



Town Council Meeting

June 20, 2023

6:30 p.m.

Council Chambers, Town Hall

359 Main Street

Agenda

Call to Order

1. Approval of Agenda

2. Approval of Minutes

- a. Town Council Meeting, May 16, 2023
- b. Town Council In Camera Meeting, May 16, 2023
- c. Special Town Council Meeting, May 25, 2023

3. Comments from the Mayor

4. Public Input / Question Period

PLEASE NOTE:

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



5. Motions/Recommendations from Committee of the Whole, June 13, 2023:

- a. RFD 017-2023: Municipal Fees Policy
- b. RFD 029-2023: Public Art
- c. RFD 030-2023: AT Network & Funding

6. New Business

- a. RFD 019-2023 Civic Addressing Bylaw Chpt. 110 Second Reading
- b. RFD 031-2023: East End Secondary Plan Second Reading

7. Regular Meeting Adjourned

REQUEST FOR DECISION 017-2023

Title: Municipal Fees Policy 140-015 – Annual Update

Date: 2023-06-13

Department: Finance



SUMMARY

Municipal Fees Policy – Annual Update

The Town’s Municipal Fees Policy (#140-015) notes that the Policy will be reviewed annually and fees amended (if needed). Fees are noted in the supporting Schedules to the Policy and cover various departments within the Town operation. The annual review and recommended changes can take place during the budget process or a separate process so long as the fees are updated early in each fiscal year. Typically this occurs in April, however this report was not ready at that time.

This annual update contains somewhat more routine changes to reflect user fee rates related to the sanitary sewer system (a user pay structure similar to the Water Utility) approved during the budget process, as well as confirmation of current fees (or items with no fee attached to the service).

If circumstances require, staff can bring fee amendments later in the operational year.

DRAFT MOTION:

That Council approve the amended Municipal Fees Policy 140-015 as attached to RFD 017-2023.

REQUEST FOR DECISION 017-2023

Title: Municipal Fees Policy 140-015 – Annual Update

Date: 2023-06-13

Department: Finance



1) CAO COMMENTS

The CAO supports the recommendations of staff.

2) LEGISLATIVE AUTHORITY

- Nova Scotia Municipal Government Act (MGA)

3) STAFF RECOMMENDATION

Staff recommend Council approve the changes to the Fee Policy as noted with this report, noting that a more detailed review of fees should occur before the 2024/25 budget is finalized next year.

4) REFERENCES AND ATTACHMENTS

- Draft Municipal Fees Policy 140-015

5) DISCUSSION

As noted in Policy 140-015, this policy is to be reviewed annually. Ideally this would tie into the budget process. Over the last couple of years there has been limited change to the schedules which accompany the Policy. At this stage, the Policy once again has limited amendments. Based on feedback from members of the management team, a more in-depth review of fees should take place over the coming year with potential changes coming back to Council prior to the adoption of the 2024/25 Operations Plan and Budget.

The draft document before Council this year includes the following changes:

Schedule A

NSF Cheques – increase fee from \$25 to \$40.

- This is consistent with the change included in the draft Rate Application recently submitted by the Town to the NS Utility and Review Board.
- This covers the costs incurred by the Town thru bank fees, as well as the additional staff time involved in processing the NSF transaction and follow up on collections.

Schedule B - no changes

Of note is Sidewalk Café which remains at no fee for this year.

- The line has remained on the Schedule to acknowledge there is no fee, and also as a reminder that staff believe this item should be revisited in the future.
- The fee was initially dropped during COVID.

Schedule C – no changes

REQUEST FOR DECISION 017-2023

Title: Municipal Fees Policy 140-015 – Annual Update

Date: 2023-06-13

Department: Finance



Schedule D - no changes

Schedule E

Street banner fee remains at no charge.

- The fee for this service was dropped back in 2018

VIC Display Case fees should be removed

- The use of display cabinets was dropped a couple of years ago and therefore this service no longer exists.

Schedule F

All four sections have noted changes. These reflect the rates approved by way of Council motion approving the 2023/24 Town Budgets passed in March.

The connection fee section has been simplified to note one fee. In most cases new service connections involve both water and sewer. The sewer fee reflected in the budget motion was the same as the fee noted in the Rate Application recently submitted to the NS Utility and Review Board. The fee was increased to reflect the cost increase in both wages as well as equipment and supplies. The fixed fee (as opposed to a time and material approach) is a practical approach for this type of service.

Members of the Management Team have started the process of identifying potential gaps in the list of fees, as well as fees which should be reviewed in more depth. The expectation is that a more detailed list of changes will come back to Council by February of 2024.

6) FINANCIAL IMPLICATIONS

For the most part the Town Budget reflects the fees as noted in the draft Policy attached. In general terms, the fees deal with small revenue streams to the Town and therefore they are not of a magnitude that impacts the Town Budget and tax rates.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

No specific references provided. The annual review process is a matter of business process to ensure key changes are not missed. Part of the more detailed fee review in the coming year will be consideration of areas of social equity, climate action and community wellness.

8) COMMUNICATION REQUIREMENTS

REQUEST FOR DECISION 017-2023

Title: Municipal Fees Policy 140-015 – Annual Update

Date: 2023-06-13

Department: Finance



One approved, the revised Policy will be posted on the Town’s website for access by the public and the Town’s internal documents will be updated to ensure Town Staff are using the appropriate rates for the upcoming year.

9) ALTERNATIVES

No real alternatives at this stage. The changes noted in two sections are items approved in the budget process.



POLICY

Municipal Fees	
Policy Number 140-015	Supersedes Policy Number Not Applicable
Effective Date 2017-07-18 2018-04-01 2018-10-02 2020-09-03 2021-04-20 2022-03-15 2023-06-20	Approved by Council Motion No. 27-07-17 20-01-18 21-10-18 08-06-20 05-03-21 19-03-22 XX-06-23

1.0 Purpose

To provide a Policy that sets out and amends the fees the Town of Wolfville charges for certain applications, approvals, permits, licenses and services.

2.0 Scope

This Policy applies except to the extent of any conflict with applicable provincial legislation, and where the fee amounts in this Policy differ from those set out in a Bylaw, Recorded Resolution, Policy or Resolution of the Municipality in effect on the effective date of this Policy, the fee amounts set out in this Policy shall amend those previously in effect.

3.0 References

- 3.1 [Nova Scotia Municipal Government Act](#)

4.0 Definitions

- 4.1 **Fees** are all fees paid to the Town of Wolfville for certain applications, approvals, permits, licenses, and services.

5.0 Policy

- 5.1 The fees to be paid to the Town of Wolfville for licenses, inspections, permits, applications, approvals, animal impoundments, or services are set out in the Schedules attached to this Policy.



POLICY

- 5.2** Fines issued by Summary Offence Tickets for contravention of any Town Bylaws or Provincial/Federal laws are not within the scope of this Policy.
- 5.3 Policy Review**
This policy will be reviewed annually from effective/amended date.

CAO

Date

Schedules:

- A. [Administrative/Financial Services Fees](#)
- B. [Building and Development Permit Fees](#)
- C. [Land Use Planning and Development](#)
- D. [Vending Fees](#)
- E. [Recreation and Tourism](#)
- F. [Public Utility Service](#)

Schedule A – Administrative/Financial Services Fees

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
Town Seal <ul style="list-style-type: none"> For affixing the seal to any document to be used outside the Province For affixing the seal to any document to be used within the Province only For affixing the seal to any document within the Town of Wolfville only 	\$2.00 \$1.50 \$1.00
Dog Registration (per Annum)	\$25.00
FOIPOP Services <ul style="list-style-type: none"> Application Fee 	\$5.00
Tax Certificate Fee	\$50.00
Deed Transfer Tax	1.5%
Interest on Overdue Taxes (added on the first of each month)	1.00%
Election Deposit	No Fee
NSF Cheque	\$40.00
Taxi Owner's License Fee	\$25.00
Taxi Driver's License Fee	\$25.00

Schedule B - Building and Development Permit Fees

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
New Construction of, and addition to, residential buildings, community centres and churches.	\$50.00 plus 15 cents per sq. ft.
New construction of and additions to commercial, industrial and other buildings not otherwise specified.	\$75.00 plus 20 cents per sq. ft.
New construction of and additions to sheds, decks, shell storage buildings, garages, barns, and other farm, forestry or fishing buildings not designed for human occupancy.	\$25.00 plus 10 cents per sq. ft.
Repairs, renovations, or alterations to all existing buildings.	\$50.00 plus \$4.00 per \$1000 of estimated value of construction work.
Location or relocation of an existing structure.	\$75.00
Construction or location of a swimming pool including required fencing.	\$100.00
Renewal of an approved permit.	\$25.00
Erection of a business or general sign.	\$50.00
Building or structure demolition.	\$50.00
Development Permit Only (i.e. signage)	\$50.00
Sidewalk Café Fee (Calculated by measuring the total area of the sidewalk in front of the building (building edge to inside curb edge) to be used for the café).	No Fee
Short Term Rental – Renewal every 4 years	\$150.00 (includes development permit fee)
Single Room Occupancy – Renewal every 4 years	\$150.00 plus \$25.00 per rental room after four (includes development permit fee)
Fire Inspection not required under regulations.	\$100.00

Schedule C – Land Use Planning and Development

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
Site Plan Approval	\$150.00
Subdivision Application Fee	\$100 plus \$10.00 for each additional lot beyond one.
Development Agreement	\$2000.00 (includes advertising costs)
Plan Amendments	\$2000.00 (includes advertising costs)
Heritage Applications	No Fee
Zoning Certificate	\$50.00

Schedule D – Vending Fees ([Vending Bylaw, Chapter 99](#)) ¹

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
Mobile Canteen (fee/canteen/event)	\$75.00
Stand (fee per stand/event)	\$75.00
Vending on Private Property (fee/application with timeline set by Development Officer)	\$75.00
Non-Profit Fundraising Activity	No Fee

¹ Vending Bylaw fees may be amended by Resolution of Council from time-to-time

Schedule E – Recreation & Tourism

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
Street Banner Installation (plus HST)	No Fee
Recreation Centre Rental (plus HST if applicable) <ul style="list-style-type: none">• Half Day• Full Day	\$20.00 \$35.00
Field, Park and Open Space Rentals	No Fee

Schedule F – Public Utility Service

Description of Licence, Inspection, Permit, Application, Approval, or Service	Fee
Sanitary Sewer connection fee If combined with Water Utility hookup, fee is recorded in Water Utility accounts	\$6,500
Sanitary Sewer Usage (per 1,000 gallons of water used by customer)	\$6.00
Sanitary Sewer minimum quarterly charge for any metered customer	\$29.85
Sanitary Sewer Flat Rate Fee (per quarter)	\$115.00

Water Utility – please refer to the Town’s Nova Scotia Utility & Review Board (NSUARB) approved Rates and Regulations.

REQUEST FOR DECISION 029-2023

Title: Public Art
Date: 2023-05-23
Department: Parks and Recreation



SUMMARY

Public Art: The Wolfville Gallery

Wolfville Town Council has been prudently building a capital reserve to fund public art initiatives within the Town. This is an annual contribution to the Public Art Capital Reserve Fund and is intended to help fund public art today and into the future.

In 2019 a tender was issued for a piece of public art; the project was awarded but unfortunately could not be delivered and was cancelled at the request of the artist.

With support from a Town Councillor, a resident graphic artist, and resident art merchant, a concept was developed to create a public gallery showcasing several Alex Colville images and an interpretive panel.

The purpose of this RFD is to provide Council with information on the intended art installation and to secure an additional \$5000 from the Public Art Capital Reserve Fund above and beyond what was budgeted for in the 2023-24 Capital Budget to cover the full anticipated cost of the installation.

DRAFT MOTION:

THAT COUNCIL APPROVE THE INSTALLATION OF AN ALEX COVILLE – OUTDOOR WOLFVILLE GALLERY LOCATED ON THE WEST FACING WALL OF 399 MAIN STREET AND INCREASE THE CAPITAL BUDGET FOR THIS PROJECT FROM THE APPROVED \$30,000 TO A MAXIMUM OF \$35,000, TO BE FUNDED FROM THE PUBLIC ART CAPITAL RESERVE FUND.

REQUEST FOR DECISION 029-2023

Title: Public Art
Date: 2023-05-23
Department: Parks and Recreation



1) CAO COMMENTS

The CAO supports the recommendations of staff.

2) LEGISLATIVE AUTHORITY

1. 2023-24 Town of Wolfville Capital Budget
2. Municipal Government Act

3) STAFF RECOMMENDATION

Staff supports this recommendation.

4) REFERENCES AND ATTACHMENTS

1. Concept Drawing
2. Town Policy 140-001 Procurement

5) DISCUSSION

As included in the summary overview, the Town has committed to building a public art reserve to fund the purchase and installation of public art for residents and visitors to Wolfville. At one time the Town had a Public Art Committee to action the procurement of public art. The committee is no longer active however an informal working group came together to bring this project to fruition. A public art project has emerged that not only creates the opportunity to showcase and recognize a world-renowned artist with ties to Wolfville, but it does so by improving important public space in the downtown core. Notably the town-maintained greenspace in front of the Wolfville Post office.

As one can see from the concept drawing it is the intent of this project to install 9 large scale Alex Colville images on the brick wall overseeing the front of the post office lawn. July 16th marks the tenth anniversary of Colville's passing and as such, discussions started as to how to honour his contributions and the importance of his work to a global audience. The Wolfville Gallery is the result. A member of the working group has been working closely and mindfully with the Colville family to ensure they are fully supportive, approve all content, and are proud of the installation. If they are willing, it is our hope to celebrate the installation with family members and the larger community.

Staff are working with the building owner who is supportive and will enter into an agreement for use of the space. The Town of Wolfville will be required to maintain the installation as required. The project was introduced to members of the WBDC who were supportive.

The efforts of the working group have been made without compensation and their commitment to seeing this project through has been amazing. Town staff recognize how important members of the working group have been to ensure this project is done to the standard required.

REQUEST FOR DECISION 029-2023

Title: Public Art
Date: 2023-05-23
Department: Parks and Recreation



Timeline: If Council were to approve this project, the supplier is suggesting an 8-week turnaround time.

In terms of the budget:

Artwork-Printing-Framing etc.	\$32,500.00
Site preparation*	\$ 2,500.00
TOTAL	\$35,000.00

* Site preparation includes removal of the remaining mural on building.

The procurement of this initiative was done in accordance with the Town's Procurement Policy.

6) FINANCIAL IMPLICATIONS

The Town's approved 2023/24 Capital Budget provided a \$30,000 allocation for this project. The revised cost of \$35,000 is 16% higher than budget. This variance is outside the scope of the CAO's authority as outlined in the Town's Procurement Policy (Policy 140-001, Clause 5.2.1), and as such requires Council approval to proceed.

The funding for the project is to come from the Public Art Reserve Fund. This Reserve Fund receives an annual \$5,000 contribution from the Town's Operating and it currently has built up to a balance of \$40,000 (as of March 31, 2023). Based on this, there is currently sufficient funding to cover the additional costs proposed. It is recommended that the Public Art Reserve be used for this additional cost.

It should also be noted that the Town will be responsible for the maintenance of the installation once completed. While staff do not expect the cost of this to be significant, it should be noted that there will be some costs in the future associated with its upkeep.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

- Economic Prosperity
- Social Equity
- Community Wellness

8) COMMUNICATION REQUIREMENTS

REQUEST FOR DECISION 029-2023

Title: Public Art
Date: 2023-05-23
Department: Parks and Recreation



Town Council and residents will be updated on progress and based on the Colville family wishes an opening celebration of the work could be arranged.

9) ALTERNATIVES

1. Council could choose not to approve.
2. Council could reduce scope.

REQUEST FOR DECISION 029-2023

Title: Public Art
Date: 2023-05-23
Department: Parks and Recreation



ATTACHMENT – CONCEPT DESIGN



REQUEST FOR DECISION 030-2023

Title: ICIP Application: Active Transportation Network

Date: 2022-06-14

Departments: Planning & Development, Engineering & Public Works



SUMMARY

ICIP APPLICATION: Active Transportation (AT) Network Implementation

The Town has been successful in submitting an Investing in Canada Infrastructure Program (ICIP) application for the implementation of our active transportation network. The Green Infrastructure – Climate Mitigation sub-stream of the ICIP program focuses on accelerating emissions reductions, consistent with the Town’s Climate Action Plan. Although the formal announcement for this funding has not yet taken place, the Town has confirmed with our funding partners that we can take steps with Council to begin moving this project forward.

The Town’s existing approved 2023/24 budget for AT (\$50,000) can now be leveraged to a total 2023/24 project spending of \$187,500 without any negative impact on the overall capital budget. The additional \$137,500 would come from the ICIP grant program as contemplated through the funding opportunity approved by Council in June 2022 (RFD 036-2022).

Under this program, the Federal Government contributes 40% funding and the Province contributes 33.33% funding towards approved projects, leaving 26.67% for the individual municipal units.

Staff are now seeking Council’s approval to move forward with approval of the spending authority for the 2023/24 budget year as it did not originally include the impact of the grant funding. The balance of the AT Projects will be incorporated into the details of next year’s Ten Year Capital Investment Plan as part of the 2024/25 budget. Overall, this grant provides the opportunity to implement approximately \$3,000,000 in AT investment (26% from us, 74% from the Province and Federal Government).

A presentation outlining the approved projects is attached to this report for more information.

DRAFT MOTION:

That Council;

- Approve an amended 2023/24 AT project spending level of \$187,500 with the increased spending (\$137,500 more than approved budget of \$50,000 in Year 1) to be funded by way of the ICIP grant program
- Direct staff to incorporate the remaining program spending into the 2024/25 ten year capital improvement plan as part of the 2024/25 budget process.

REQUEST FOR DECISION 030-2023

Title: ICIP Application: Active Transportation Network

Date: 2022-06-14

Departments: Planning & Development, Engineering & Public Works



CAO COMMENTS

The CAO supports the recommendations of staff.

1) LEGISLATIVE AUTHORITY

- Municipal Government Act

2) STAFF RECOMMENDATION

Staff recommend that Council approve the motions as outlined.

1) REFERENCES AND ATTACHMENTS

1. AT Network Investment Strategy (May 2022)
2. RFD 036-2022

2) DISCUSSION

Background

In 2020, Council directed Staff to bring forward meaningful active transportation (AT) improvements that could be integrated into our budget process. In April of 2021 this grant opportunity was presented to Council – outlining the Active Transportation network that Staff had been working on since 2020 and building on the 2015 AT plan by WSP Engineering (see attached for more context). At the time, it was determined our readiness was not where it needed to be. In June of 2021, Staff brought an information report to Council outlining the ongoing network analysis, costing, and functional design that was taking place - supported by a grant from the Province to improve our investment readiness. In June of 2022, RFD 036-2022 outlined the ask, and Council passed the following motion to move forward formally with our application:

That Council approves applying for the Investing in Canada Infrastructure (ICIP) and if that if the ICIP application is to be successful, the Town of Wolfville:

- supports the ICIP-CCM application and commits to the municipal contributions for the outlined projects (26.67%)
- finances the total project costs upfront (including any borrowing required and submits claims throughout the year)
- commits to any land purchases or easements to implement the project (these costs are not eligible under the ICIP program)

REQUEST FOR DECISION 030-2023

Title: ICIP Application: Active Transportation Network

Date: 2022-06-14

Departments: Planning & Development, Engineering & Public Works



The attached AT Network Investment Strategy has accompanied our application and has been presented to Council in the past (through RFD 036-2022). It provides an overview of the approved projects.

The projects must be completed by 2027. Staff are working on a more detailed, multi-year work-plan (see all projects in the attached) but for year 1, Staff are working on executing:

- Harvest Moon Trail from Harbourside to Farmer's Market:** Refurbished multi-use path on existing trail corridor, 470m long by 3.2m wide of new asphalt surface.
- Highland to Harvest Moon Trail** –Multi-use connector path, 130m long by 3m wide section and approximately 100m of paint, signage, and surface refurbishment.
- Front St & Harbourside:** New 40m long 2m wide concrete sidewalk and associated trail connecting area at crossing.

The above scope includes engaging one of our standing offer engineering consultants for detailed design and tender package preparation.

3) FINANCIAL IMPLICATIONS

The approved 2023/24 Budget included \$50,000 towards the AT Plan, as part of a multi-year \$800,000 allocation to improve AT service in Town. With the successful application for ICIP funding, these dollars can now be leveraged to more than \$3 million in spending.

For 2023/24, the grant effectively provides the Town the opportunity to spend up to \$187,500 this year without any additional Town resources (i.e. use of reserves or debt). The ICIP grant will come from the grant program.

Staff require Council approval to increase the 2023/24 spending up to the \$187,500.

Staff will also begin working on incorporating the increased scope of work afforded by the grant, into the 2024/25 budget process.

4) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

The attached AT Network Investment Strategy outlines relevant policy and strategy.

This application supports the 2021-2025 Council Strategic Plan in the following areas:

- Economic sector growth
- Climate action

REQUEST FOR DECISION 030-2023

Title: ICIP Application: Active Transportation Network

Date: 2022-06-14

Departments: Planning & Development, Engineering & Public Works



- Environmental protection

5) COMMUNICATION REQUIREMENTS

It should be noted that no formal communication to the public will be made on this initiative (aside from this RFD being in the public domain) until the official funding announcement is made.

With tremendous support from the Investing in Canada Infrastructure Program, the Town will be developing an Active Transportation Network throughout the community.

As we develop the physical infrastructure to get people safely moving with their own power, to get from one place to another, we will also need to socialize the significant benefits of active transportation.

Active transportation provides health, social, environmental, and economic benefits. It will also help the Town of Wolfville reduce frustrating traffic congestion and harmful greenhouse gas emissions.

A Wolfville Blooms page is being built to engage the community, providing ways to message out to network users while also collecting feedback from stakeholders. This will help community members feel like they have a role to play in developing the new network that will connect people to resources in a novel way.

The Blooms page is also a starting point for developing a culture of activity around the new infrastructure.

With Wolfville Blooms as the communications and engagement hub for this project, we will also use our traditional channels (web and social) to increase awareness and push digital users to the site.

6) ALTERNATIVES

No real alternatives as Council previously committed to moving forward with the grant application with the view of implementing the AT network as presented.



WOLFVILLE COMPREHENSIVE ACTIVE TRANSPORTATION NETWORK

INVESTMENT STRATEGY

ICIP FUNDING APPLICATION

May 2022

Key implementation goals ...

Build a culture of activity around our AT investments.



Socialize projects early and make people feel part of the process as we move forward.



Create a community component (e.g. volunteer implementation group, bike Mayor) that can help with public education and outreach.





FUNDING AND INVESTMENT OPPORTUNITY



INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP)

Green Infrastructure

Overview

- ▶ 45% of Green Infrastructure Stream is allocated to **Climate Change Mitigation** Sub Stream
- ▶ **Energy and Mines is lead** on Climate Change Mitigation (CCM) Sub Stream
 - ▶ TIR is overall lead (holds Integrated Bilateral Agreement (IBA) with GOC)
- ▶ \$172M Fed \$ over 10 years for Climate Change Mitigation Sub Stream
- ▶ **Cost sharing of projects;** federal government will pay up to:
 - ▶ 50% for projects led by Province
 - ▶ 40% for projects led by Municipalities and Not-for-Profits
 - ▶ 75% for projects led by First Nations
 - ▶ 25% for projects led by Businesses



Partnership Focus

Green Infrastructure is about building strong partnerships - to design, develop, and execute excellent projects

Climate Change Mitigation Sub Stream

Eligible Ultimate Recipients

- ▶ **Municipalities**
 - ▶ Up to 73.33% of eligible project costs (40% Canada, 33.33% Nova Scotia)

Our currently budgeted AT Capital dollars could turn into \$3 million+ with this opportunity

Budget & Scope



\$887,212 Town investment (this is in our current Capital Budget)
\$2,439,419 Provincial and Federal Investment (ICIP application)
\$3,326,632 in AT Improvements for Wolfville from '23 to '27

PROJECT	LENGTH
Main Street (east and west) AAA bi-directional AT lane – 3m asphalt with barriers	3,140m
Skyway/Pleasant AAA bi-directional AT lane – 3m asphalt separated with curb	2,370m
Harvest Moon Trail AAA bi-directional AT lane – 3.2m asphalt and intersection improvements	470m
Connectors Cherry Lane to Harvest Moon Trail; Main Street at Oak Avenue extension to Harvest Moon Trail; Highland to Harvest Moon Trail; Highland to Wolfville School; East End Gateway to Harvest Moon Trail; Reservoir Park to Maple Avenue.	1,180m
Shared Streets Kent Avenue; Gaspereau Avenue; Sherwood Avenue; Downtown Main Street (TBD)	2,960m
New Sidewalk Front and Harbourside; Victoria Avenue to Recreation Centre	230m
TOTAL	10,350m

This package of improvements will build most of our network and improve service levels – other AT / crosswalk/ safety investments will also happen as part of annual budget process.

Council Motion

(passed June 21, 2022 [see here: www.wolfville.ca/town-council-meetings.html](http://www.wolfville.ca/town-council-meetings.html))

That Council approves applying for the Investing in Canada Infrastructure (ICIP) and if that if the ICIP application is to be successful, the Town of Wolfville:

- supports the ICIP-CCM application and commits to the municipal contributions for the outlined projects (26.67%)
- finances the total project costs upfront (including any borrowing required and submits claims throughout the year)
- commits to any land purchases or easements to implement the project (these costs are not eligible under the ICIP program)



BACKGROUND + RATIONALE

How did we get here?



September 2015 – Council Adopted the AT Plan prepared by WSP Engineering

April 2019 – Town adopts Accessibility Plan

September 2020 – Council approves new Planning documents with improved Mobility policies

May 2020 – Council directed Staff to focus on meaningful Active Transportation improvements in the budget process.

April 2021 – Council considered a grant application to improve Active Transportation in the Town.

June 2021 – Council received an information report outlining the work on the AT network, committee and public feedback and the design/costing that was ongoing with consultants.

November 2021 – Council received an information report on the Active Transportation network and an update on Highland Avenue

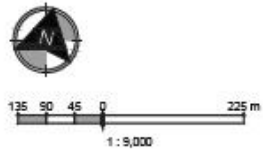
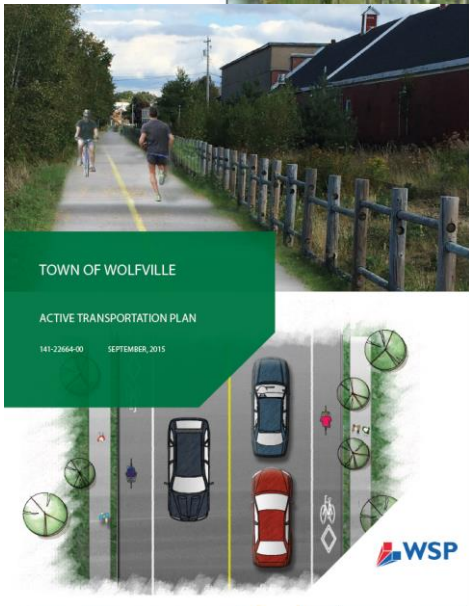
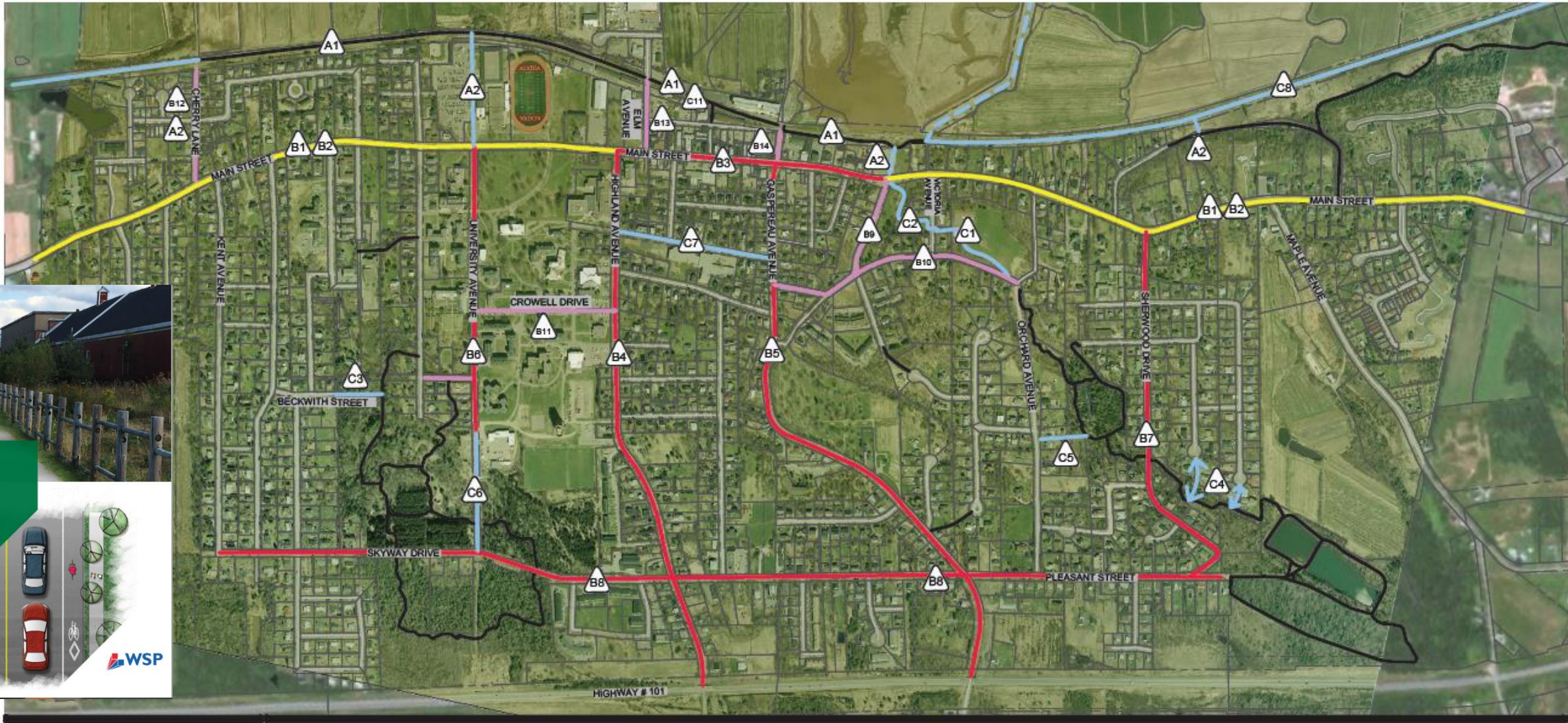
December 2021 – Council adopted the Town's first Climate Action Plan

Early 2022 – Staff continue to work with the Province on submitting an ICIP funding application and have the 2022-23 budget reflect enhanced AT investments

June 2022 – Council considers and approves motion for the ICIP funding application.

- Only 2% of Wolfville residents commute by Bike and 22% by walking
- 44% of working residents in Wolfville work within Wolfville.
- Wolfville should explore a goal of 50% walking/cycling/transit by 2030.

