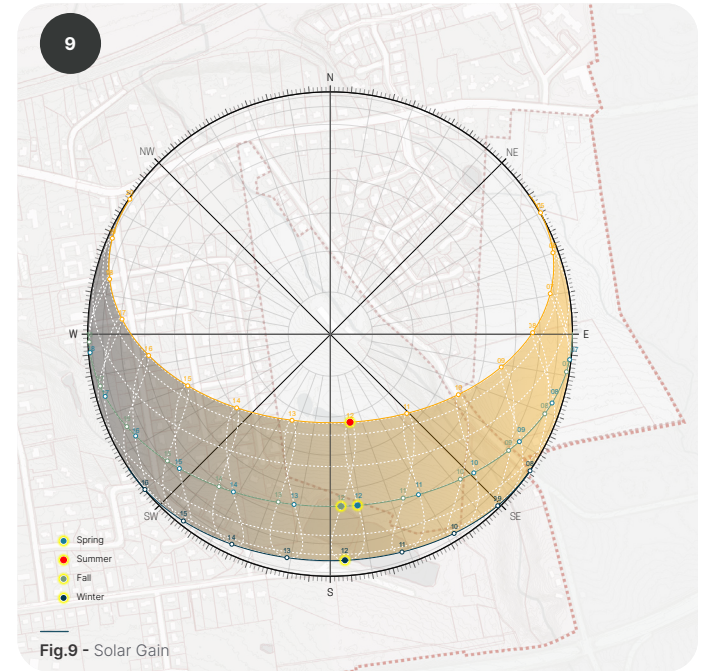
that Wolfville’s East End Plan encourage a range of densities beyond the traditional single-family home. Doing so will enable the current mixed demographics to have a diversity of rental and purchasing options. Lastly - given that Wolfville’s average age is increasing every year - it is important to 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.

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 on the north side 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.

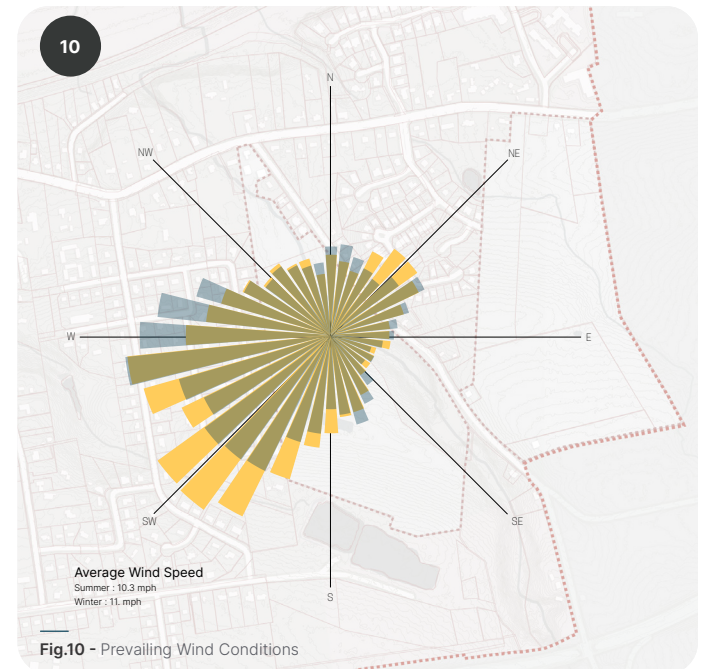


Wind

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.



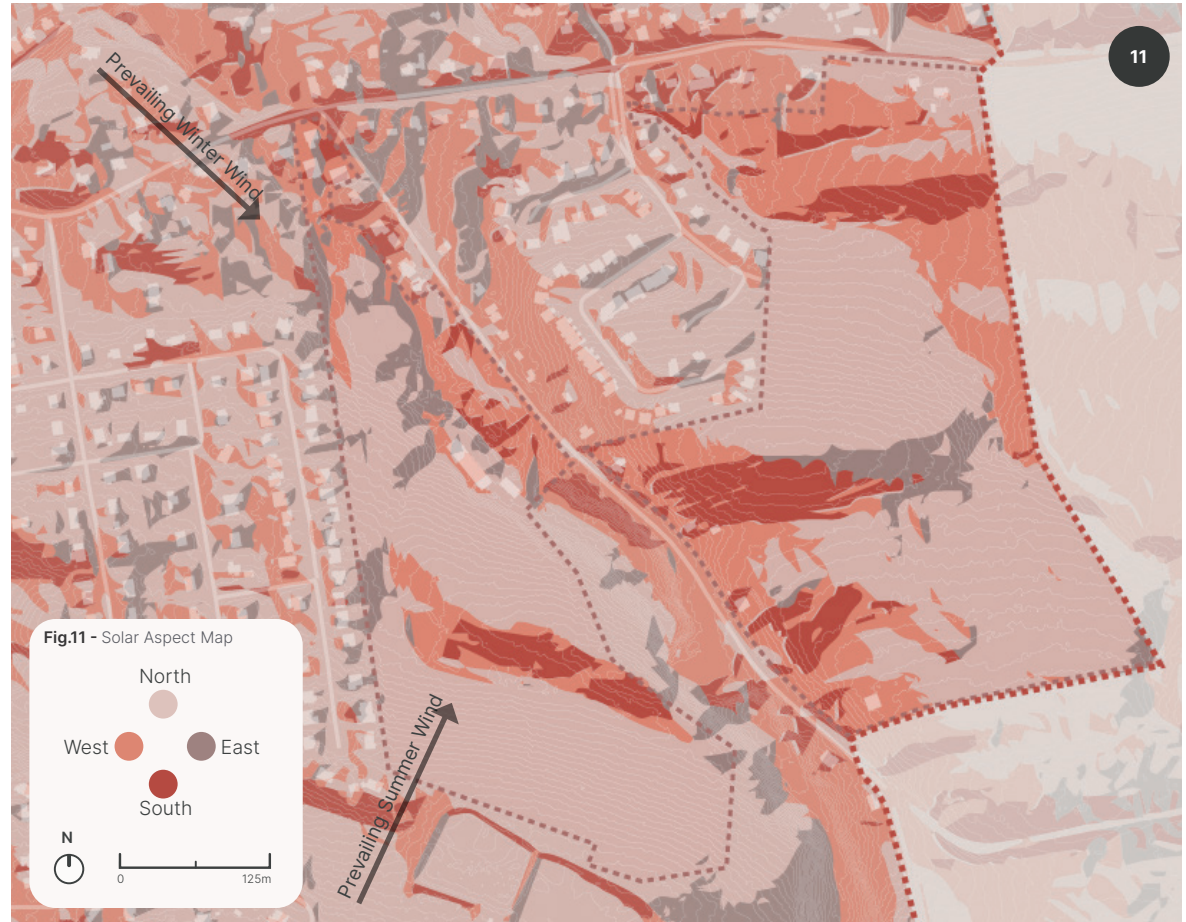
Solar Aspect

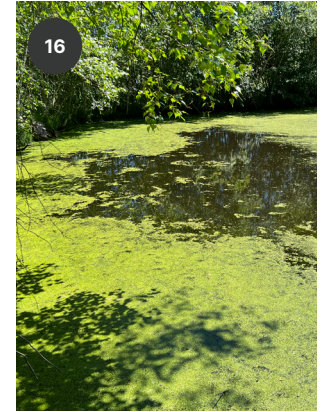
During the planning process, slope aspect should be considered for its considerable effect on the site's microclimate. This will impact the future placement of buildings and vegetation within the site.

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.





Vegetation

The Flora of Wolfville is representative of the Acadian Forest region of Eastern Canada. More specifically, the fertile land between the north and south mountain ranges and bisected by the Cornwallis River, and is part of the 5b plant hardiness zone. The soil conditions and climate conditions give rise to tremendous plant varieties, rapid plant growth, and vigorous trees and shrubs in the study area. Provincial mapping in this area shows no species at risk or special habitats on these properties though to the greatest extent possible, large forest stands have been preserved as conservation areas as part of this plan. Most of the area has been managed as agricultural lands for decades with the exception of the treed river valley portions of the site.



Fig.12 - *Prunus virginiana*

Fig.13 - *Amelanchier canadensis*

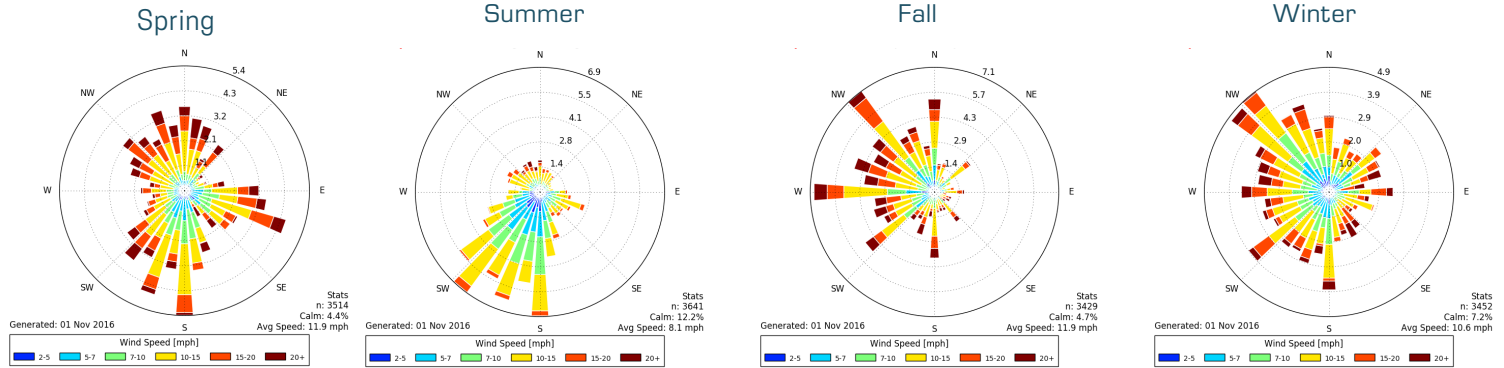
Fig.14 - Wild flowers

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

Fig.16 - Eutrophic Pond on Kenny Lands site

Fig.17 - Alternating agricultural crops

Fig.18 - Reservoir Park trail crossing sensitive wet areas



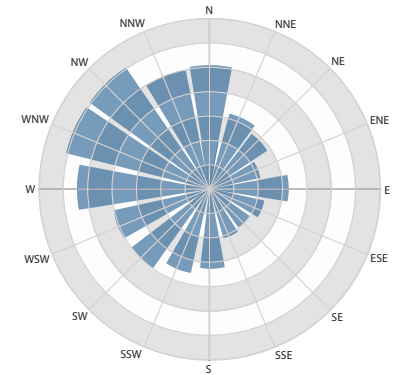
Climate & Microclimate

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.

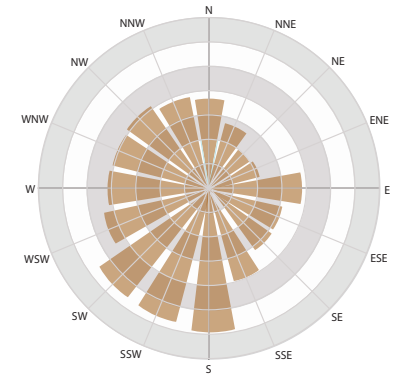
About 1,500 millimeters of precipitation fall in the Valley annually, with 90 per cent as rain and 10 per cent as snow. On average, there is fog 15 to 25 per cent of the year, more often in summer and autumn, when warm air temperatures from the south mix with cooler offshore waters. High humidity is 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)

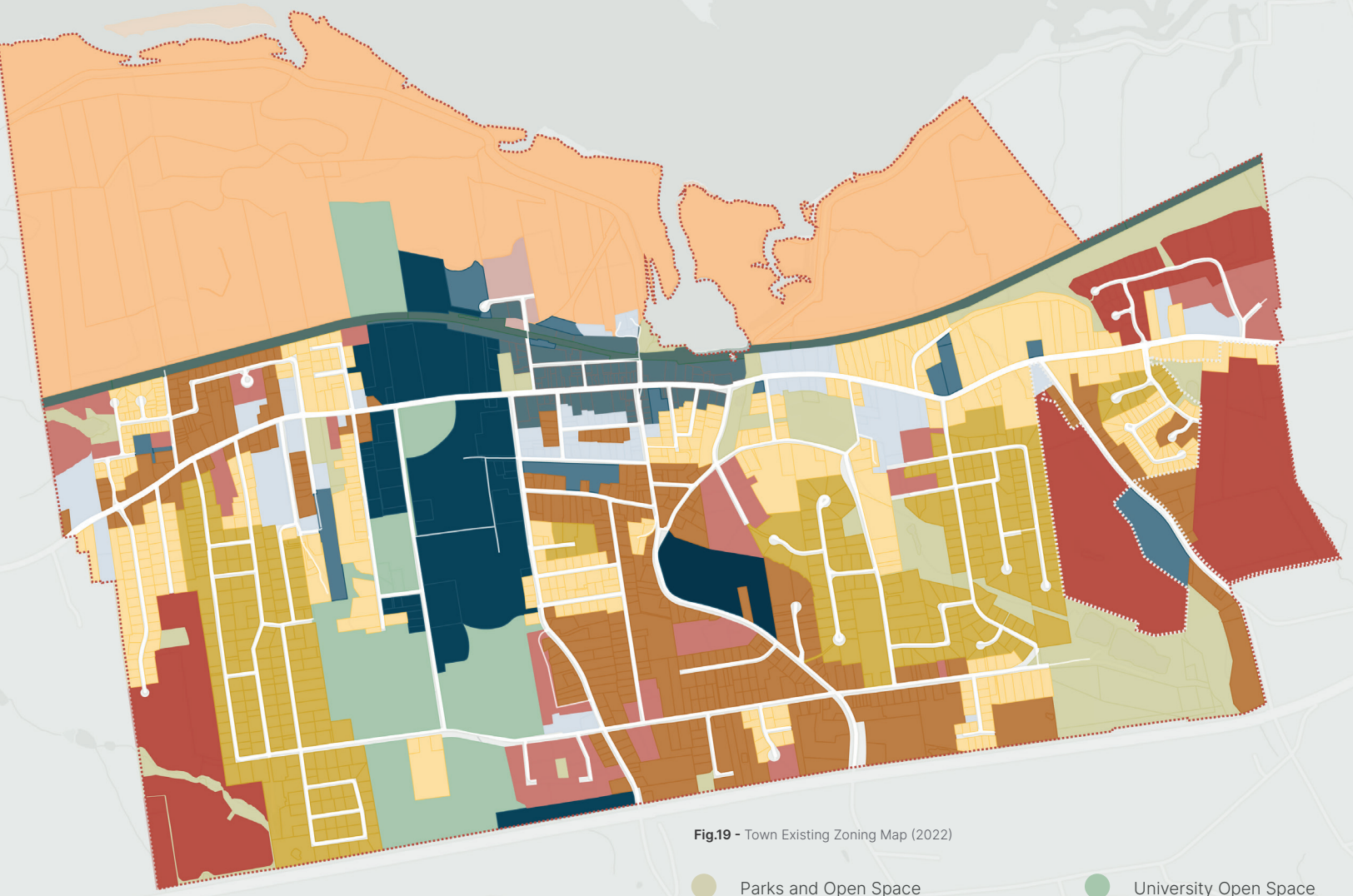


Fig.19 - Town Existing Zoning Map (2022)

- 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

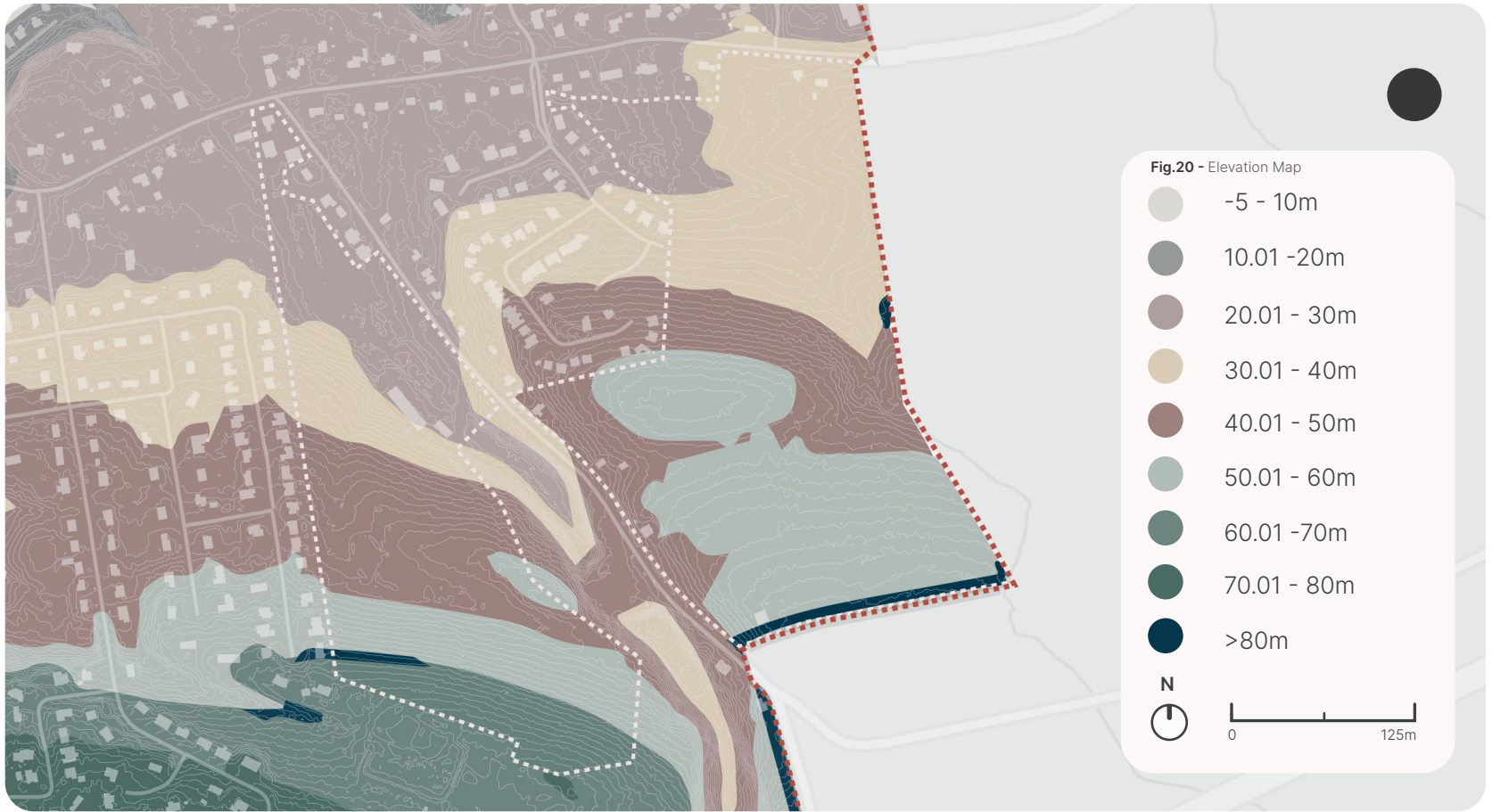
Wolfville's zoning designations consist of a variety of uses - ranging from a variety of housing densities, open space, and commercial uses. Agricultural zoning forms the largest zoning designation, but is separated from the downtown core by an active transportation corridor. Commercial, institutional, 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 closest 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.