2015 AT Plan Recommendations



LEGEND:

- Existing Trails
- Proposed Trail Connection
- Reserved Bicycle Lane
- Proposed Shared Use Lanes
- Proposed Signed Bicycle Route

Recommendation Number

ACTIVE TRANSPORTATION PLAN
FIGURE: 6 - 1 RECOMMENDED ACTIVE TRANSPORTATION NETWORK

FILE: \ADMIN\DATA\WSP\PROJECTS\2015\10\14\2015 WOLFVILLE ACTIVE TRANSPORTATION PLAN\1 - DWG\11.7 - TRAFFIC\11-23064-ROADS-BASE MAP.DWG

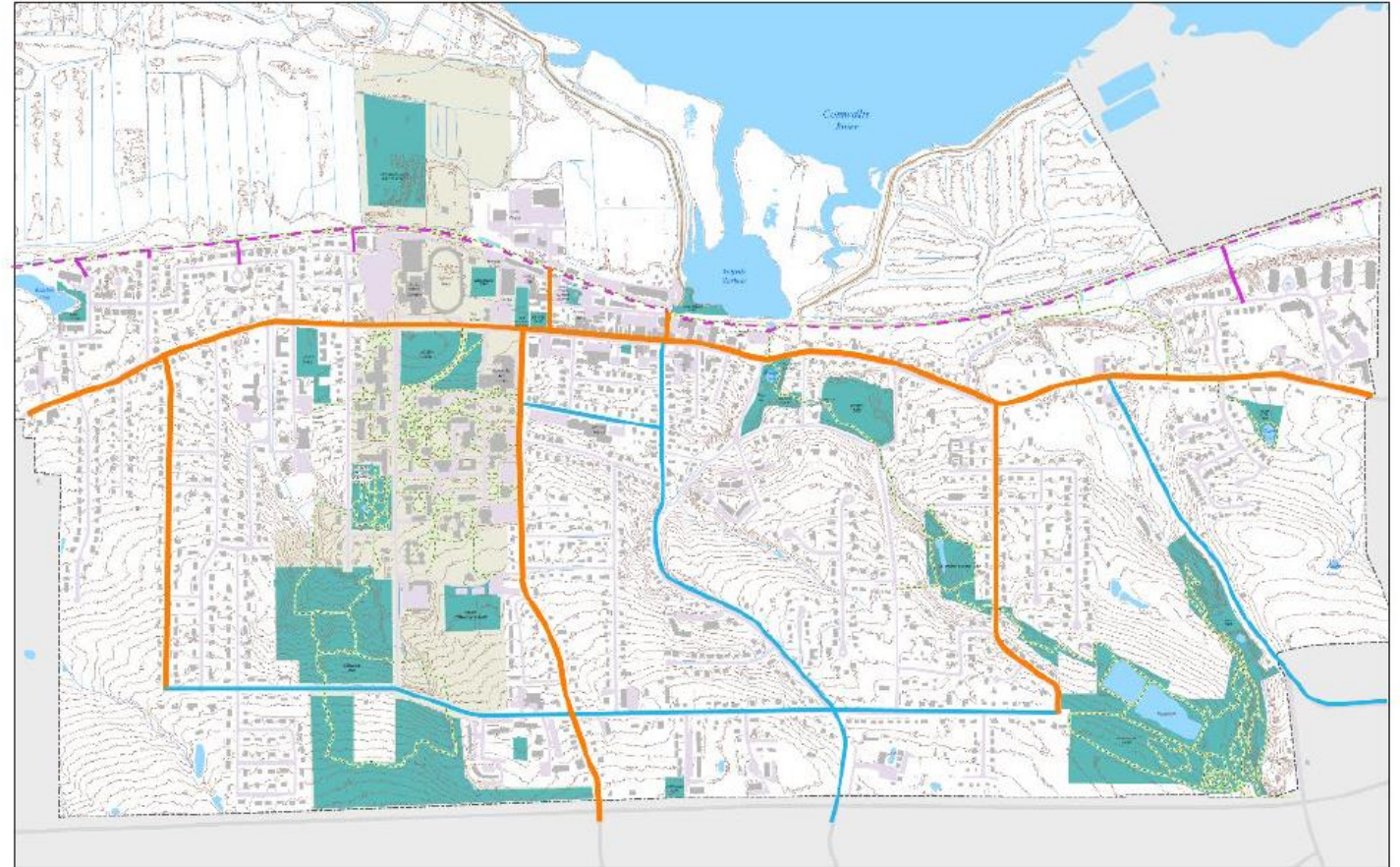
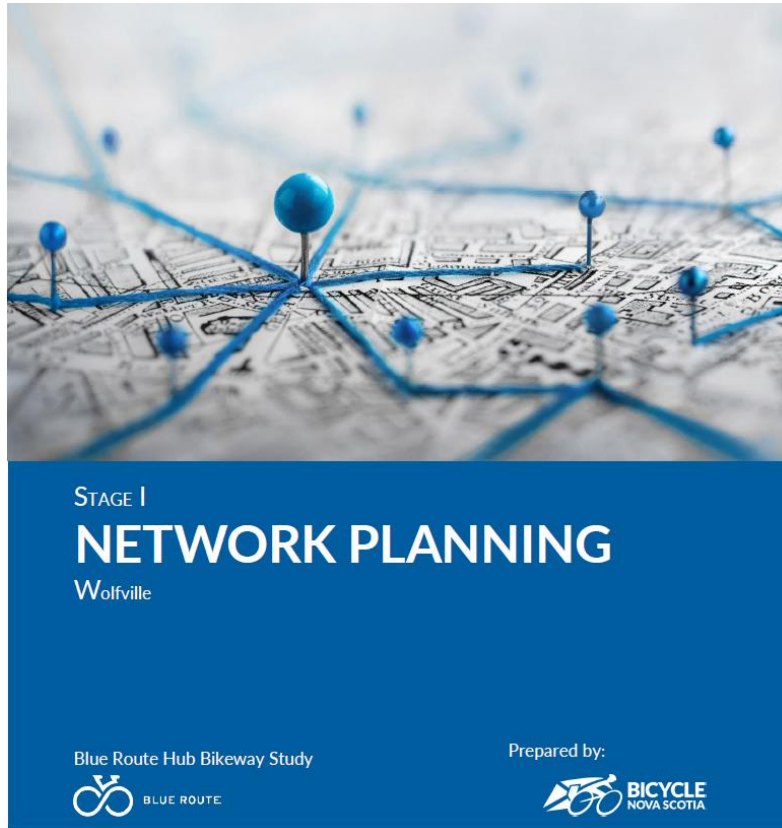


Figure 29* - Complete network (concept)

To ensure that new bicycle infrastructure will accommodate the broadest spectrum of users, facilities should be designed to meet **All Ages and Abilities** (AAA) best practices.

2020-21 AT Work with Bicycle NS

Table 1 - Common themes of comments received during the consultation process

Accessibility	<ul style="list-style-type: none"> ➤ Greater consideration needs to be given to people with differing abilities. ➤ Better provision of space is required to accommodate mobility aids such as wheeled walkers, wheelchairs, adult tricycles, etc. ➤ Ensure that ample parking options are provided for people with limited mobility.
Connectivity	<ul style="list-style-type: none"> ➤ Increase the connection between streets and neighbourhoods (i.e., connector paths), as well as to nearby communities (e.g., New Minas, Grand Pré, Gaspereau).
Education	<ul style="list-style-type: none"> ➤ More education regarding roadway safety and procedures is needed for all road users to improve safety and flow of traffic. ➤ More signage is needed to explain the intended use and flow of the ROW.
Hill	<ul style="list-style-type: none"> ➤ Cycling as a viable option requires solutions to assist people climbing the hill.
Infrastructure	<ul style="list-style-type: none"> ➤ Main Street bike lanes are currently unsafe and need improvements. ➤ A solution is needed to improve traffic congestion caused by the 4-way stop at Main Street and Gaspereau Avenue. ➤ Better crossing treatments are required along the length of Main Street.
Maintenance	<ul style="list-style-type: none"> ➤ Improvements are needed to maintenance practices throughout the year to provide suitable conditions for all users.
Safety	<ul style="list-style-type: none"> ➤ Current cycling infrastructure is seen as unsafe due to proximity to motor vehicles (speed & volume) and the physical conditions of the facilities. ➤ Separation between motor vehicles, cyclists and pedestrians is desired. ➤ Improvements are needed to increase visibility of vulnerable road users.
Parking	<ul style="list-style-type: none"> ➤ Better parking solutions are needed near Downtown.

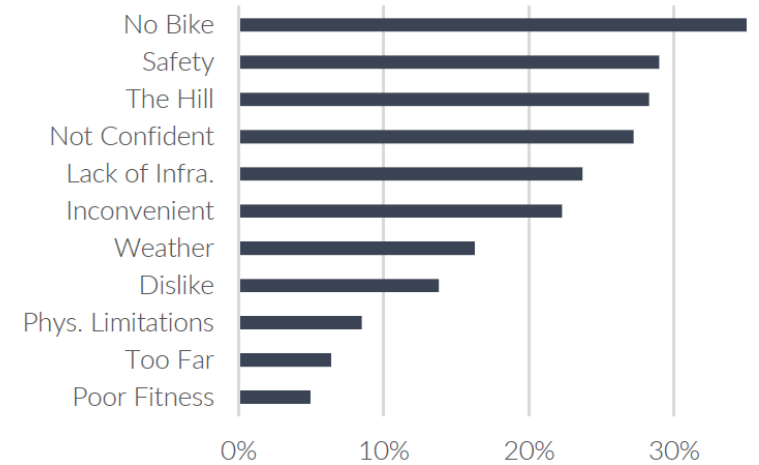


Figure 12 - Deterrents to cycling in Wolfville

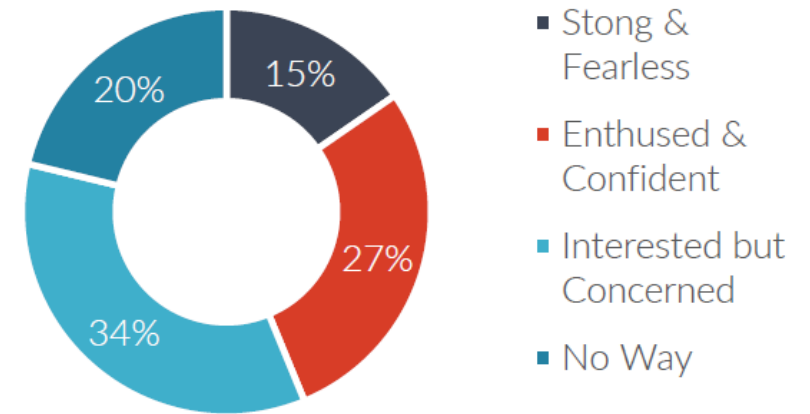
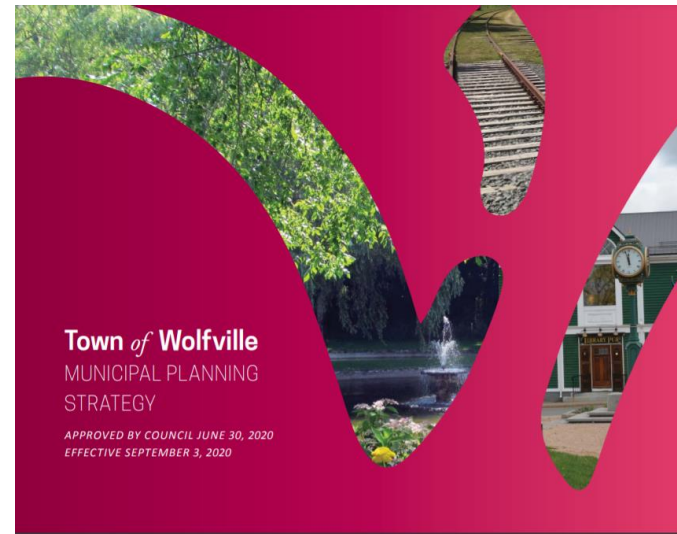
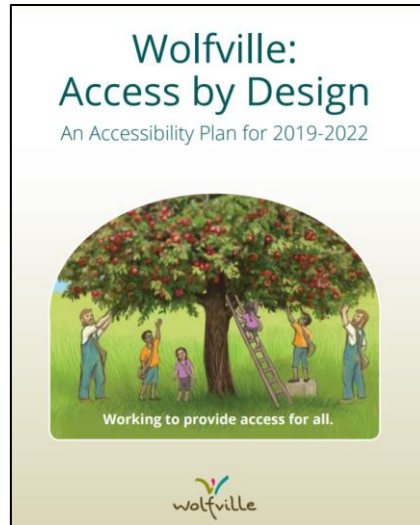


Figure 10 - Type of Cyclist

Policy and Strategy Support for AT Investment



There is a clear desire for improved active transportation in the Town.

- 1. Wolfville: Access by Design (2019).** The Town adopted an Accessibility plan to ensure equitable access to community life and participation in society for all people regardless of their abilities. The plan has 5 areas of focus: the built environment, information on and communication on, transportation on, goods and services, employment.
- 2. Municipal Planning Strategy (2020).** After a substantial process, Council's Municipal Planning Strategy clearly articulates directions related to Active Transportation in part 5 (Mobility) of the plan.
- 3. Council Strategic Plan (2021-2024).** Council's recently adopted strategic plan outlines priorities and initiatives which include:
 - Clear plan to address, in a timely manner, the revitalization and maintenance of road, sidewalk, crosswalk infrastructure and traffic management including addressing the issue of the 4-way stop
 - Climate management related initiatives to reduce carbon emissions, support local transportation, local food security and environmental protection.



Wolfville's Low Carbon Pathway

Actions that would achieve net-zero GHG emissions by 2050 were explored using energy and emissions modelling. Assumptions were developed for each action and they were modelled as a low-carbon scenario to demonstrate their emissions reductions potentials compared to current emissions and those projected under the BAU scenario. The collection of actions that will reach the target are summarized here:

Transportation and Transit

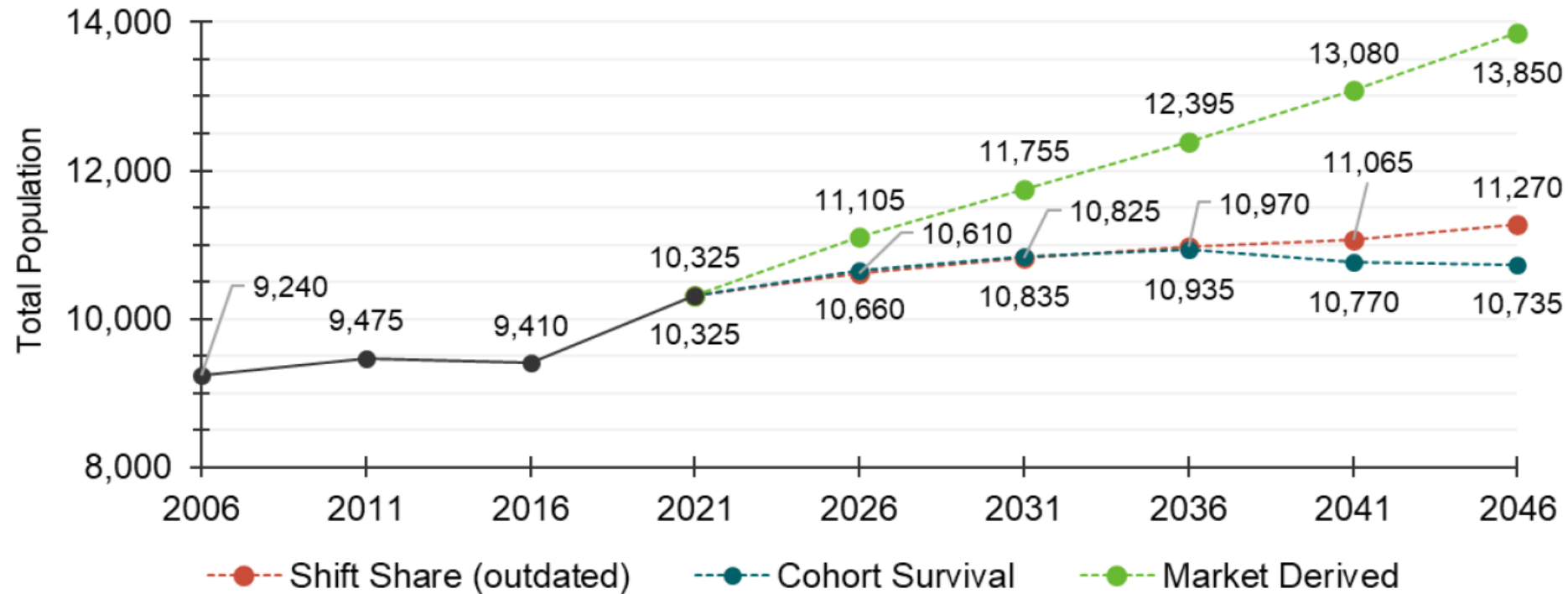
- 30% of new personal vehicles are electric by 2030, 60% by 2035, and 100% by 2040;
- 30% of new commercial vehicles are electric by 2030, 50% by 2035, and 80% by 2040;
- Transit fleet is 100% electric and right sized by 2035;
- Municipal vehicle fleet is 100% electric by 2030;
- Increase transit frequency;
- Transit use increases to 25% by 2030; and
- 40% of shorter trips are made by walking or biking by 2030, 50% by 2050.

Recommended Actions

Action 8: Allocate capital budget to continued improvement of Active Transportation Infrastructure (e.g. sidewalks, trails, bike lanes, bike parking, etc.) to achieve 40% mode share by 2040 and 50% by 2050

Wolfville is growing!

Town of Wolfville and Kings Subd. D (combined) - Population forecast models (2022)



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

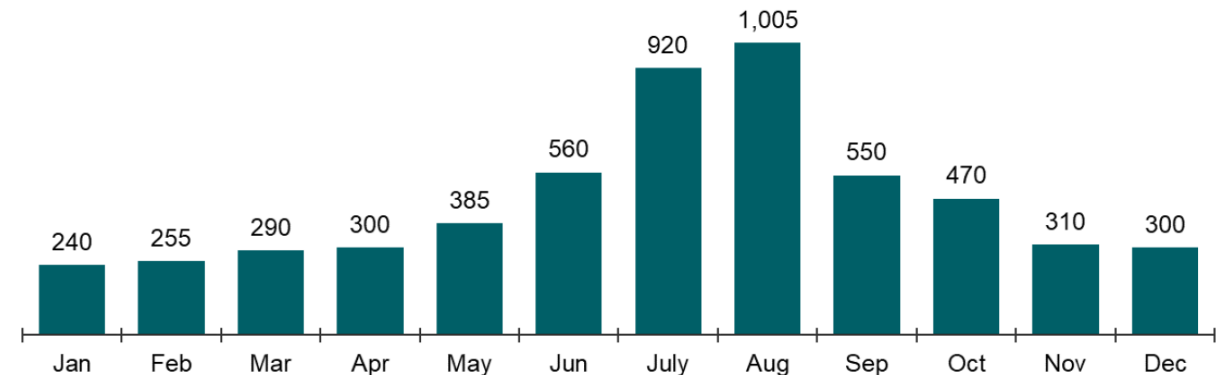
Many visitors are coming to our region (and bringing their bikes!).

Figure 6.1: Visitation Statistics by Visit Type, 2019

	Pleasure	Visit Friends / Relatives	Total
Total Tourists	1,142,000	736,000	1,878,000
Visited Bay of Fundy / Annapolis Valley	37%	27%	33%
Visited the Town of Wolfville	24%	35%	28%
Estimated Annual Wolfville Tourists	101,410	69,550	170,960

Source: derived from Tourism Nova Scotia

Figure 6.2: Estimated Average Visitors per Day by Month, 2019



Source: derived from Tourism Nova Scotia









OVERVIEW OF PROPOSED NETWORK

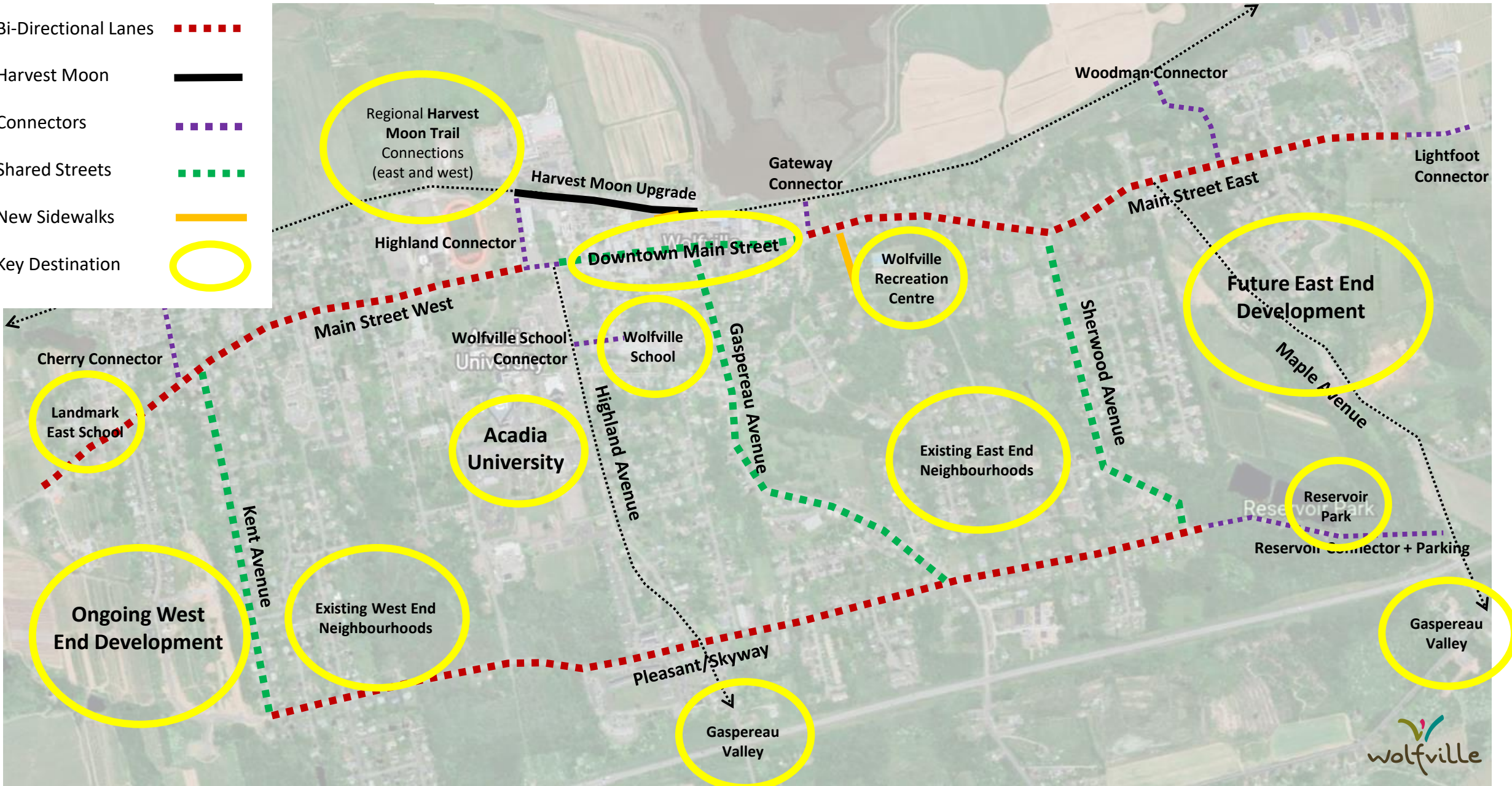
Existing Conditions + Ongoing and Future Projects of-note for overall Network








ICIP PROJECTS

- Bi-Directional Lanes 
- Harvest Moon 
- Connectors 
- Shared Streets 
- New Sidewalks 
- Key Destination 

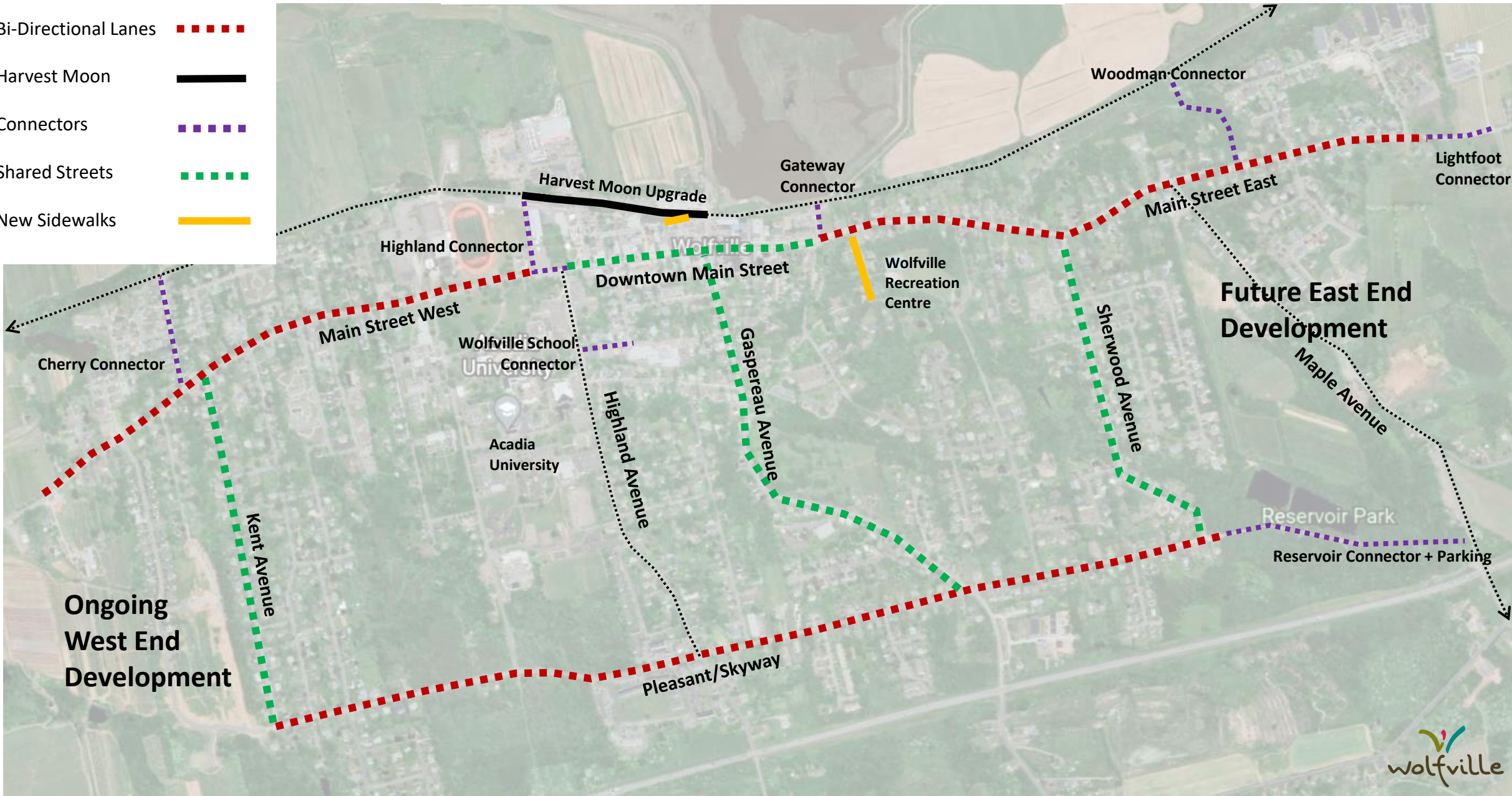
Key Destinations



ICIP PROJECTS

- Bi-Directional Lanes 
- Harvest Moon 
- Connectors 
- Shared Streets 
- New Sidewalks 

Proposed ICIP AT Network Projects



Summary of AT Network – ICIP Projects



PROJECT	LENGTH
Main Street (east and west) AAA bi-directional AT lane – 3m asphalt with barriers	3,140m
Skyway/Pleasant AAA bi-directional AT lane – 3m asphalt separated with curb	2,370m
Harvest Moon Trail AAA bi-directional AT lane – 3.2m asphalt and intersection improvements	470m
Connectors Cherry Lane to Harvest Moon Trail; Main Street at Oak Avenue extension to Harvest Moon Trail; Highland to Harvest Moon Trail; Highland to Wolfville School; East End Gateway to Harvest Moon Trail; Reservoir Park to Maple Avenue.	1,180m
Shared Streets Kent Avenue; Gaspereau Avenue; Sherwood Avenue; Downtown Main Street (TBD)	2,960m
New Sidewalk Front and Harbourside; Victoria Avenue to Recreation Centre	230m
TOTAL	10,350m



ICIP Specifications Overview (general)



- This application outlines essential projects to complete a high service level AT network in the Town of Wolfville. Other projects (ongoing or future) will further enhance the network outlined in this application. Implementing a town-wide AT network and enhanced mobility in the Town has been a long-standing aspiration of the community, reflected through the planning processes, policy and strategy undertaken to-date.
- The aspects of the AT network outside of this funding opportunity have been included at the end of this document for context. The Town took part in a NS Blue Route process with Bicycle NS as part of our AT planning. The Harvest Moon Trail and enhanced Main Street AT corridor proposed will improve the NS blue route and regional/provincial connectivity through Wolfville.
- The proposed facilities will connect a diversity of users (students, residents, visitors, etc) to key destinations in the Town and beyond. A key destinations map has been included in this package for further context.
- We have been guided by All Ages and Abilities (AAA) guidelines from NACTO throughout our process. We have had to iterate design ideas based on local conditions, constraints and context along each project route.
- The specifications for each project are included in the next section of this document.

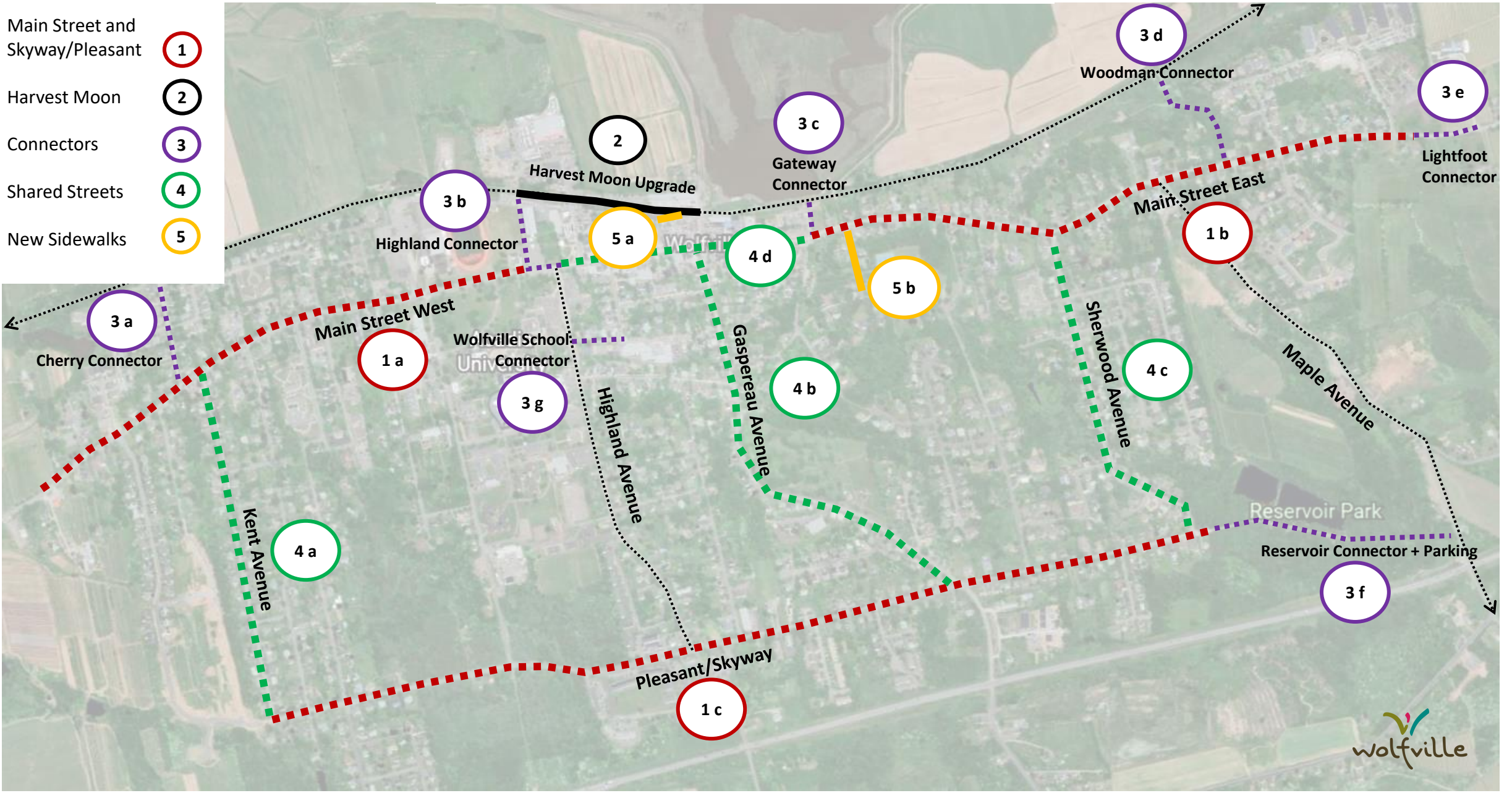


INDIVIDUAL PROJECT DETAILS

ICIP PROJECT NUMBERS

- Main Street and Skyway/Pleasant **1**
- Harvest Moon **2**
- Connectors **3**
- Shared Streets **4**
- New Sidewalks **5**

ICIP Project Reference Map





Main Street

1 a

1 b

See Project Reference Map

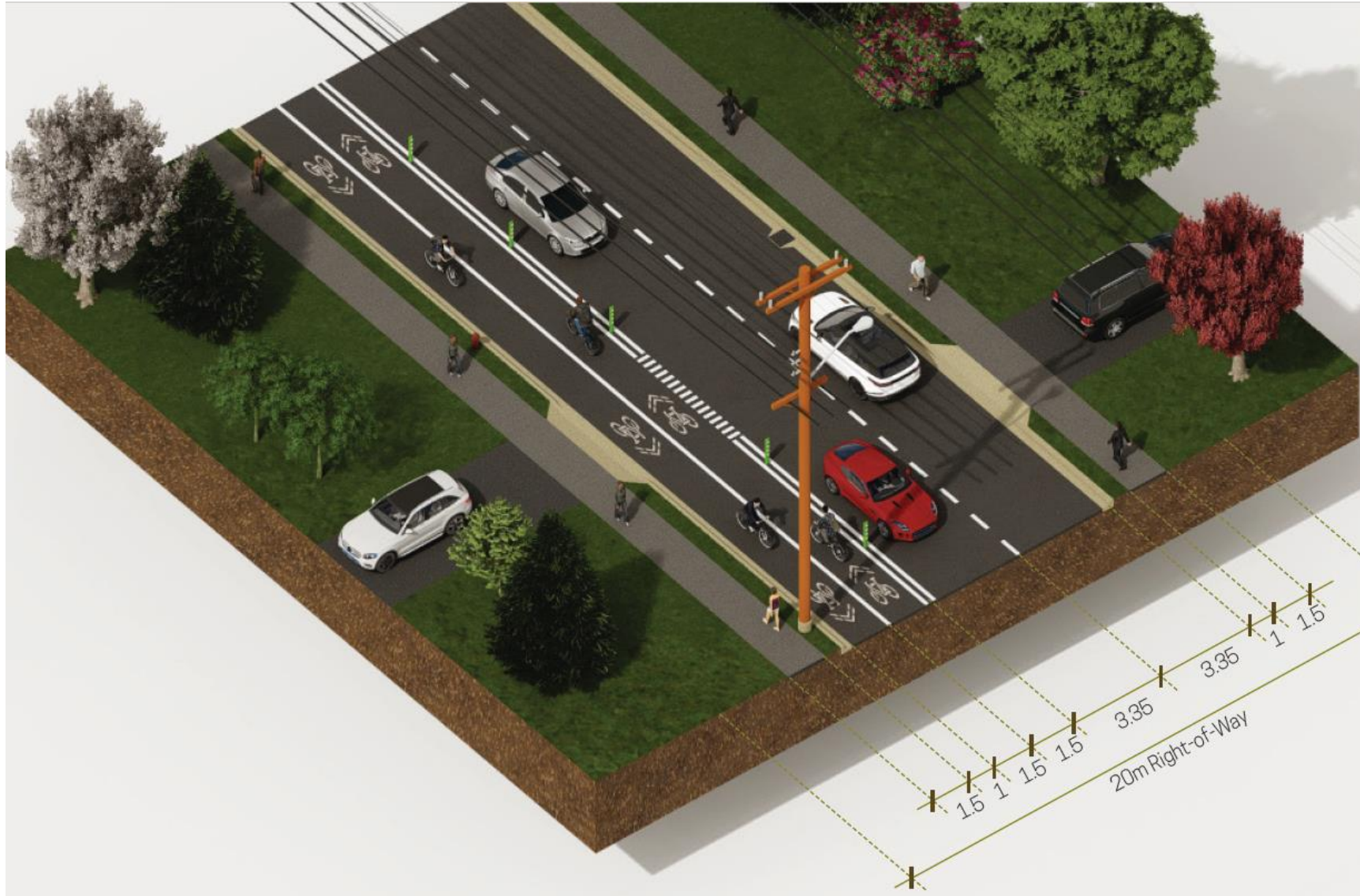
Main Street – East and West



See Project Map:

1 a

1 b



Project Details:

1,760m East End and 1,380m West End = 3,140m total

West = Town Boundary to East End Gateway; West = Town Boundary to Highland Avenue

Separated, AAA asphalt multi-use pathway on south side of roadway.

Separated by bollards and some concrete barriers - subject to detailed design (we have many barriers from our one-way Main Street pilot). Sidewalks maintained.

Involves new surface and bike friendly catch basins, signage, curb repair, crossings, painting and line marking.

Main Street – East and West



See Project Map:

1 a

1 b



Project Details:

Before and after conceptual rendering of Main Street East and West shown here for context.

A much safer, All Ages and Abilities (AAA), condition is proposed.

Note:

The Town currently owns a large quantity of concrete curb stops that will be used to increase the separation along the corridor (e.g. the bollards would be mounted on the curb stops).

Main Street – East and West



See Project Map:

1 a

1 b



Crosswalk to Landmark East

Bike Lanes

Project Details:

Conceptual rendering entering Town on west end next to Landmark East School showing and proposed transition condition at crosswalk.

There is a rapid flashing beacon crossing (not shown in this concept) that has been installed at this crossing in 2022.

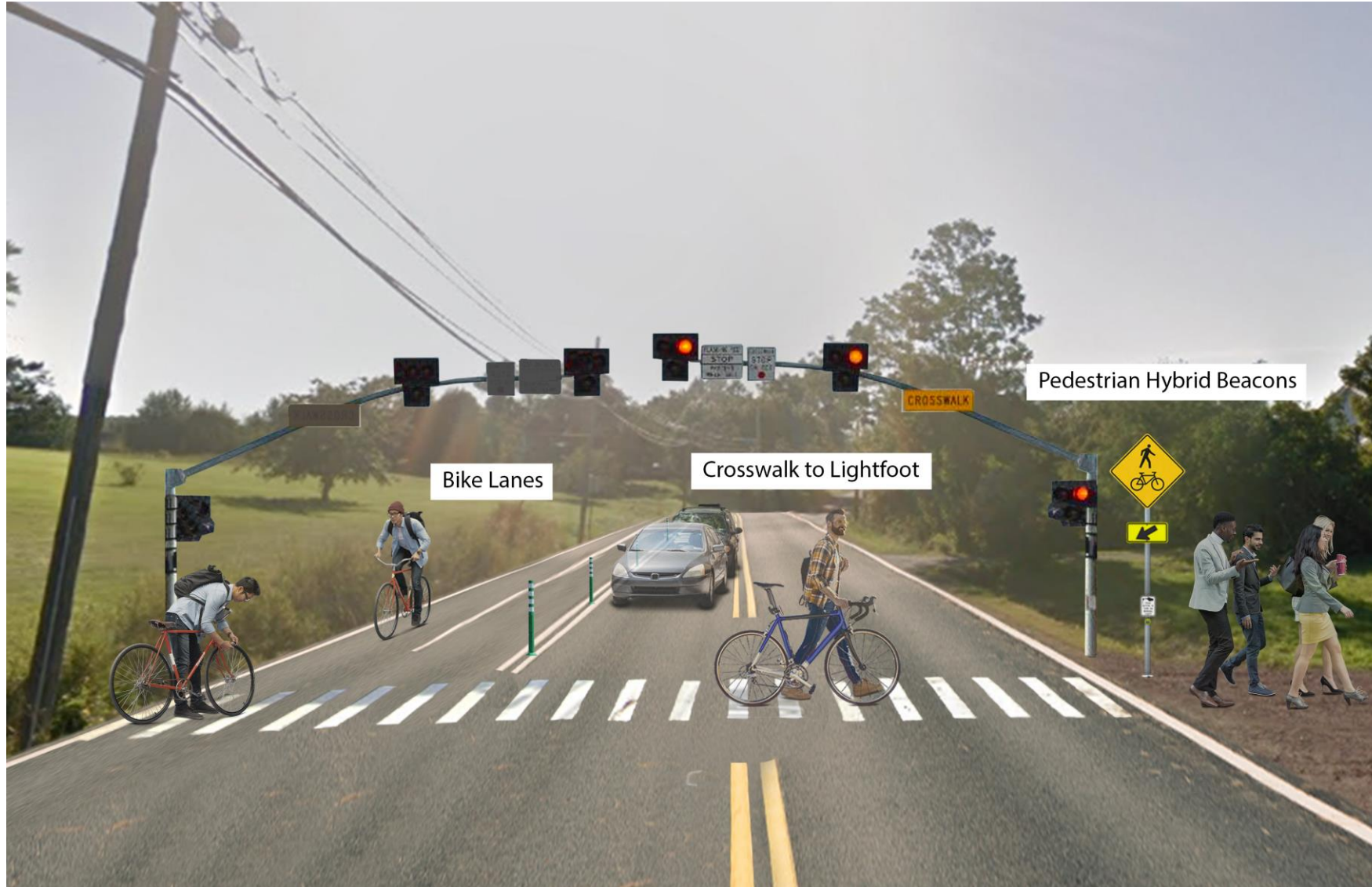
Main Street – East and West



See Project Map:

1 a

1 b

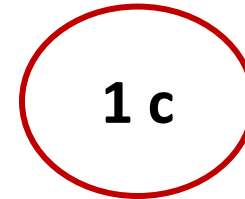


Project Details:

Conceptual rendering of the Main Street transition in the east end, looking west, showing the start of the lanes at Lightfoot&Wolfville winery (or at the town boundary, TBD) with an added overhead crossing (shown here) or rapid flashing beacon and the beginning of the AT lanes at the crosswalk.



Skyway/Pleasant

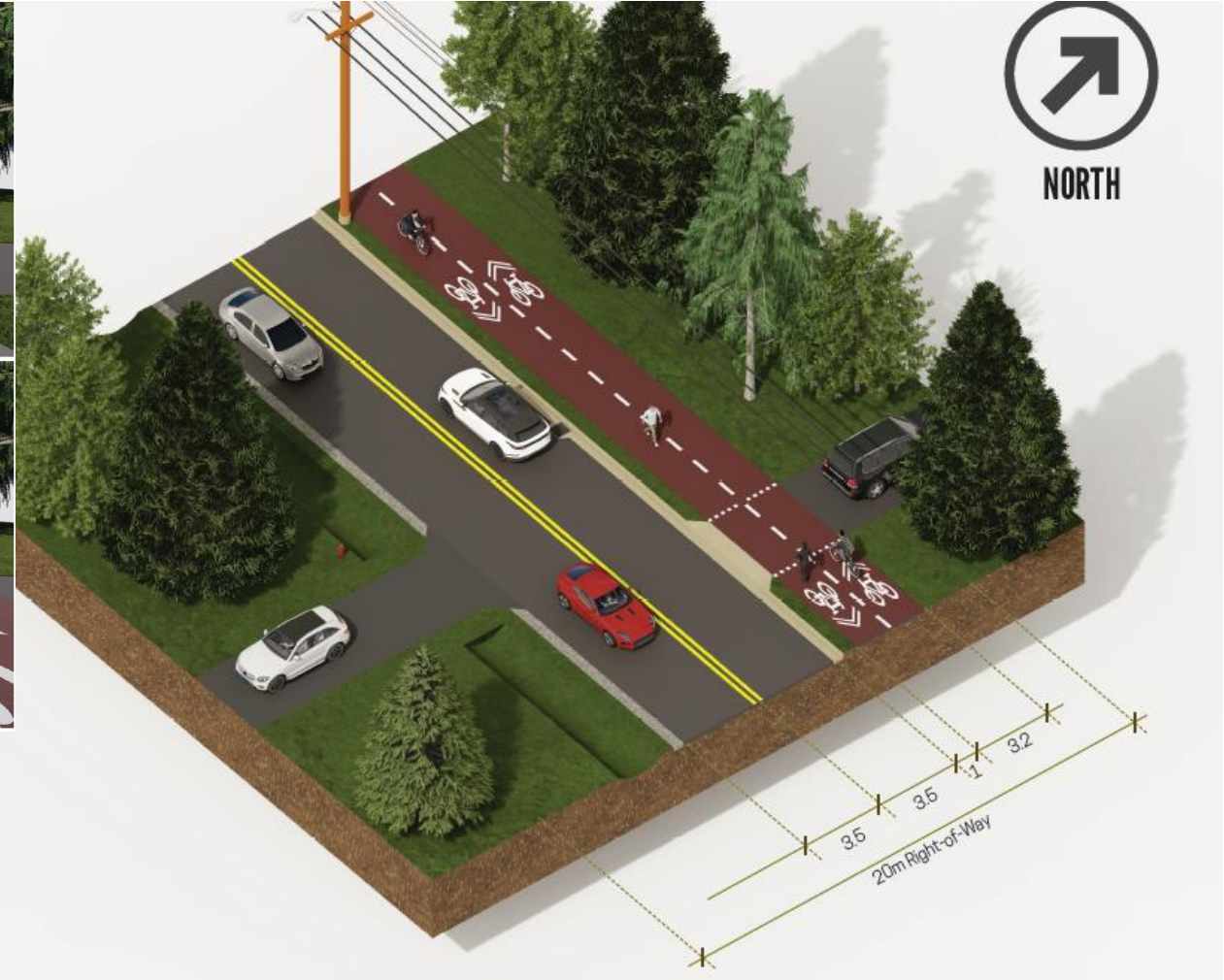
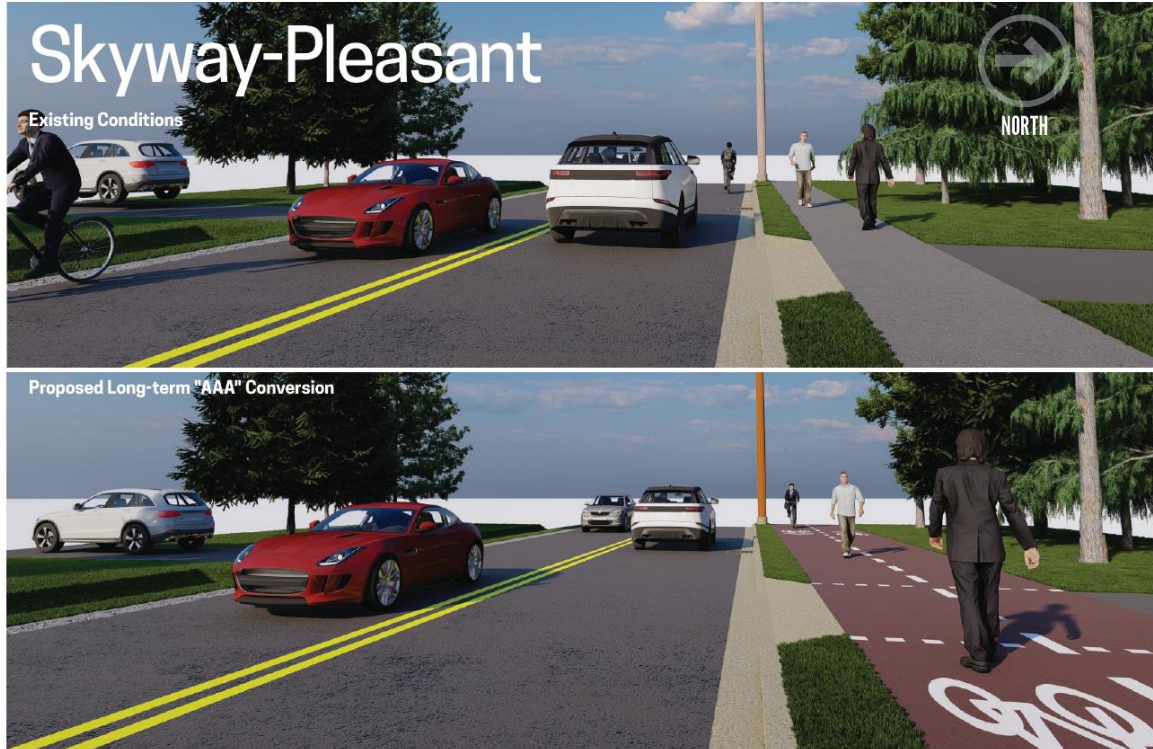
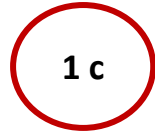


See Project Reference Map

Skyway/Pleasant Corridor



See Project Map:



Project Details: Widen sidewalk to a 3m+ AAA standard along the entire corridor. Separated by the existing curb. 2,370m connecting the West End to the East End in a linear corridor.

Skyway/Pleasant Corridor



See Project Map:

1 c



Shown here is a functional layout of Skyway/Pleasant corridor.

Project would include an asphalt 3m corridor, driveway repairs, retaining walls, signage, paint and other details.

Skyway/Pleasant Corridor



See Project Map:

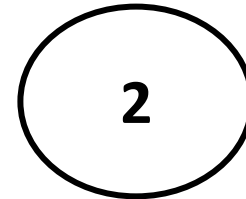
1 c



Functional layout of Skyway/Pleasant (cont'd)



Harvest Moon



See Project Reference Map

Harvest Moon Trail and Intersections



See Project Map:

2

Project Details:

Improving safety through paint and signage at the Harbourside Dr/Harvest Moon intersection and the Elm Ave/Harvest Moon intersections.

Paving an asphalt 3-3.2m corridor from Harbourside Drive to the Wolfville Farmer's Market.

Relocating the existing fence, landscaping and signage would be part of this project scope.

The Town is doing a Capital Project (underground infrastructure) on Harbourside Drive in 2023-24 that this project will be planned and tendered with.

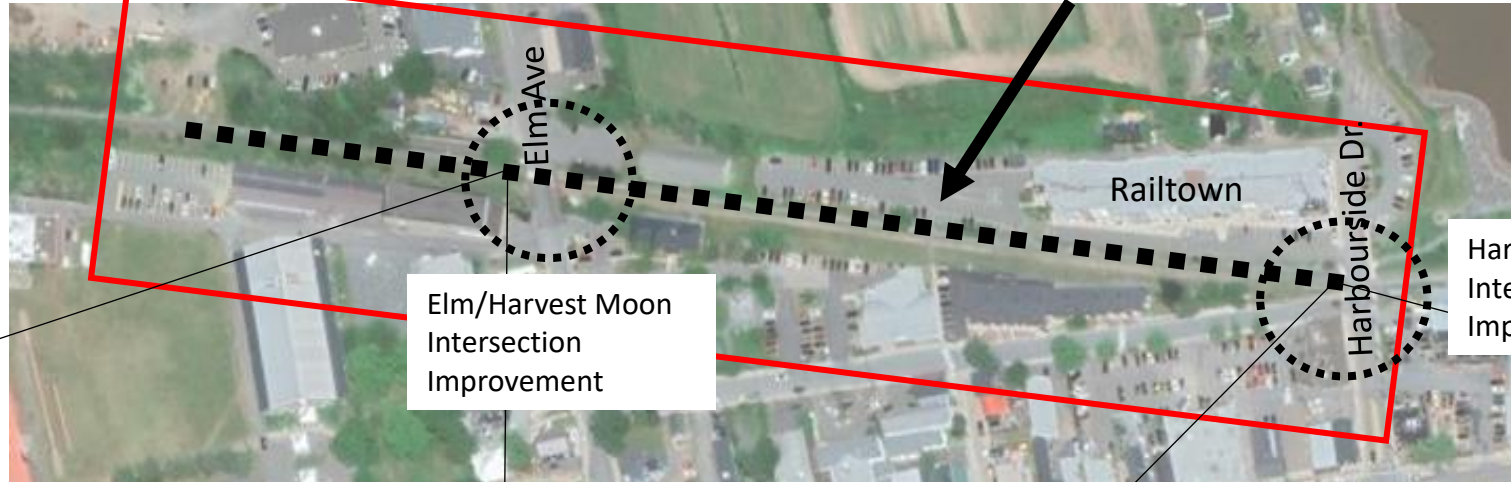


Harvest Moon Trail and Intersections



See Project Map:

Harbourside to Farmer's Market 3+m asphalt multi-use trail



Elm/Harvest Moon Intersection Improvement

Harbourside/Front Intersection Improvement

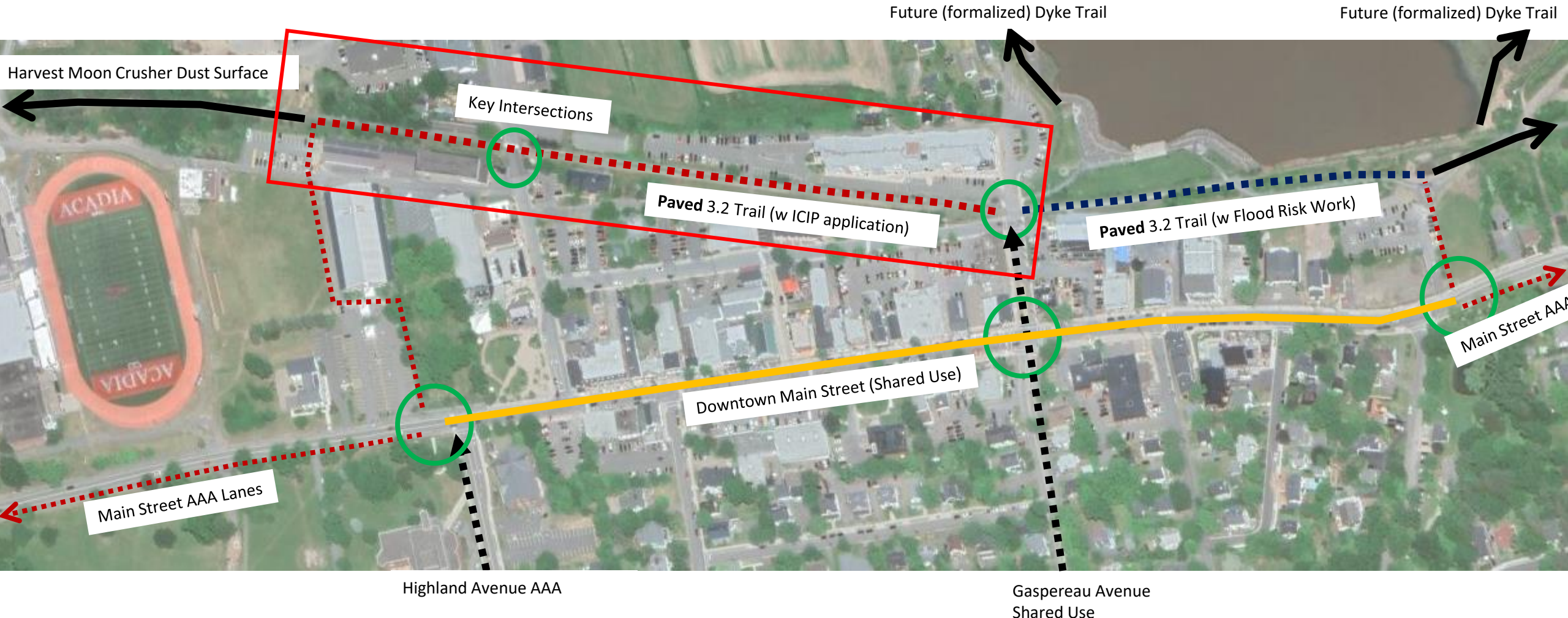


Conceptual Renderings of Intersection areas



Harvest Moon Trail and Downtown Context

See Project Map:

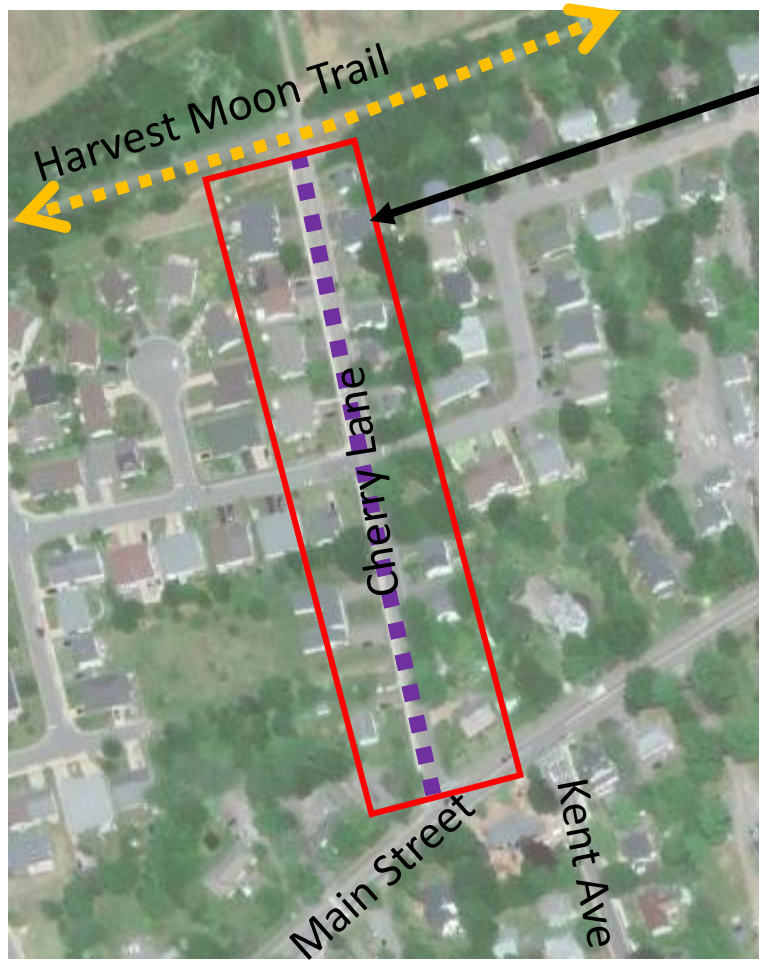




Connectors

- 3 a
- 3 b
- 3 c
- 3 d
- 3 e
- 3 f
- 3 g

See Project Reference Map



Project Details:

Bike Boulevard/Shared Street. Line Painting, Signage, Traffic Calming (e.g. speed hump)



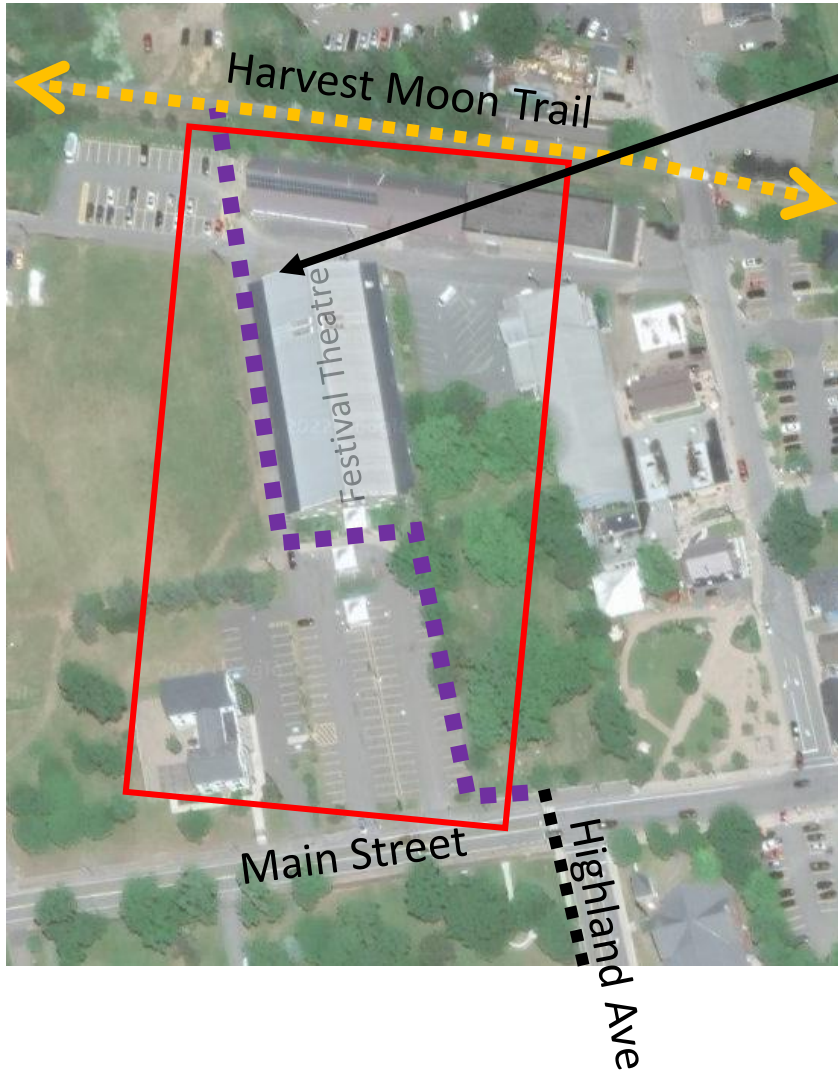
Conceptual rendering of proposed condition at Cherry Lane looking south.

Connector Highland Avenue to Harvest Moon Trail



See Project Map:

3 b

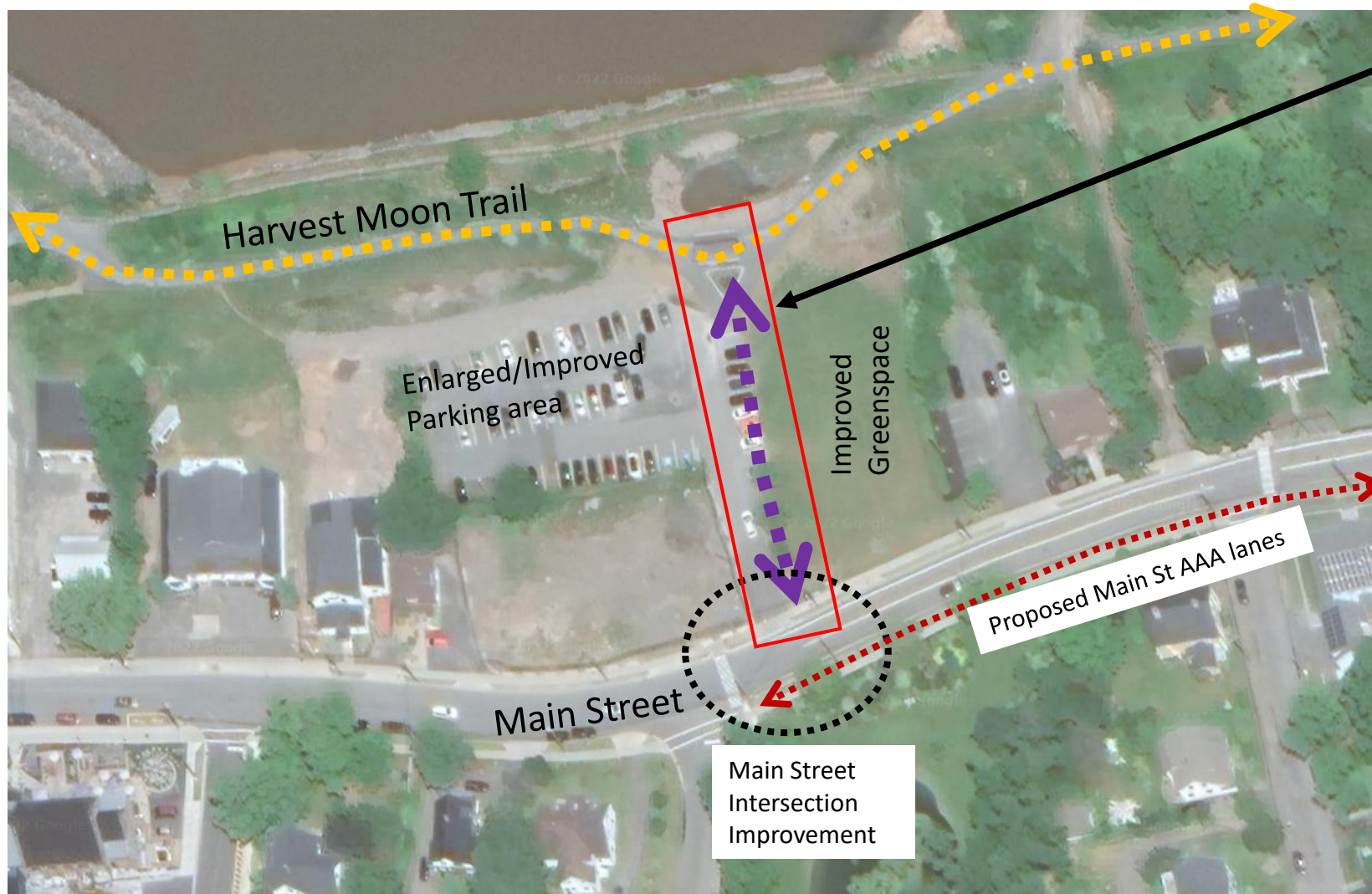


Project Details:

3.2m asphalt multi-use path, paint, signage through fire lane along Festival Theatre and on to Harvest Moon trail.



Conceptual rendering of proposed condition at Main Street looking north.



Project Details:

3.2m asphalt multi-use path connecting Main Street through the East End Gateway to the Harvest Moon Trail (shown in purple).

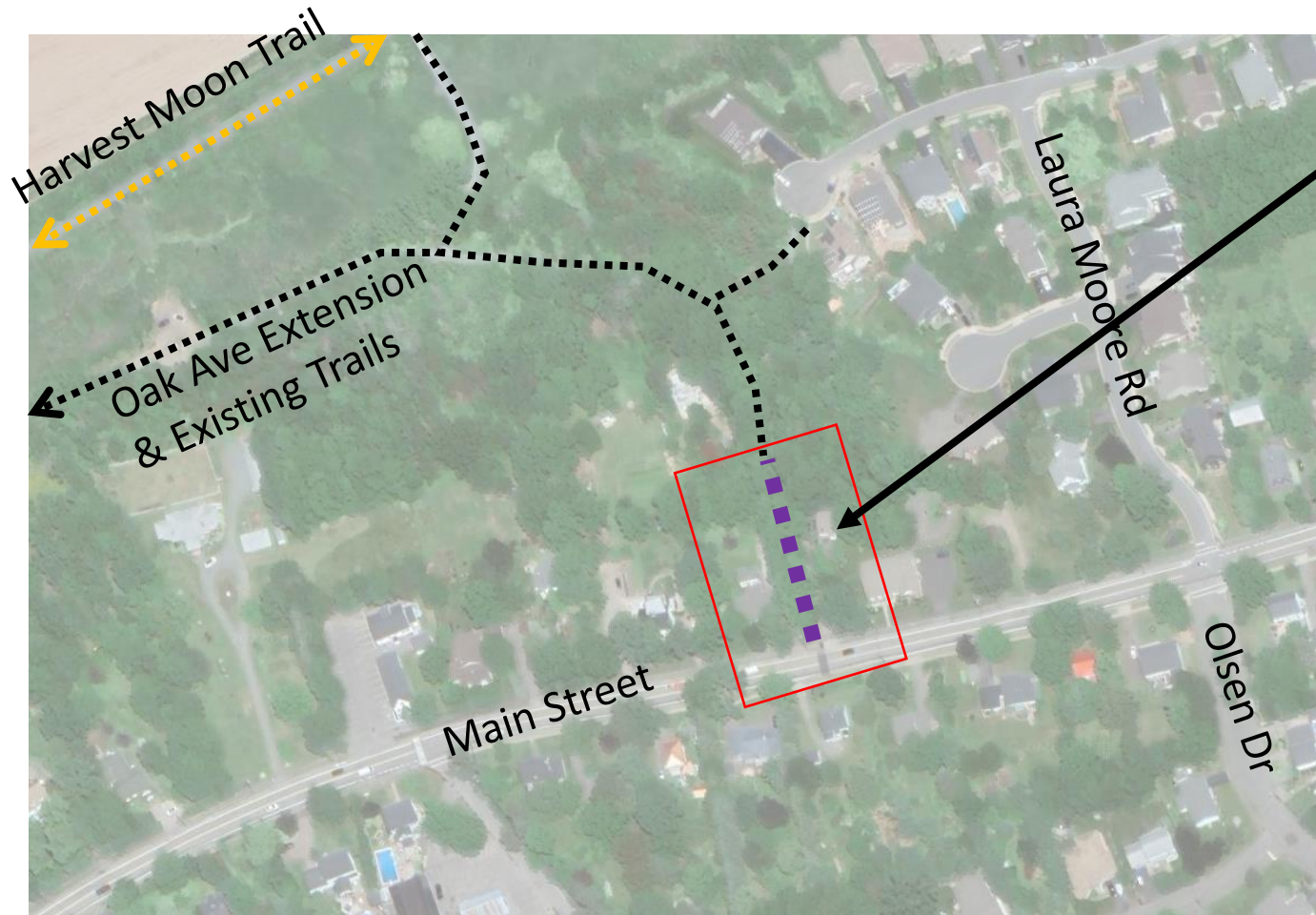
Connector

Oak Avenue Extension to Harvest Moon



See Project Map:

3 d



Project Details:

3.2m crusher dust or asphalt multi-use path, paint, signage.