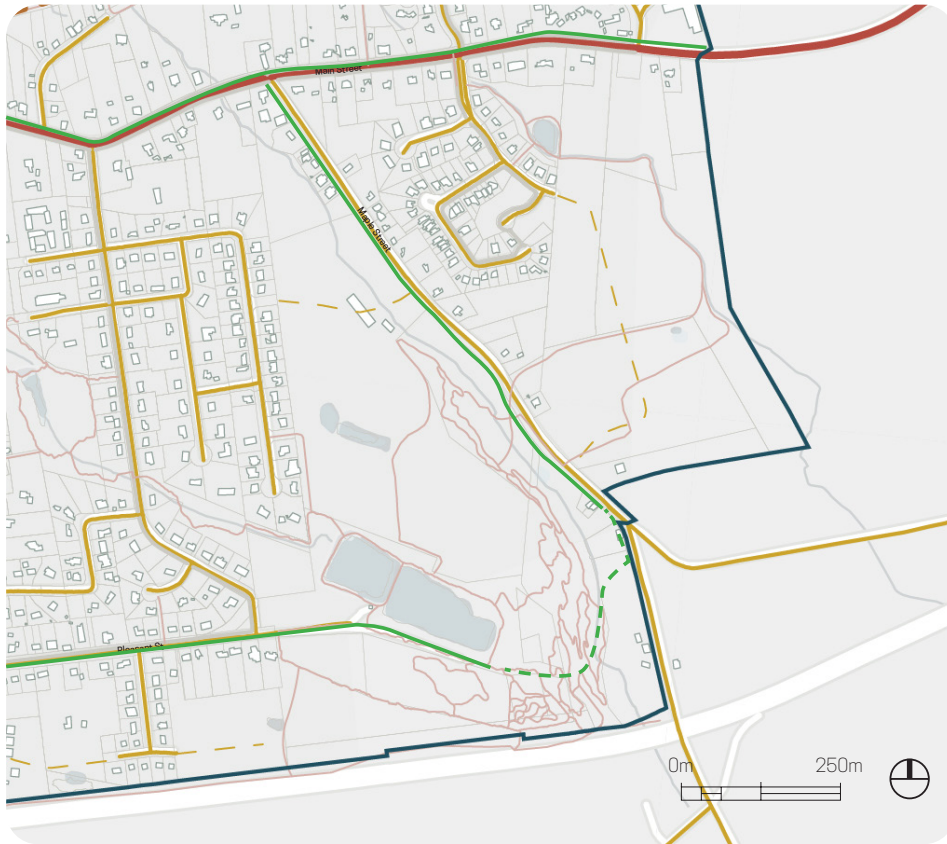
Soil

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.





LEGEND

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

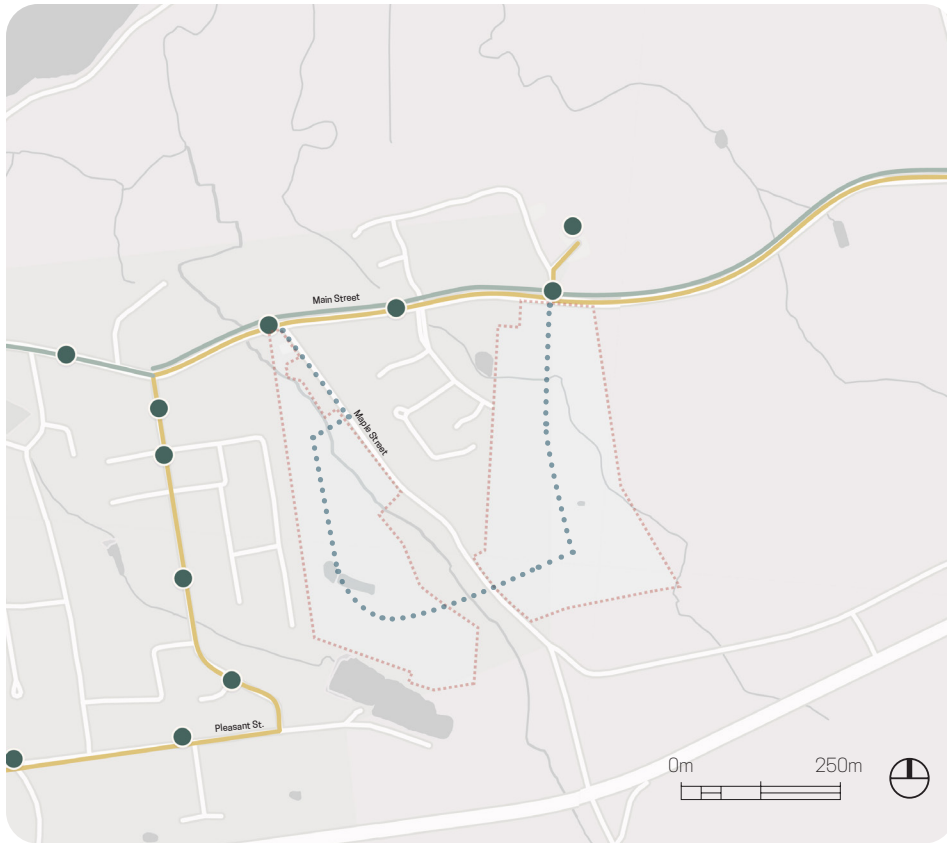
Road Classification

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. In the event of this happening, 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

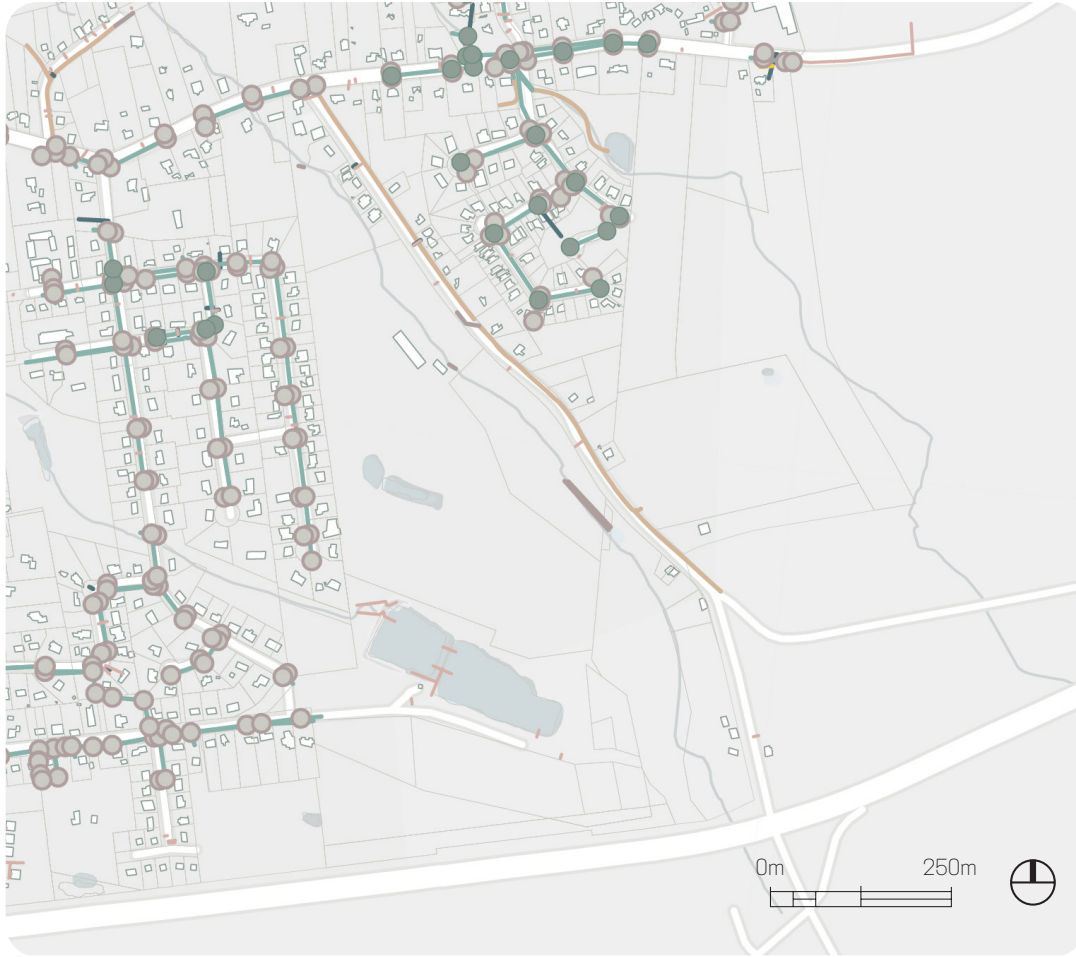
Bus Routes

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

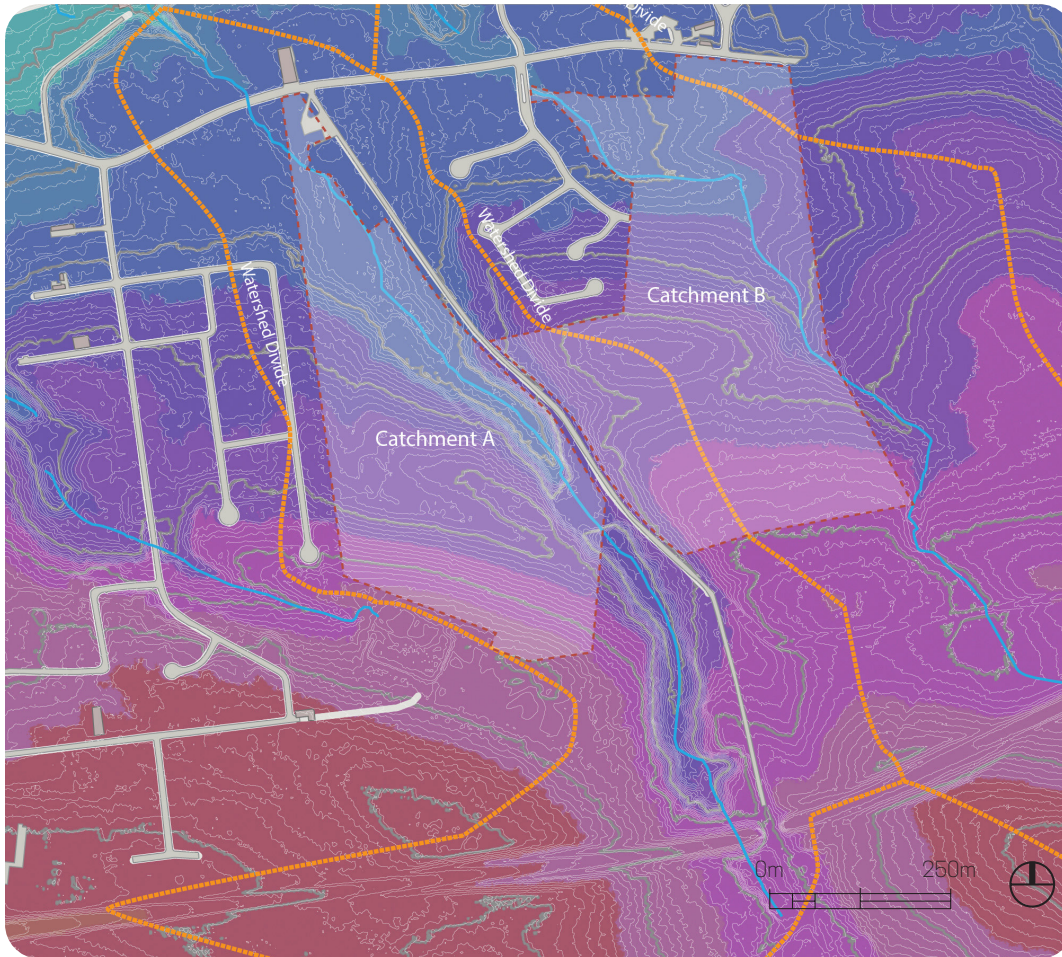
Servicing

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.

Both from a sewer and water perspective the Town's ongoing Capital upgrades have been planned to accommodate this growth (e.g. ongoing sewer treatment plant work and water systems modeling and upgrades). The Town is looking at Capital Cost charges to better support the Capital Program in the future.

The Town's Director of Engineering has been involved throughout the planning process and provided an update on capacity in a previous report found on the Town's website in the Planning Advisory Committee Agenda for November 2022, [here](#).

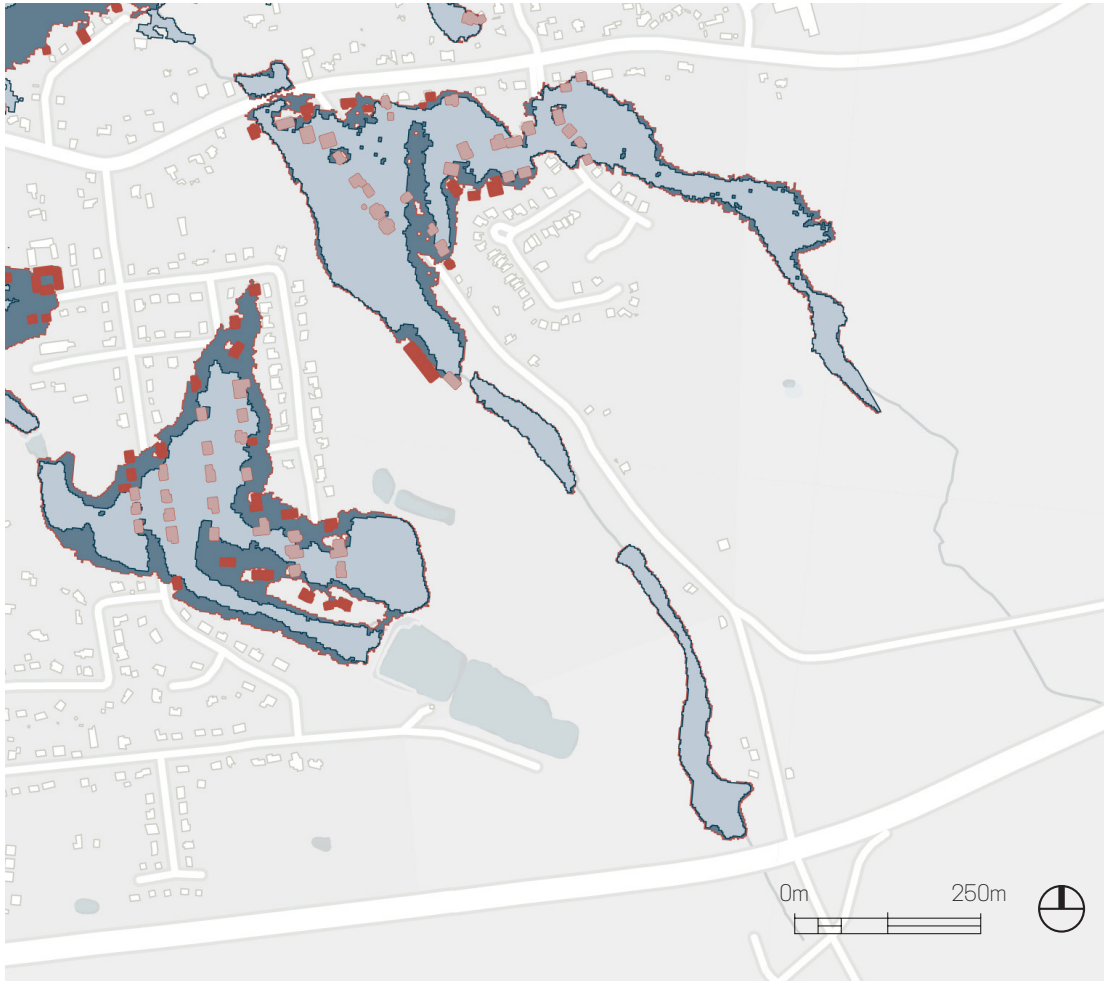


Watersheds

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 as 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

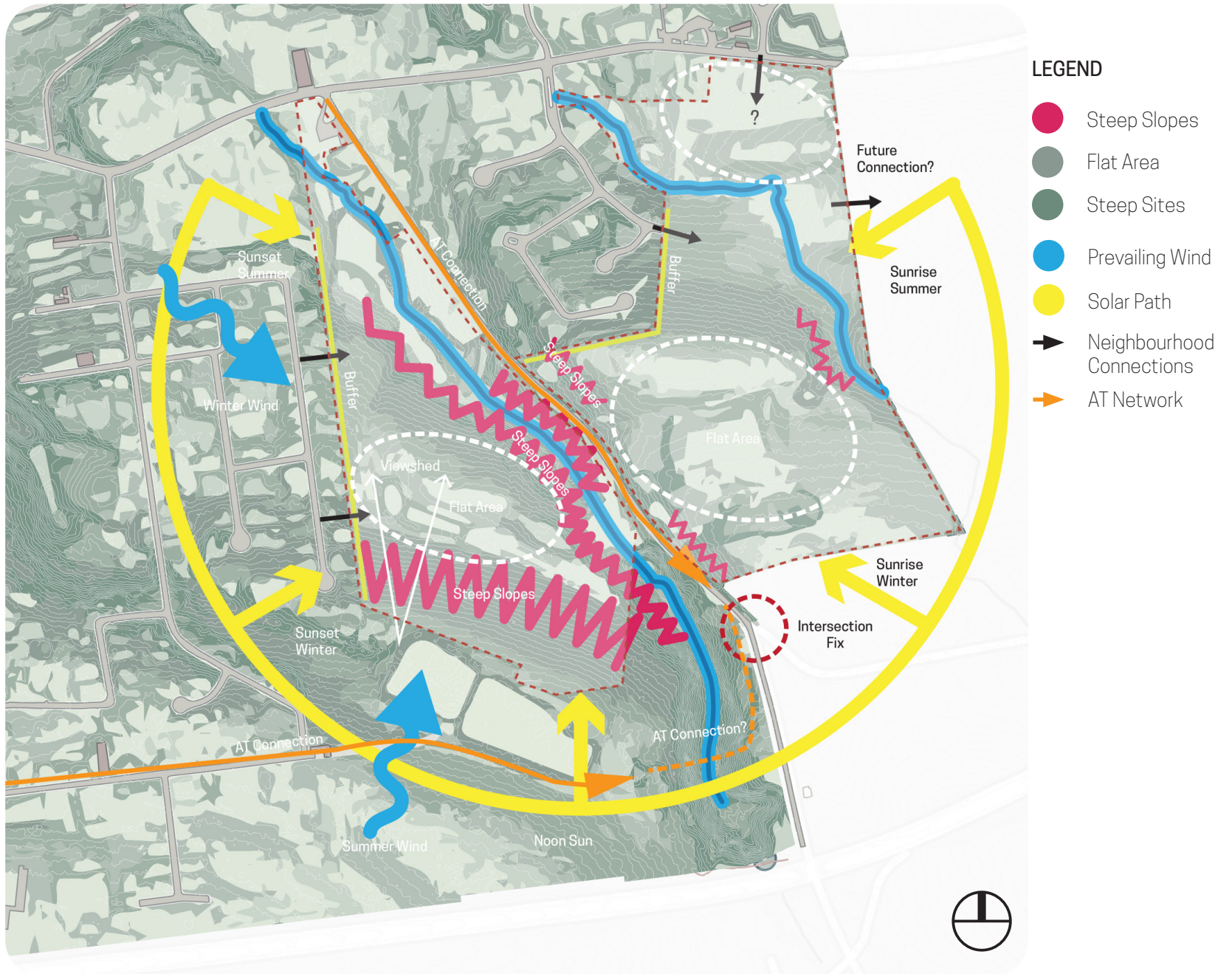


100 Year Tidal Projections

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, and a future 20-year scenario with the full development constructed and operational. Preliminary transportation analysis for this development considered a potential future Highway 101 at Maple Avenue, through previous work showed that new traffic and transportation conditions could be accommodated within the existing roadway. Further, Nova Scotia Public Works has suggested such an interchange would not be feasible for the foreseeable future therefore, no further analysis is included in this report. 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 and is considered a transition area between the core residential and commercial center of Wolfville to the west, and the more rural farmland and woodland properties that characterize areas to the east between the development 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 straddles Maple Avenue and resulting in Maple to become the primary transportation corridor to service the site. This is logical from a road hierarchy perspective with Maple Avenue serving as a major collector roadway, connecting to Main Street - the “arterial” roadway.