Conceptual rendering of proposed condition at Main Street looking north (using asphalt).

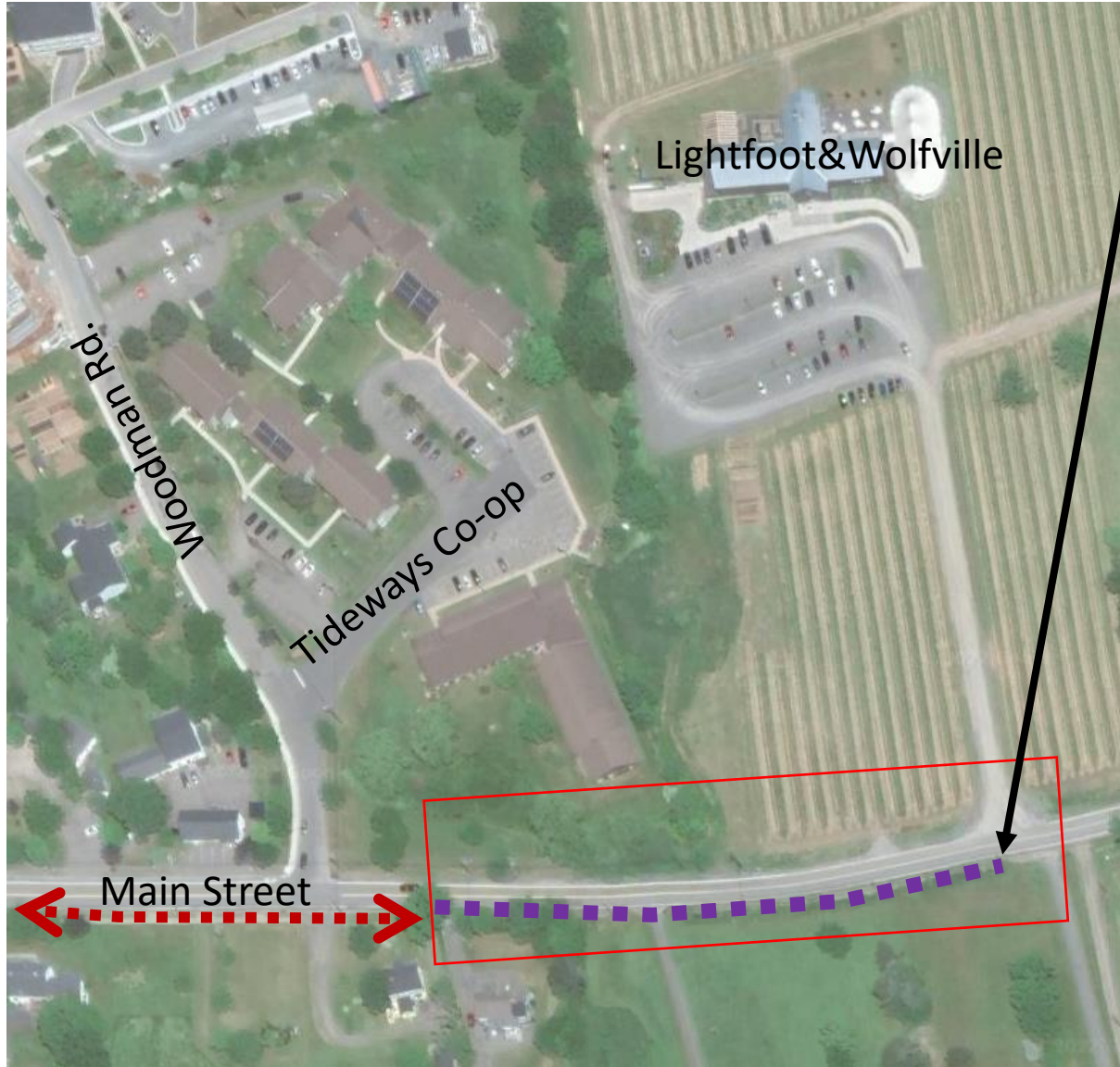
Connector

Town Boundary to Lightfoot&Wolfville



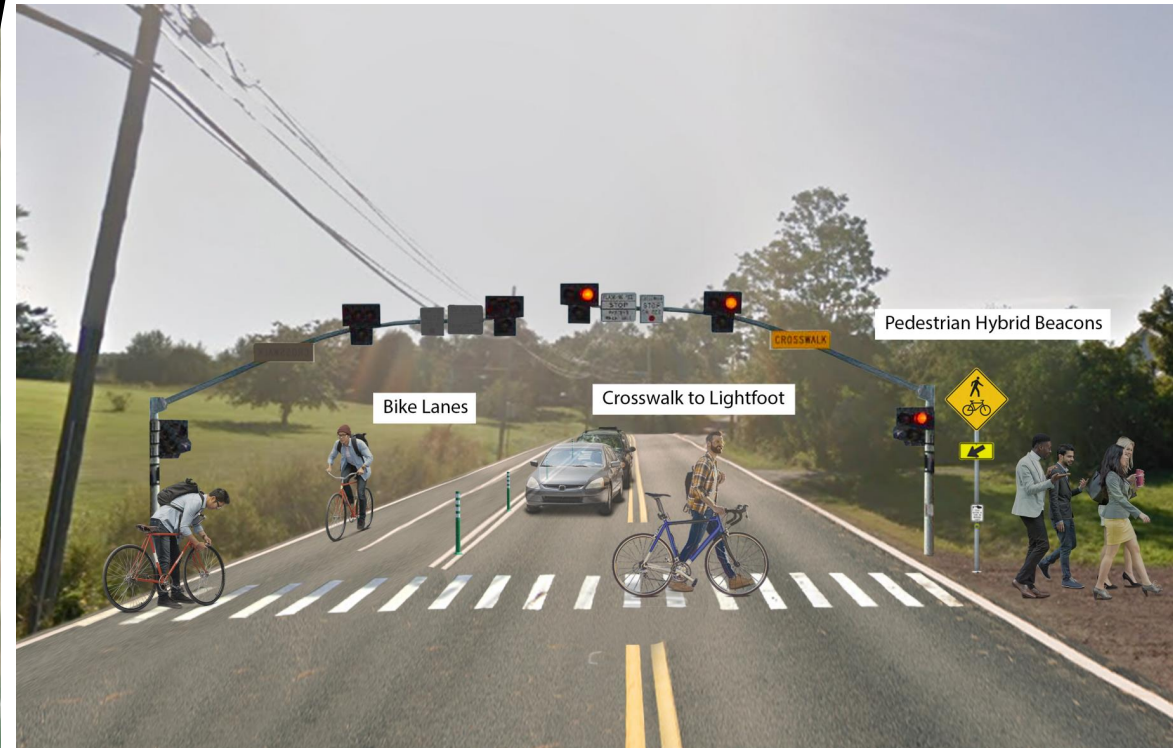
See Project Map:

3 e



Project Details:

3m asphalt bi-directional multi-use pathway, paint, bollards, signage. A safe crossing (TBD with overhead lights) would also be involved.



Conceptual rendering of proposed condition at Main Street looking west with the Lightfoot&Wolfville driveway to the right.

NOTE: This project will connect to the town boundary if regional partners (e.g. Lightfoot&Wolfville and/or County of Kings are not contributing)

Connector + Parking

Reservoir Park to Maple Ave



Connector

Highland Avenue to Wolfville School



See Project Map:

3 g



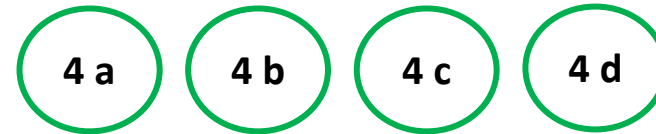
Project Details:

3+m asphalt bi-directional multi-use pathway, paint, signage.

Detailed design required.



Shared Streets



See Project Reference Map



Project Details:

Shared Street treatments are proposed for Kent Avenue, Gaspereau Avenue, Sherwood Drive and for the Downtown of Main Street.

These treatments do not separate vehicles and bicycles and operate on roadways with existing sidewalks, relatively low volumes and speeds. The treatments involve paint, signage, and traffic calming (e.g. speed humps).

The proposed conditions would increase the safety of our streets from what we have today and improve AT culture in the Town. Some of these treatments have been proposed since the 2015 AT plan was adopted but have not been implemented.

Shared Streets

Project locations



See Project Map:

4

ICIP PROPOSAL

Shared Streets

4



Project Details: 2,960m of shared street treatment, including paint, signage and traffic calming (e.g. speed humps).



The downtown part of our Main Street was presented to Town Council as two options. The painting of the street option was recommended in our 2015 AT Plan (shown to the right). This is a very low cost option we have accounted for in this application. The narrow width and activity on the street creates for traffic calming but this is not an environment or solution that meets All Ages and Abilities (AAA) guidance. Because of this, we have proposed a high service level connection that gets users to the Harvest Moon Trail through the downtown (see previous page on downtown context).

Note: we have a functional design and renderings to extend the east and west Main Street projects through the downtown with a separated lane by taking over the south on-street parking spaces (drawings included later in this document). Once we get closer to the east and west Main Street projects becoming a reality, and have a chance to consult our downtown businesses more on issues like on-street parking, this solution may become a reality. It has not been included in the application but is without question a much safer solution for AT and mobility options moving forward.

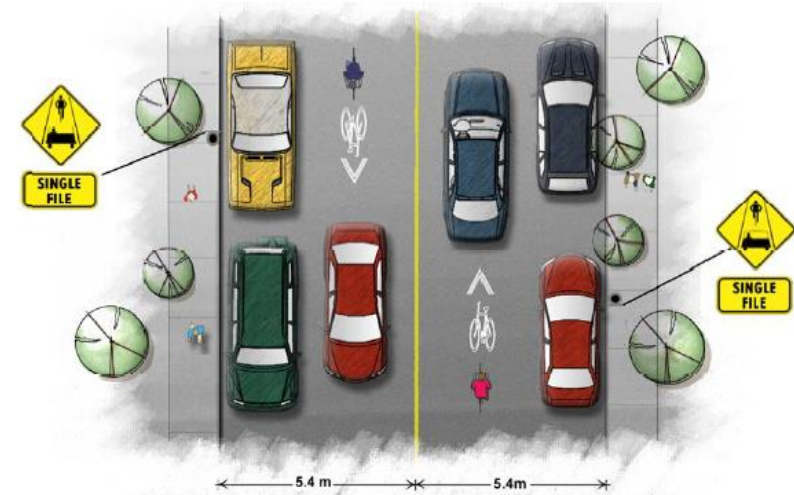


Figure 7-3: Typical Cross Section with Sharrows (Single File Application)



WC-19 / WC-19S Sign



Sharrows Marking



Examples of Single File Sharrows



Sidewalks

5 a

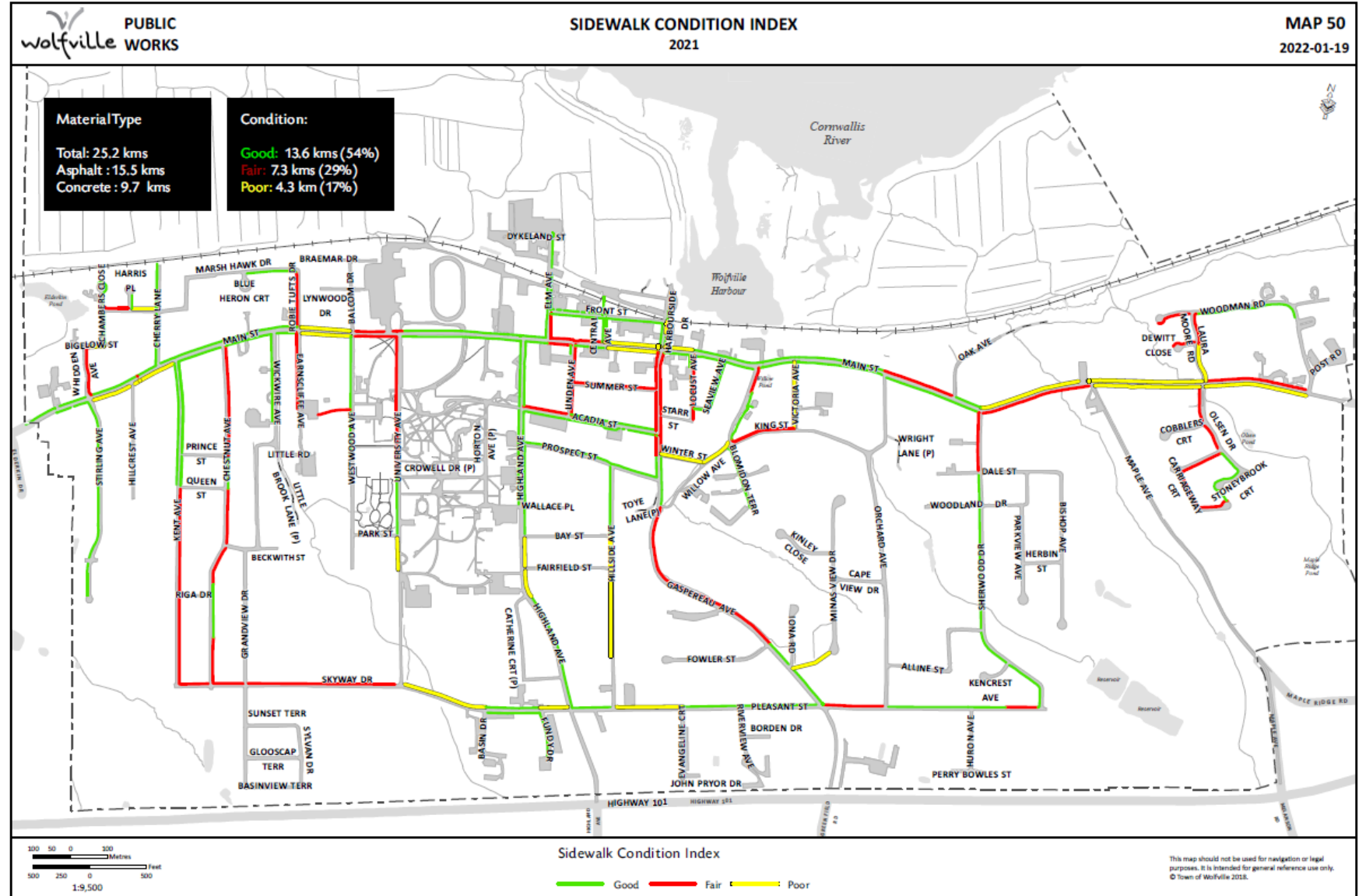
5 b

Project Details:

The Town maintains a condition assessment of sidewalks in the Town as part of our Asset Management program. This application proposes to create 2 new sidewalks in key areas of Town.

Victoria Avenue connects Main Street to our Recreation Centre, Playground, Rotary Fields and Tennis Courts.

Front St and Harbourside Drive sidewalk connection creates a safer connection for the various users of this busy intersection.



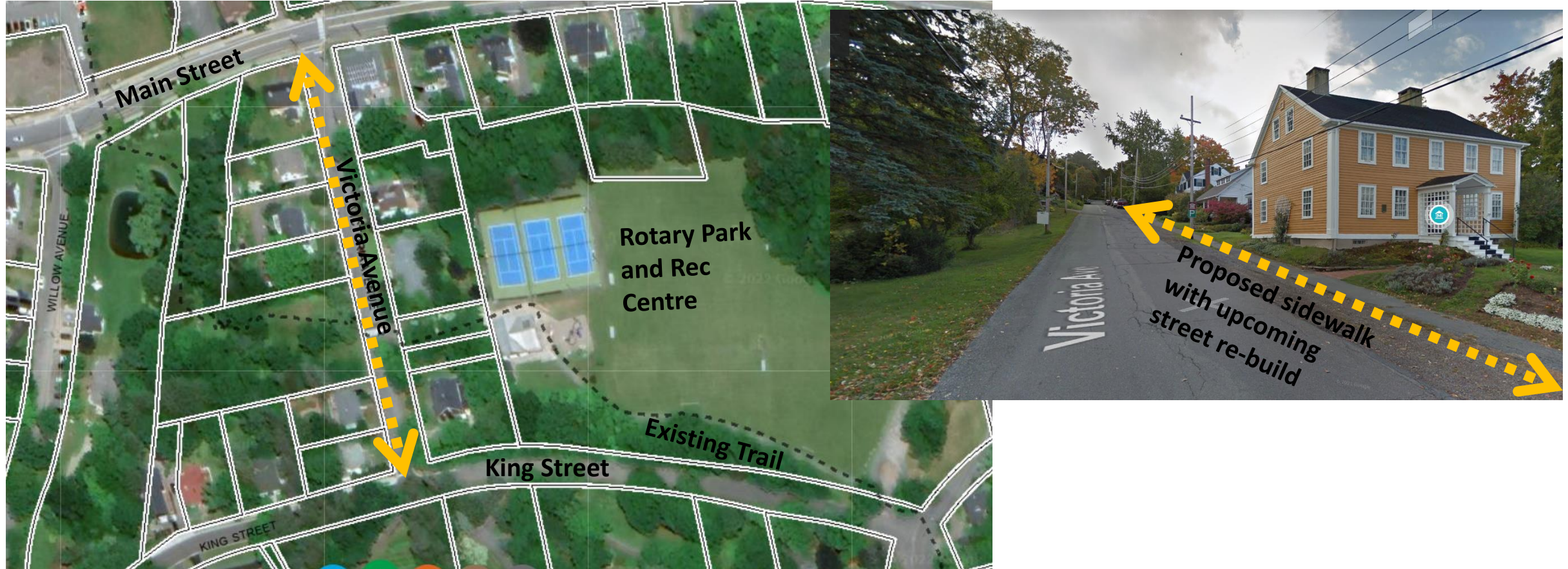
Sidewalks

Victoria Avenue



See Project Map:

5



Project Details: The Town is planning to re-build Victoria Avenue (underground). We would look to put in a concrete sidewalk or a multi-use asphalt, bi-directional pathway. Enhancing the intersection safety at the Recreation Centre where the Millennium Trail Crosses Victoria Avenue is also part of this project scope. Victoria Avenue is 190m in length.

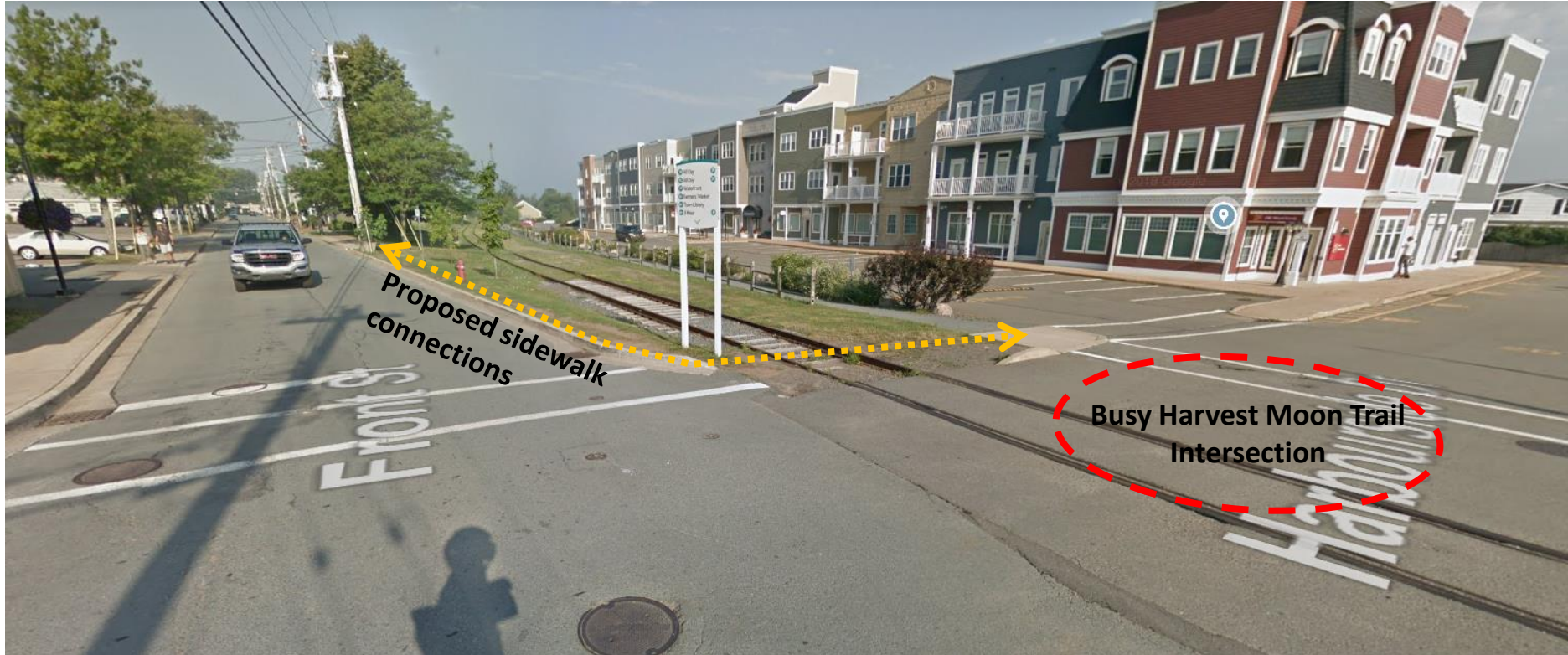
Sidewalks

Front Street and Harbourside Sidewalk



See Project Map:

5



Project Details: The Town is planning to re-build Harbourside Drive (underground). We are proposing to connect the (missing) concrete sidewalks in this area to improve safety. This is 40m of concrete sidewalk and would be packaged with the Harvest Moon Trail paving and intersection improvements scheduled with the Harbourside Capital Project.

Conclusion

- Community engagement and education is needed.
- Class D costing/Budget estimates have been completed. Detailed designs required and budgeted for. All of these projects fit. Executed from '23-24 to '26-27 budget years with our \$800,000.
- Flexibility in execution (may want to prioritize certain projects or do 1 or 2 large tenders for the work)
- Need motion to get the process moving – Provincial + Federal Reviews (20+ weeks). Will form part of 23-24 budget.
- Still a lot of work for Staff to pull full application together.
- These are not our only AT investments – just a package of them!





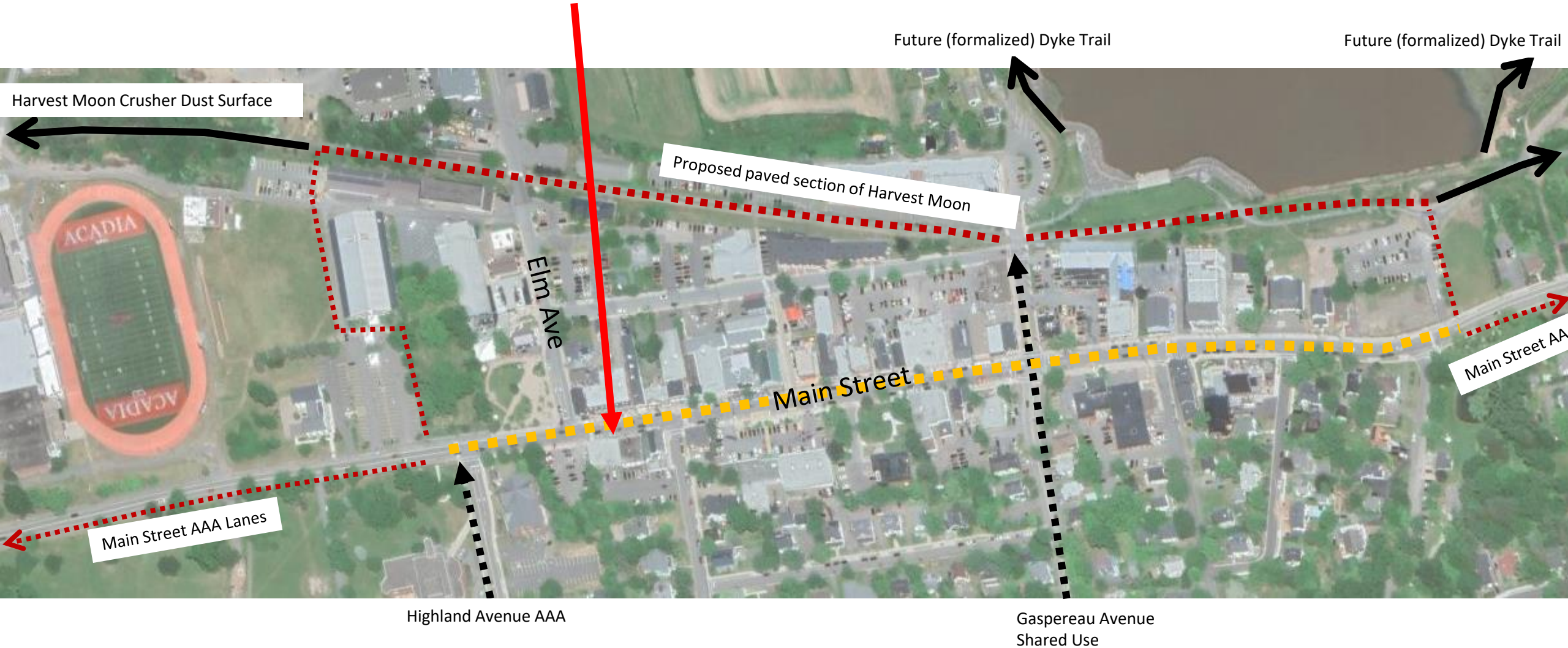
Related AT Projects (not in ICIP application)

Existing Conditions + Ongoing and Future Projects of-note for overall Network



Downtown Main Street Option

Option presented to Town Council at June 14th meeting. Not included in application.



Downtown Main Street Option



~28 parking stalls
(would need parking
plan with detailed
design).

Can be seasonal.

Slightly more narrow
- 8-9' (2.75m-3m).
Subject to detailed
design.

Bus stop, bump outs,
other details.

Downtown Main Street Option



~28 parking stalls
(would need parking
plan with detailed
design).

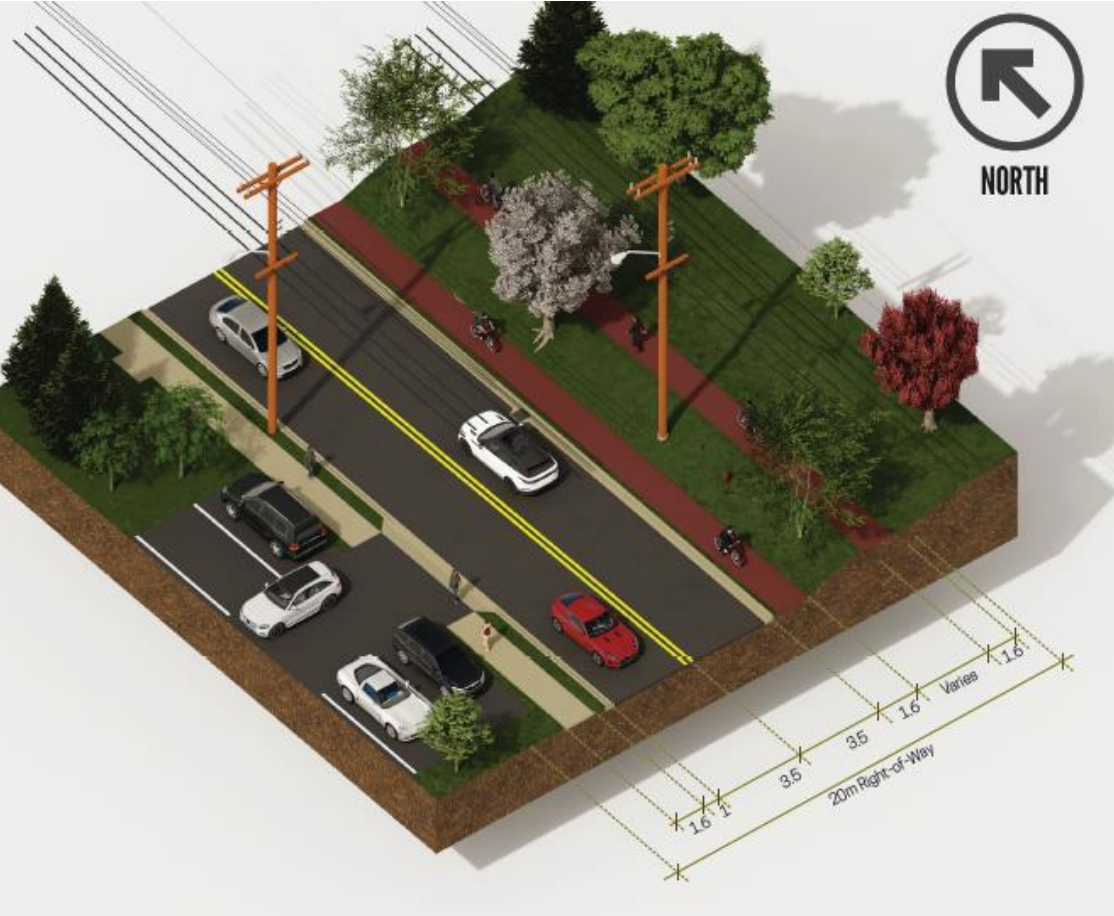
Can be seasonal.

Bit more narrow - 8-
9' (2.75m) than the
3.3m striving for
along rest of corridor.

Downtown Main Street Option



Ongoing AT Project with Capital re-build



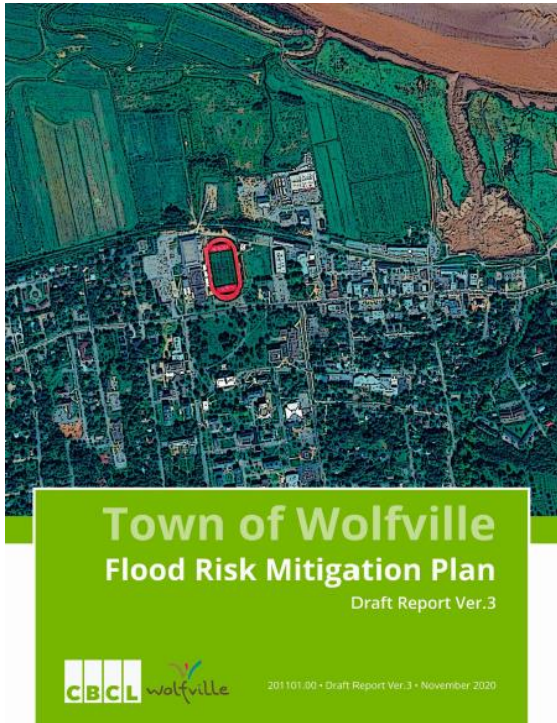
Highland Avenue

Long-term AT Projects with Capital re-builds



Main Street

Flood Risk along Harvest Moon Trail



Trail Connection along Harvest Moon Trail will happen from East End Gateway to Harbourside with Flood Risk work (budgeted).

Dept of Ag also considering dyke trails in both directions with upgrades.



Flood Risk along Harvest Moon Trail

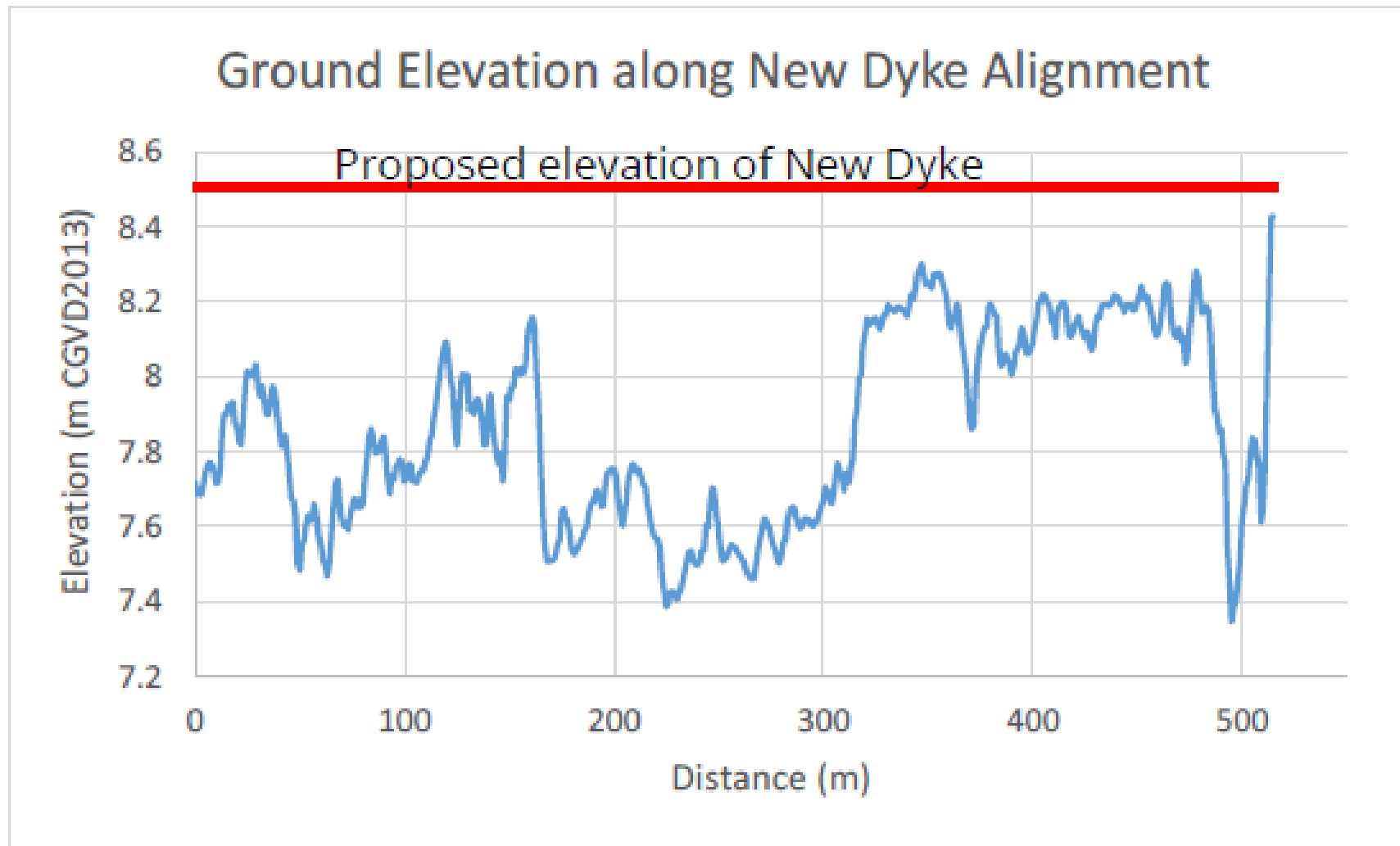


Figure 4.10: Ground Elevation along Potential New Dyke Alignment



wolfville

REQUEST FOR DECISION 019-2023

Title: Civic Addressing Bylaw
Date: updated for Council 2023-06-20
Department: Office of the CAO



SUMMARY

Civic Addressing Bylaw

A Civic Addressing Bylaw is a common bylaw for a municipality of Nova Scotia to administer. In the early 2000's, new technologies in mapping and communications provided the province of Nova Scotia the opportunity to create a world class centralized mapping program for municipalities to add and update civic numbers and street information. The mapping program is called The Nova Scotia Civic Address File (NSCAF). Today this system is used for emergency response service delivery and to verify an owner's address for a variety of government and non-government services.

This proposed Civic Addressing Bylaw will be utilized as part of the building and fire inspection processes to ensure that civic and suite number signage is adequately displayed on the property. The combination of ensuring that the civic number information is entered into the NSCAF system, and the signage is properly displayed will assist emergency responders to arrive at the emergency call efficiently. Furthermore, the Civic Addressing Coordinator (CAC), which has been designated by the CAO, can enforce proper civic and suite number signage for existing and new buildings in the future.

The community compliance coordinator for the Town of Wolfville will assist inspection services and the CAC in administering this bylaw.

MOTION:

That Council give second reading to the draft Civic Addressing Bylaw Chapter 110.

REQUEST FOR DECISION 019-2023

Title: Civic Addressing Bylaw
Date: updated for Council 2023-06-20
Department: Office of the CAO



1) CAO COMMENTS

The CAO supports the recommendations of staff. The bylaw has been in discussion for several years and this bylaw will support the inspections services staff in the performance of their duties.

2) LEGISLATIVE AUTHORITY

- Municipal Government Act, Section 313
- Building Code Act, Section 4

3) STAFF RECOMMENDATION

Staff recommendation is for Council to provide first reading to the attached draft Bylaw, directing staff to advertise notice of intention and to schedule second reading at a future Council meeting.

REFERENCES AND ATTACHMENTS

1. Draft Civic Addressing Bylaw (attached)

4) DISCUSSION

Over the past several years the Town of Wolfville has increasingly improved its compliance efforts within the inspection services group of the Planning Department. Within this group, resources have been allocated to perform fire inspections of more than 300 commercial and residential structures for fire code violations. This is a large undertaking and requires the support of the Bylaw & Compliance Department to help enforce property owners in fixing identified violations in a timing manner.

As part of any inspection of an existing building, staff inspect the position of the buildings civic and any suite numbers to ensure the numbers are posted where they can be seen from the street. Proper civic number signage is an important part of ensuring that emergency services can arrive quickly to a medical emergency. Under this proposed bylaw, the building or fire inspector can require the property owner to properly display civic and suite numbers for the building. When new structures are erected the proper civic number signage will make a difference helping emergency responders get to an emergency. The CAC, which is designated by the CAO assigns the civic and suite numbers for all existing buildings and new construction within the town.

Finally, introduction of this bylaw will increase staff resource requirements to administer this bylaw. As a working group we will be identifying civic numbering violations through periodic field inspections. Using GIS technology, we will be able to digitally capture the violation information to be

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Title: Civic Addressing Bylaw
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used as an inventory and work towards reconciliation any violation with the subject property owners.

This proposed bylaw has been created by reviewing several other municipalities' Civic Addressing Bylaws and we have written this proposed bylaw using written language using bylaws from the Towns of Yarmouth and Truro.

With the combination of inspection services, bylaw enforcement, and administrative support through the CAC we can effectively administer this proposed Civic Addressing Bylaw.

5) FINANCIAL IMPLICATIONS

Financial implications related to the decision may include additional resources and time spent addressing any infractions under the proposed bylaw.

- Additional staff resources may be required from time to time.
- Traveling to each property within Town limits.
- Mailing costs for infraction notices issued to property owners.

The chance of fines issued and contested resulting in potential increase in contesting fines court appearances.

6) COMMUNICATION REQUIREMENTS

First reading will be advertised in accordance with the Municipal Government Act.

7) ALTERNATIVES

Council may consider alternative options to the recommended decision as follows:

- Approve portions of the bylaw and send staff back for amendment; or
- Approve the bylaw with other specific conditions.

1. Title

This Bylaw is entitled the “Civic Addressing Bylaw”.

2. Background

The Municipal Government Act gives specific authority to council to establish a bylaw to adopt a system of assigning civic numbers to properties, under section 313. The purpose of this bylaw is to ensure through civic numbering of properties that emergency services can respond efficiently.

3. Definitions

“**Building**” means a structure used or intended to be used to support or shelter any use or occupancy, except a structure which is accessory to the use of another structure on the same lot and except a structure which, if it were not being built for the first time, would not require a building permit to authorize its construction and included an incomplete building once the footings have been constructed

“**Civic Addressing Coordinator (CAC)**” means the person appointed by the Chief Administrative Officer to administer this Bylaw.

“**Civic Number**” means the number assigned to a lot or building by this Bylaw or by the Civic Addressing Coordinator

“**Lot**” means any parcel of land described in a registered deed or as shown in a registered plan of subdivision.

“**Officer**” means any Bylaw Enforcement Officer assigned to administering or enforcing this bylaw.

“**Owner**” includes, as it refers to the owner of property:

- a) A part owner, joint owner, tenant in common or joint tenant of the whole or any part of the land or a building
- b) In case of the absence or incapacity of the person having title to the land or building, a trustee, an executor, a guardian, an agent, a mortgagee in possession, or a person having the care or control of the land or building,
- c) In the absence of proof to the contrary, the person assessed for the property.

“Private Road” means any street, road, lane, bridge, or other thoroughfares accessible to motor vehicles that serve as principal vehicular access to three or more dwellings or buildings, and which is owned by a person or persons other than the Town or the Province of Nova Scotia.

“Street” means any public street, highway, road, lane, bridge, or thoroughfare accessible to vehicular traffic owned by the Province of Nova Scotia, the Town, or any other municipality, including a public highway.

“Town” means the Town of Wolfville

4. General

4.1 A civic number that was posted on a lot or building or that was customarily in use as a mailing address for a lot or building on the date of first reading of this By-Law is hereby assigned to that lot or building until and unless the CAC, by written notice to an Owner, otherwise directs.

4.2 The CAC shall be responsible for further assigning civic numbers to lots or buildings and shall keep or supervise the keeping of a property information record system identifying all civic numbers assigned by the Town. The CAC may assign civic numbers to lots or buildings for which subdivision approval or a development or building permit is sought or obtained. The CAC is not obliged to assign civic numbers to undeveloped lots and may assign more than one civic number to a lot.

- I. Assigning civic numbers to lots and buildings that front upon or are directly abutting a street must be made in accordance with Appendix “A”, Guidelines for Assigning Civic Address”, which shall form Part of this Bylaw.

4.3 By written notice to an owner, the CAC may change or reassign civic numbers where reasonably necessary to avoid potentially confusing numbering discontinuities or irregularities and to assure an adequate supply of civic numbers for existing and future development.

4.4 An Owner shall not post or permit to be posted a number that is not assigned to the lot or building on which the number is posted.

4.5 The owner of a vacant lot shall not be required to post or cause to be posted the assigned civic address number for the vacant lot.

4.6 The CAC may assign a civic number to public places.

4.7 Upon application by the owner, the CAC may provide written authorization for civic numbers to vary from the standards contained in this Bylaw, with or without conditions when:

- I. Compliance with the standards is not reasonably possible, due to the physical features of the site or otherwise; or
- II. Compliance would not as effectively meet the objectives of this bylaw.

Authorization under this section may be revoked or varied by the CAC. Owners shall comply with any conditions contained within authorizations granted under this section.

5 Display of Numbers

5.1 The owner of a lot on which a building is located shall keep posted on the lot or building the assigned civic number in the following manner: (UNIT NUMBERS)

- I. Civic number shall be in Arabic numerals;
- II. The bottom of the numerals shall be at least 1.2m (4ft) above the ground;
- III. The color of each numeral shall be the same and be clearly in contrast to the color of the building, post, or sign on which it is located.
- IV. The height of the numerals on residential properties shall not be less than 100mm (4 in);
- V. The height of numeral on non-residential properties shall not be less than 200 mm (8 in);
- VI. The civic number shall be placed upon the building, post, or sign in such a location that it faces towards and is clearly visible from the roadway or the street from which it is numbered and shall not be blocked by ornaments, displays, or vegetation;
- VII. The owner of a property shall maintain a civic number for the property in good repair.

5.2 A civic number shall be displayed on a post or sign if a civic number that is located on a building cannot be easily read from the roadway or street from which the building is numbered. The post or sign shall display two (2) sided civic numbers which are situated perpendicular to the street located on the lot within 5m (16.5 ft) of the street boundary.

5.3 The CAC may, in writing, require the owner to place a civic number on a post or sign located on the lot adjacent to the entrance of a driveway that provides emergency vehicles access to a building.

5.4 CAC may, at their own discretion, supersede any sections of this Bylaw if they determine it necessary.

5.5 The CAC may require additional signage for a lot, depending on visibility from the roadway for properties with multiple suites.

6 Orders

- 6.1** The provisions of this Bylaw may be enforced by the CAC or an Officer of the Municipality.
- 6.2** In the event of contravention of this Bylaw, the CAC or Officer may serve an Order to Comply upon an Owner by regular mail.
- 6.3** Every Order to Comply shall contain:
- I.** The section of this Bylaw which has been contravened.
 - II.** Actions to be taken in order to bring the property into compliance with this Bylaw.
 - III.** The date by which the property must be brought into compliance with the order.
 - IV.** The action which will be taken against the Owner should the property not be brought into compliance.
- 6.4** Where an Owner fails to comply with the requirements of an Order to Comply within the time frame stipulated therein, the CAC and/or Officer may enter upon the property without a warrant or other legal process and undertake the work specified in the Order to Comply.
- 6.5** Where the CAC and/or Officer undertake the work specified in the Order to Comply, the Town may charge and collect the costs thereof either from the Owner or as a first lien on the property affected.

7 Penalty

- 7.1** Any person who violates any provision of this Bylaw is guilty of an offence punishable on summary conviction by a fine of not less than one hundred dollars (\$100) and not more than five hundred dollars (\$500).

REQUEST FOR DECISION 031-2023

Title: East End Secondary Plan
Date: 2023-06-12 & 2023-06-20
Department: Planning & Economic Development



SUMMARY

East End Secondary Planning Strategy and Planning Document Amendments

The purpose of this report is for Council and the community to see the final package and provide comments through a public hearing (June 12th) and for Council to make a decision (June 20th) on the Secondary Plan and associated amendments to our planning documents. The Planning Advisory Committee (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 final version of the secondary plan (recommended by the PAC and updated with Council direction from May 25th) is attached.

Substantive changes cannot be made at this point without another public hearing. Minor/non-substantive changes may be warranted. This report (with some updates/summary of Public Hearing) will carry forward to the Second Reading and decision on June 20th.

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

On May 25th, Committee of the Whole and Council then passed the following motions:

Committee of the Whole Motion:

That Committee of the Whole recommend 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.

Special Council Motion:

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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.

DRAFT MOTION (2nd READING – JUNE 20th):

That Council adopts the East End Secondary Plan and gives 2nd Reading to the amendments to the Town’s Planning documents outlined in the attached East End Secondary Plan and RFD 031-2023.

(Note: Resolution attached)

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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.

4) REFERENCES AND ATTACHMENTS

1. FINAL Secondary Plan (ATTACHED)
2. Resolution (ATTACHED)
3. MAP CHANGES / AMENDMENTS (ATTACHED) for East End Planning
 - A. MPS: Future Streets
 - B. MPS: Future Parks and Active Transportation
 - C. LUB: Zoning
 - D. LUB: Design Control Areas
4. May PAC package: [here](#).
5. May PAC meeting video: [here](#).
6. May 25th Committee of the Whole and Special Council (1st Reading): [here](#).
7. Additional background can be found on our blooms page: [here](#).

5) PLANNING DOCUMENT AMENDMENTS

After the May 25th 1st Reading, Staff have finalized the Secondary Plan and the following tables are provided with all amendments required to implement the Secondary Plan as presented in the final version. Once approved, the actual planning documents will be updated with changes (including formatting, numbering, etc).

[Municipal Planning Strategy](#)

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(Numbering of existing document will be updated in final document to reflect changes)

This table tells a good story in terms of the Town’s policies/framework on CDD lands and new development generally. This may be particularly helpful for new members of the PAC or Council who were not around for the plan review (2015-2020). The policies highlighted are those most relevant to the East End Development – some more applicable than others.





Amendments are in **RED**. Much of the MPS table is provided for context. The Secondary Plan attached provides for MPS amendments that are referred to here as well.

Relevant MPS Part	Staff Comment, Relevant Policy References and Recommended Amendments
Table of Contents	To be updated to reflect new sections /amendments outlined
Part 1 – Introduction	This part of the plan is more Administrative/setting the stage in nature. Relevant Policies: Part 1.1, Policy 3: <p>Council shall have regard to the policies contained within the MPS and no development shall be permitted which is contrary to the overall intent.</p> Recommended Amendments: N/A other than a mention of the plan being completed in a preamble – no policy change)
Part 2 – Our Shared Future and Community Priorities	This is the Vision/Goals/Objectives part of the Plan. The Community Priorities are the backbone of our Planning Strategy. Relevant Policies: Part 2.2: <p>To achieve our shared future, Council is committed to taking action on community priorities that position the Town as a leader in sustainable community development.</p> The East End Secondary Plan is relevant to all Community Priorities and many specific objectives:

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	<p>Community Priorities</p> <ul style="list-style-type: none"> Economic Prosperity Social Equity Climate Action Land Use and Design <p>The policies of this plan action our Community Priorities and move us toward Our Shared Future.</p> <p>The Community Priorities and Objectives can be viewed here, in Part 2 of the plan.</p> <p>Recommended Amendments: N/A</p>
Part 3 – Investment for Success	<p>This part of the MPS was established to cover (high-level) ‘conditions for Town success.’ In the East End context, working through a secondary planning process is a far better process to set the stage for investment than what has taken place in the past.</p> <p>Relevant Policies: Part 3.0 – Creating Conditions for Success & 3.2 Culture, Heritage and Economic Development.</p> <ol style="list-style-type: none">1. To work toward all people in our community having equal access to decent livelihood and quality standard of living including equal access to:<ol style="list-style-type: none">a. Buildings,b. Infrastructure and Public Spaces,c. Information and Communications,d. Employment,e. Delivery of Goods and Services and Transportation.

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	<ol style="list-style-type: none"> 2. To create the conditions for a diverse and resilient local economy. 3. To preserve and enhance places, sites, structures, streetscapes, archaeological resources, cultural landscapes and practices which reflect the town’s diverse evolution, built heritage and culture in partnership with local organizations 4. To enable local jobs, expand commercial opportunities, think regionally, be ‘open for business’ and lead by example <ol style="list-style-type: none"> 7. To strive to maintain a commercial vacancy rate of 7-10% consistent with Provincial and National averages. 8. To ensure that commercial uses are designed to be compatible with surrounding land uses, including consideration of built heritage and the impacts of land use on neighbourhood character. 9. To ensure goods are produced and consumed locally using environmentally responsible practices, where possible. 10. To help business succeed through supportive policies and simplified procedures, including timely responses or approvals. <p>Recommended Amendments: N/A</p>
<p>Part 4 – Climate Change and the Environment</p>	<p>This section’s intent is around the Town’s role in the Climate crisis and to establish constraints.</p> <p>Most Relevant Policies: Part 4.0 Defining issue of our time</p> <ol style="list-style-type: none"> 3. To manage Town owned land in an ecologically sustainable manner that reduces individual ecological footprints, consistent with best practice. 5. To improve air quality by protecting, replacing and enhancing the urban forest canopy. <p>Part 4.1 Energy Transition</p> <ol style="list-style-type: none"> 1. To recognize the linkages between land use planning and the energy required to meet our household and transportation needs. 2. To work toward a future where all residents can better afford energy for their homes, businesses and transportation needs. <p>4.2 Development Constraints</p>

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	<ol style="list-style-type: none">2. To require that new developments not adversely affect existing built form by giving particular regard to proper drainage, erosion control and site grading in the Land Use Bylaw.4. To identify and designate environmentally sensitive areas including, but not limited to, wetlands, steep slopes, flood risk areas, watercourses and associated ravines where development activity will be restricted or prohibited, as outlined in the Land Use By-law.6. To protect view corridors as outlined in the Land Use Bylaw and identified on Schedule B: Development Constraints Map of the Land Use Bylaw. <p>Recommended Amendments: N/A</p>
Part 5 – Mobility	<p>This part of the Plan sets out the policy direction for how people move around the Town. It informs what we prioritize in the new roads and active transportation in this new area of the Town.</p> <p>Most Relevant Policies: Part 5.0 Providing Mobility Options</p> <ol style="list-style-type: none">1. To build cost-effective infrastructure that increases participation in active transportation and discourages reliance on fossil fuel vehicles in the Town of Wolfville.2. To support sustainable transportation, reduce our reliance on fossil fuels, and promote health by striving to prioritize infrastructure development, in the following order of infrastructure;<ol style="list-style-type: none">2.1. active transportation (walking, biking)2.2. public transportation options2.3. other shared mobility options2.4. private electric vehicles2.5. private fossil-fuel vehicles3. To establish and maintain an active transportation network of bike lanes, sidewalks, trails and paths throughout the Town of Wolfville, as outlined on Schedule 3: Future Parks and Trails Map, dedicated to connecting existing services and parks with areas of residential dwellings.5. To require developers to construct active transportation paths, and streets, within new subdivisions aligned with Schedules 2 and 3.6. To require bicycle parking at new multi-unit buildings and at Harvest Moon Trail access points.

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	<p>5.1 Streets</p> <p>2. To recognize that streets, including sidewalks, must accommodate a variety of transportation options and strive to prioritize in the following order:</p> <ul style="list-style-type: none">a. active transportation (walking, biking)b. public transportation optionsc. other mobility optionsd. private electric vehiclese. private fossil-fuel base vehicles <p>3. To require all new streets and street-extensions to be constructed to standards set out in the Subdivision Bylaw and/or servicing agreement, which shall require:</p> <ul style="list-style-type: none">a. consideration of one or more sidewalks or active transportation paths on all current and future roads in the Town of Wolfville, such as multi-use trails, bike lanes, or shared streets.b. proper road connections and alignments developed and maintained as outlined by the Province of Nova Scotia, including the Department of Transportation. <p>4. To enable traffic calming measures as outlined in a Traffic Calming Policy to support the quiet and safe enjoyment of neighbourhoods</p> <p>5.2 Parking and Loading</p> <p>3. To ensure that all developments permitted by site plan approval and development agreement include provisions for adequate automobile and bicycle parking to serve the development, as outlined in the Land Use Bylaw.</p> <p>4. To establish design standards and other parking regulation for all development in accordance with the Land Use Bylaw.</p> <p>Recommended Amendments: Some minor aspects of this section are being proposed for amendment given both the Active Transportation work completed since the MPS adoption but also to align with ongoing Engineering & Public Works priorities/processes under new leadership since the MPS was adopted. Amendments include:</p> <p>Policy 5.1(5) Amend to read: To establish a street hierarchy, as shown on Schedule 2: Future Streets Map, to guide future street improvements, shown in a set of Municipal Specifications or</p>
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	<p>established by the Town Engineer. Each classification will have its own distinct design elements based on a complete streets model, and form part of the overarching transportation network. The Street Hierarchy for the street network throughout the Town of Wolfville is shown on Schedule 2. as follows: a. Shared Streets b. Local Streets c. Collector Streets d. Future Streets</p> <p>Policies 5.15(6)-(13) <u>would be deleted and replaced with:</u> (6) The Town Engineer and/or Municipal Specifications provide details on the road classifications and design elements for streets in varying contexts throughout the town.</p> <p>CORE CONCEPTS – pg 44 of the existing MPS – <u>will be removed</u> as this type of detail is going to be included in the Town’s municipal specifications (forthcoming) and/or approved by the Town Engineer through a design and tender process.</p> <p>MPS Schedules 2 and 3 (SEE ATTACHED) – Updated Future Streets Map & Future Parks and Trails Map are provided with amendments to reflect AT work and also the street network of the East End and potential park/open space and trails. The Street Network classifications have been simplified and reference to forthcoming municipal specs/approval of the Town Engineer is emphasized.</p>
Part 6 – Parks and Open Spaces	<p>This part of the Plan sets out the policy direction for how we manage our Parks and Open Spaces.</p> <p>Most Relevant Policies: 6.0 Recreation and Quality of Life</p>

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	<p>3. Recognize the established park types/classifications in line with the Town’s Parks and Open Space Master Plan (2012) as outlined in Schedule 6: Park and Open Space Classifications, which include: Neighbourhood Park; Community Park; Active Sports Park; Linear Park; and Priority Park and use this as a guide to determine future parkland needs.</p> <p>4. Encourage maximum use and enjoyment of these resources by community residents by ensuring park spaces are planned and provide opportunities for multiple activities, i.e. picnicking, play structures, passive play areas, and active play areas.</p> <p>5. Develop all parks in accordance with a concept plan, developed by a licensed Landscape Architect or other qualified professional, which clearly indicates appropriate uses, functional areas of the park, natural and environmentally sensitive areas, and relationships among park activity areas.</p> <p>7. To recognize that the current supply of parks and open space areas is adequate. Additional open space therefore will only be assembled if the property in question has unique economic, environmental, heritage, connectivity or cultural significance. The Town will be guided for new parkland as generally identified on Schedule 3: Future Parks and Trails Map as future park.</p> <p>8. Within Lands zoned Comprehensive Development District (CDD), additional open space shown on Schedule 3: Future Parks and Trails Map is conceptual in nature and would be subject to a secondary planning study.</p> <p>10. To facilitate and maintain two well-equipped neighbourhood parks, one in the east and one in the west, at a location that will allow most residents to reach a park with informal, active recreational opportunities within 500-600 m.</p> <p>6.1 Parkland Dedication</p>
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	<ol style="list-style-type: none">1. To require the provision of parkland with all new lot creation in accordance with the provisions under Section 271 (13h) of the Municipal Government Act, and as described in the Subdivision Bylaw.2. To require developers to dedicate useable land (in the amount of 10% of the area of the lots to be approved on a final plan of subdivision) or cash in lieu of such land, for recreation purposes when subdividing land.<ol style="list-style-type: none">a. Any lands not generally identified on Schedule 3: Future Parks and Trails Map may not be accepted unless the property in question has unique economic, environmental, heritage, connectivity or cultural significance.4. To require developers to provide space for leisure or recreation facilities in association with new multi-unit residential developments with more than 4 dwelling units as per Land Use Bylaw.5. To require that any land transfer for future public use as a trail, park or playground must:<ol style="list-style-type: none">a. Be useable land, or equivalent value, and be identified on Schedule 3: Future Parks and Trails Map; orb. In the view of Council, have demonstrated cultural, environmental, connectivity, or historical value; orc. If the land being subdivided has frontage on a public amenity must maintain public access.
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	<p>6. To adopt the following as a guide for parkland dedication processes in Secondary Planning and CDD areas:</p> <ul style="list-style-type: none">a. To the greatest extent possible, parks will be fully developed at time of transfer to the Town and provide opportunities for multiple activities, at the sole cost of the developer.b. Parks and open space areas will be developed and maintained in a manner that is safe for all users and protects the interests of the Town.c. New parks must be within the financial capacity of the Town to operate and maintain.d. All parks will be developed in accordance with a concept plan by a qualified professional which indicates the functional areas of the park, natural and environmentally sensitive areas, and relationships among park activities.e. All parks will be guided by the Town’s Accessibility Plan, CPTED principles, other municipal documents and strategies and CSA standards for equipment.f. To the extent possible, trails, sidewalks and paths will link parkland and open spaces to promote healthy living, encourage tourism and protect significant natural features.g. Some form of public engagement will be carried out as part of Secondary Planning and CDD processes. <p>6.2 Park and Open Space Classifications</p> <ul style="list-style-type: none">1. To zone all Parks and Open Space (e.g. Neighbourhood Parks, Community Parks, etc) as “Parks and Open Space (P-1)” and permit uses in the Land Use Bylaw, including but not limited to:<ul style="list-style-type: none">a. Parks and playgrounds, including associated facilities;b. Interpretation centres;c. Pavilions and band stands;d. Museums;e. Community gardens;f. Occasional, incidental, temporary outdoor or indoor markets, bake sales, flea markets and vegetable and produce markets, with appropriate permissions, licensing, and permits;g. Special open areas;h. Linear parks; andi. Non-recreational open spaces2. To locate Neighbourhood Parks within a 500-600 metre walking distance of residential areas with safe pedestrian access.
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	<p>Recommended Amendments: N/A - This section does not require any amendment to enable the East End Secondary Plan. Some acknowledgement of the East End adoption may be inserted into preamble text. Future policy amendments to actual policies may be forthcoming as part of the Parks Planning Process ongoing.</p>
Part 7 – Municipal Assets and Services	<p>This part of the Plan sets out the policy direction for essential services (water, sewer, etc) and sets up our asset management program.</p> <p>Most Relevant Policies:</p> <p>7.0 Sustainable Service Delivery</p> <p>2. To consider Asset Management and the Town’s infrastructure deficit when considering development proposals where new infrastructure is proposed.</p> <p>7.1 Water Supply</p> <p>2. To require a developer to design and install water distribution lines in accordance with appropriate municipal standards as provided for in the Subdivision Bylaw and/or servicing agreement;</p> <p>4. To monitor risks and future needs of the Town’s water supply.</p> <p>7.2 Sewer Collection and Treatment</p> <p>2. To require a developer to install sanitary sewers within a development, at the Developer’s cost, and that the sewers are connected to the Town’s sanitary sewer system.</p> <p>3. To require all of the sanitary sewer system to be designed and constructed to meet the standards set out in the Subdivision By-law, sewer By-law or service agreement.</p> <p>7.3 Stormwater Management</p>

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

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	<p><u>The amendments to this section are outlined in the attached East End Secondary Plan report. This is the most important section to enable a secondary plan of this nature.</u></p> <p>Most Relevant Policies (some of these also discussed in attached Secondary Plan):</p> <p>8.1 Neighbourhood Residential Designation</p> <ol style="list-style-type: none">1. To establish the Neighbourhood Designation in this Plan and that it be reflected on Schedule 1: Future Land Use Map.3. To recognize other zones may be warranted to address future issues and would be considered by amendment to this plan and/or the Land Use By-law, as per Part 11 – Implementation of this Plan. <p>8.5 Comprehensive Development District</p> <ol style="list-style-type: none">1. To establish a Comprehensive Development District (CDD) zone in the Land Use Bylaw within the Neighbourhood Designation.2. To require secondary plans to enable development agreements for developments within a Comprehensive Development District (CDD) zone.3. To enable concurrent creation of secondary plans and development agreements and/or rezonings for Comprehensive Development Districts.4. To require all proposals in the Comprehensive Development District (CDD) zone to enable a mix of commercial, institutional, park, open-space, and residential uses, in a variety of forms.5. To enable certain existing uses on Comprehensive Development District (CDD) zoned properties, as outlined in the Land Use Bylaw.
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	<p>6. To ensure the following criteria are met when Council is considering development proposals in the Comprehensive Development District (CDD) zone:</p> <ul style="list-style-type: none">a. The minimum net-density of residential dwellings units shall be an average of 10 dwelling units per acre.b. Require all power and communication infrastructure to be located underground (both primary and secondary) except in the following situations:<ul style="list-style-type: none">i. when 3-phase power is required; andii. when undergrounding of services negatively impacts significant environment features, such as watercourses, wildlife habitat, areas of steep slopes and similar situations. <p>8. To require a secondary plan for areas zoned Comprehensive Development District (CDD) that responds to the Town's 'sustainability checklist' (Schedule D: of the Land Use Bylaw - Sustainability Checklist for Comprehensive Development Districts) and respond to the following principles:</p> <ul style="list-style-type: none">a. Land Use and Design<ul style="list-style-type: none">i. Community Centreii. Mixed Land Usesiii. Community Plansiv. Leveraging Existing Infrastructureb. Connectivity<ul style="list-style-type: none">i. Active Transportationii. Green and Grey Networksiii. Alternative Forms of Transitiv. Connected Green Network of Natural Assetsc. Environmental and Economic Sustainability<ul style="list-style-type: none">i. Environmental Considerationsii. Working Landscapesiii. Low Impact Infrastructureiv. Stormwater Managementv. Enhancing Natural Environmental Features of high ecological valuevi. Alternative Energy Sourcesvii. Densityviii. Local Economy
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	<ul style="list-style-type: none">d. Social Equity<ul style="list-style-type: none">i. Education Opportunitiesii. Mixed Housing Typesiii. Affordable Housing Supplyiv. Accessible Design and Built Formsv. Prioritization of Shared Spaces <p>8.6 Neighbourhood Focus Areas</p> <p>8.6.1 Housing Choice and Affordability</p> <ol style="list-style-type: none">1. To encourage an overall dwelling type mix in the Neighbourhood and Core Neighbourhood designations of at least 30% but not more than 35% detached dwellings, at least 15% attached dwellings, and at least 45% but not more than 50% apartment dwellings.<ul style="list-style-type: none">a. To consider semi-detached, duplex, townhouse and multi-unit dwellings containing up to four dwelling units to be attached dwellings in consideration of these targets.b. To consider multi-unit dwellings above four units as apartment dwellings in consideration of these targets.c. To consider applications for any new accessory dwelling unit or attached dwelling type within the Core – Neighbourhood designation to be contributing to meeting the Town’s housing priorities.3. To support projects that increase the variety of housing options available for Wolfville residents of all ages and incomes by:<ul style="list-style-type: none">a. Positively promoting the value of higher density housing forms such as accessory dwelling units, two-unit dwellings, townhouses, triplexes and fourplexes, and low-rise apartments;b. Enabling smaller units through reduced frontages and lot areas and innovative housing forms / development techniques such as cluster housing; andc. Allowing up to eight (8) dwelling units in the medium density residential (R3) zoning category;4. To consider proposals which contribute to the overall supply and diversity of Wolfville’s housing stock, which include innovative housing forms and development techniques as outlined in the Land Use Bylaw.
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	<p>5. To work in partnership with the County, Regional Housing Authority, Provincial partners, government agencies, the private sector and other stakeholders to encourage the development of housing that is affordable for low and moderate income households or individuals.</p> <p>6. To work within Wolfville to encourage the development of housing that is affordable for low and moderate income households or individuals by:</p> <ul style="list-style-type: none">a. Supporting incorporated organizations in their efforts (e.g. existing co-ops), such as by obtaining funding for community-based affordable housing initiatives or entertaining proposals on public land;b. Prioritizing the processing of development proposals for non-market and subsidized affordable housing, including maximum flexibility in development agreements;c. Encouraging new affordable housing units to locate near existing community facilities, existing or potential transit and active transportation routes, and in areas of level topography along Main Street and in the Core Area;d. Considering a municipally-initiated Land Use Bylaw Amendment to implement appropriate zoning for a subsidized affordable housing proposal brought forward by a community group or partnership, or for lands that may be appropriately reserved for the future development of affordable housing; ande. Consider the development of affordable housing when disposing of municipally-owned surplus lands. <p>8.6.2 Sustainable and Resilient Neighbourhoods</p> <ul style="list-style-type: none">1. To ensure new residential or mixed-use development proposals are not premature or inappropriate by reason of the financial ability of the Town to absorb capital and/or maintenance costs related to the development form and pattern.<ul style="list-style-type: none">a. Consider the development of a Development Cost Charges Bylaw to better balance the impacts of new development on the Town's infrastructure deficit and that considers life-cycle costing.2. To identify areas where residential development will not be permitted or only permitted subject to certain conditions, in accordance with the Development Constraints and the Zoning Map of the Land Use Bylaw.3. To recognize the importance of considering increased densities and infill development throughout all residential neighbourhoods in Wolfville, save and except the R1 zone,
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	<p>4. To limit the size of future residential street blocks to promote efficient development patterns and a walkable, permeating transportation network.</p> <p>5. To prohibit the development of new cul-de-sacs and dead ends to improve traffic flow and neighbourhood walkability, except where geographical or environmental constraints require them.</p> <p>9. To work with other agencies, institutions, organizations and levels of government to ensure the protection of environmentally sensitive and ecologically significant areas.</p> <p>10. To manage Town owned and leased land in an ecologically sustainable manner according to best management practice and in compliance with applicable legislative requirements</p> <p>8.6.3 Land Use Compatibility and Placemaking</p> <p>1. To establish a maximum building height in the Town at 3-storeys, as defined in the Land Use Bylaw and informed by area design guidelines.</p> <p>a. To consider a 4th story in certain zones by Development Agreement, as defined in the Land Use Bylaw.</p> <p>4. To recognize that a healthy, inclusive, and vibrant neighbourhood consists of a variety of housing types, designs, sizes and styles.</p> <p>5. To recognize that compatibility comes in many forms and a particular architectural style or element does not dictate compatibility but rather the overall project and neighbourhood context.</p> <p>6. To recognize that when considering development proposals, any single development is not a precedent for the approval of another, particularly when conditions have changed over time.</p> <p>7. To recognize the importance of quality places in addressing social isolation and improving human connectivity and intermingling of both residents and visitors of all ages, incomes and abilities.</p> <p>8. To encourage the creation of public spaces that demonstrate:</p> <p>a. clustering of public uses to create a community hub and improve access to services for all residents; and</p> <p>b. distribution of smaller attractions/points of interest throughout the town to improve access to public amenities for users of all ages, incomes and abilities.</p>
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	<p>10. To support Social Inclusion through land use decision making by recognizing that planning does have a role to play in creating inclusive rather than exclusive built environments and that our built form should reflect our desire to be inclusive of all people.</p> <p>11. To support a hybrid-form based zoning approach and monitor this approach over time.</p> <p>8.6.4 Neighbourhood Entrepreneurship</p> <p>1. To enable economic development opportunities in both the 'Neighbourhood' and 'Core Neighbourhood' Designations (see Future Land Use Map) in an effort to diversify our local economy, encourage entrepreneurship, reduce people's reliance on the automobile, and contribute to housing affordability.</p> <p>Recommended Amendments SUMMARY: See changes in attached Secondary Plan. Various amendments required to enable the Secondary Planning framework that outlines public features and provides development rights to the lands.</p> <p><u>It should be noted</u> that amendments outlined in the secondary plan are to do with enabling the East End Secondary Plan. Staff are recommending a review of this section of the MPS with a broader lens as it relates to the Provincial Housing Needs Assessment release this spring and also the R-1 review that was forwarded to the Planning Advisory Committee from Council (Feb 2023). This work is ongoing.</p>
Part 9 – The Core Area	N/A
Part 10 – Acadia University	N/A
Part 11 – Implementation	<p>This part of the MPS outlines how different aspects will be implemented (including amendments).</p> <p>Most Relevant Policies:</p> <p>11.1 Municipal Government Act (MGA)</p> <p>1. To ensure planning processes meet the requirements of the MGA when considering development agreements, making amendments, and other planning decisions.</p> <p>11.2 Municipal Planning Strategy (MPS)</p>