Given the magnitude of the development, it is necessary to service the development from multiple points of access in order to

better accommodate area traffic operations, distribute capacity, provide travel convenience, facilitate 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 and to Main Street, with various internal route options to provide a reasonable level of connectivity to the surrounding road and active transportation networks.



3.2 TRAFFIC CONDITIONS

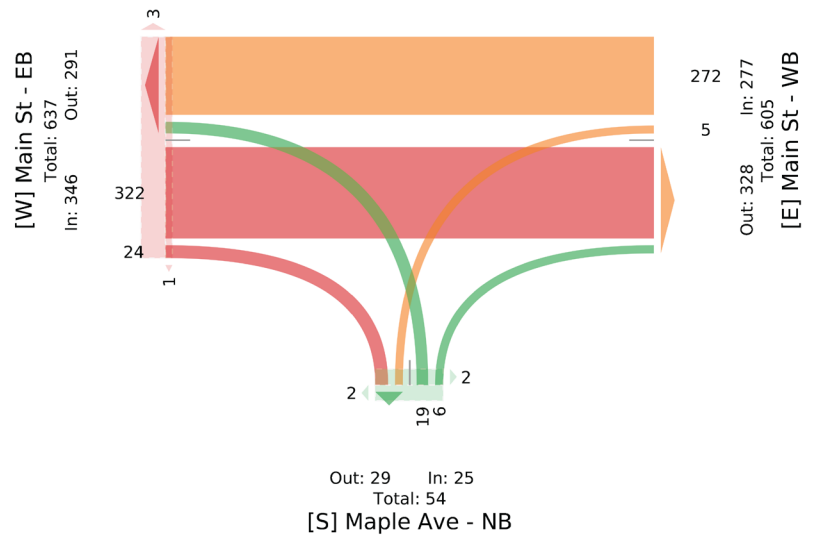
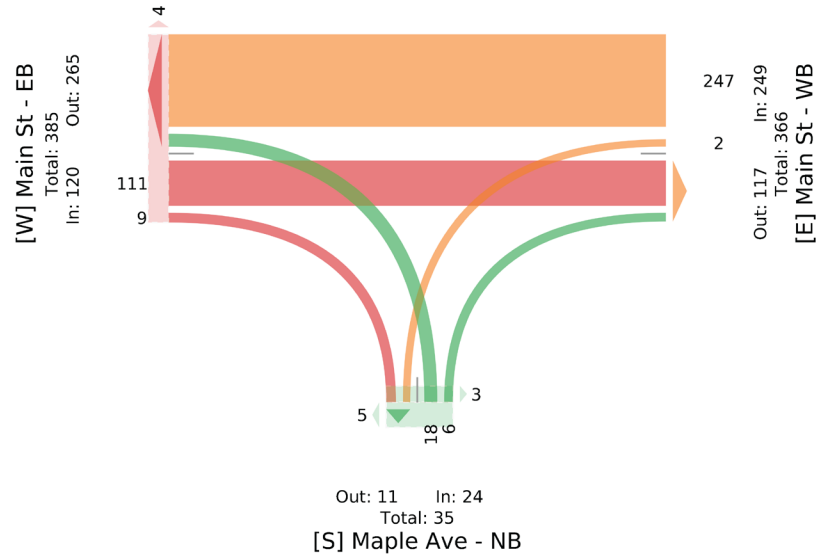
Existing Traffic

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. This count period was considered representative of typical network conditions as school and University related traffic is present on the roadways, along with typical commuter based traffic volumes. Further, this time period generally represents recovered post-COVID 19 pandemic conditions. 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) with 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.

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.

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 7500 trips during a typical weekday, distributed over 18 hours during the day and split by direction, results in about 1 new vehicle every 17-18 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.

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	22	Units	129	129	258	5	15	20	15	9	24	118	118	236
Town Houses	220	44	Units	161	161	322	5	15	20	16	9	25	179	179	358
Mid-Rise No Commercial	221	440	Units	1198	1198	2396	38	108	146	112	72	184	878	877	1755
Mid-Rise w/ Commercial	231	98	Units	169	168	337	8	21	29	25	10	35	-	-	-
TOTALS (WEST)		604		1657	1656	3313	56	159	215	168	100	268	1175	1174	2349
East Side of Maple Avenue															
Single Unit Housing	210	60	Units	283	283	566	11	33	44	37	22	59	286	286	572
Town Houses	220	61	Units	224	223	447	6	22	28	21	13	34	249	248	497
Mid-Rise No Commercial	221	434	Units	1182	1182	2364	37	107	144	110	71	181	868	868	1736
Mid-Rise w/ Commercial	231	228	Units	392	392	784	19	49	68	57	25	82	-	-	-
TOTALS (EAST)		783		2081	2080	4161	73	211	284	225	131	356	1403	1402	2805

3.4 TRIP DISTRIBUTION / ASSIGNMENT

The figure below shows the trip distribution assumptions used in the analysis assuming that there is not interchange present and that vehicles will use the existing road network to and from the development area. 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
- A smaller still portion of trips are expected to distribute themselves internal to the development area.



AM Peak Hour Summary - 2022 Existing

- EB Traffic
- WB Traffic

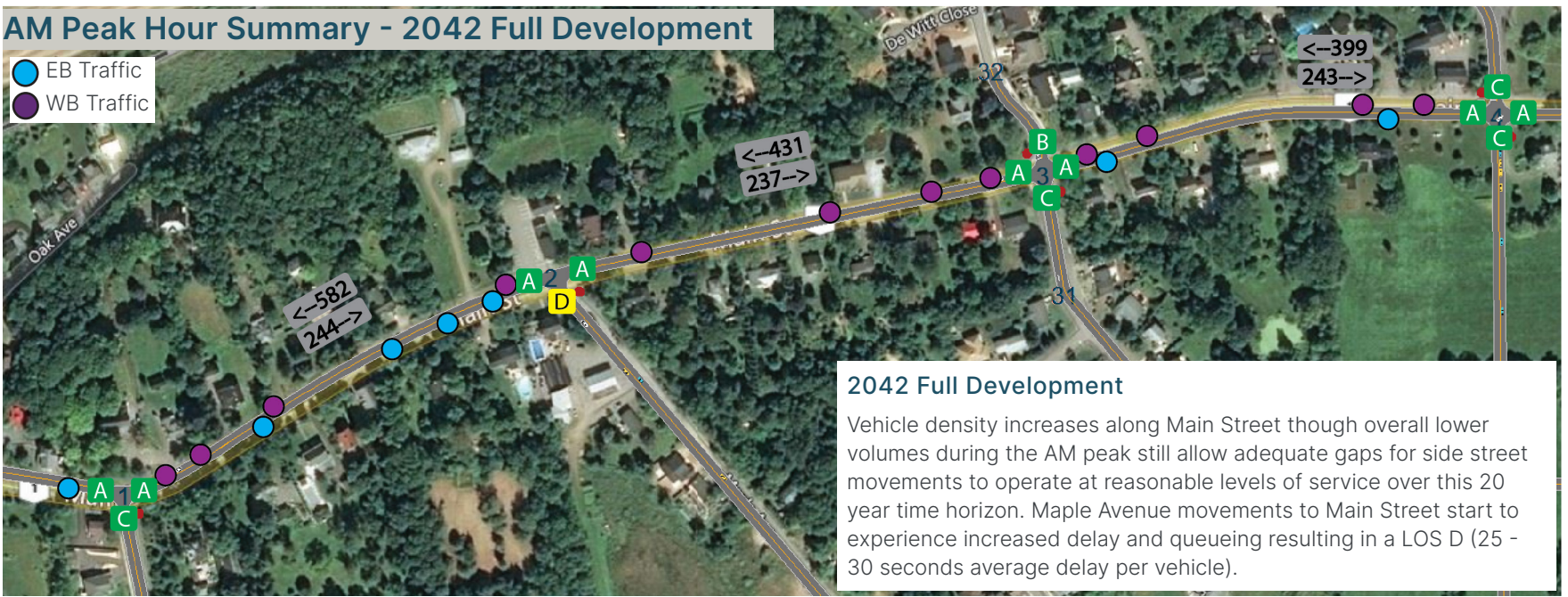


2022 Existing Conditions

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 - 2042 Full Development

- EB Traffic
- WB Traffic



2042 Full Development

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 queuing 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

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. PM peak hour general has the highest traffic volumes. All intersections during the critical AM and PM peak hours of traffic operate at very good levels of service under existing conditions.
2. Traffic growth to the 2042 scenario includes the addition of general network traffic growth (average of 1% / year) plus the addition of the new development traffic and 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.
3. On Main Street, the future AM peak scenario operates at good level of service throughout all scenarios. The only challenging movement 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.
4. The more critical PM peak hour sees deterioration of service to LOS E at the Maple / 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. As development proceeds, the intersection also likely require the construction of a westbound dedicated left turn lane to minimize impact to through vehicles on Main Street.
5. 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.
6. The analyses suggest that a new highway interchange is not an essential component of supporting this development.
7. 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.

3.6 ACCESS SUMMARY

8. **East Access at Woodman Road** - This intersection is not expected to require upgraded traffic control to maintain reasonable levels of service, though traffic signals or roundabout upgrades appear feasible at this location should they be required. Signals at Maple Avenue (discussed below) provides a convinient alternative for some traffic in the east development should this intersection experience occasional excessive delays during peak hours of traffic. As a minimum it is anticipated that a westbound left turn lane on Main Street into the development will be required as the eastern portions of the lands are developed.
9. **Olson Drive Connection** - Olson Drive was constructed with a wide cross section at Main Street and therefore serves as a reasonable residential entry point. The intersection is not expected to require any traffic or cross section upgrades to service this development and should serve as a secondary, less prominent access point to the eastern lands. The connection of Olson Drive to the internal development roadway appears reasonable and appropriate given the wider cross-section and existing sidewalks on Olson. There appears to be limited incentive for shortcutting on Olson though some traffic increase is expected related to the development.
10. **Maple Avenue** – Maple Avenue is expected to be the primary access point for the development and as previously noted, upgraded traffic control and dedicated left turn lane will be

required at this intersection as development progresses. A roundabout solution at this location does not appear to be feasible.

- 11. Connection to Sherwood Drive** - A connection of the development to Sherwood via Bishop Avenue provides a number of benefits for emergency access, active transportation and local area connectivity though is discouraged as a vehicle access point for the following reasons:
- High likelihood of traffic short cutting through the residential neighborhood to avoid the higher volume Maple Avenue.
 - Safety concerns related to the narrow roadway cross section and absence of sidewalks along Bishop / Dale St.
 - The connection is not required to service the development.



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 throughout the year or so spent 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 www.wolfvilleblooms.ca.

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-Sept

1.6k

Visits to the Site

Wolfville Blooms
Dec-Sept

100

Online Survey
Responses

Open House
Sessions

4

Open House
Participants

170

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 shown here.



Land use



Housing



Green open spaces



Transportation



Services

Planning Advisory Committee

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

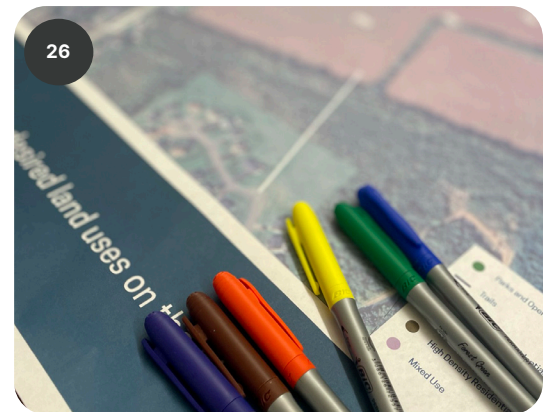
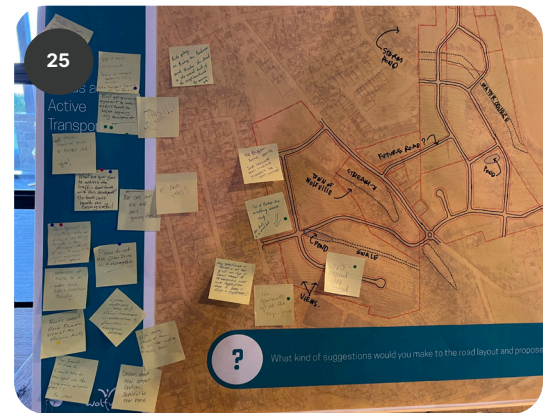


Fig.23 to Fig.25 - Community Workshop Sessions

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.



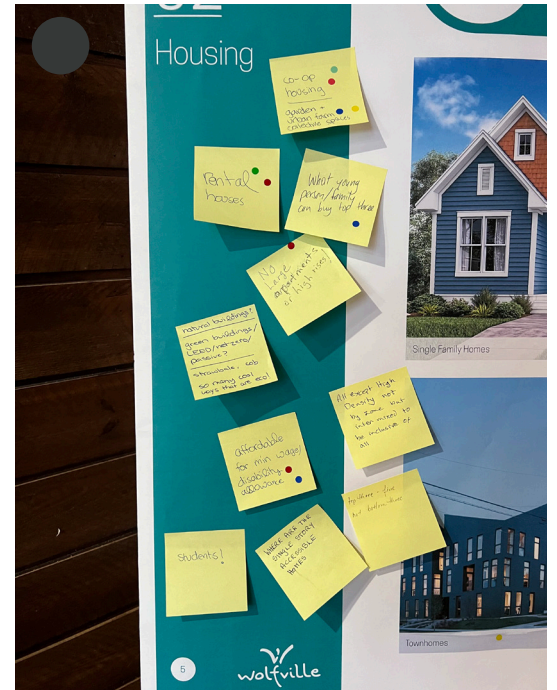
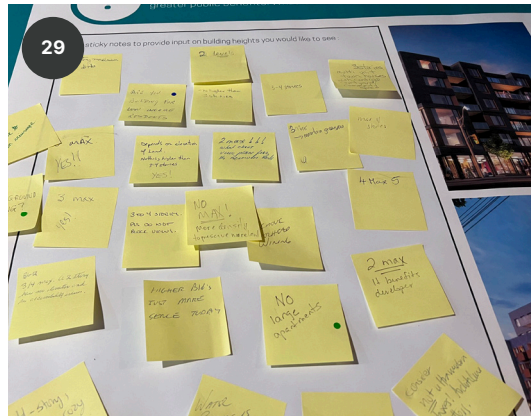
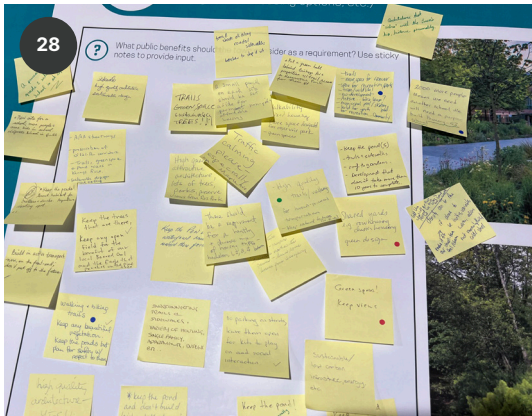



Fig.26 to Fig.29 - Community Workshop Feedback

Wolfville East End Planning Study
Public Engagement Session
May 31-June 2, 2022

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?



Wolfville East End Planning Study
Public Engagement Session
May 31-June 2, 2022

02

Housing



DENSITY



Minimum net density is 10 LPA.
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 (LPA).

Use stickers to show support for a density of fifteen LPA.

Use stickers to show support for a density of 20 LPA.

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

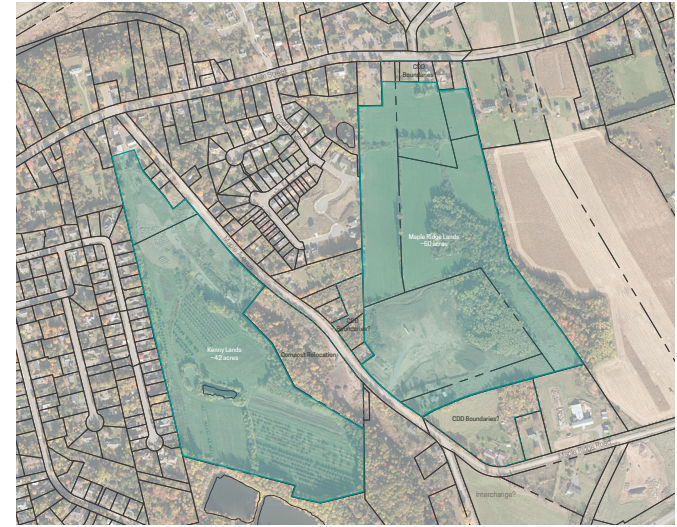
Wolfville East End Planning Study
Public Engagement Session
May 31-June 2, 2022

01

Welcome




SITE BOUNDARIES



Wolfville East End Planning Study
Public Engagement Session
May 31-June 2, 2022

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 22 - June 2, 2022

02
Housing



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 22 - June 2, 2022

02
Housing



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 22 - June 2, 2022

02
Housing



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 22 - June 2, 2022

03
Parks and Open Space



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 21 - 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 21 - 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 21 - 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 21 - 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 31 - June 2, 2022

05
Amenities



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



Wolfville East End Planning Study
Public Engagement Session
May 31 - June 2, 2022

05
Amenities

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'd like to see.



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



Wolfville East End Planning Study
Public Engagement Session
May 31 - June 2, 2022

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:



Wolfville East End Planning Study
Public Engagement Session
May 31 - June 2, 2022

05
Amenities



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



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

04 Urban Parks

- Natural playground
- 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

- Skinny 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?

The Planning Advisory Committee has been engaged in reviewing iterations and providing direction on the Secondary Plan since the June 2022. This included reports and discussion in September-December of 2022 and January-April of 2023. These reports can be found on the East End Project page on Wolfville Blooms, [here](#).

4.4 RESPONSE TO COMMON QUESTIONS

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

What about schools and 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 are taking place with the School Board and Province on this matter so we fully understand their process and needs as we move toward finalizing the plan.

What about Density and Housing Mix?

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).

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. Any additional density from what is established in this plan would have to be requested through a Development Agreement and/or Rezoning process in the future.

Is there any Heritage and Culture integration?

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.

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.

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.