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	<p>1. To enable the planning process and the implementation of the Municipal Planning Strategy with advice and assistance from the Planning Advisory Committee and Design Review Committee.</p> <p>4. To consider the Municipal Planning Strategy a living document and require an amendment:</p> <ul style="list-style-type: none">a. where any policy intent is to be altered; orb. where a text or map amendment to the Land Use Bylaw would conflict with the text or maps of the Municipal Planning Strategy; orc. where an amendment to the Subdivision Bylaw would conflict with the text of the Municipal Planning Strategy; ord. where a future land use map change is deemed appropriate; ore. where an amendment is needed to conform with a Statement of Provincial Interest, or to implement a recommendation of a Priority Plan that has been approved by Council; orf. where an amendment could significantly advance municipal objectives under statutes or regulations enacted by Provincial or Federal Government; or where Provincial or Federal programs are introduced that can benefit the Municipality and support the goals and objectives of this Plan; org. where an economic, environmental, cultural or social opportunity arises that is unforeseen, is of regional or Provincial significance, and would further the objectives of this plan; orh. where housekeeping/minor amendments are required. <p>5. To use other Municipal Plans (e.g. Asset Management Plan, Accessibility Plan, Climate Change Action Plan, etc.) and their evolution moving forward, to inform potential amendments to the Town’s planning documents and aid in the implementation of this Plan.</p> <p>11.3 Secondary Planning Strategies and Area Specific Plans</p>
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	<ol style="list-style-type: none"> 1. To recognize secondary strategies and small area plans provide more detailed direction for development in specific areas of the Town. 2. To use the Comprehensive Development District Zone’s ‘Sustainability Checklist’ (Schedule D of the Land Use Bylaw) as a tool when considering secondary or small area plans. 3. To ensure other policies of this plan, and associated Land Use Bylaw and relevant Design Guidelines are considered in the formulation of a secondary strategy or area planning exercise. 4. To require a secondary plan be prepared prior to approval of development in areas zoned Comprehensive Development District (CDD) in the Neighbourhood Designation. <p>11.4.3 Criteria for LUB amendments and consideration of Development Agreements See considerations in the document – Staff use these as we work on this plan. Not as relevant when enabling a secondary planning strategy.</p> <p>Recommended Amendments: N/A</p>
Part 12 – Monitoring and Reporting	<p>Recommended Amendments: N/A</p>
Part 13 – Schedules	<p>Schedule 2 Future Streets Map and Schedule 3 Future Parks and Trails Map have been updated and are included for amendment from their current versions.</p> <p>The Community Profile and Housing Needs – this is a bit outdated now since the pandemic and market changes – this would be reviewed and updated with other Housing Policies in future work (ongoing).</p>
Land Use By-law & Subdivision By-law	<p>See attached Secondary Plan report for proposed new zones and changes to enable development on these lands in the Land Use By-law (enabled through Part 8 of the MPS). Also see LUB and SUB table below in this report for a summary.</p> <p>Recommended Amendments: See LUB/SUB table below and Secondary Plan attached.</p>

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Land Use By-law and Subdivision By-law

(Numbering of existing document will be updated in final document to reflect changes)

Part #	Amendment (see secondary Plan attached or below for details)
3.1 Zones	Insert under "Residential Zones" R-LD4 Low Density Residential – 4 Unit R-LR Medium Density Residential – Low Rise R-MDU High Density Residential – Multi Dwelling Unit R-MU Mixed Use
4.13 Frontage on a Street	No development permit shall be issued for a lot unless the lot abuts and fronts upon a public street or a municipally approved private laneway or access easement. Notwithstanding 4.13, a development permit may be issued for a lot abutting a future street provided an approved tentative subdivision plan and servicing agreement is in place and all other applicable parts of this bylaw are met. A lot that has access to a street over a private right of way or private easement shall be deemed not to abut a street. A development permit may be issued where an access easement to an existing property without lot frontage on a street can be provided by a public authority.
4.15(1) Height Requirements	Building height shall be limited to 3-storeys in all zones except: 1-2 where building height shall be limited to 4-storeys a. I-2, R-MU, R-LR where building height shall be limited to 4-storeys; b. R-MDU where building height shall be limited to 6-storeys.
4.15(5)	Subject to 4.15(1), in certain zones no additional habitable space is permitted above the 3 rd storey.
4.15(7)	Delete clause
4.15(9)	Delete and replace with: A building may 'step-up' the grade on a sloping street provided that the height limit of the zone is not exceeded.
Figure 4.10	Update to reflect changes to height restrictions
4.21 One Main Building on a Lot	Insert new zone references.
4.32 Single Room Occupancy	Insert new zone references.
5.4 View Corridors	Update with new clauses (see report).

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	<p>insert Fig. 19 Primary and Secondary Viewplane. Insert Fig. 20 Illustrative rendering... Insert Fig. 21 Images showing extent of protected area...</p>
Table. 8.1 Permitted Use Table	<p>Insert new zones and related uses (see attached)</p>
8.2(1) Design Guidelines and Registered Heritage Properties	<p>New buildings in the Design Guideline Areas shall be subject to Site Plan Approval, with the exception of the R-LR and R-MU zone which will be subject to Development Agreement.</p>
8.3 East End Density (New)	<p>Insert 8.3 East End Density Insert table B.1</p>
8.6(2) Abutting Landscape Buffers*	
Part 11 (New)	<p>Insert Low Density Residential – 4 Unit Zone (R-LD4)</p>
Part 13 (New)	<p>Insert Medium Density Residential – Low Rise Zone (R-LR)</p>
Part 15 (New)	<p>Insert High Density Residential – Multi Dwelling Unit (R-MDU)</p>
Part 16 (New)	<p>Insert Mixed Use Zone (R-MU)</p>
Part 25 Definitions	<p>Update height definition: Height means the vertical distance of a building between the established grade average elevation of the finished grade around the building and one of the following...</p>
Part 25 Definitions	<p>Delete “Established grade” definition</p>
Part 25 Definitions	<p>Insert: Dwelling, Multi-unit (Medium) means a building consisting of five to twenty-four dwelling units within a single structure which share amenity spaces, parking and driveways.</p>

Subdivision Bylaw Amendments

Part #	Amendment
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4.2.1 Lot Requirements	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 Land Use Bylaw. A servicing agreement may be applicable, to ensure the private access is documented.
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6) DISCUSSION

Overview

The East End Secondary Plan was updated based on discussion at PAC and the May 25th Committee of the Whole and Special Council. Schedules of the Municipal Planning Strategy were also updated (Future Streets, Future Parks) to reflect this process concluding.

Key updates include:

- Enhanced buffering provisions (particularly where different zones abut each other).
- Additional trail connection across Maple Avenue.
- Development Agreement(s) are required in the area on the Maple Ridge lands along Main Street where Architectural Controls and a comprehensive design will be essential to achieve the Village Square vision in the Secondary Plan.
- Commercial opportunities in other parts of the planning area were clarified in the amendment package.

The key outcome to this process is establishing Development rights on the lands. The final zoning is as follows:

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The overall Concept Plan was also updated to reflect direction:



7) 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.

8) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

The 2021-2025 Strategic Plan and MPS relevant directions:

- Economic Prosperity

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- Social Equity
- Climate Action
- Community Wellness

9) 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.

10) ALTERNATIVES

That the Council send the plan back to Staff for substantial revision and set an amended schedule for considering the plan approval again (with another public hearing / schedule to be established).



The Town of Wolfville

WOLFVILLE EAST END SECONDARY PLANNING STRATEGY

FINAL REPORT June 2, 2023

Prepared by:

wolfville **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.

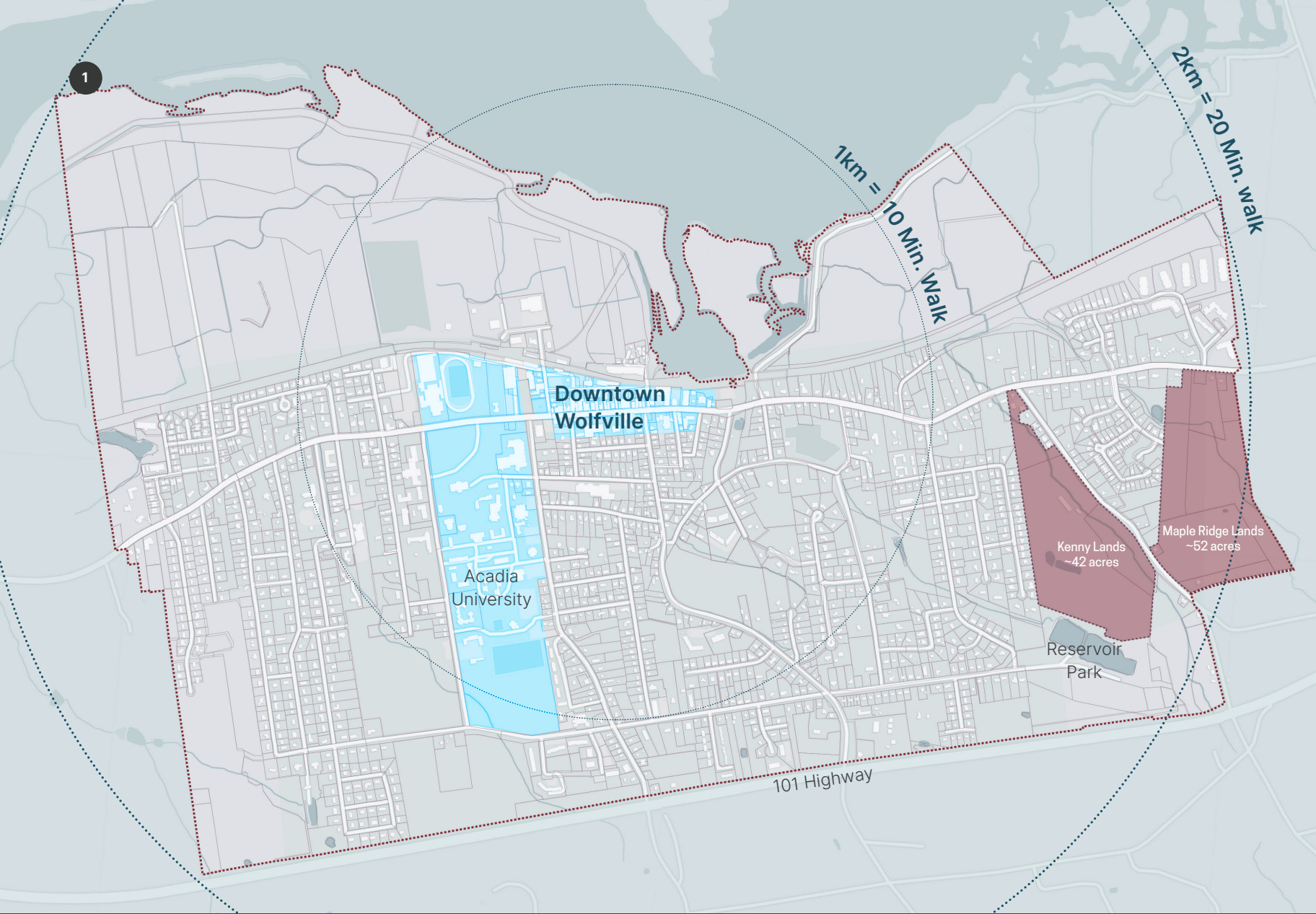


Fig.1 – Town Context Map



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. Access from the site is being provided from 2 points along Maple Avenue with Road Reserves to Bishop Avenue used as trail connections. 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

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 neighbourhoods.

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

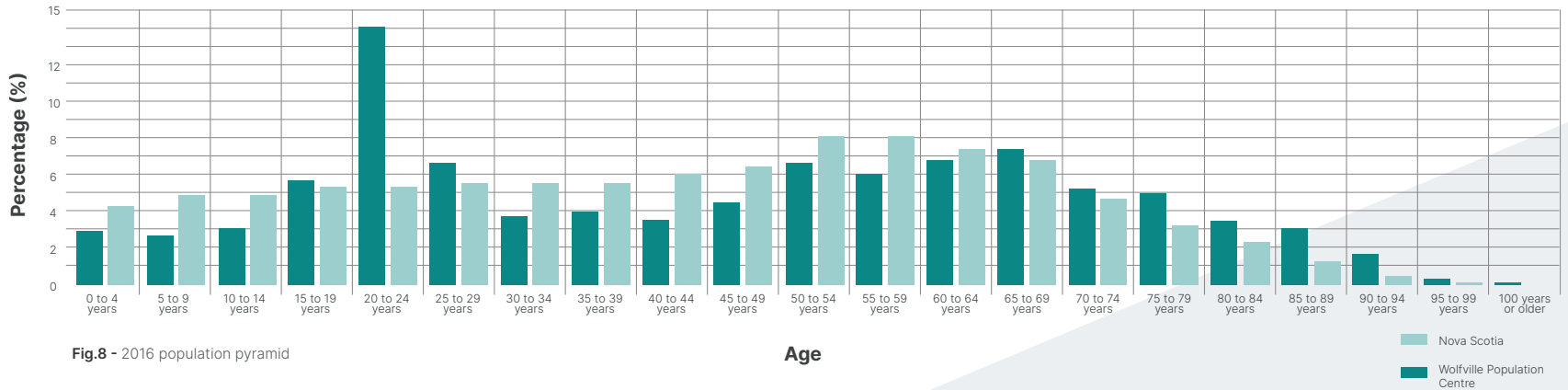
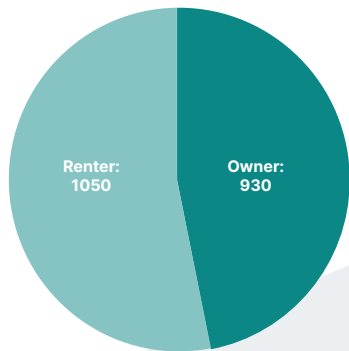


Fig.8 - 2016 population pyramid



↑ **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.

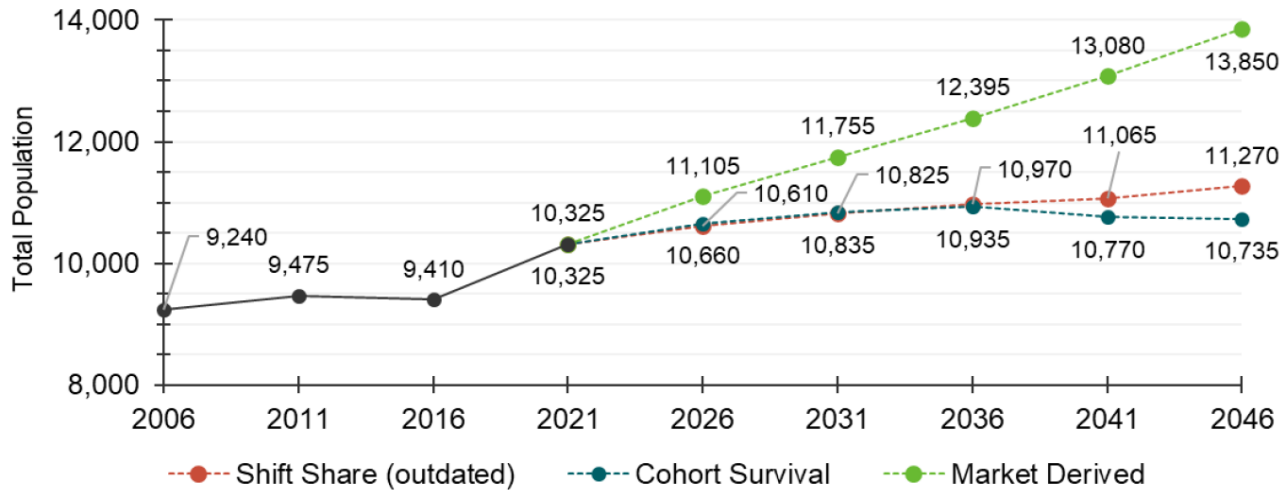
The population group for individuals age 20-29 is higher than the provincial average, descending into lower averages from ages 30 to 65, when the population begins to rise above the provincial average once again. Wolfville's child to teenage population is also lower than the provincial average, further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

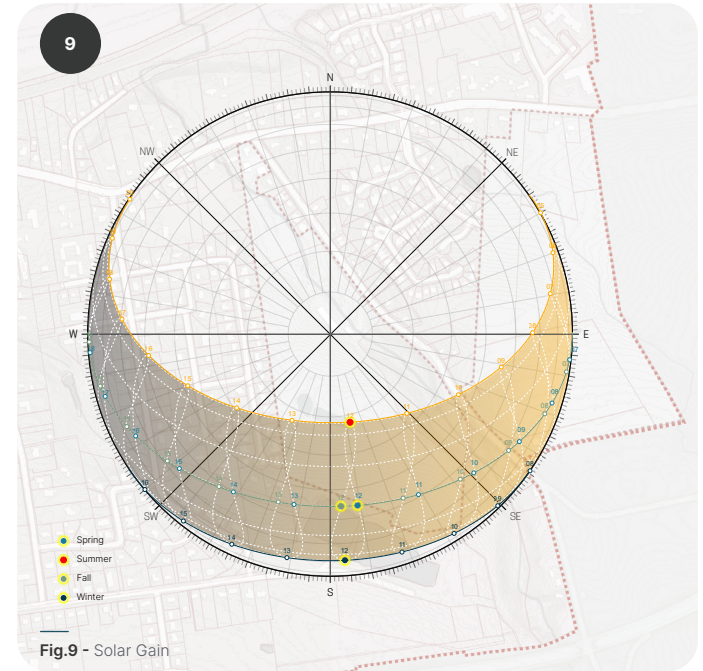
that Wolfville’s East End Plan encourage a range of densities beyond the traditional single-family home. Doing so will enable the current mixed demographics to have a diversity of rental and purchasing options. Lastly - given that Wolfville’s average age is increasing every year - it is important to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

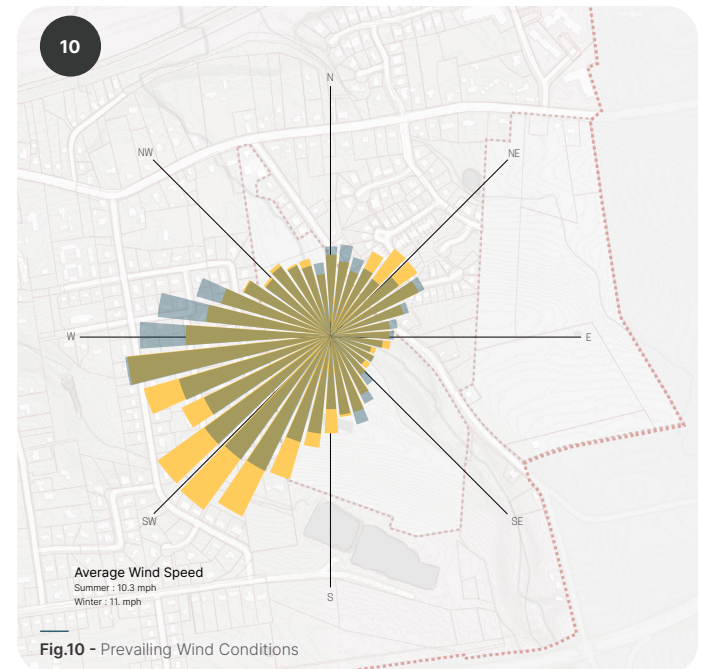


Wind

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.



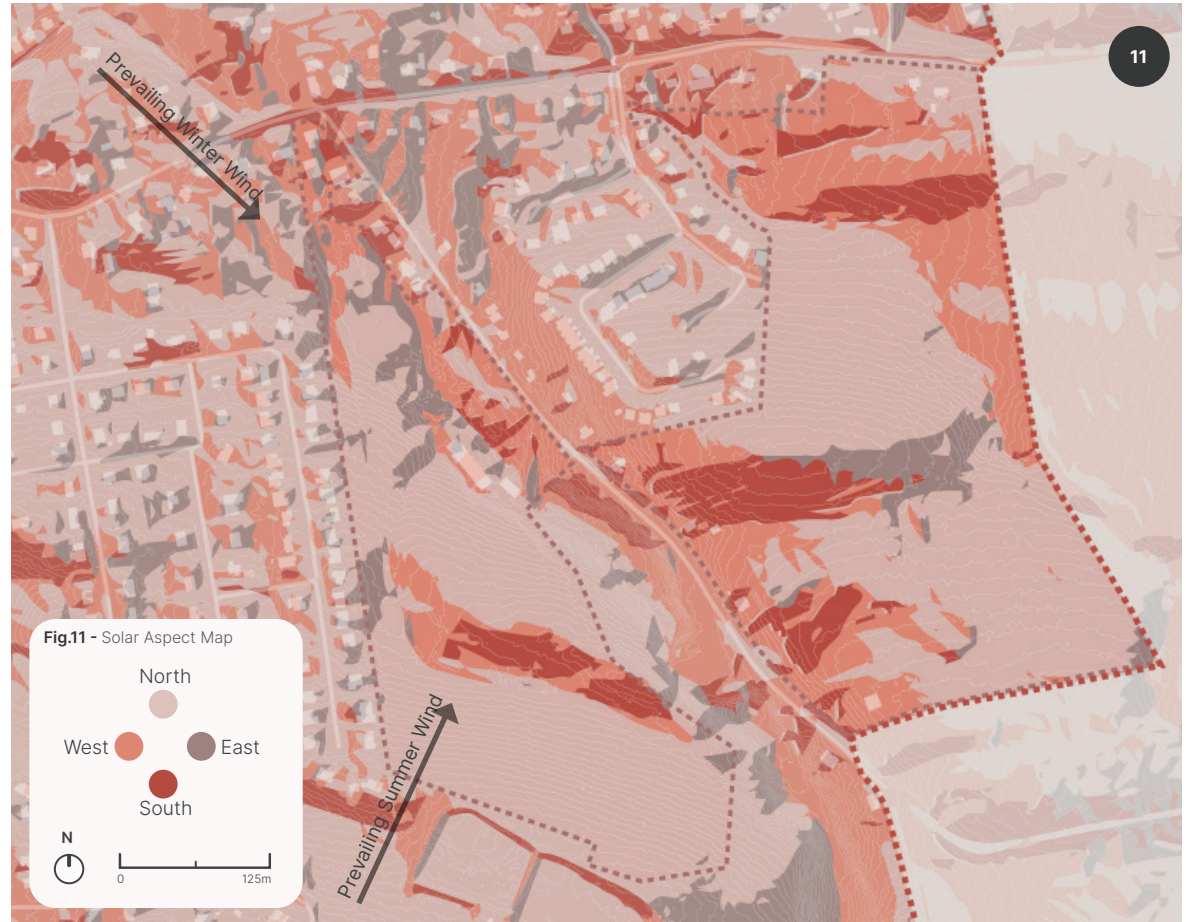
Solar Aspect

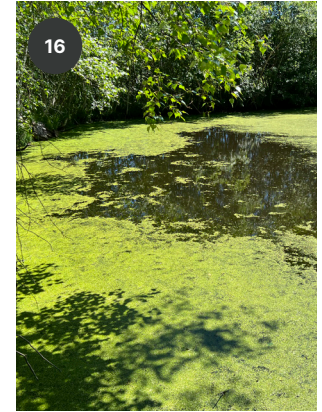
During the planning process, slope aspect should be considered for its considerable effect on the site's microclimate. This will impact the future placement of buildings and vegetation within the site.

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*

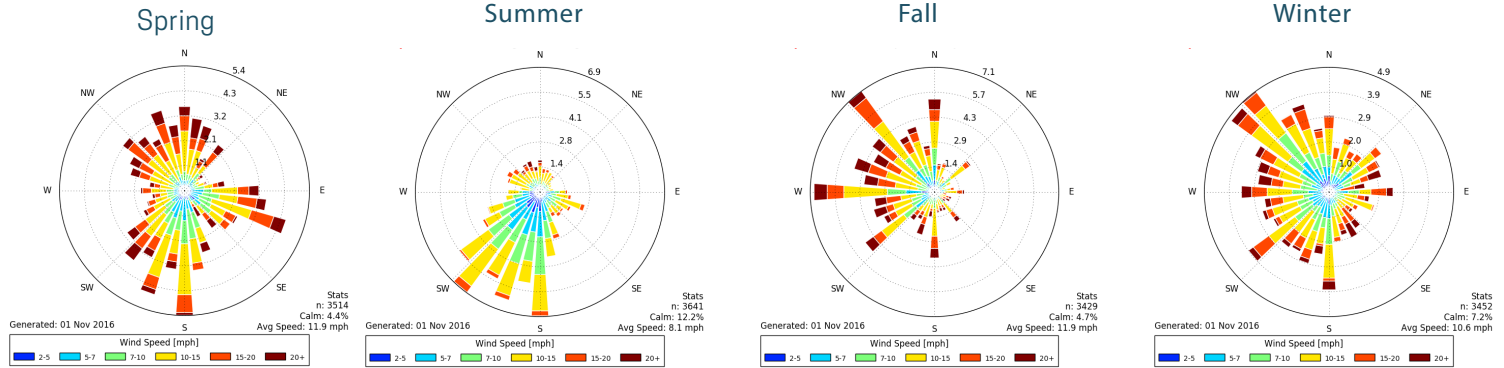
Fig.14 - Wild flowers

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



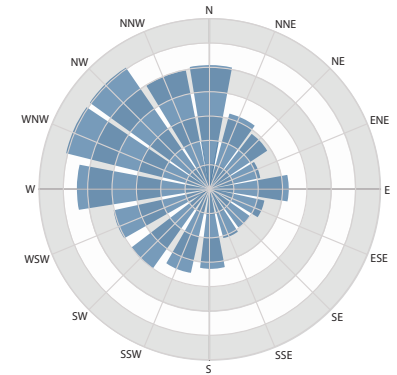
Climate & Microclimate

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.