It is being recommended that the area adjacent Main Street on the Maple Ridge Land be added to the Design Guidelines area to provide for additional oversight.

Will the new commercial detract from Downtown?

Any “commercial” development in this area would be focused in the mixed-use area along Main Street or in the ground floor, in a limited capacity, in the multi-unit building areas. As the area develops, market pressures may necessitate additional commercial – for now, the framework proposed is fairly limited.

The amount of commercial space enabled has been decreased from previous iterations of the layout to also mitigate this concern. The Town is also focused on adding to the commercial offerings in the downtown by incentivizing commercial conversions in the C-2 zone adjacent the C-1 downtown commercial area.

What about the Compost Site?

The compost site and immediately adjacent trails may would not available (during construction). What we offer as a value-add compost offering (beyond green bins) once construction begins is being evaluated. The compost site will close in the current location.

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 – this area will remain owned by the Town.

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 given the convenience this service has offered to residents on Saturdays when it is open. In the coming year, the Town will contribute \$605,500 for waste management through Valley Waste.

Road Layout, Active Transportation, and Traffic?

The road layouts have not been substantially modified since the last iteration of the Secondary Plan. Standards have been included. An updated traffic analysis has also been included. Staff and consultants have taken a closer look at road connections into existing residential areas and recommendations provided.

The developer of the Kenny Lands is currently working on the detailed design of the road network as shown. The main loop road has been supported by the Traffic Impact work to-date. Analysis on the connection to Bishop Avenue is provided in the Traffic Analysis section.

Active transportation and trail development has been further refined and provides extensive connectivity for pedestrians in the area – on both sides of Maple.

What about Maple Ave?

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.

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.

Are we getting a Highway 101 Interchange?

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.

Neighbourhood Gathering Centres?

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.

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.

Viewplane and Building Height

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.

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.

With a viewing platform/structure built at the protected view point in Reservoir Park, the view will be enhanced and further celebrated.

Transitions between new development and existing neighbourhoods

The zoning framework has looked at transitions between existing built-up areas and the proposed new development.

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 and additional low density zoning has been placed adjacent to Olsen Dr on the south side to ensure a healthy housing mix.

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.

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.

Affordable Housing

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.

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.

Staff are currently reviewing, separate from the East End, our MPS Housing Policies and like many other 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.

Phasing

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.

The Maple Ridge side is more complicated with multiple owners and it is not known how this will progress at this time. The land furthest to the south on the Maple Ridge side, having had a previous Development Agreement and earth works completed may move ahead before the areas to the north of the site. Once zoning is established, momentum may gather through increased valuations/cooperation/land sales/etc.

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.

Stormwater Management

The sites will be fully engineered from a stormwater management perspective. Our Town Engineer will use our 2020 stormwater management guidelines as part of any review.

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.

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.

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).

Parks and Trails

This aspect has been further developed and outlined in the updated secondary plan attached, along with standards. The ongoing Parks Plan will help further define the Parks. Our 2020 MPS has clear policy on Park contribution and responsibility that would be established through servicing agreements and subdivision processes. The Secondary Plan provides the framework in which these processes would have to comply.

Are we growing too quickly? Do we have Service Capacity?

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.

Updates to-date on capacity can be found [here](#).

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.

Major issues are not anticipated, at this time.

Is this Smart Growth?

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.

As land in our best locations becomes more limited, the region needs to start thinking about growing up and not growing out.

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



Existing Single Family Styles in Wolfville



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:

- 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.

- 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

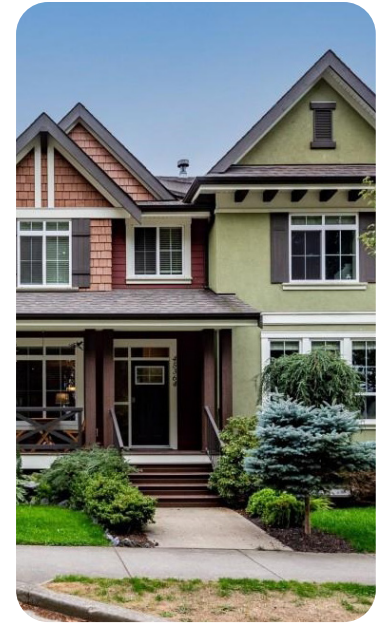


Narrow frontage Single Family Precedents

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, hospitals and clinics are a few examples of institutional spaces. (Fig.30, 32 and 33)

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).

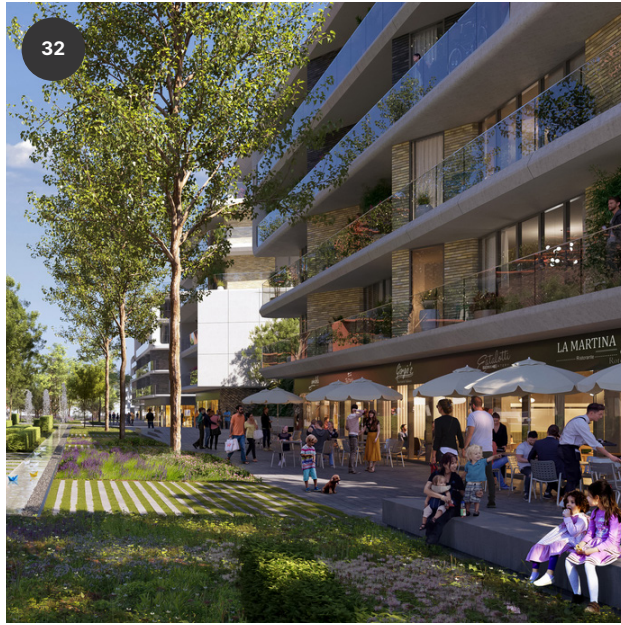


Fig.31 - High Rise with Active Frontages

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. These concepts were refined from July 2022 through to April 2023 with direction provided by the Planning Advisory Committee and Council. The master plan presented here represents the culmination of this work.

6.1 PRELIMINARY DEVELOPMENT 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 20+ units per acre on both the Kenny Lands and the Maple Ridge Lands. The developers were able to review and prepare their own plans and proformas from these early concepts.

Some of the outcomes of these early explorations included:

- To the greatest extent possible, roads should be minimized in favour of 'cluster' type housing that allows individual units without road frontage.
- Reducing the length of roads through the development allows greater streetscape amenities like sidewalks, Multi-use AT trails, underground power, more parkland.
- protecting the river corridors as a trail backbone through both sides of the development.
- Using the strategic placement of density to preserve important views, conserve natural areas, and reduce impacts backing onto existing single family homes.
- Creating a self-sufficient village centre on the MapleRidge lands close to Main Street.
- Targeting a density of between 15-18 UPA using a combination of single family and multi-family homes.

6.2 THE MASTER 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 different housing typologies. The plan was also coordinated by sculpting 4 new zones for the secondary plan area to ensure that the new housing types would meet a high quality of placemaking, provide greater options for affordability and would meet the density targets and limits established in this plan. The benefit of reduced 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 proposed final master plan (shown on the next page) provides for a mix of housing types and high quality public space, consistent with the aspirations of the Town's Municipal Planning Strategy.

The proposed final master plan is meant to guide future development parcels while providing flexibility for development through the new zoning categories created. The road patterns, zoning, and parkland extents are fairly inflexible providing each land owner with a measure of security when developing their individual parcels that these core

neighbourhood building blocks will not change. The building locations, building types, and parking configurations are much more flexible; giving developers the opportunity move some of the puzzle pieces around slightly while locking in the roads, the road typologies and open space networks shown in the master plan.

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. Without this security, each developer would have to proceed through a development agreement process which introduces considerable risk and increases development timelines. Instead, the new 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 rezoning and/ or development agreement. Development that meets the intent of the Secondary Plan is enabled to proceed by Site Plan Approval and through servicing agreements and subdivision processes.

Wolfville East - Kenny Lands

April 2023

Avg Unit Size 100 sq.m.
Total Land Area 42 acres

Multi-Unit Buildings	Comm. GFA (m2)	Units per Floor	Floors	Res Units
A		14	6.5	84
B		14	6.5	84
C		14	6.5	84
D		14	6	77
E		14	6	77
F		16	4	56
G		14	4	49
H	300	16	4	56
I	300	12	4	42
TOTAL	600			609

TOWNHOMES	20
DUPLEX	2
SINGLE FAMILY	20
GARDEN CLUSTER	0
TOTAL KENNY LANDS UNITS	651
TOTAL COMM GFA (sq.m)	600 sm
DENSITY	16 UPA

Wolfville East - Maple Ridge Lands

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

Multi-Unit Buildings	Comm. GFA (m2)	Units per Floor	Floors	Res Units
J		6	4	21
K		6	4	21
L		12	4	42
M		14	4	49
N		8	4	28
O		14	3	35
P		16	3	40
Q		14	3	35
R	550	6	4	21
S	1,230	20	4	70
T	1,140	18	4	63
U	660	6	3	15
V		10	4	35
W		12	4	42
X	790	15	4	53
Y		12	4	42
TOTAL	4,370			612

TOWNHOMES	4
TOWNHOME CLUSTER	57
DUPLEX	0
SINGLE FAMILY	8
GARDEN CLUSTER	52
TOTAL MAPLE RIDGE LANDS UNITS	733
TOTAL COMM GFA (sq.m)	4,370 sm
DENSITY	16 UPA

*This proforma provides a modeled build-out within the parameters of the zoning and illustrates the density caps established for the properties. This may not be the exact build-out but provides a framework to establish expectations and most importantly, cements the public space components (roads, parks, trails, etc).

WOLFVILLE EAST END PLAN

WOLFVILLE, NOVA SCOTIA

Scale = 1:1500 APRIL 2023

0 60 120m



Kenny Lands

Maple Ridge Lands

Fig. 31 - Illustrative Master Plan

*This is an illustrative example of what the built form could look like for these lands given the zoning shown on page X.

6.3 PUBLIC SPACE COMPONENTS

The master plan includes a range of plan components that have varying degrees of flexibility in development stage. As noted previously, the parkland extents, trail connections, road locations, and road topologies have very little flexibility as part of the secondary plan, but the building locations, parking and to some extent the building topologies are more fluid within the confines of the new zones established for the secondary plan in the next chapter.

This section outlines the Master Plan components and the design rationale that must be followed to secure site plan approval in the development permit review stage.

Parkland

The parkland network has been established to protect the two streams that drain to the north through the Maple Ridge and Kenny Lands. The intent is to create a connected network of trails, conservation areas and drainage corridors within a 2 minute walk of any new home in the new development area. All minor streets in the developments will include sidewalks and major streets will also include a multi-use AT trail allowing every resident to walk easily to the park network within the development, and hopefully in the future, to other parks within the Town.

It is the Town's intent that the individual developers either cost share in the design and construction of the parks network, or the developers will build the parks and trails as part of their developments. The parkland dedication requires at least 10% of all land to be set aside as parkland, but the additional density provided as part of this plan should also require developers to pay for parkland for future residents in association with the Town. The parkland requirements are spelled out in the MPS section 6.1.6 for these CDD areas. The requirements for parkland dedication, design and implementation are set out more fully in the next chapter of this report. It will be up to the developers to work with

the Town to build these parks on public land.

The Town is currently going through a park land master planning process where the parkland needs will be more fully elaborated. The components of the parkland plan will include:

Kenny Lands Parkland

1. Bishop Avenue Road Reserves - Originally planned as road extensions connecting the Kenny Lands to Bishop Avenue, the traffic impact study has suggested that these road connections are not needed. Alternately, these lands are well suited to linear parks which would include a 2.4m wide asphalt multi-use trail connection, community gardens, shade trees, seating and potentially some outdoor exercise equipment.
2. Look-out Park - The protected view corridor from the edge of Reservoir pond will include a viewing platform, a passive recreation park as an extension of Reservoir Park, a sledding hill, strategically located trees that will not compromise the viewplane, an outdoor classroom and gathering area, a trail from the viewing platform down to McLean Road, other passive park amenities.
3. An additional rear 20m yard buffer between Reservoir Park and the Kenny Lands to allow for more strategic tree planting creating more buffering between the park and the future high density residential buildings in the Kenny development. This area should be allowed to either naturalize or an adaptive management strategy for re-vegetation should be developed.
4. North South Trail Connector - A 2.4m wide multi-use trail will connect from the viewpark look-off, through the middle of the Kenny Lands, down to the Kenny Creek trail extension. The width of this alignment should ensure the trail does not exceed 6% slope for any more than 90% of its length.



Fig.2 - Parkland Map

Up to 10% of the length can exceed 6% up to a maximum slope of 8%.

5. Kenny Creek Trails - Most of the Reservoir Park nature trails end on the south side of the Compost facility. This plan will see the trails extended north of the compost facility following the Kenny Creek corridor. The trails should include one or more bridges over Kenny Creek and should be built to the same standard as the nature trails in Reservoir Park without any excessive tree cutting.
6. Kenny Creek Stormwater Park - To the north of the Kenny property, following the river valley which disappears into a culvert, there is the potential of daylighting more of Kenny Creek and creating a stormwater management park to manage any additional runoff from this new development. The stormwater park could include surficial wetlands that would include an aquatic bench to reduce the drowning hazards for kids around the pond. This pond should be fully naturalized without a fenced detention area. The park could include trails, benches and other passive park facilities. It could include lighting for night time use.
7. Compost Park - The old compost facilities will be relocated and a new active park with court facilities could be created. For the purpose of scale, the plan shows 4 pickelball courts and a basketball court. There could be onstreet parking or a dedicated parking lot for the courts. The actual park will need to be considered in the context of the park master plan.
8. There should be raised crosswalk crossings where all trails cross roads.



Fig.3 - Kenny Lands Parkland Plan



Fig.4 - Kenny Lands Viewpark showing the protected viewplane.

Maple Ridge Parkland

1. Maple Ridge Creek Corridor - The creek is generally ephemeral in nature; sometimes with running water, sometimes it runs in a man-made ditch as it travels through the agricultural fields. Along the western border of the Maple Ridge Lands, the stream runs deeply entrenched through a heavily forested area. Much of the woodland corridor is heavily grown in by Rosa Rugosa, Raspberry and other thorny shrubs making the corridor currently impassable. Much of these overgrown thickets will need to be cleared to extend the nature trails. The stream corridor could also be naturalized to take it out of ditches and culverts. Ideally the trail would be located on both sides of the stream.
2. All trails built by the developer shall meet Town standards as approved by the Director of Parks and Recreation. Trails shall be built by the developer generally in accordance with the Open Space map (see Fig xx).
3. South Park - At the top of the hill there's an existing shallow pond that could be enlarged for a new passive park at the top of the hill. The park will have at least 100m of frontage on the new street and will include asphalt trails around the edge, park benches and trash receptacles, and possibly even a floating dock. The park is large enough for a natural playground and some outdoor exercise equipment.
4. The Village Centre Park - will be the centrepiece of the new village centre development. On the east side, it should include a pond feature that will be the end of the ephemeral stream corridor. A standpipe in the pond will send stormwater over to the existing pond at Olsen Park. The west side of the park will include a mix of lawn and hardscape to allow for outdoor markets, community gardens and other village park facilities. There may be a way to keep the stream daylighted through the west side of the park but that will need more exploration. The hardscape materials should be extremely high quality using natural stone pavers and other subsurface drainage materials. The square should be well planted with large caliper trees to provide shade and a canopy for overhead lighting at night.
5. Olsen Stormwater Park enlargement - An additional stormwater pond may be needed to accommodate the extra flows from the new development. The park should be better connected to the new Village Centre development making it a much more accessible and visible park.
6. There should be raised crosswalk crossings where all trails cross roads.



Fig.5 - Maple Ridge Parkland Plan



Fig.6 - East End Village Centre Park



Farmers
MARKET
Local  Honey
FARM FRESH EGGS
& CHEESES
JAMS  Jellies
ORGANIC FRESH
FRUITS & VEGETABLES
OPEN WEEKENDS

Public Space Standards

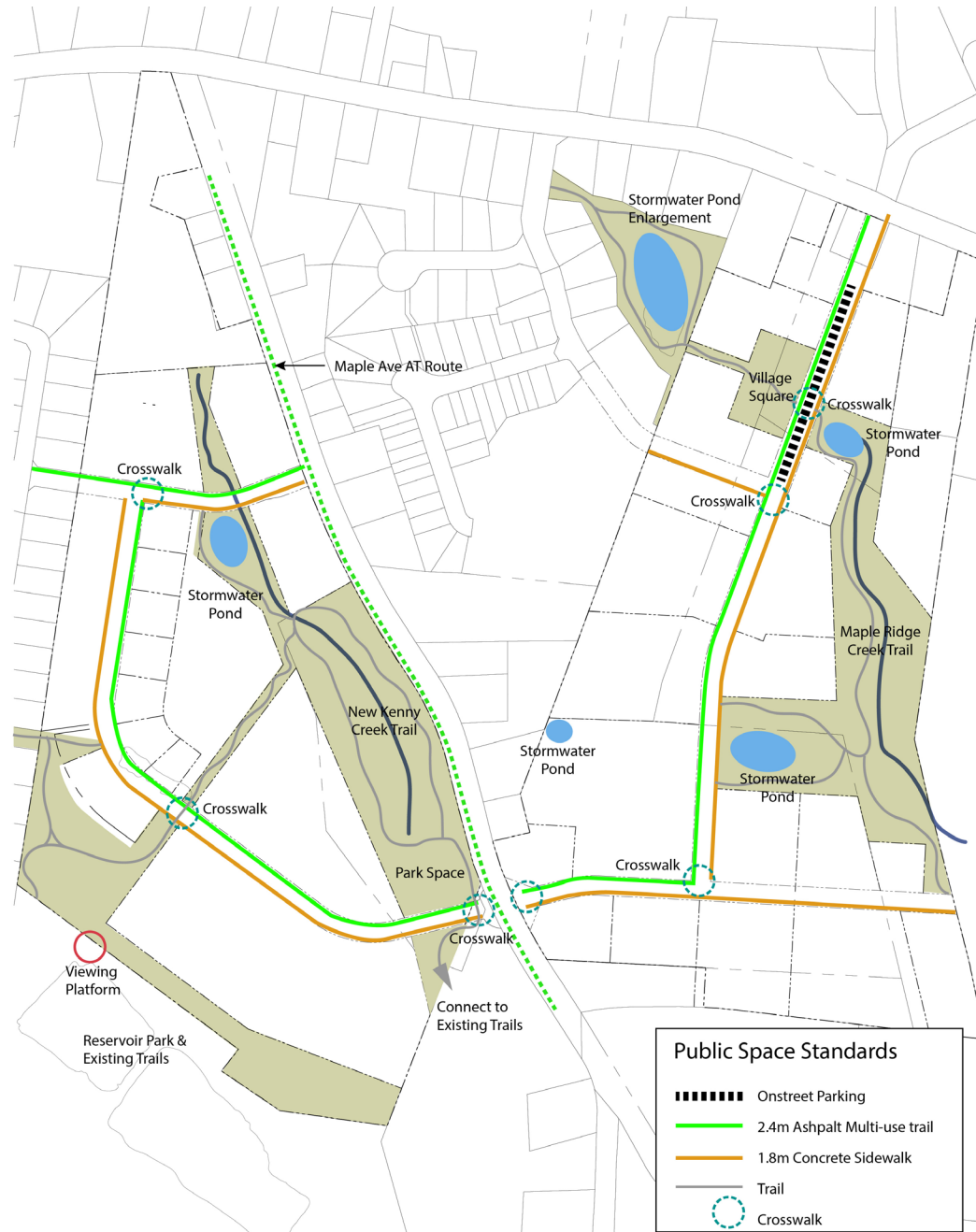
It is anticipated that the 5 main parks and connected trail networks outlined in the plan will be deeded over to the Town as parkland dedication to meet the 10% parkland requirement. The Town will be responsible for developing these parks in conformance with the Parks and Open Space Master Plan currently 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.