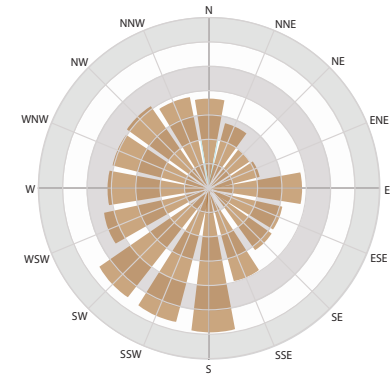
About 1,500 millimetres of precipitation fall in the Valley annually, with 90 per cent as rain and 10 per cent as snow. On average, there is fog 15 to 25 per cent of the year, more often in summer and autumn, when warm air temperatures from the south mix with cooler offshore waters. High humidity is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

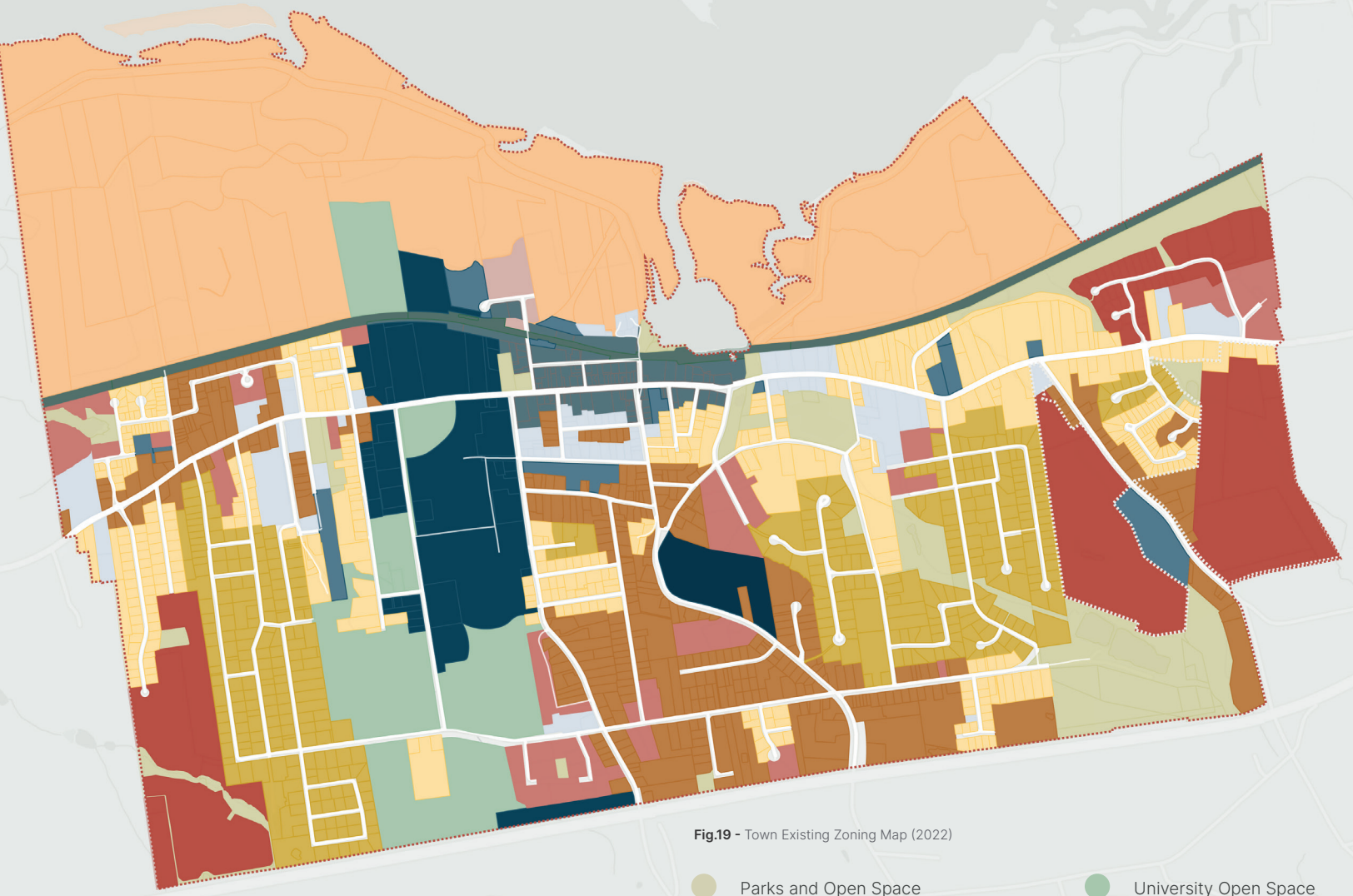


Fig.19 - Town Existing Zoning Map (2022)

- 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

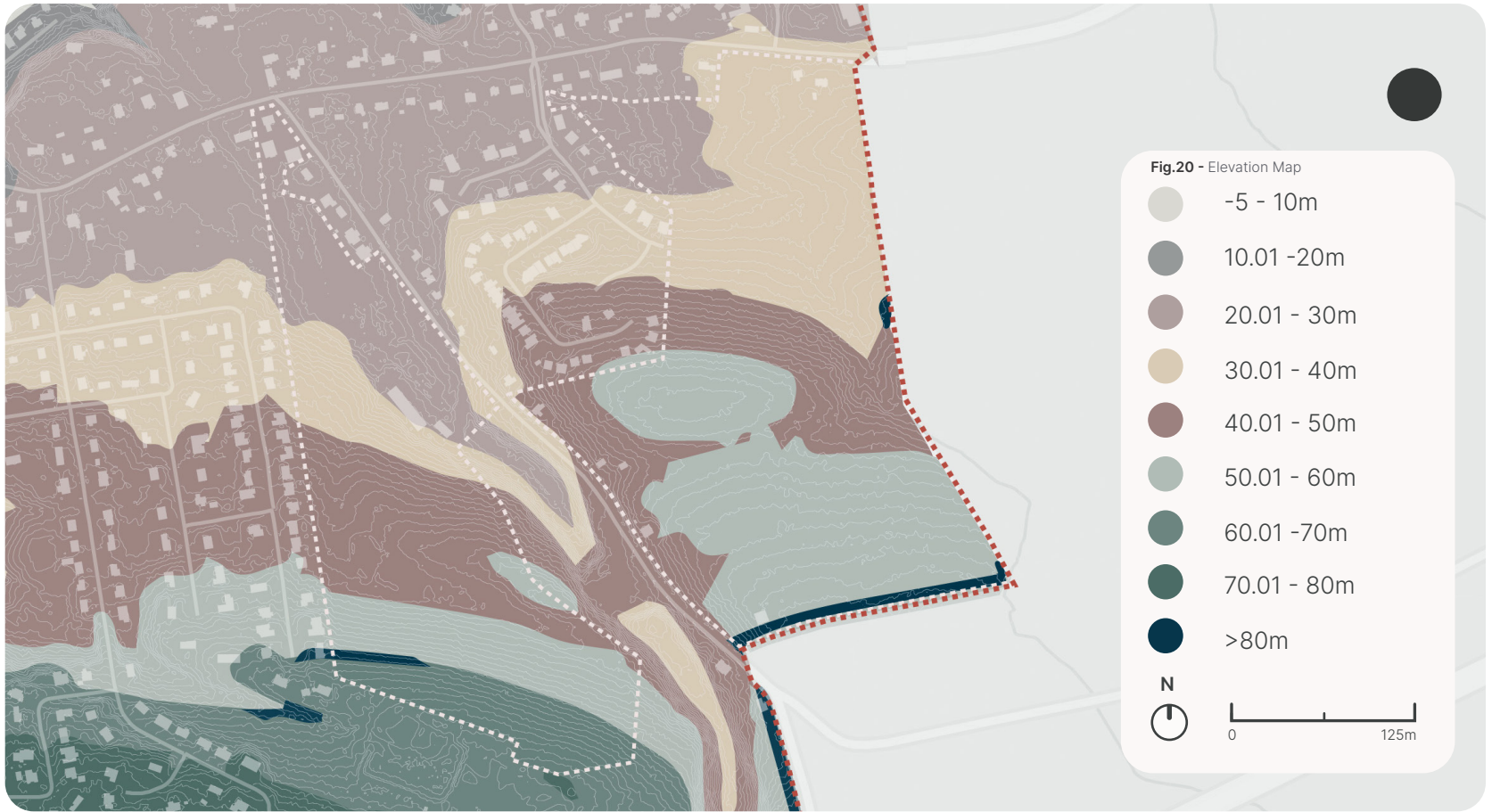
Wolfville's zoning designations consist of a variety of uses - ranging from a variety of housing densities, open space, and commercial uses. Agricultural zoning forms the largest zoning designation, but is separated from the downtown core by an active transportation corridor. Commercial, institutional,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



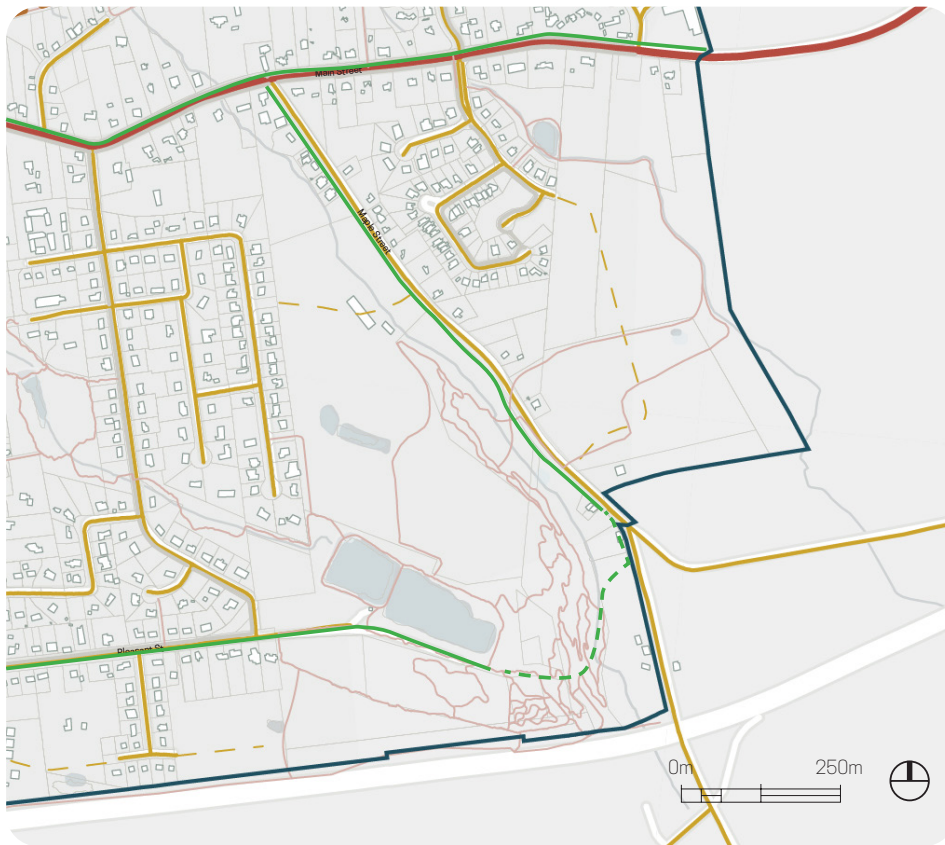
Soil

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. In the long-term, NSTIR (the Province) may identify Maple Avenue as a potential future interchange site; however, discussions with them in 2022-2023 indicated this is not a priority nor planned at all. In the event of this ever 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. Again, at the time of this report, the Province has no intention of an interchange and this plan has proceeded with this assumption in mind.

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 – these will be used as trail connections (not roads). There are two connections to Maple Avenue given the Town is moving its composting facility to create a future development site and/or park space.

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

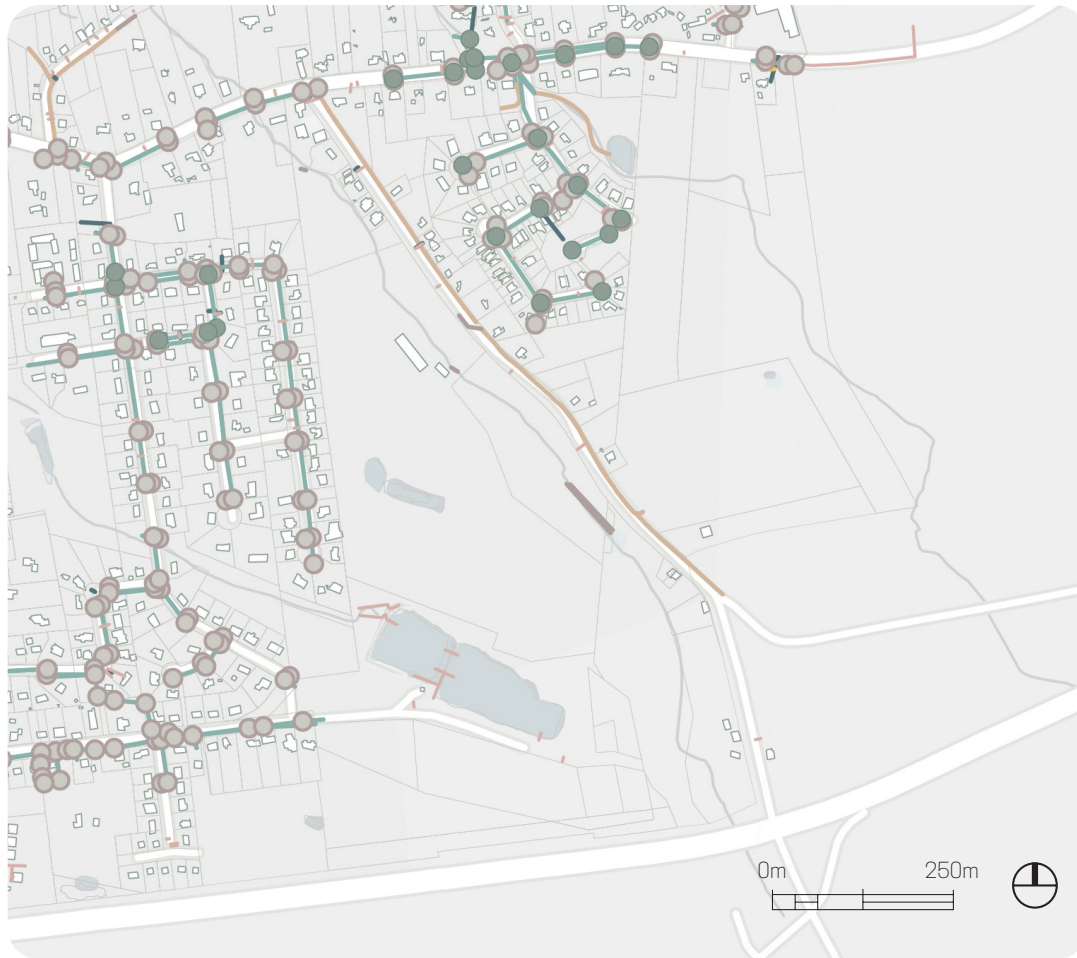
Bus Routes

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

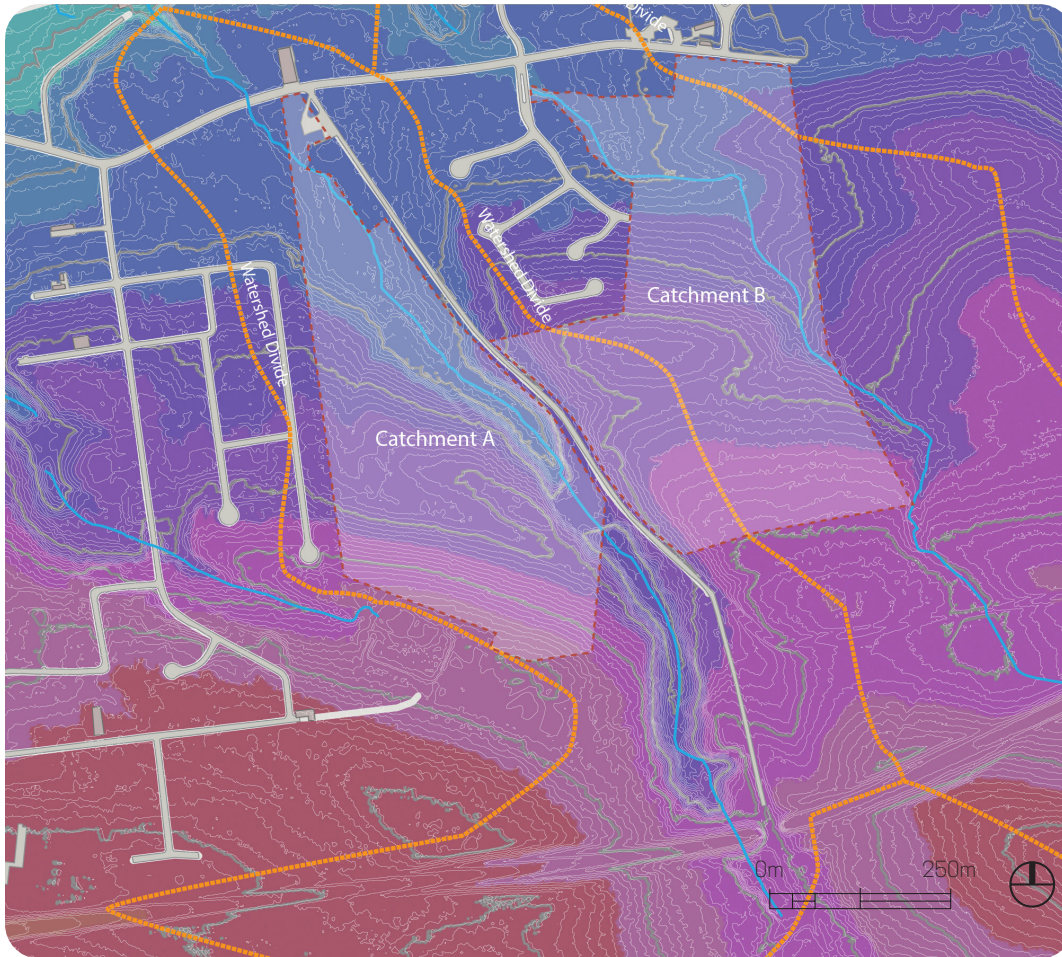
Servicing

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](#).

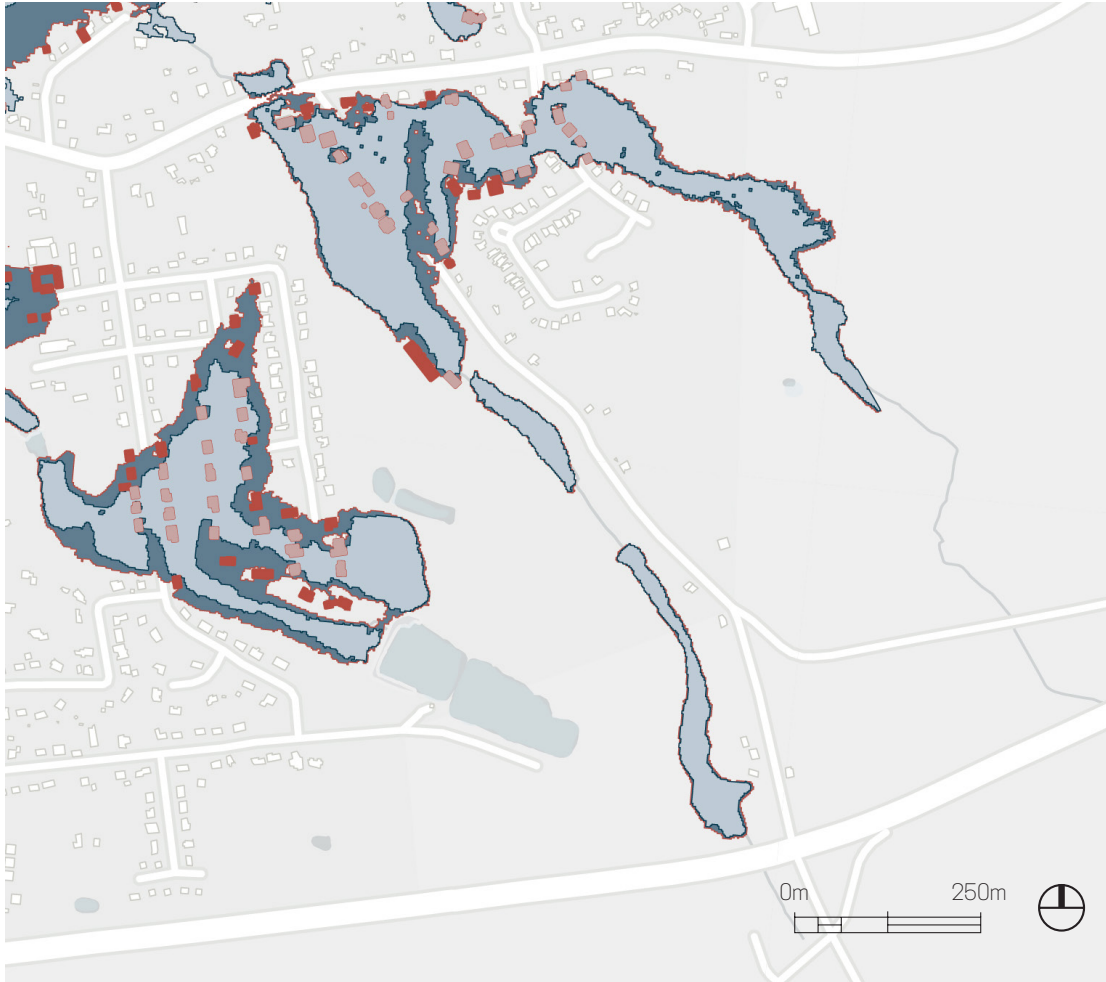


Watersheds

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

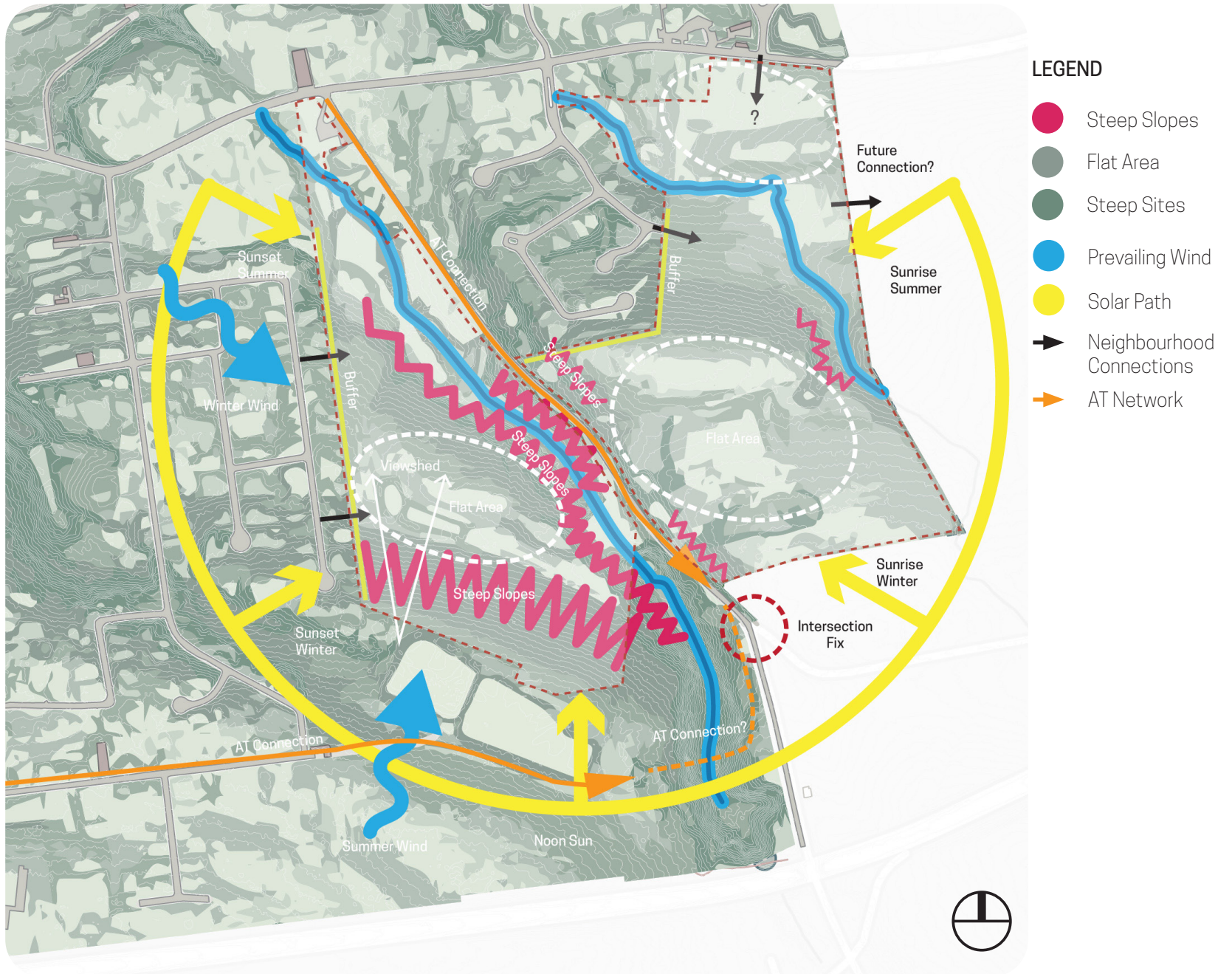


100 Year Tidal Projections

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

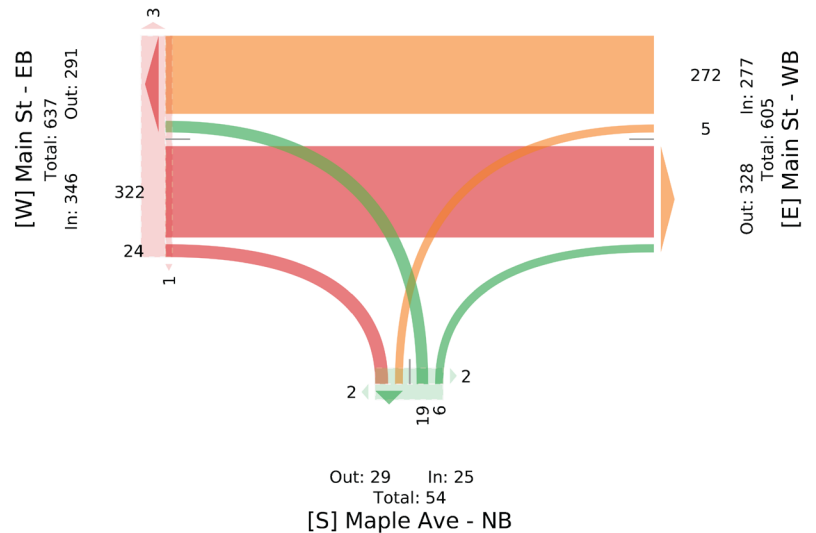
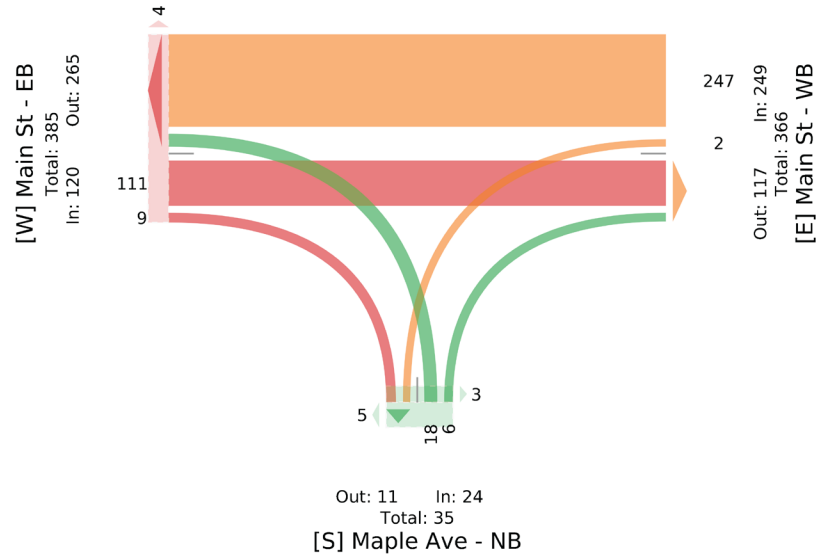
Existing Traffic

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

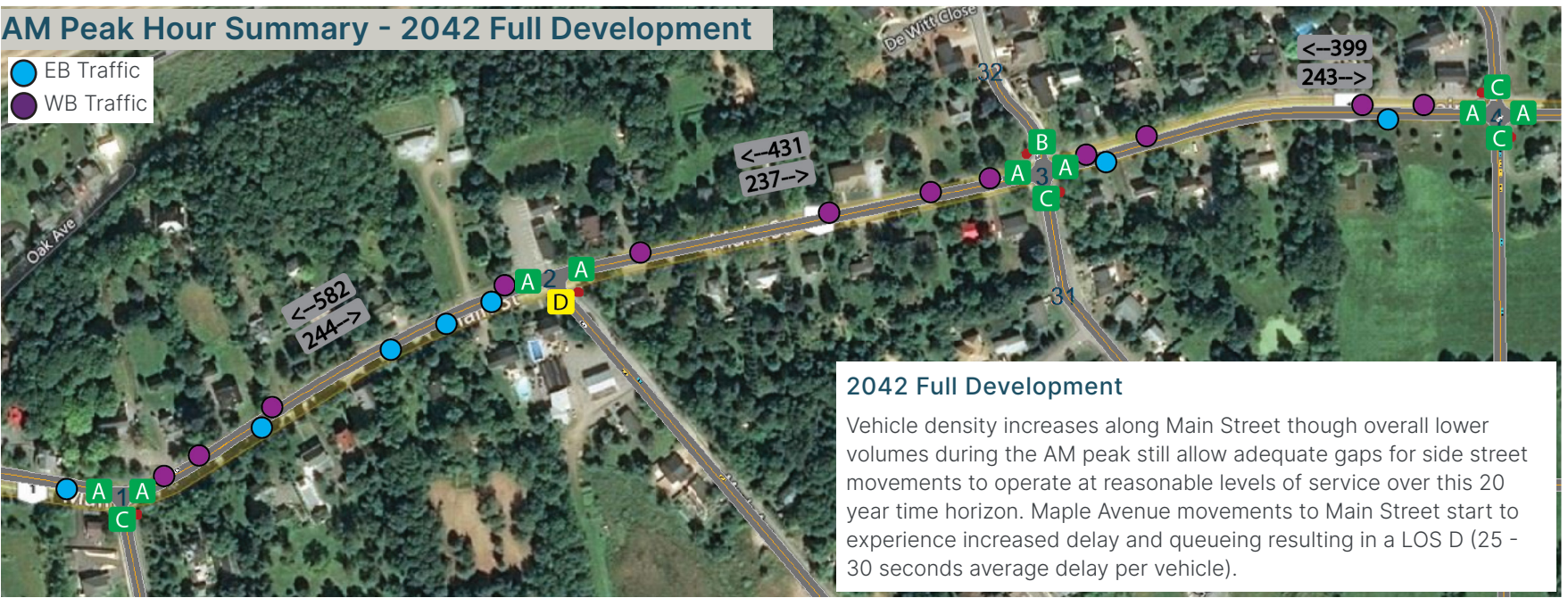


2022 Existing Conditions

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

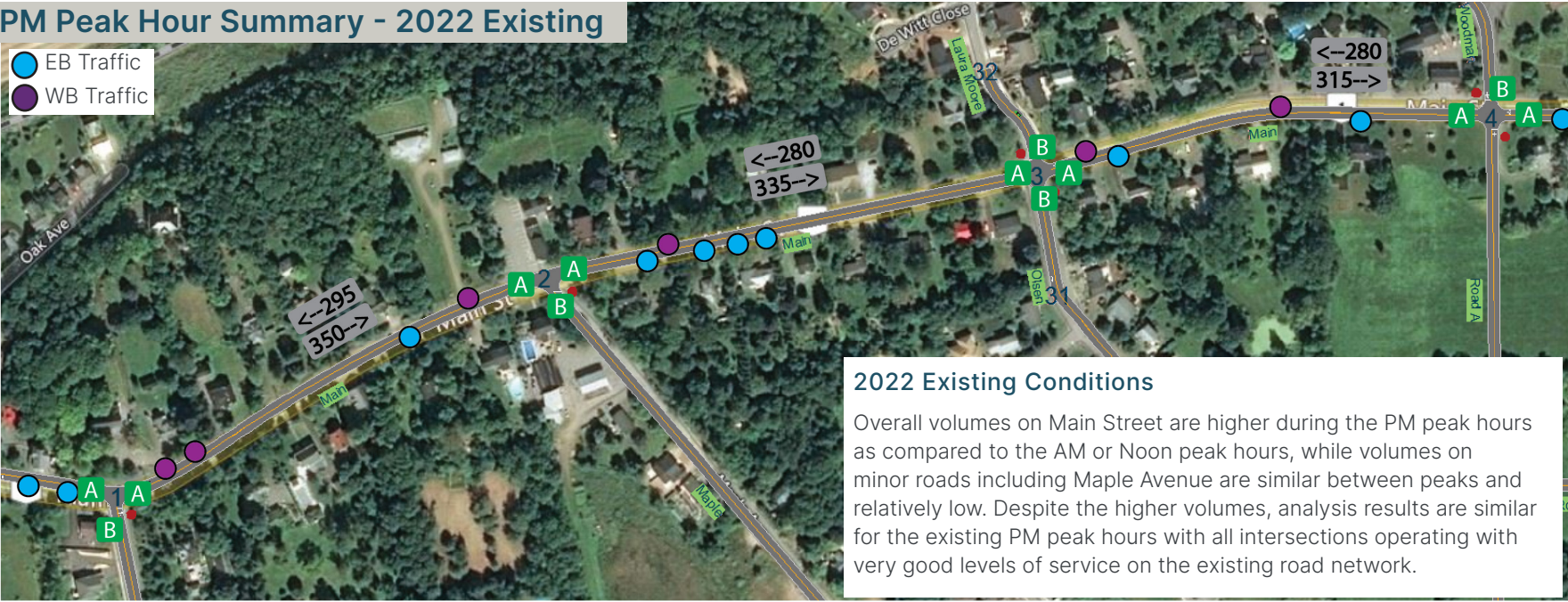


2042 Full Development

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.



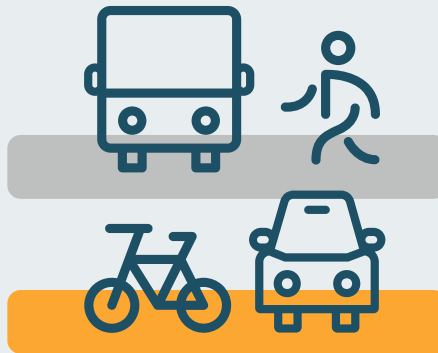
Land use



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

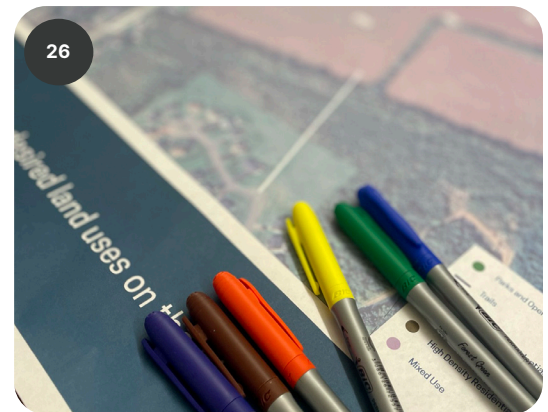
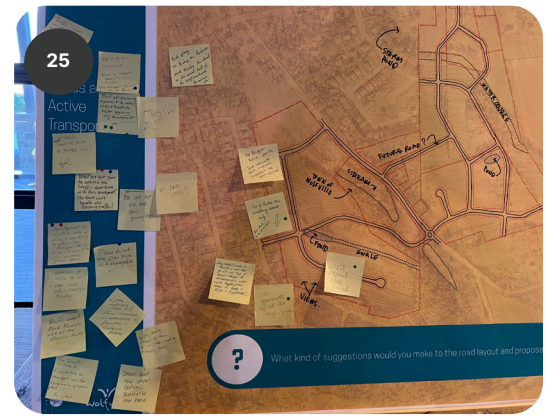


Fig.23 to Fig.25 - Community Workshop Sessions

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.



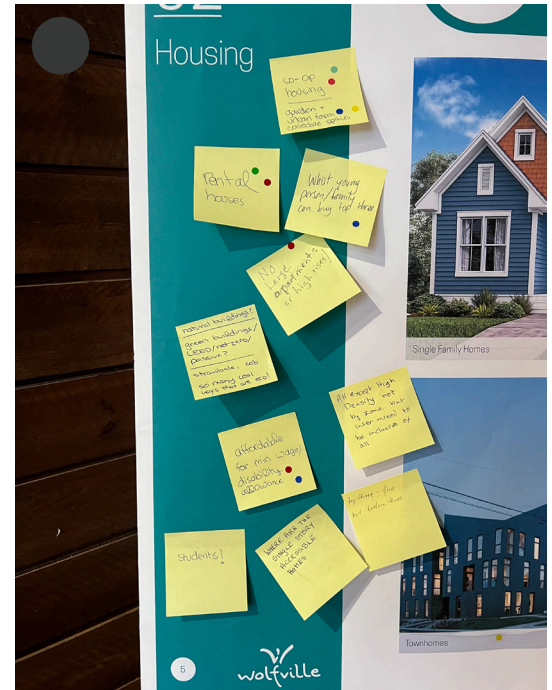
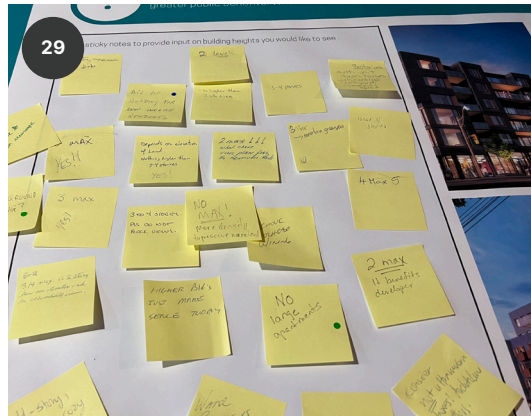
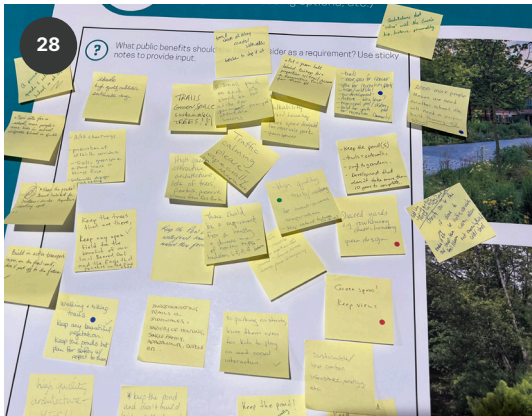



Fig.26 to Fig.29 - Community Workshop Feedback

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

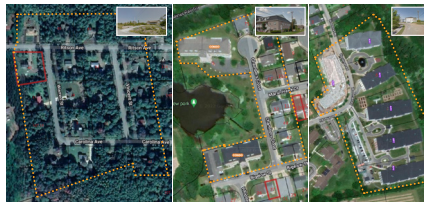


DENSITY



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.