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

6.6 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. 22m 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 5m high with banner arms.
7. Street furnishings (benches, trash receptacles, etc.)
8. Street trees (min 2.5m high) spaced @ 15m min on both sides from an approved species list as provided by the town. Trees are planted on the right-of-way side of the sidewalk. All trees will require a 5-year warranty period or a 70mm caliper size, whichever is more stringent as defined in the servicing agreement.
9. Overhead powerlines and power poles are NOT permitted.

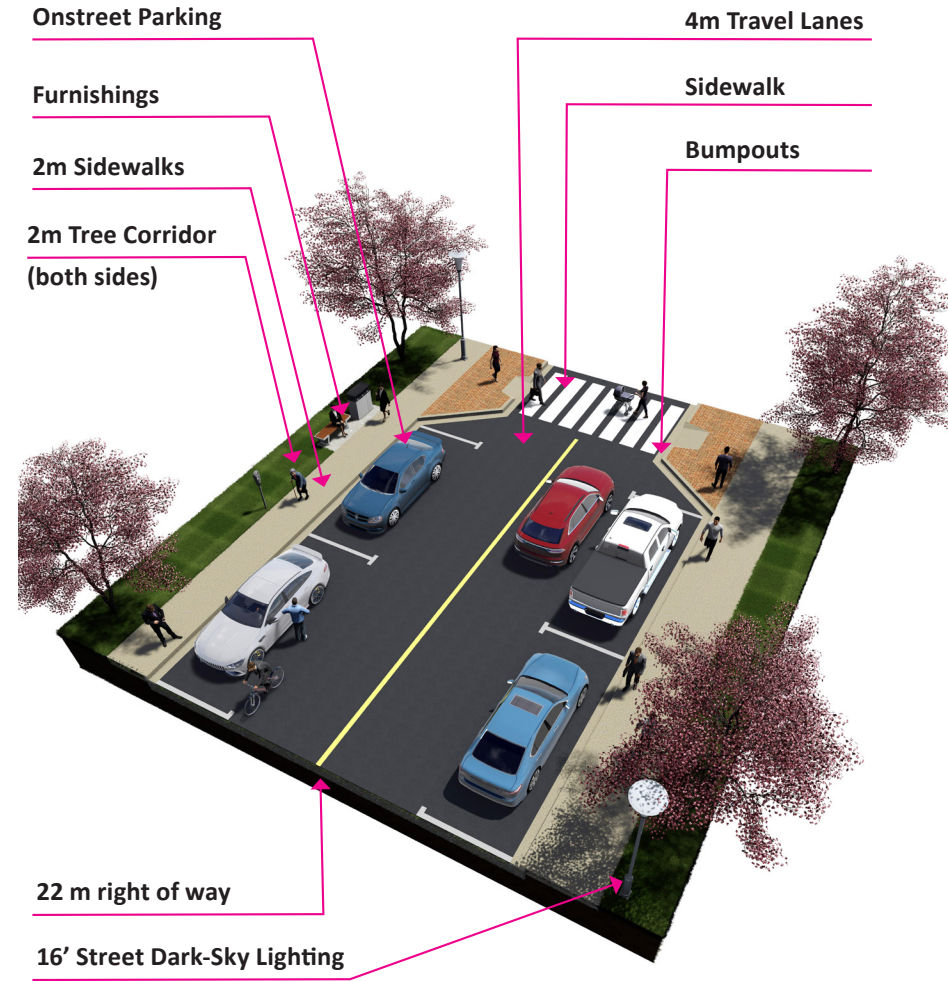


Fig.7 - Village Square Street

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. 17.5m 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
4. 2.4m wide asphalt multi-use trail on the other side separated by a 1m grass verge.
5. Street trees (min 2.5m high) spaced @ 15m min on both sides from an approved species list as provided by the town. Trees are planted on the right-of-way side of the sidewalk/trail. All trees will require a 5-year warranty period or a 70mm caliper size, whichever is more stringent as defined in the servicing agreement.
6. Dark sky compliant street lighting spaced at 30-40m within the 1m verge on both sides of the street.
7. Could explore the potential of rainwater gardens within the right of way.
8. Bumpouts at street intersections.
9. Where trail crossings are required, consider raised crosswalks with traffic calming.
10. Power shall be regulated as per the CDD section of the Municipal Planning Strategy.

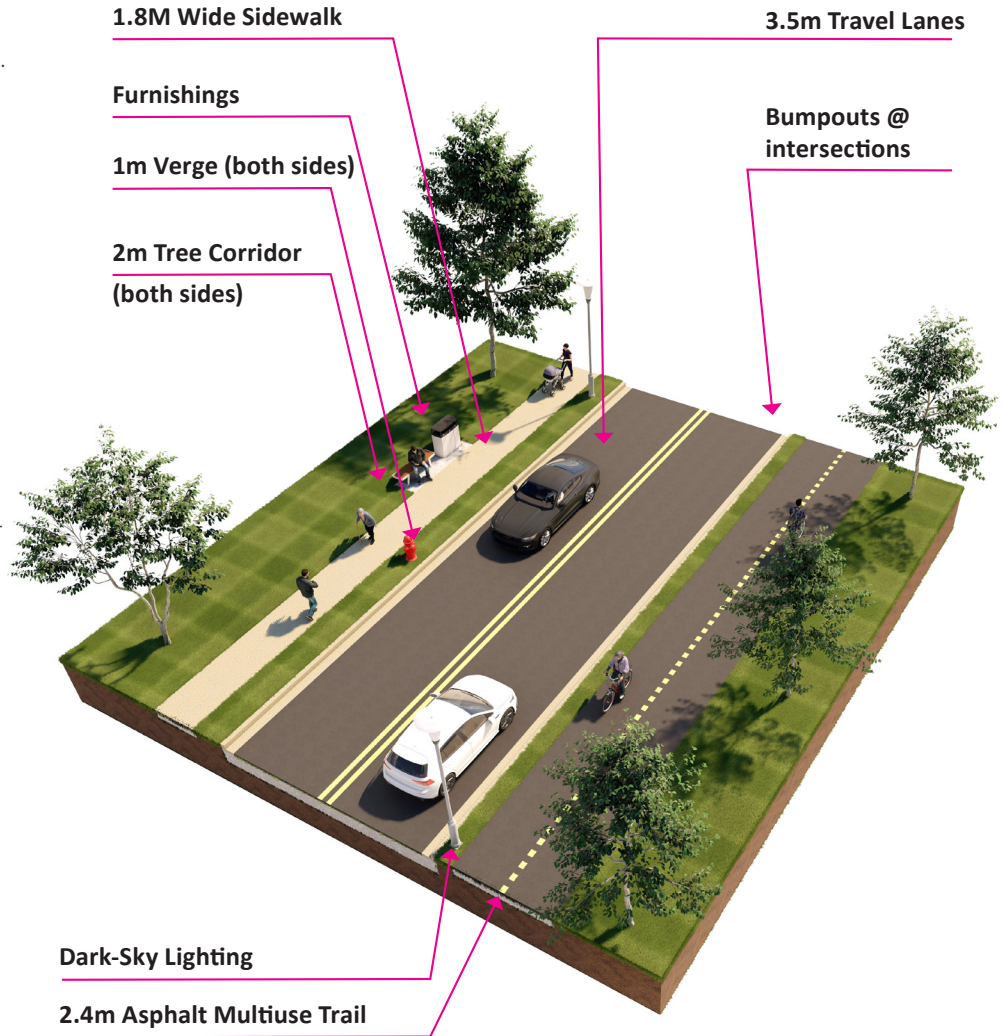


Fig.8 - Typical Collector Street

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. 17.5m 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
4. Street trees (min 2.5m high) spaced @ 15m min on both sides from an approved species list as provided by the town. Trees are planted on the right-of-way side of the sidewalk/trail. All trees will require a 5-year warranty period or a 70mm caliper size, whichever is more stringent as defined in the servicing agreement.
5. Dark sky compliant street lighting spaced at 30-40m within the 1m verge on both sides of the street.
6. Could explore the potential of rainwater gardens within the right of way.
7. Bumpouts at street intersections.
8. Where trail crossings are required, consider raised crosswalks with traffic calming.
9. Power shall be regulated as per the CDD section of the Municipal Planning Strategy.

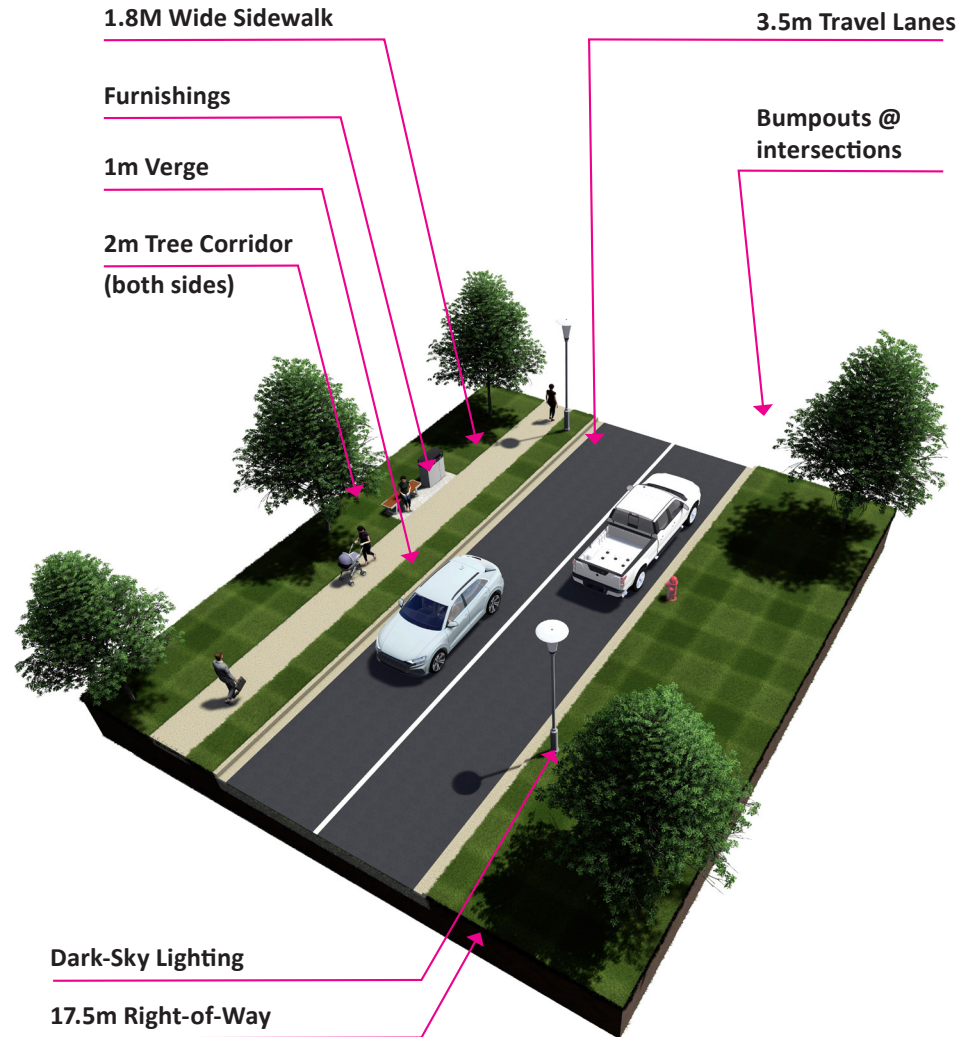


Fig.9 - Typical Local Street

6.7 URBAN FORM ZONES

‘Urban form’ refers to the type and scale of buildings that will be built in the developed portions of the East End. The plan proposes 4 main zones, each with distinct building topologies to address the site context. Each zone will be translated into a new zone in the future land use bylaw update.

The zones will include:

1. A low density zone (yellow) that will accommodate a mix of low density housing types including narrow lot single family homes, duplex/semis, and cluster housing. These housing types allow for up to 2 units in each standalone building. This zone also allows housing to be clustered such that some homes do not require road frontage on a street. For the most part, these homes are located where they back onto existing low density single family homes.
2. A medium density zone (brown) that allows two-unit dwellings, townhomes, stacked townhomes, clusters and small multi-unit buildings with no more than 50 units. The maximum height in this zone would be 4-storeys.
3. A high density zone (red) that allows buildings up to 6-storeys in height and up to 120 units per building. These buildings would have additional built form requirements like stepbacks and setbacks. At least half the parking for these buildings would need to be located underground to minimize the size of surface parking lots.
4. A mixed use zone (purple) would allow buildings up to 4-storeys in height and could include up to 80 units. For these buildings, at least 50% of the groundfloor use would have to include commercial uses. At least half of the parking on these sites would have to be located underground. This zone would be located close to Main Street on the Maple Ridge property.

Kenny Lands Built Form

- The two Road right of ways that were left on Bishop Street will be used as trail connections only instead of street connections (see the traffic study chapter). This will reduce shortcutting through existing neighbourhoods. The northern-most right-of-way should be designed such that a future road connection between the Kenny Lands and Bishop Street could be connected in the future (i.e. no more than a 10% grade change with transitions). The southern-most right-of-way will always be a trail only.
- 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. This collector road will include a 2.4m wide asphalt trail on the inside of the loop and a concrete sidewalk on the outside of the loop. The loop is important for future transit access through the site and connecting to the Maple Ridge lands.
- The strip of land which runs between Reservoir Park and Buildings A, B and C is to be planted with new trees to block some of the views of the larger apartments from the park.
- A low density zone is located on the west side of the Kenny lands buffering the existing R1 homes from this new development.
- A medium density zone is located to the north of the Kenny lands at a lower elevation allowing for views from Reservoir Park to look over top of these new buildings.
- A high density zone allows for up to 6-storey buildings up to 120 units on the south side of the Kenny lands. This area will be surrounded by parkland and at least half the parking will have to be located under the building.
- There will be a significant expansion of parkland on Kenny Lands, amounting to approximately 11.84 acres of open space spread throughout the property.



- A large park will be located in front of the viewplane to preserve the views to Blomidon. Taller buildings that abut the viewplane will need additional stepbacks for the top 2 storeys to reduce the scale of the building from the future viewing location.
- A small urban roundabout on Maple Avenue will connect the Kenny Lands to the Maple Ridge lands. This roundabout should accommodate pedestrians and cyclists.
- In the unlikely event that an interchange is built at Maple Avenue to the Trans Canada Highway, the roundabout should be sized to accommodate this extra traffic and larger trucks.

Any additional density beyond the allowable 672 units on 42 acres would have to go through a development agreement. In addition, any additional height or massing beyond that allowed in the new zone would be by development agreement.

Maple Ridge Built Form

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 if it can be negotiated amongst land owners and if it is generally consistent with this plan.

The urban form 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.
- A low density zone is located on the west side of the Maple Ridge lands buffering the existing R1 homes from this new development.

- A medium density zone is located to the south of the Maple Ridge lands at a higher elevation where there are no surrounding R1 homes.
- The existing ephemeral pond at the top of the hill has been preserved as part of a larger park in the middle of the development, easily accessible within a short walk for all new Maple Ridge residents.
- 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.

Any additional density beyond the allowable 711 units on 52 acres would have to go through a development agreement. In addition, any additional height or massing beyond that allowed in the new zone would be by development agreement.





Fig.10 - Fig.30 -Open Space 3D Massing



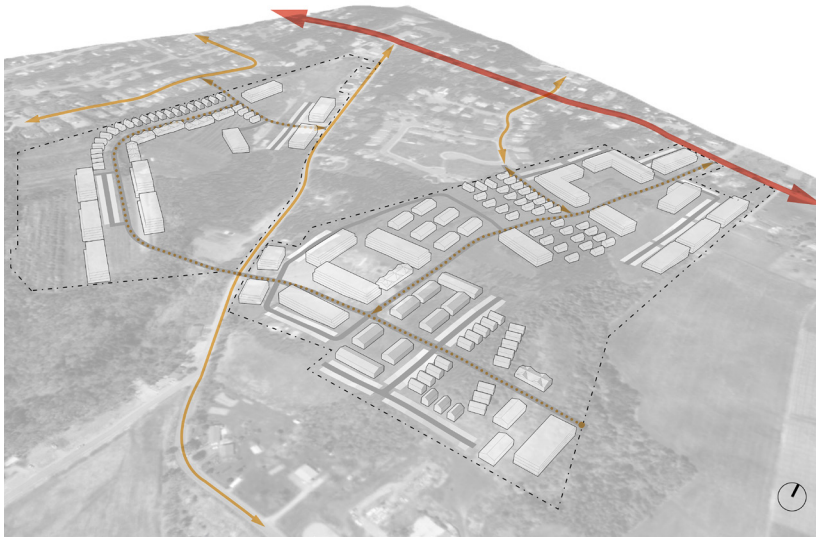


Fig.11 - Fig.30 -Road Hierarchies 3D Massing

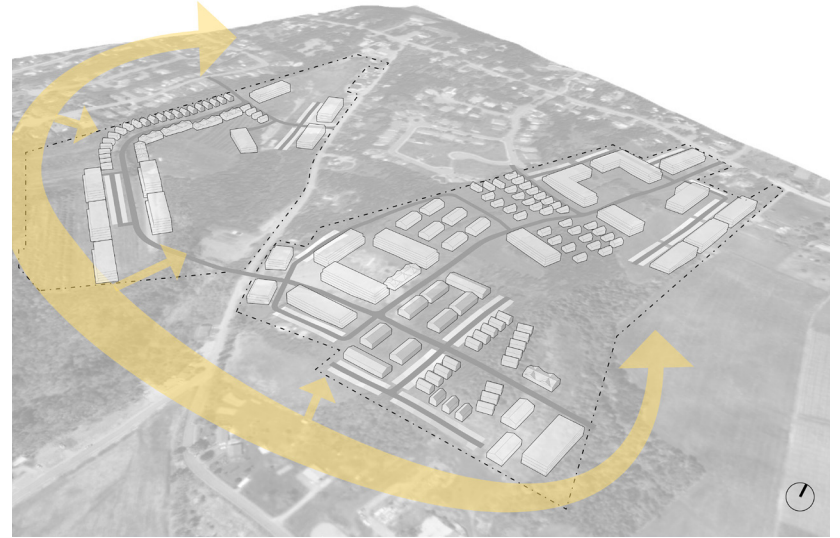


Fig.12 - Fig.30 -Solar Exposure 3D Massing

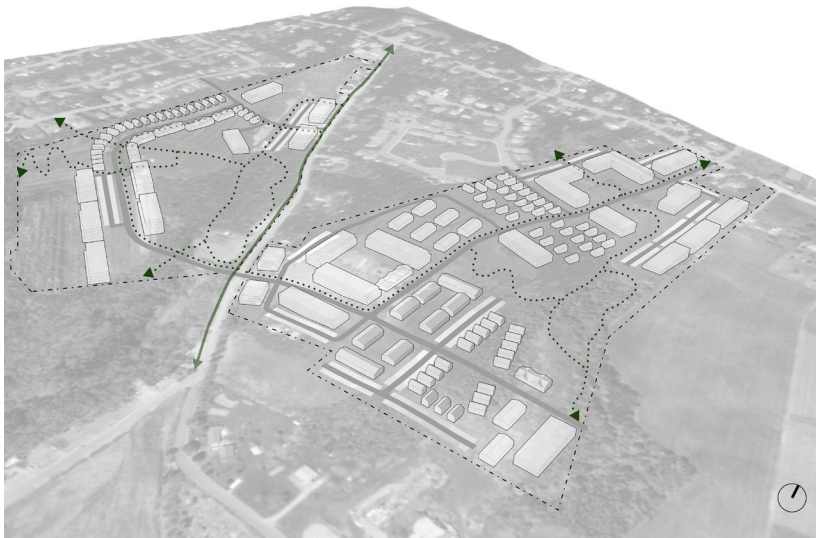


Fig.13 - Fig.30 -Trails 3D Massing

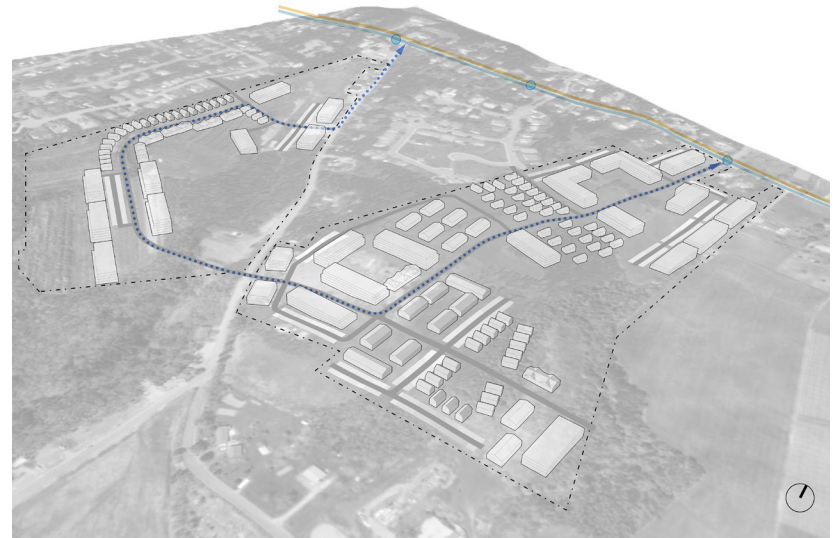


Fig.14 - Fig.30 -Collector Roads 3D Massing

6.4 MAPLE AVENUE RECONSTRUCTION

Maple Avenue will eventually be redesigned and resurfaced to accommodate the growing population of the east end. Most of this work will be the responsibility of the Town. We expect the roadway will include a 3.7-4m wide travel lanes and a dedicated left urn lane into the new northern intersection of the new Kenny Development. In addition, the Maple Avenue upgrades will include:

- A 3.2m asphalt AT trail along the west side of Maple Ave.
- The northernmost road connection from the Kenny lands to Maple Ave. will be a two-way stop controlled intersection. The plan currently show a designated right turn lane on the new street.
- The Mapleridge lands and Kenny lands are connected via a typical urban single-lane roundabout. This roundabout connection is important for future transit possibilities between the two properties, acting as the most efficient route to serve residents on both sites, and should therefore be constructed to accommodate these operations.

Chapter 07

Plan & Zoning Amendments

This secondary plan ultimately requires structural changes to the land use bylaw (LUB) and municipal planning strategy (MPS) in order to achieve the vision and details. This chapter outlines the changes that will need to be made to the municipal planning strategy and land use bylaw to cement this plan into policies and regulations. Additional minor changes to the documents (formatting, minor updates to numbering, etc) beyond the suggestions in this chapter will take place as a final step before the package

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 policies or a new section added. The ‘amendment’ or ‘new sections’ are noted in the headers/titles of this chapter.

Some Administrative amendments will be made to the Plan’s sections 1-7 and 9-12 simply to acknowledge the secondary plan or update sections that mention the CDD zones. Examples include Schedules 2 and 3 that accompany Parts 5 and 6 of the Plan (Mobility and Parks & Open Spaces). These changes make the overall plan “make sense” and will be outlined in a final package presented before a Public Hearing. At time of finalizing this plan, Town Staff had begun a review of the Housing Policies of the MPS and a Parks Masterplan underway at time of writing this plan is also reviewing the Parks and Open Space Policies as well.

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-LD4) 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-LD4) 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-LD4) 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 Neighbourhood Designation, including areas under Development Agreement with similar low density development rights, to other Low density residential zones (R-2, R-LD4), save and except the R-1 zone. The criteria of Section 11.4.1 – Implementation is used to evaluate rezoning proposals.

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, including areas under Development Agreement with similar medium density development rights, to the Medium Density residential zones (R-3, R-LR), save and except the R-1 zone. The criteria of Section 11.4.1 – Implementation is used to evaluate rezoning proposals.

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, including areas under Development Agreement with similar high density development rights, to the High Density residential zones (R-4, R-MF), save and except the R-1 zone. The criteria of Section 11.4.1 – Implementation is used to evaluate rezoning proposals.

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 either a secondary planning process or development agreement to allow development to proceed. These previous CDD parcels have been or will be zoned to low, medium, mixed use or high density depending on neighbourhood context.

No land that is currently zoned as CDD requires a process to enable development rights (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 in the future.”

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 and/or development agreements to enable development 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 rezone CDD areas once development is substantially complete in favour of existing zoning categories with similar development rights.
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.
10. 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)

Contemporary planning practices like “New Urbanism”, “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 nodes and providing for a mix

of housing. 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 Use zone.
3. To enable proposals in the Mixed use zone to feature 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)

Renumber the current 8.6 to 8.7, this will be done during preparation of the finalized MPS when it moves forward to be adopted.

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.

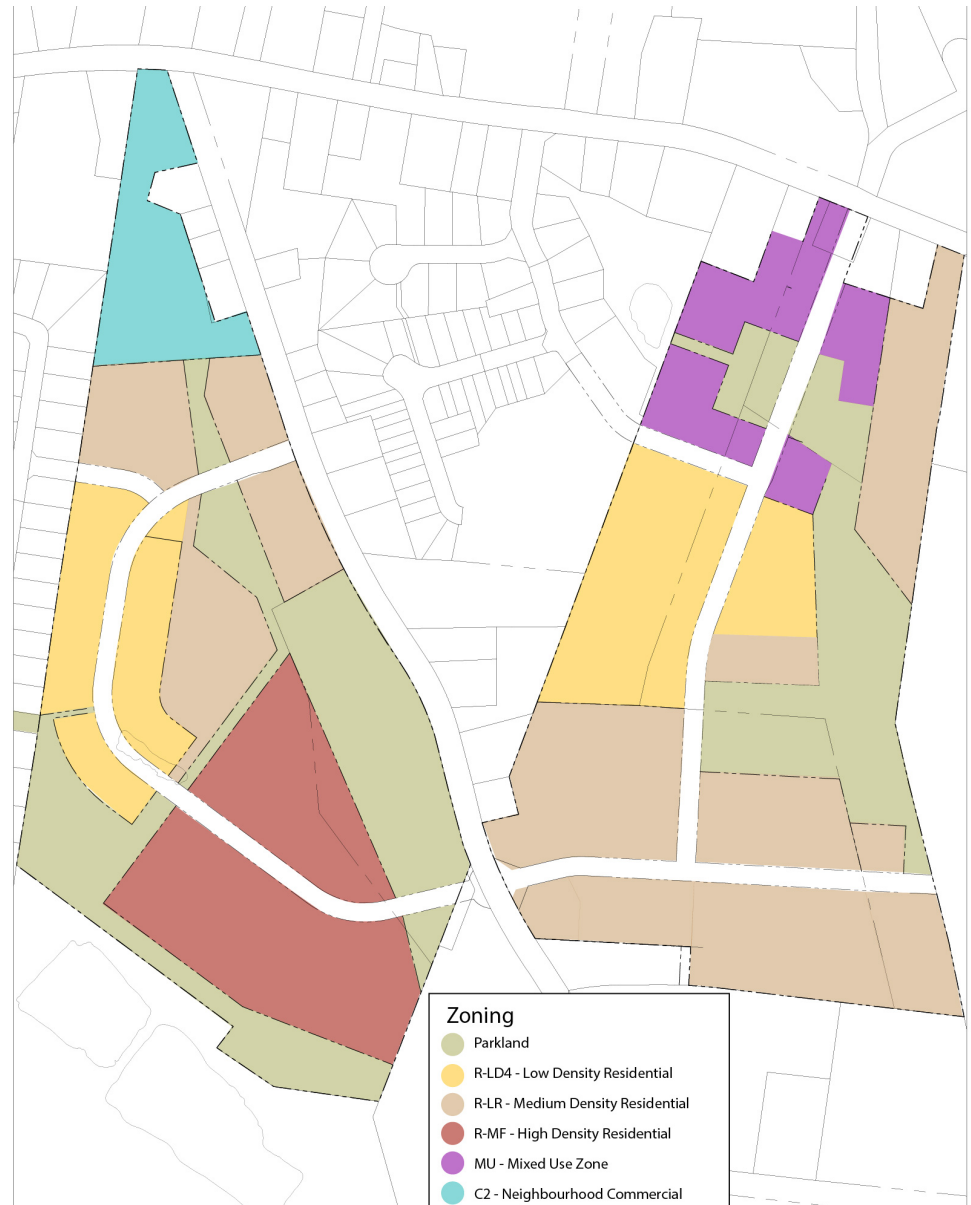
- a. Land Use and Design
 - i. Community Centre
 - ii. Mixed Land Uses
 - iii. Community Plans
 - iv. Leveraging Existing Infrastructure
- b. Connectivity
 - i. Active Transportation
 - ii. Green and Grey Networks
 - iii. Alternative Forms of Transit
 - iv. Connected Green Network of Natural Assets
- 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

7.2 LUB AMENDMENTS

All major amendments to the Land Use By-law are outlined here. Minor amendments to other sections of the LUB, including the general sections, definitions, formatting, etc. to enable the East End Secondary Plan contents found herein should be assumed and will be included in the final package where a fully updated LUB will be included, inclusive of all amendments.

Schedule A: Land Use Zoning Map (AMEND)

The following land use zoning map outlines the new zones for the area as developed throughout this process.



Schedule B. Density Mapping

1. Each Property in the East End shall not exceed the maximum allowable density in Table B.1 unless by development agreement.
2. All properties must meet the minimum density target of 10 UPA.
3. Densities may be 'traded' between property owners within the East End so long as the overall density limits are not exceeded. In this case, the exchanges will be registered on the title of the property so that future densities are not exceeded.
4. Densities that exceed the cap shown in Table B.1 are only possible through development agreement.
5. Owner 4 has additional density due to the expectations for entry road access across the property and loss of land for the village centre park.

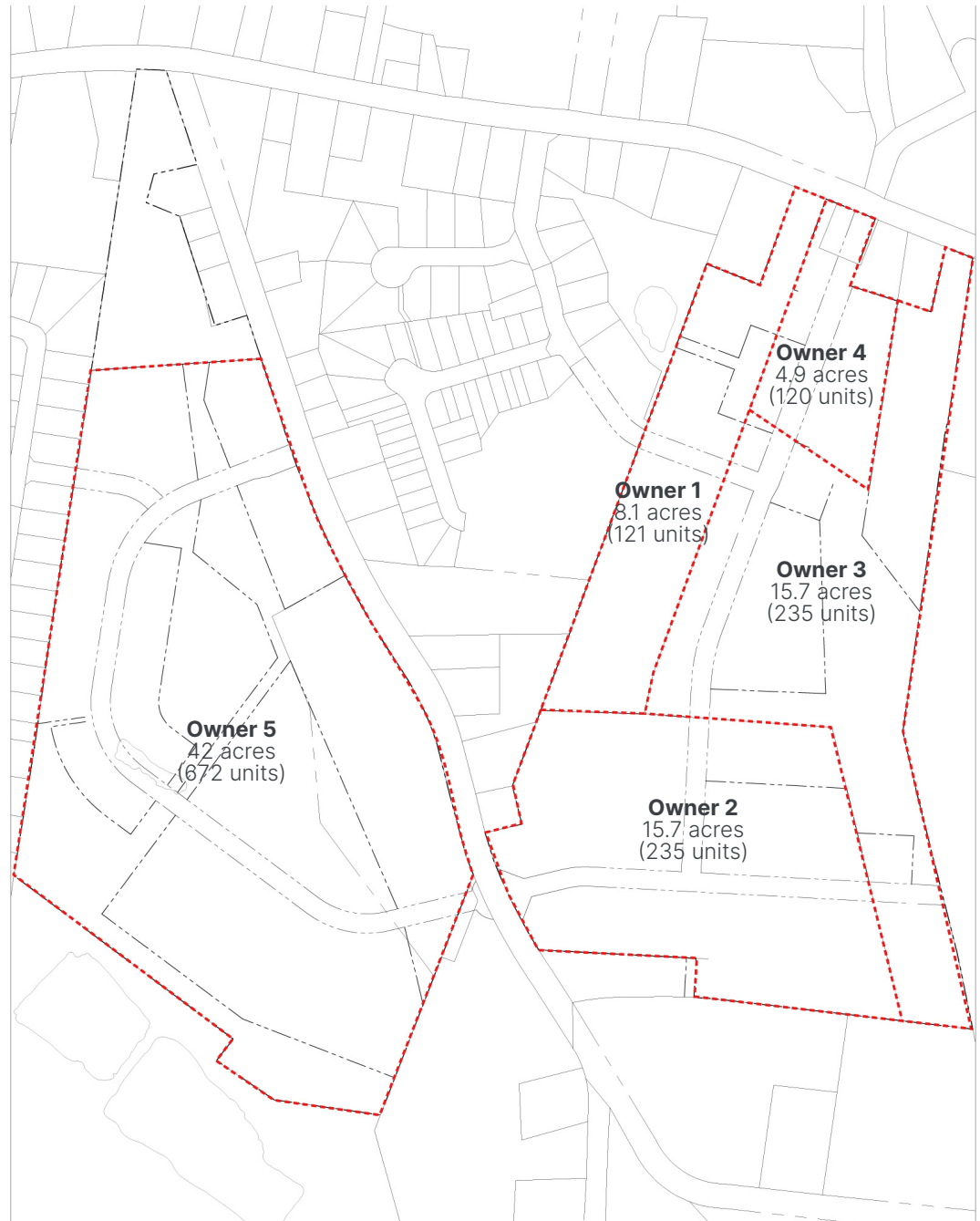


Fig.15 - Table B.1

Owner	Area (Acres)	Density UPA	Max. Units
1	8.1	16	121
2	15.7	16	235
3	15.7	16	235
4	4.9	25	120
5	42	16	672

5.4 View Corridors (AMEND)

(1) As per Schedule B (Development Constraints Map), views to Blomidon from Reservoir Park were considered during the East End Secondary Planning Process (See Figure 5.3)

(2) For any Development within the former CDD boundary of the East End Secondary Plan (“Primary Viewplane Area as per 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.

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

(3) 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 in the “Primary Viewplane protection area”, 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.

(4) For areas in the “Secondary Viewplane protection area” as shown on Schedule B-2, Development may proceed as per the underlying Zoning, up to 3-stories and as per the general height requirements of the Land Use By-law.

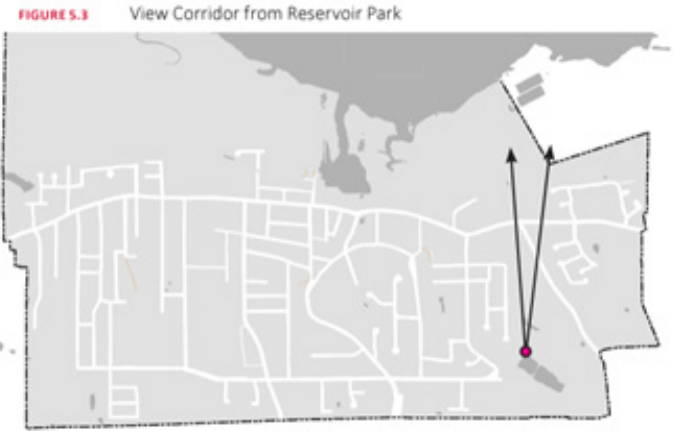
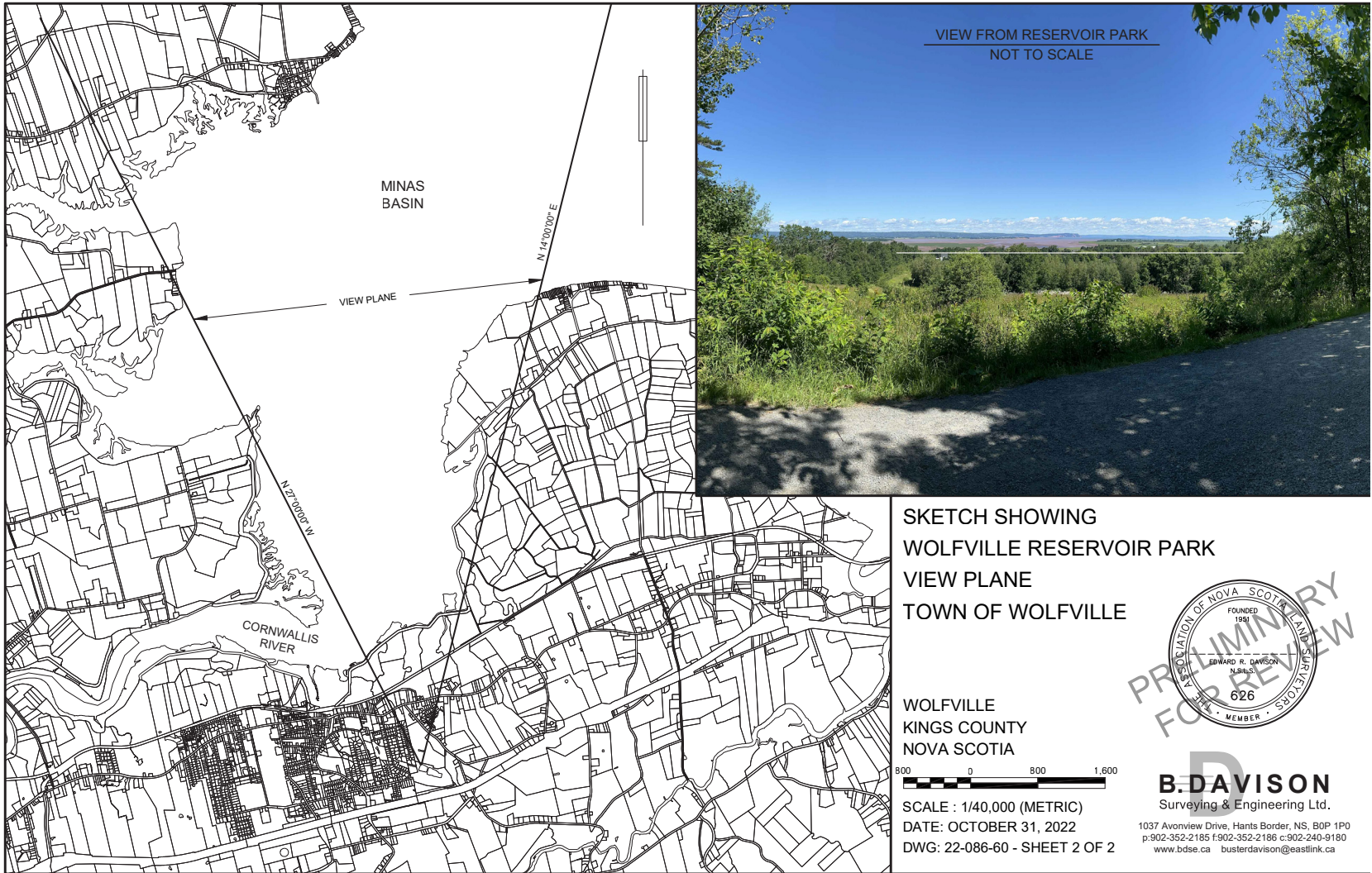


Fig.16 - Primary Viewplane protection area



Fig.17 - Schedule B-2. Secondary Viewplane protection area



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-LD4	R-LR	R-MF	R-MU
Additions	P	P	P	SP
Accessory Dwelling – Detached	SP	PC		
Dwelling, Single	P			
Dwelling, Two Unit	P	P		
Dwelling, Townhouse or Stacked		SP		
Dwelling, Multi-unit (5-24 units)		SP		
Dwelling, Multi-unit (25-50 units)		SP		
Dwelling, Multi-unit (max of 120 units)			SP	
Dwelling, Multi-unit (12-80 units)				SP
Cluster Housing	SP	SP	SP	
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	PC
Home Occupation – Restricted (<50 sq.m.)	P	P	P	P
Innovative Housing	DA	DA	DA	DA
Existing Uses	P	P	P	P

Neighbourhood Commercial Uses	R-LD4	R-LR	R-MF	R-MU
Neighbourhood Commercial Use > 200 sq.m.			DA	P
Neighbourhood Commercial up to 40% of Groundfloor of a multi unit building		DA	SP	P
Neighbourhood Commercial up to 100% of Groundfloor of a multi unit building			DA	P
Inns (< 12 rental rooms)		SP	SP	P
Residential Care Facility	PC	PC	PC	P
Single Room Occupancy (3 or more rental rooms)	PC	PC		P
Hostels				P
Hotels			PC	P
Short Term Rentals	PC	PC	PC	P
Daycare Facilities	PC	PC	PC	P
Commercial Schools		DA	DA	P
Bakeries			SP	P
Neighbourhood cafe (< 100 sq.m.)			SP	P
Catering Establishment (> 80 sq.m.)				P
Nano-Brewery (See Special Provisions in the C-2 zone)				P
Tasting Rooms (See Special Provisions in the C-2 zone)				P
Art Galleries & Studios				P
Craft Workshops > 80 sq.m.				P
Farm Markets				P
Institutional Uses				P
Laundromats				P
Medical Clinics			SP	P
Nursing Homes				P
Offices & Professional Services				P
Stand Alone Parking Lots and Structures				P
Personal Services			SP	P
Neighbourhood Retail (<100 sq.m.)			SP	P

part 11 Low Density Residential - 4-Unit Zone (R-LD4)

11.1 INTENT

The R-LD4 zone is intended to permit a range of low density residential housing including narrow lot single family, duplex/semi, cluster housing, additions and accessory buildings. Home based businesses and other uses such as short-term rentals are permitted subject to conditions.

11.2 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.

11.3 RE-ZONING

Rezoning to any other zone shall be considered subject to Part 8 and 11.4 of the MPS.



Single Unit Dwellings



Two Unit Dwellings



Cluster Housing



Additions



Accessory Dwellings



Home Based Business & Home Occupation



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

11.5 BUILT FORM STANDARDS

See Figure X for all built form standards in the R-LD4 Zone

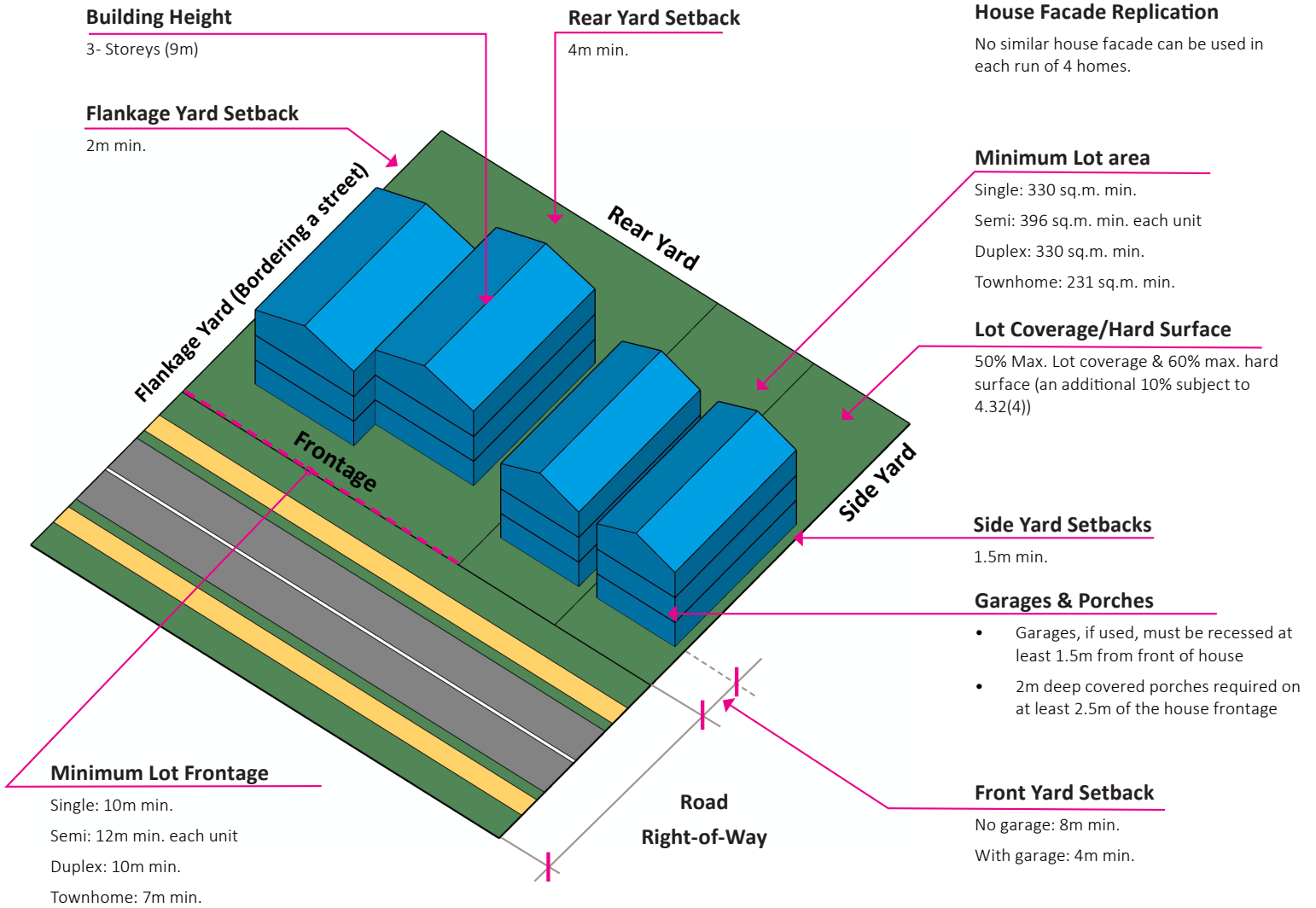


FIGURE 1.1 R-LD4 ZONE Built Form Standards

INTENT EXAMPLES

As-of-right and Site Plan approval examples for the R-LD4 Zone

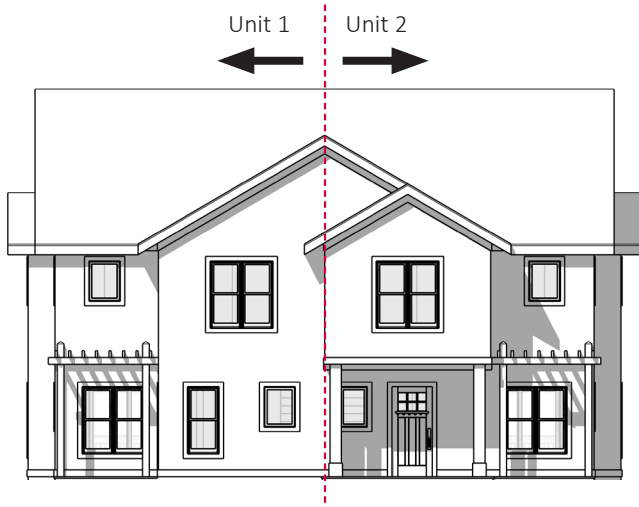


FIGURE 1.2 R-LD4 ZONE Semi-Detached Example (units divided horizontally)

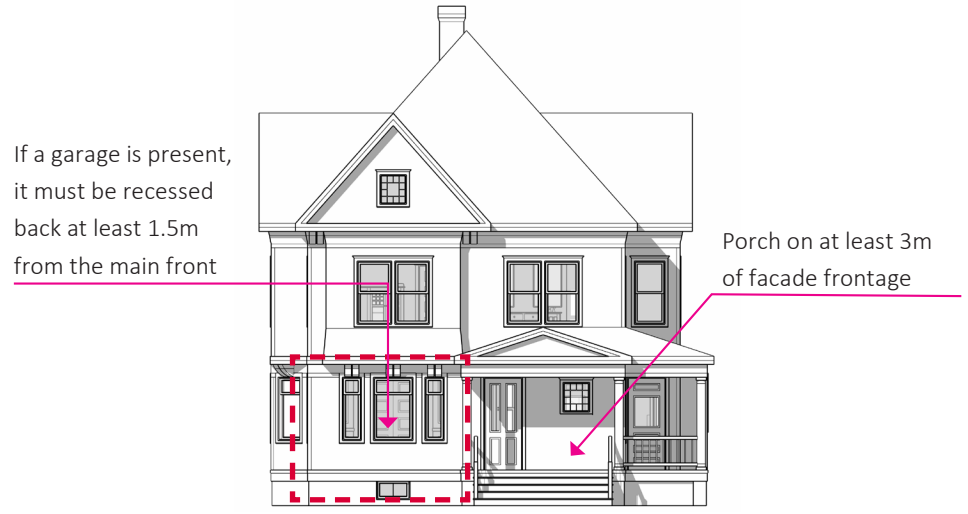


FIGURE 1.3 R-LD4 ZONE Single Family Example

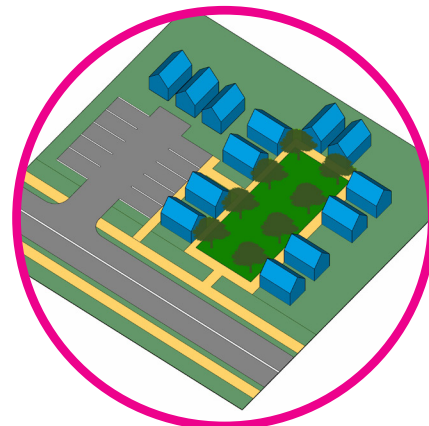


FIGURE 1.4 Cluster Housing Example

part 12 Medium Density Residential - Low Rise Zone (R-LR)

12.1 INTENT

The R-LR zone is intended to permit a range of medium density residential development including duplex/semi and additions, and townhomes/stacked townhomes, cluster housing and multi-unit dwellings up to 50 units (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

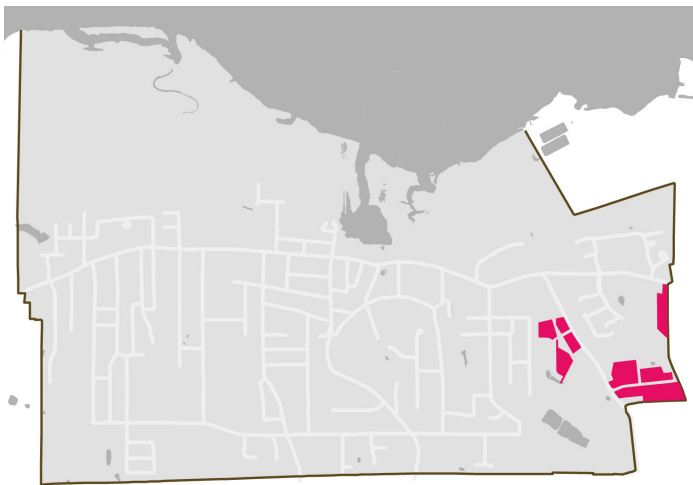
Rezoning to any other zone shall be considered subject to Part 8 and 11.4 of the MPS.

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 Housing



Home based business



Accessory Buildings

12.6 BUILT FORM STANDARDS

See Figure X for all built form standards in the R-LR Zone

Building Height

4- Storeys (12m)

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

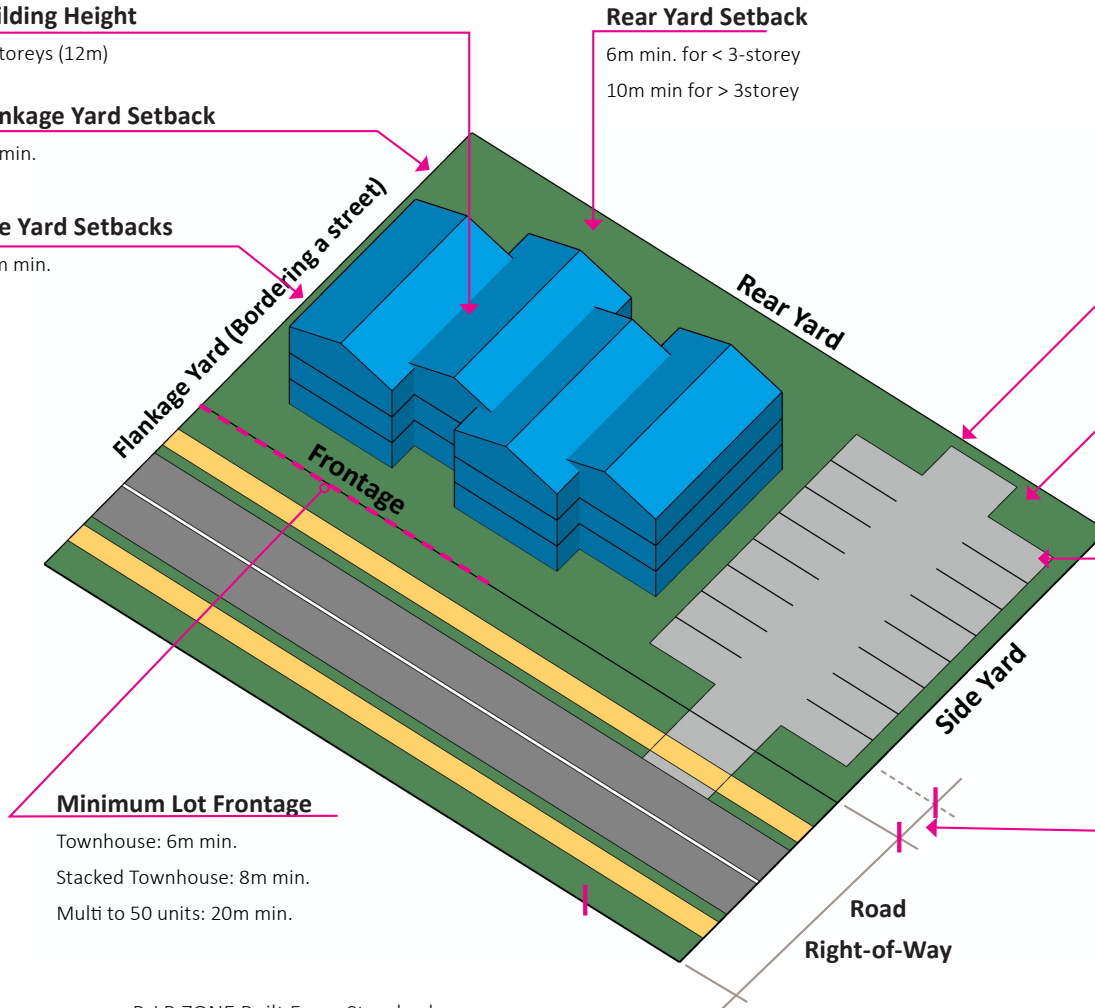
- Parking between street and unit is only permitted for Townhomes
- For stacked townhomes and multis, parking is required in sideyard or rearyard.

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 50 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 Townhome Dwelling Example



FIGURE 1.7 R-LR ZONE Stacked Townhome



FIGURE 1.8 R-LR ZONE Lowrise multi example

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

15.1 INTENT

The R-MF zone is intended to permit a range of high density residential development to a maximum of 120 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 any other zone shall be considered subject to Part 8 and 11.4 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.



<120 unit
Multi-unit



Mixed use



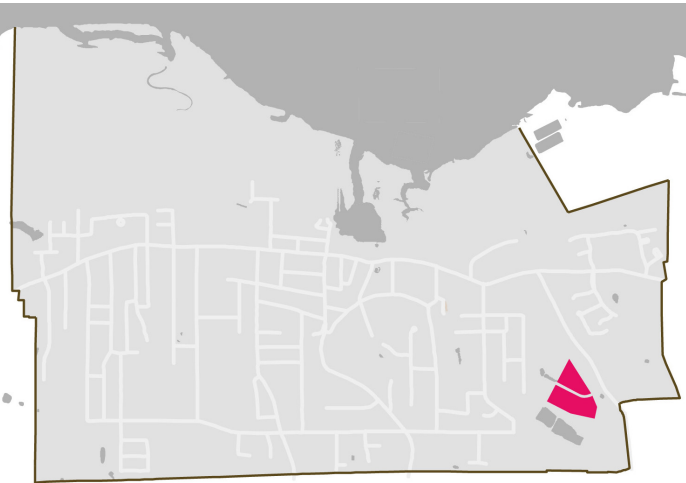
Additions



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 Neigh-
bourhood 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.

* Where grade is steeper than

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 a R-MF building abuts the protected viewplane, it must setback a minimum of 3m for the top 2-storeys on the side yard abutting that viewplane.

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 sm permitted in each building.

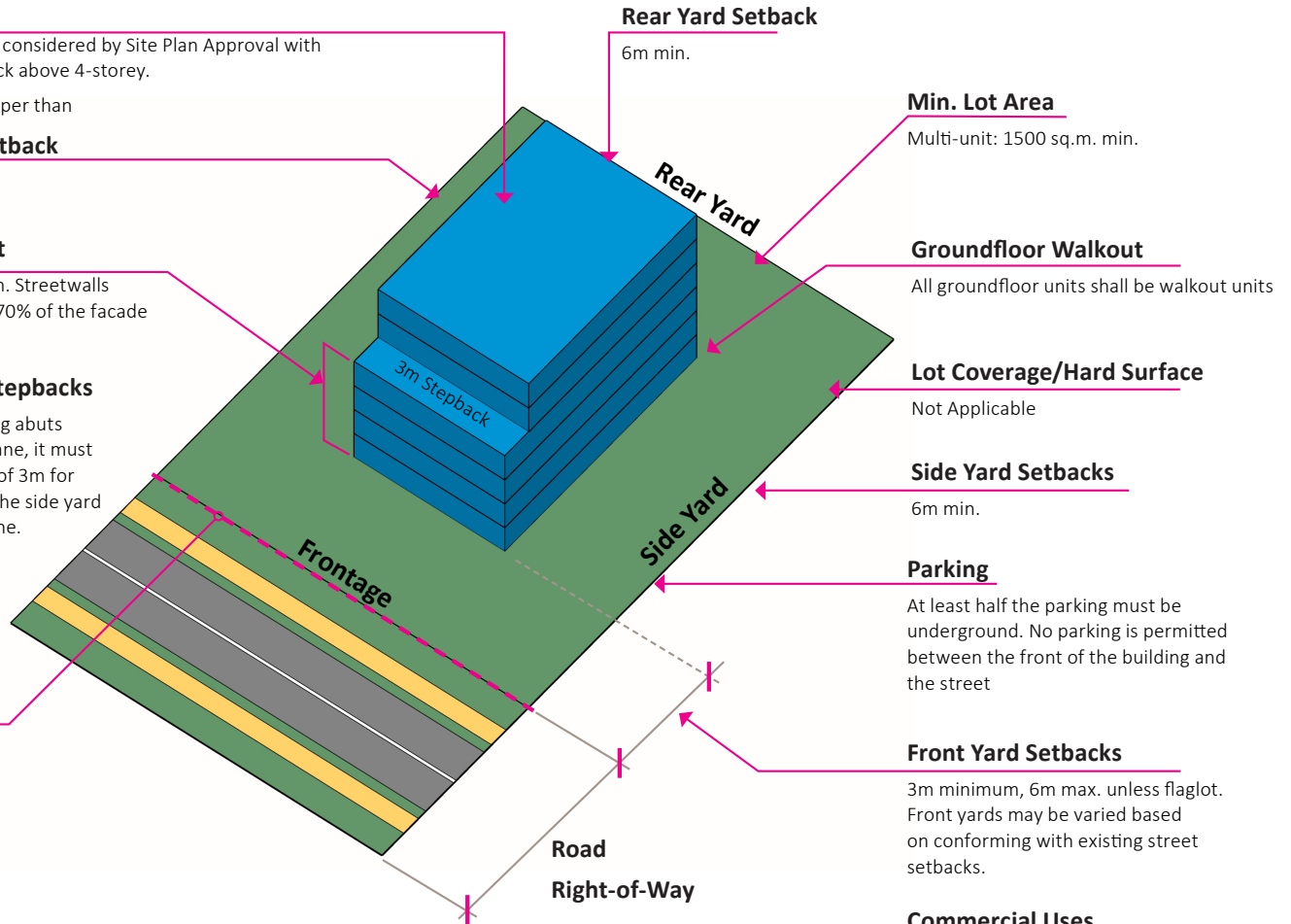


FIGURE 1.9 R-MF ZONE Built Form Standards

INTENT EXAMPLES

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

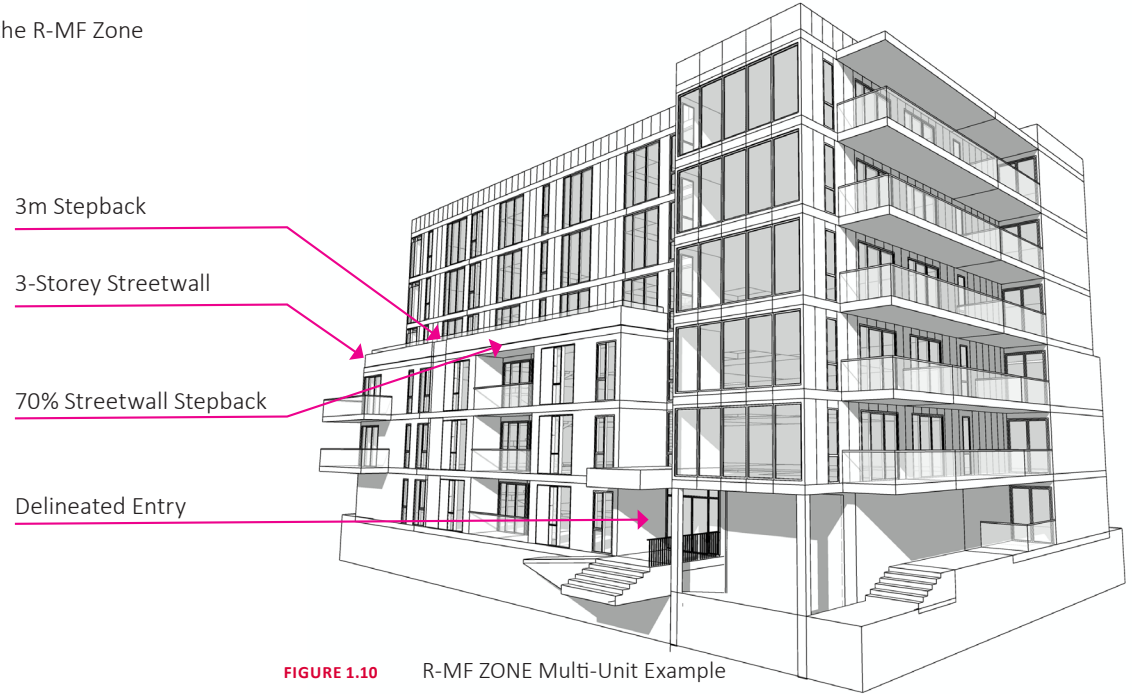


FIGURE 1.10 R-MF ZONE Multi-Unit Example



FIGURE 1.11 R-MF ZONE Multi-Unit Example

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.
4. Where unique site conditions exist (e.g. steep slopes), the Site Plan Approval process may vary the built-form requirements in 13.6 including but not limited to step backs, set backs, fence requirements, parking locations and other matters as long as the intent of the zone is maintained.

Streetwalls

5. 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.
6. A minimum 3m stepback shall apply to buildings above the streetwall height
7. Streetwalls along adjacent sloping streets may step up the grade following the street grade in 12m horizontal building intervals
8. 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 stepback.

REAR STEPBACKS

9. 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 stepback of 2m unless the building is located more than 30m from the rear or side lot line.
10. 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

11. 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.
12. 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.
13. 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

14. 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.
15. 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.

16. 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.

17. 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

18. 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.
19. 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.
20. 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.

21. Residential uses shall have direct access to the exterior ground level separate from any non-residential use.
22. 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

23. All buildings greater than 15m high shall have flat roofs.
24. 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

25. 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.
26. Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
27. 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.
28. 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.
29. 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.

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

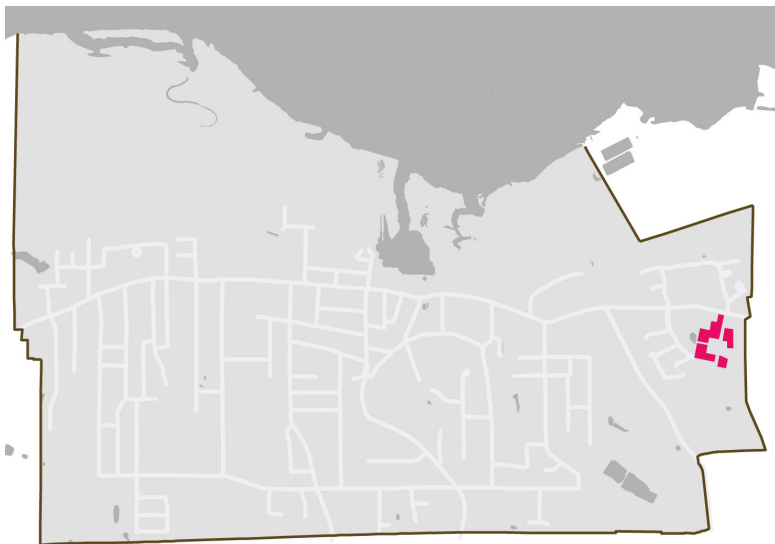
As-of-right, Site Plan and Development Agreement uses are shown in Table 8.1

14.3 RE-ZONING

Rezoning to any other zone shall be considered subject to Part 8 and 11.4 of the MPS.

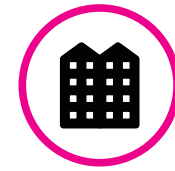
14.4 AMENITY SPACE

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



Other Provisions Apply

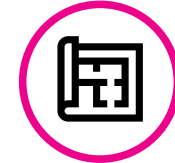
- Part 4: General Requirements for All Zones
- Part 5: Development Constraints
- Part 6: Parking & Loading Requirements
- Part 7: General Requirements for Signs
- Part 8: General Requirements for Neighbourhood Zones



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

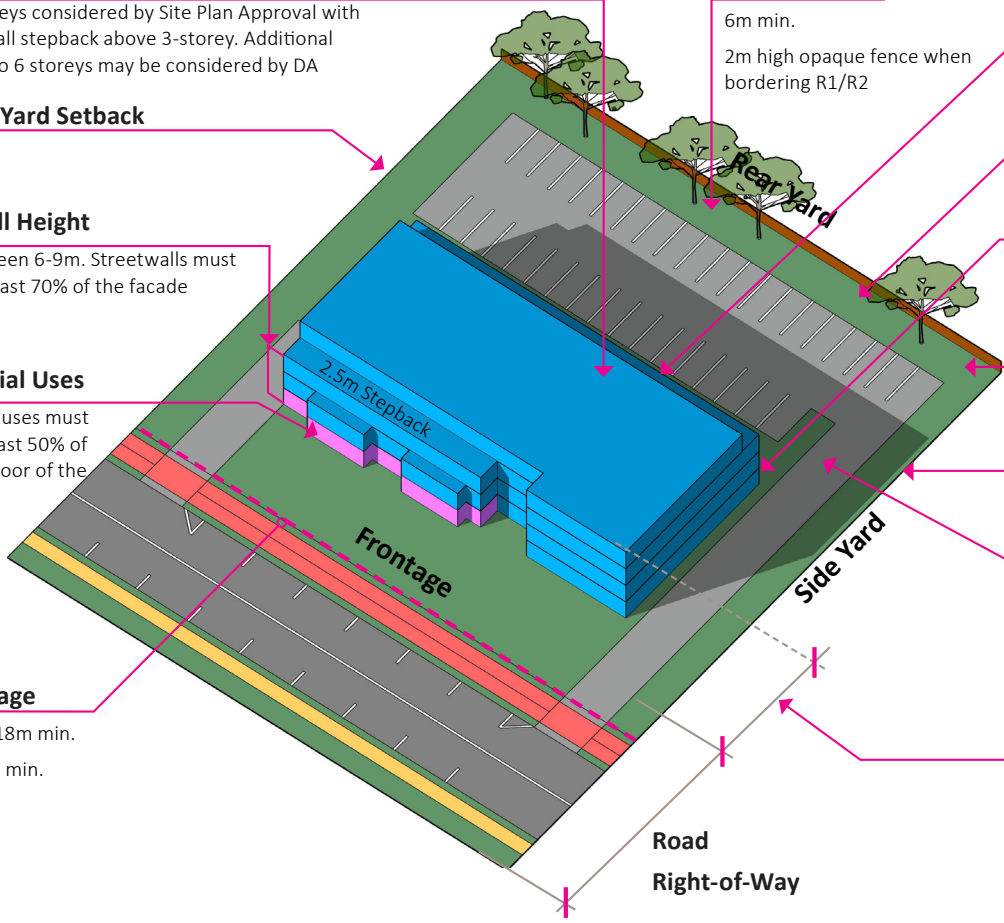


FIGURE 1.12 MU ZONE Built Form Standards

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

14. 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;
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 - 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

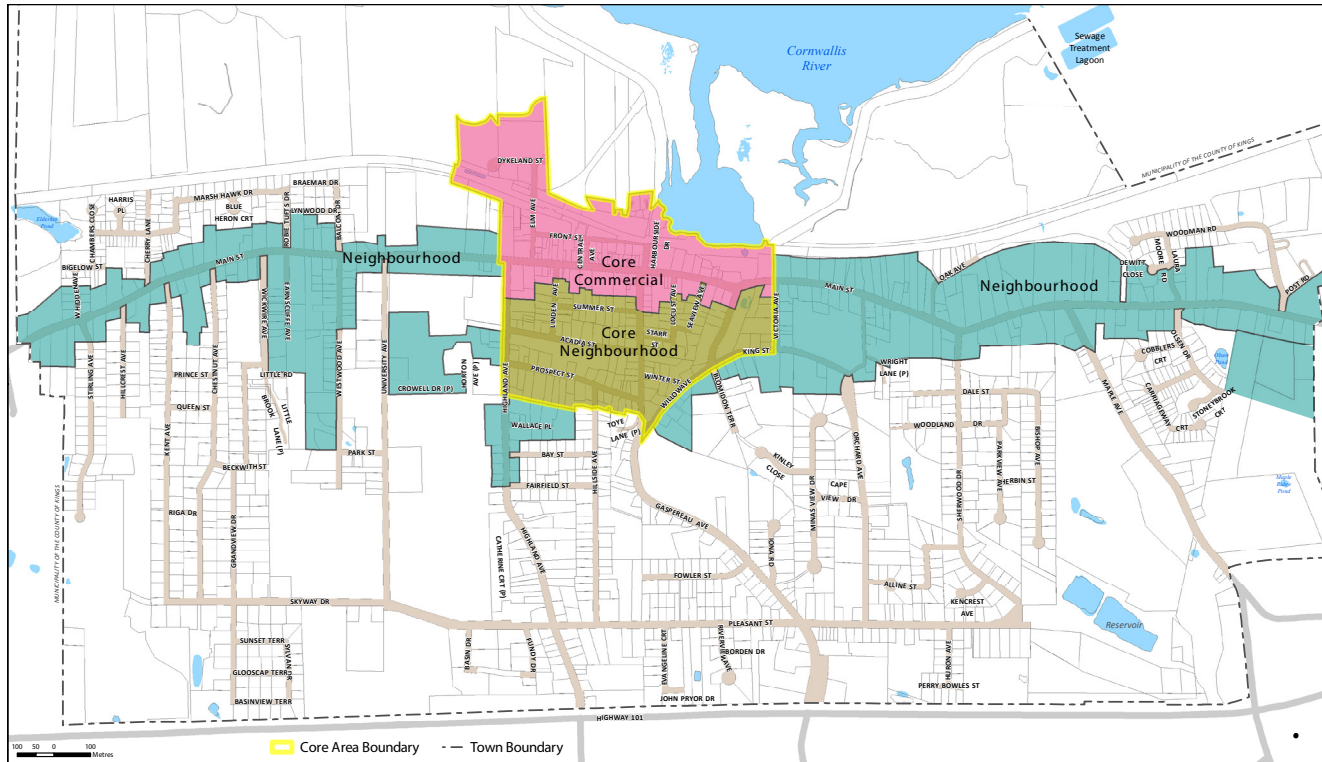
24. In any MU zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be hard landscaped or soft landscaped.
25. Invasive or highly toxic plant species are prohibited 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.

7.3 DESIGN GUIDELINES AMENDMENT

Change LUB Schedule C and Map 3 of the Wolfville Design Guidelines to update the map as follows:



7.4 SUBDIVISION BYLAW

Amend 4.2.1 to read:

All lots to be approved on a plan of subdivision shall abut a public street. For the purposes of this Bylaw the dead end portion of a public street is not considered lot frontage unless there is a cul-de-sac in place.

- a. Notwithstanding 4.2.1, the Town may accept lot frontage

on a private laneway where cluster housing or other forms make this arrangement practical, subject to the approval of the Town Engineer and requirements of the LUB. A servicing agreement may be applicable, to ensure the private access is documented.

Additional Subdivision By-law amendments may be warranted once the Land Use By-law requirements are closer to being finalized and would be included in the final amendment package.

7.5 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. Minor Amendments to the Subdivision By-law may also be warranted and will be included in the final package.

The Secondary Plan is meant to enable a flexible development framework, by Site Plan approval, up to certain limits. Servicing Agreements will be used to ensure infrastructure is built to Town standards and to ensure the other public realm elements are carried out in accordance with the Secondary Plan and the MPS.

The Town's Public Participation Program Policy and Legislated Approval Process must be followed.



Fig.30 -Zoning 3D Massing

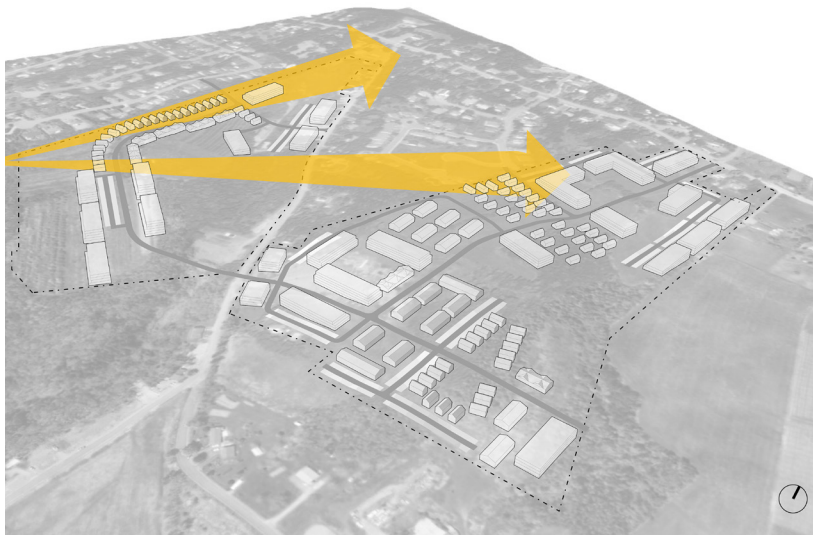


Fig.30 -Protected View Corridor 3D Massing

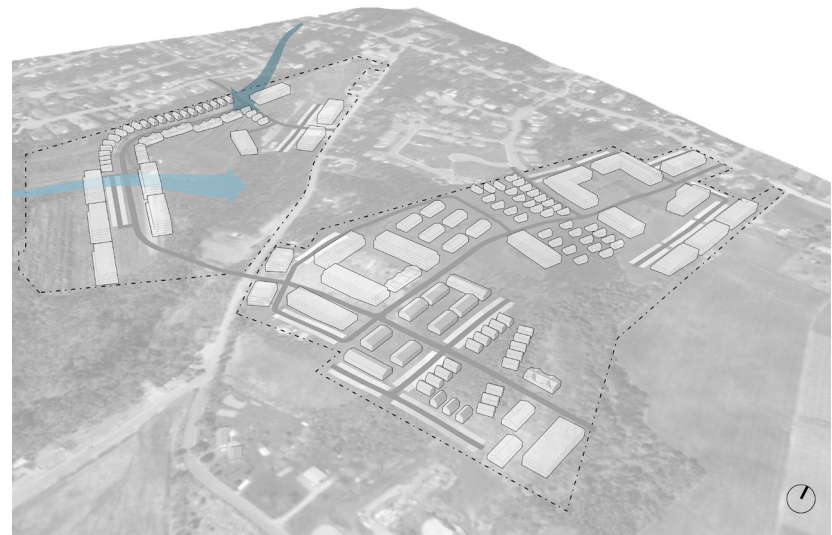


Fig.30 -Summer and Winter Wind Exposure 3D