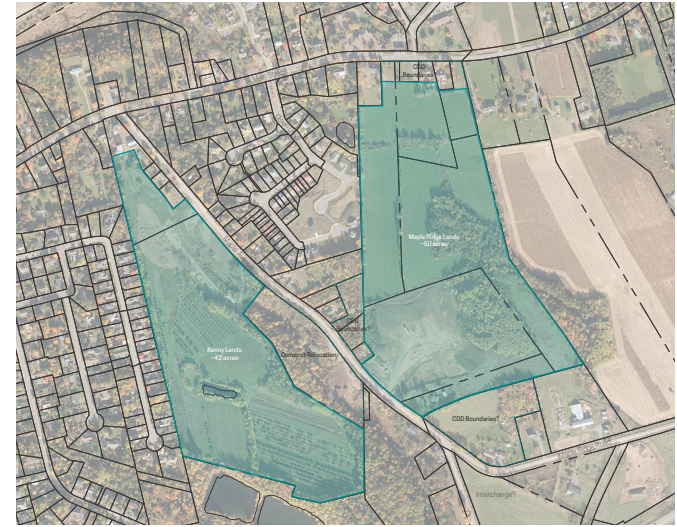
Wolfville East End Planning Study
Public Engagement Session
May 31-June 2, 2022

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

38 wolfville

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

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

04 Trails & AT

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

39 wolfville

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

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

04 Village Square

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

40 wolfville

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

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

04 Street Design

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

43 wolfville

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

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

04 Stormwater Management

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

45 wolfville

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

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

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:

- Single family lot frontages greater than 15m will not be permitted.
- Attached garages are not permitted unless they are setback at least 3m from the front of the home
- Lot depths between 40-50m deep are encouraged requiring buildings to be pulled up closer to the street with limited setbacks

- Verandas are encouraged on all single family homes so that home-owners can talk to their neighbours passing by on the sidewalks.
- Parking is encouraged on the side of the unit instead of the front of the unit where possible.
- Detached garages are permitted the rear of the lot and provide an opportunity for rental units above.

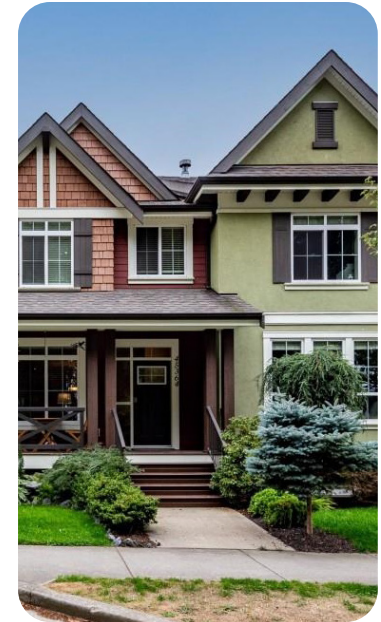


Narrow frontage Single Family Precedents

Semi and Duplex Homes

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

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



Townhomes

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

Some of the features of a townhouse include:

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



Cluster Homes

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

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



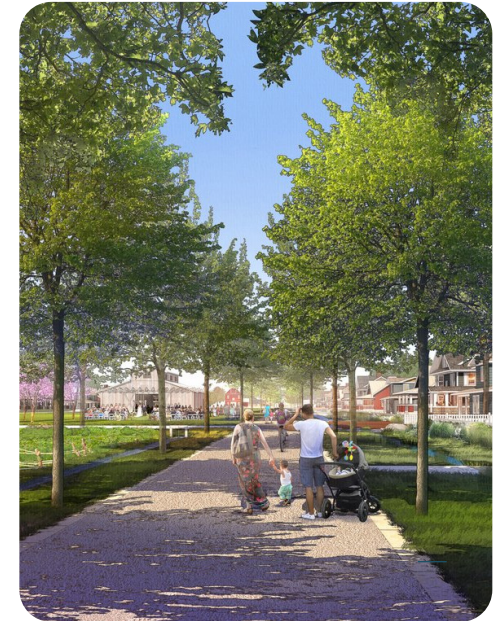
Agrihoods

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

Some of the features of an agrihood include:

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

Cluster Home Precedents



Agrihood Precedents

Multi-Unit Lowrise

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

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



Multi-Unit Midrise

Midrise buildings are 4-6 storeys in height and according to Wolfville's LUB, they are permitted only in the R-MDU zone by Site Plan Approval from 25-120 units. The R-MDU zone includes a site specific amendment to allow consideration of additional density (+5 UPA) by development agreement within the East End area. The other amendments in the R-MDU zone include:

- A 3m stepback above the streetwall height (3rd - 4th storey or 9-12m) 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.1 - 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).

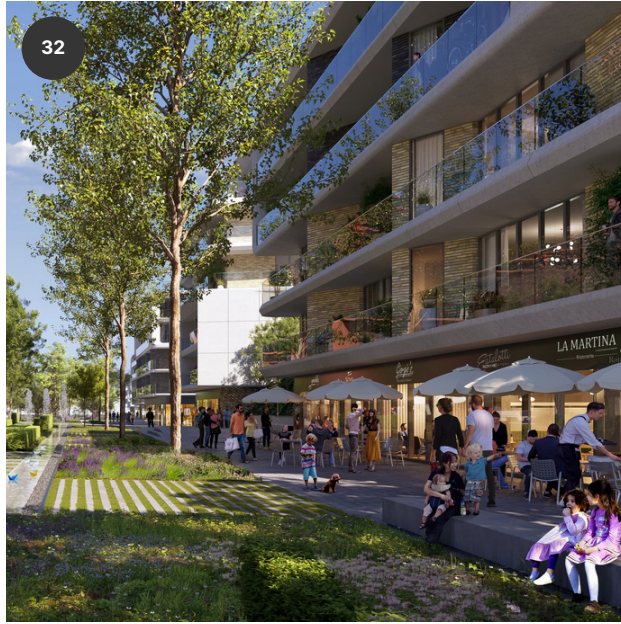


Fig.31 - High Rise with Active Frontages

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



Fig.3 - 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 83.

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.



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.5 - Kenny Lands Parkland Plan



Fig.6 - 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.7 - Maple Ridge Parkland Plan



Fig.8 - 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).

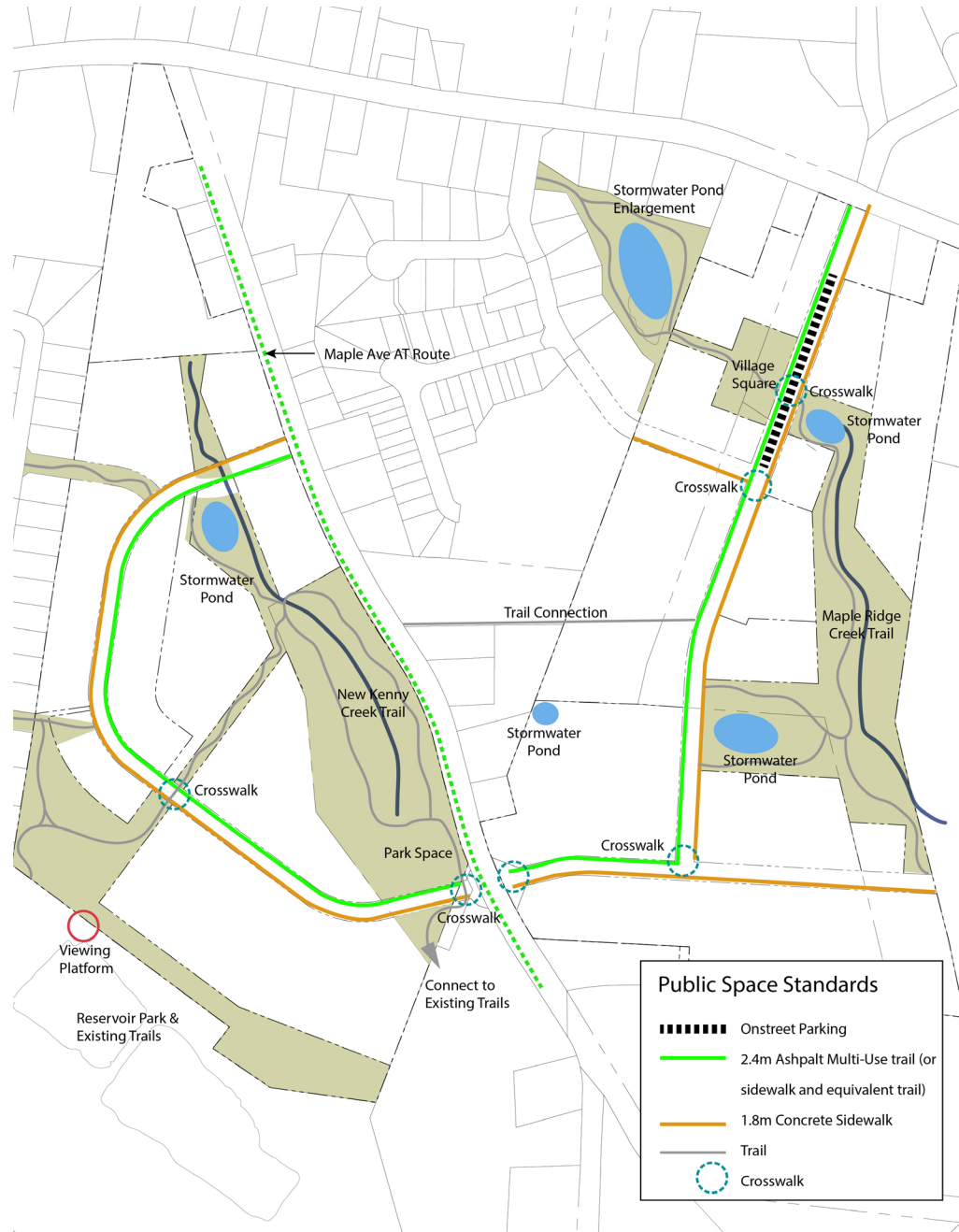
The public streets will be built by many different developers before being deeded to the Town so it is important to agree upon the common street standards as part of this plan.

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.

Trails shown in the plan may be slightly modified based on the site conditions but the general locations are an essential part of this secondary plan and pedestrian connectivity. These trails will be built by the Developers and taken over by the Town. Standards and details will be established through a servicing agreement.

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. The Street standards shown here are subject to detailed design and approval by the Town Engineer through a servicing agreement. What is shown here act as guidance – some aspects may be modified based on site conditions (e.g. equivalent AT pathways in the right-of-way or other equivalent, safer locations depending on site conditions). The service level expectation and elements shown here shall be achieved in some manner.

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 one side and 2.4m AT multi-use trail on the other side.
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.)

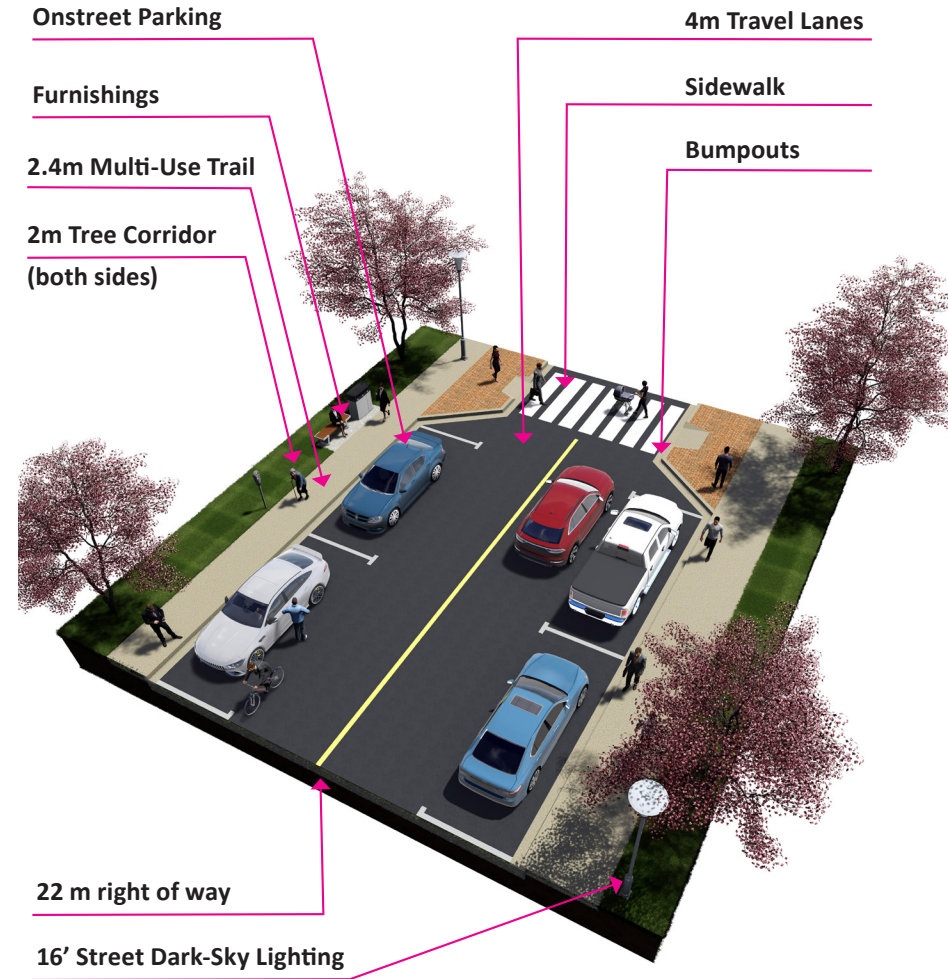


Fig.9 - Village Square Street

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.

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.

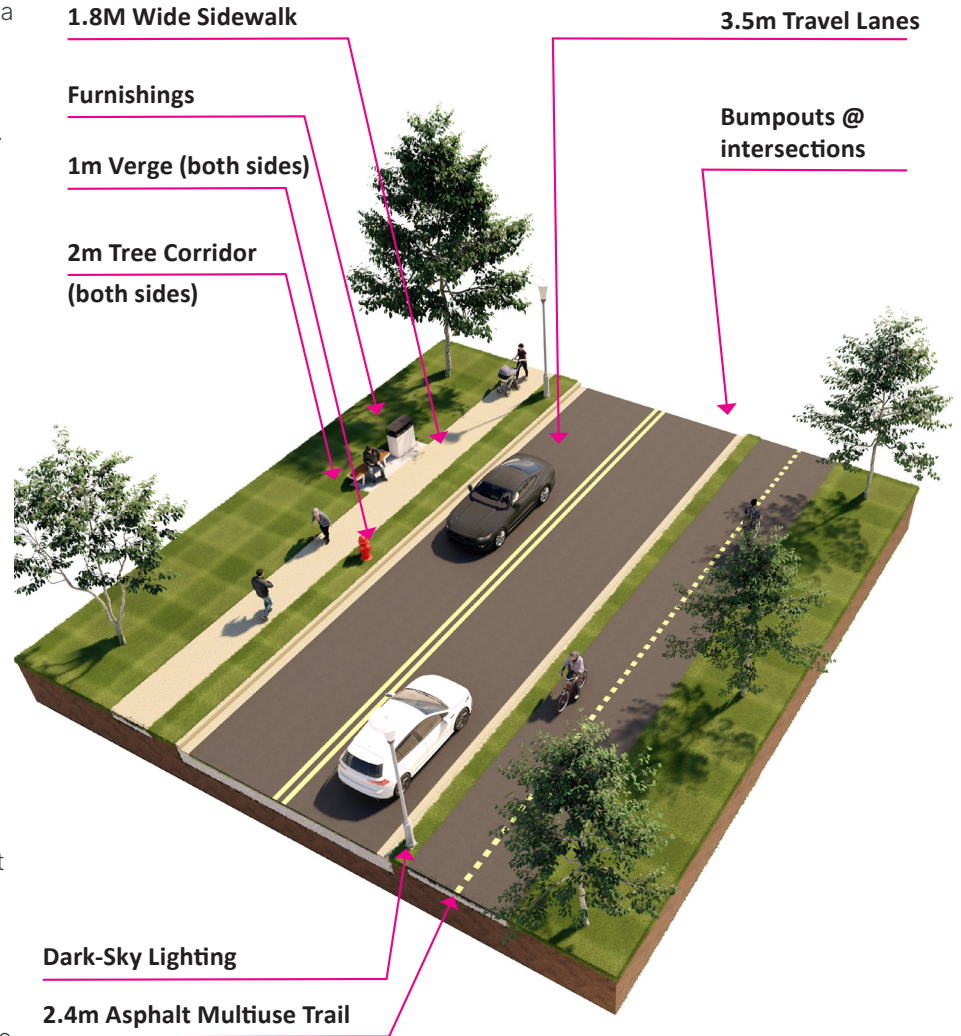


Fig.10 - Typical Collector Street

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.

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.

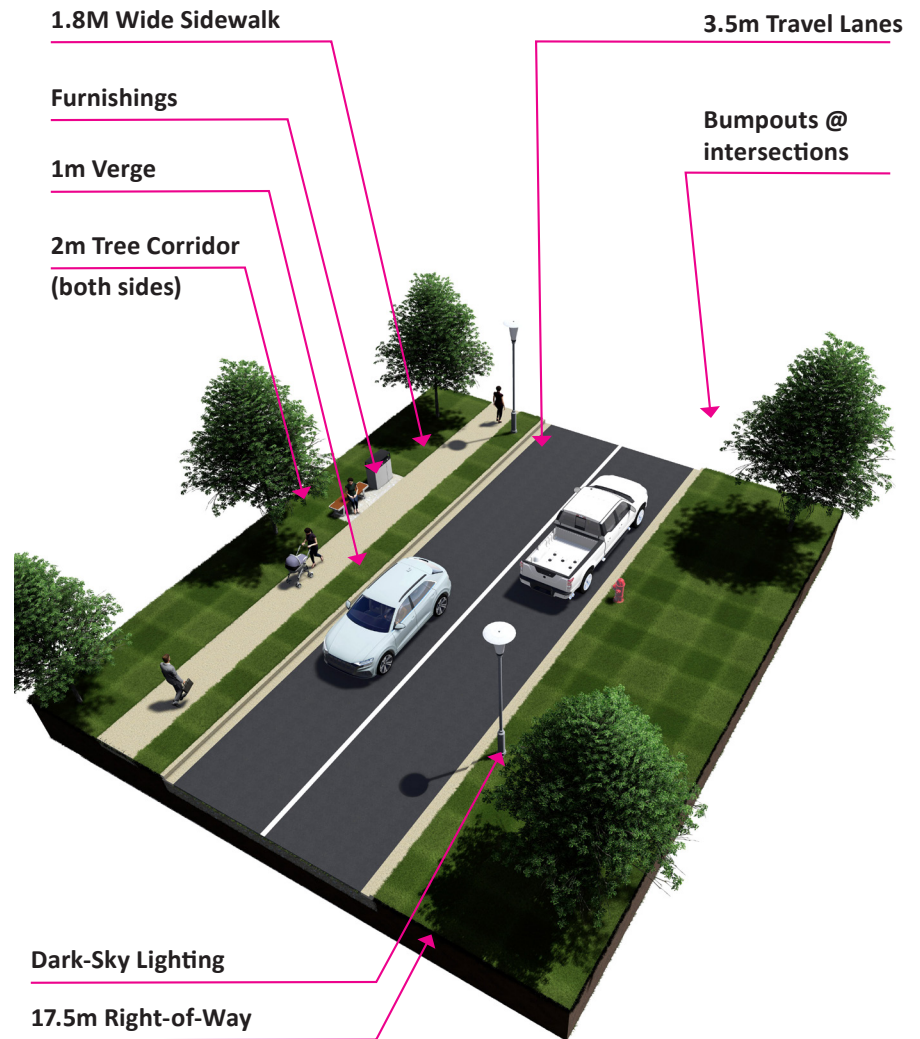


Fig.11 - Typical Local Street

6.7 URBAN FORM ZONES

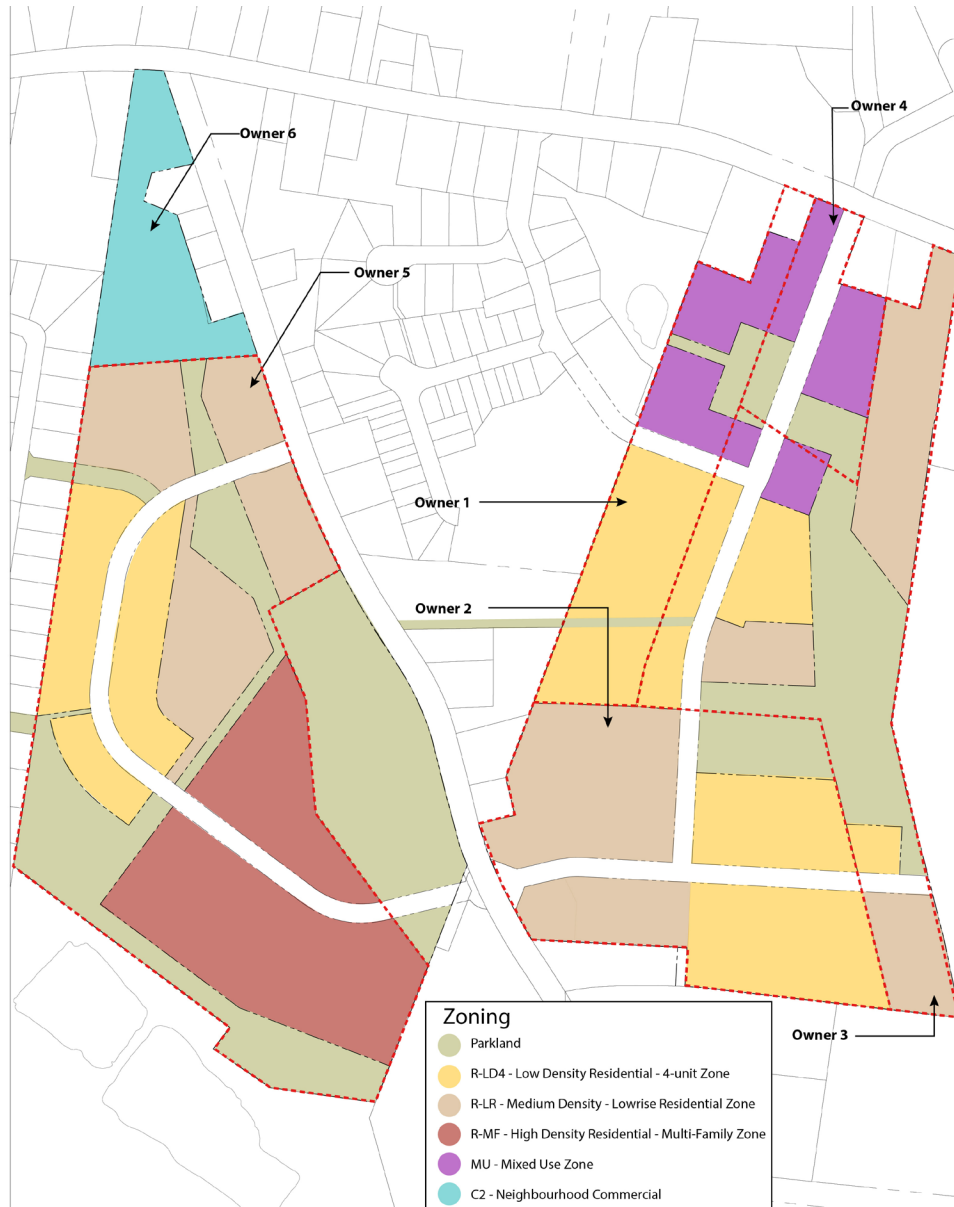
‘Urban form’ refers to the type and scale of buildings that will be built in the developed portions of the East End. The plan proposes 4 main zones, each with distinct building topologies to address the site context. Each zone will be translated into a new zone in the future land use bylaw update.

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 730 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.12 - Fig.30 -Open Space 3D Massing

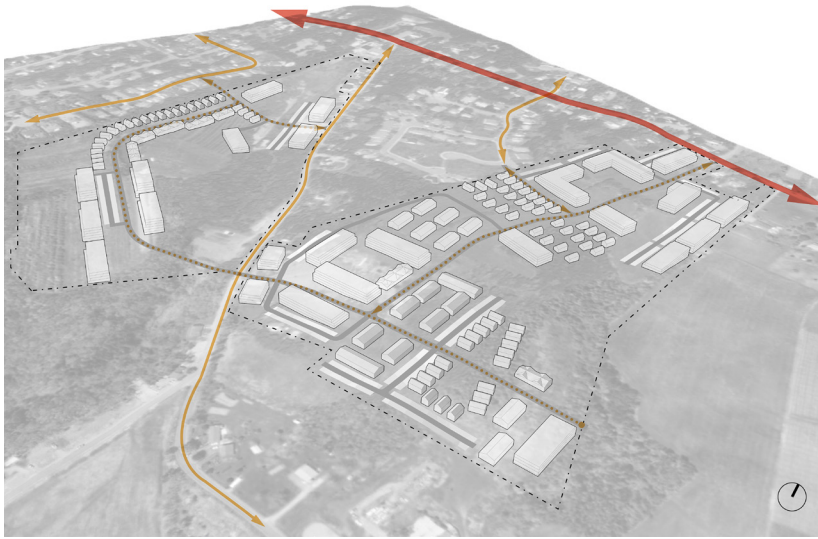


Fig.13 - Fig. 30 -Road Hierarchies 3D Massing

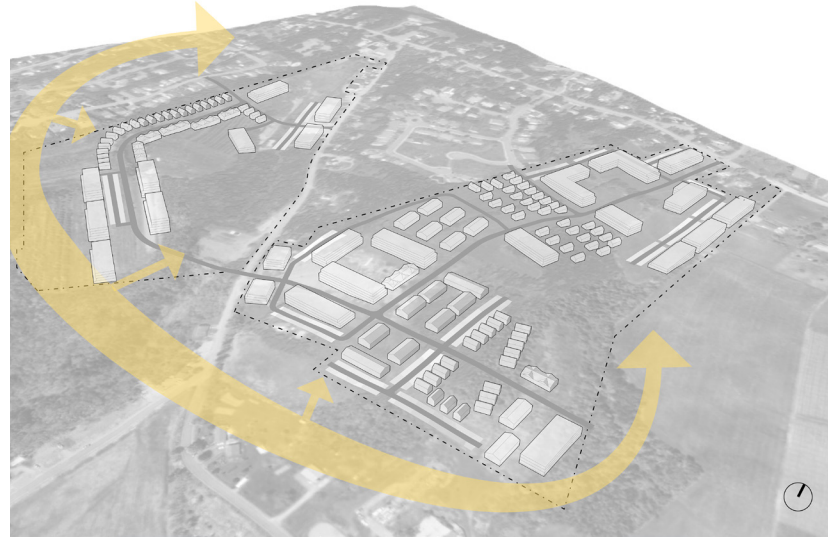


Fig.14 - Fig. 30 -Solar Exposure 3D Massing



Fig.15 - Fig. 30 -Trails 3D Massing



Fig.16 - 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 turn 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 is finalized for the Public Hearing.

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, 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, 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 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 a range of medium density residential uses including, but not limited to, 2-unit dwellings, row housing, 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 Dwelling Unit Residential (R-MDU) 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 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 Dwelling Unit Residential (R-MDU) zoning in the Land Use By-law that permits 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
5. 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-MDU), 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 within the Mixed Use zone by development agreement.
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 (R-MU) zone:
 - a. The miniR-MU net-density of residential dwellings units shall be an average of 10 dwelling units per acre within the R-MU zone.
 - b. Encourage transit stops and “All ages and abilities” AT infrastructure within or nearby R-MU zones.
 - c. Encourage linkages to R-MU zones via sidewalks and walking trails.
 - d. 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.

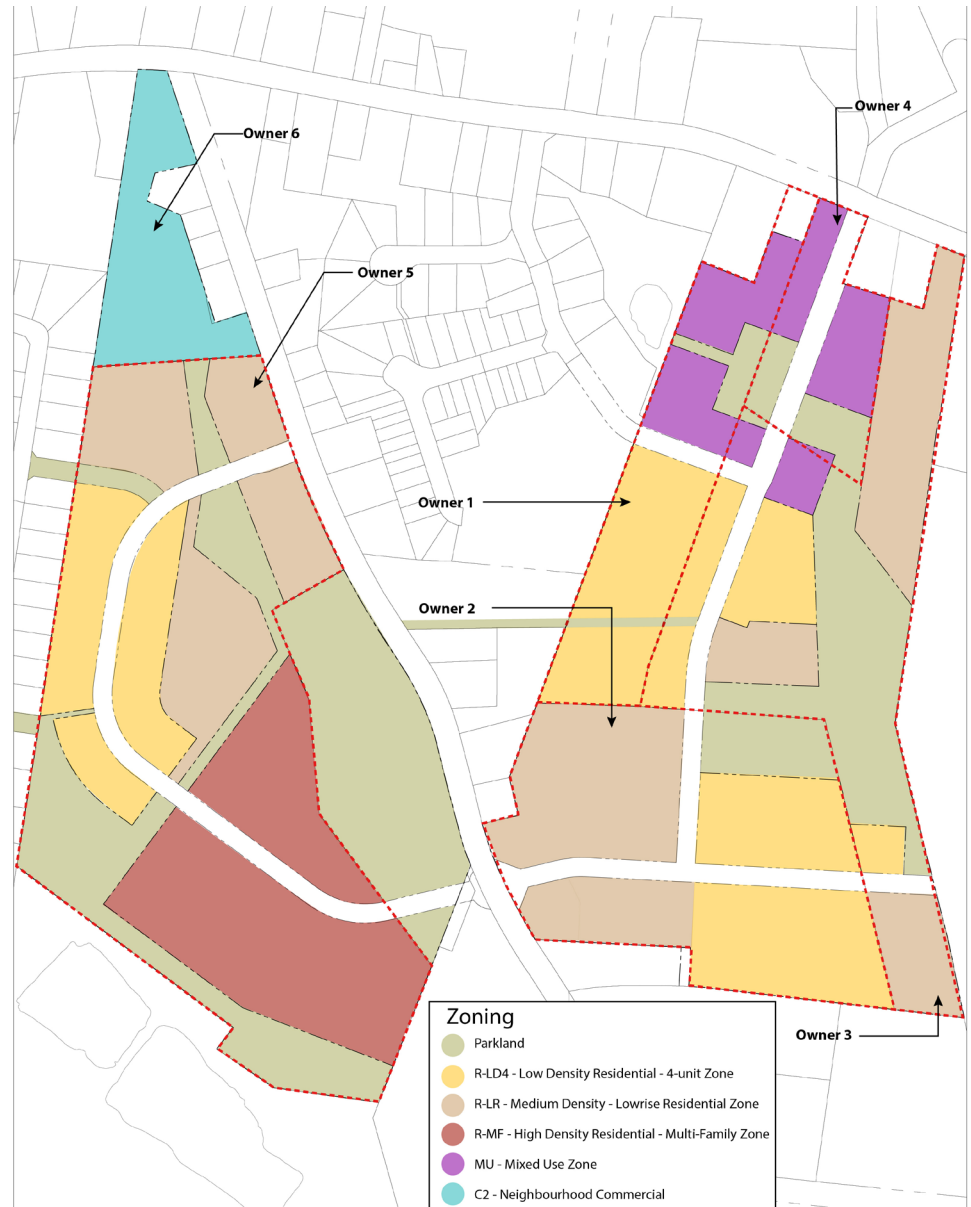
- a. Land Use and Design
 - i. Community Centre
 - ii. Mixed Land Uses
 - iii. Community Plans
 - iv. Leveraging Existing Infrastructure
- b. Connectivity
 - i. Active Transportation
 - ii. Green and Grey Networks
 - iii. Alternative Forms of Transit
 - iv. Connected Green Network of Natural Assets
-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



Amend LUB Section 8. Density Mapping

1. Each Property in the East End shall not exceed the maximum allowable density in Table B.1 unless by development agreement up to 5 additional units per acre.
2. All properties must meet the minimum density target of 10 UPA.
3. 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.
4. Gross densities have been calculated including all land that had been considered during the secondary plan process.
5. The Development Officer may, at any time, require confirmation of density calculations for the overall development.

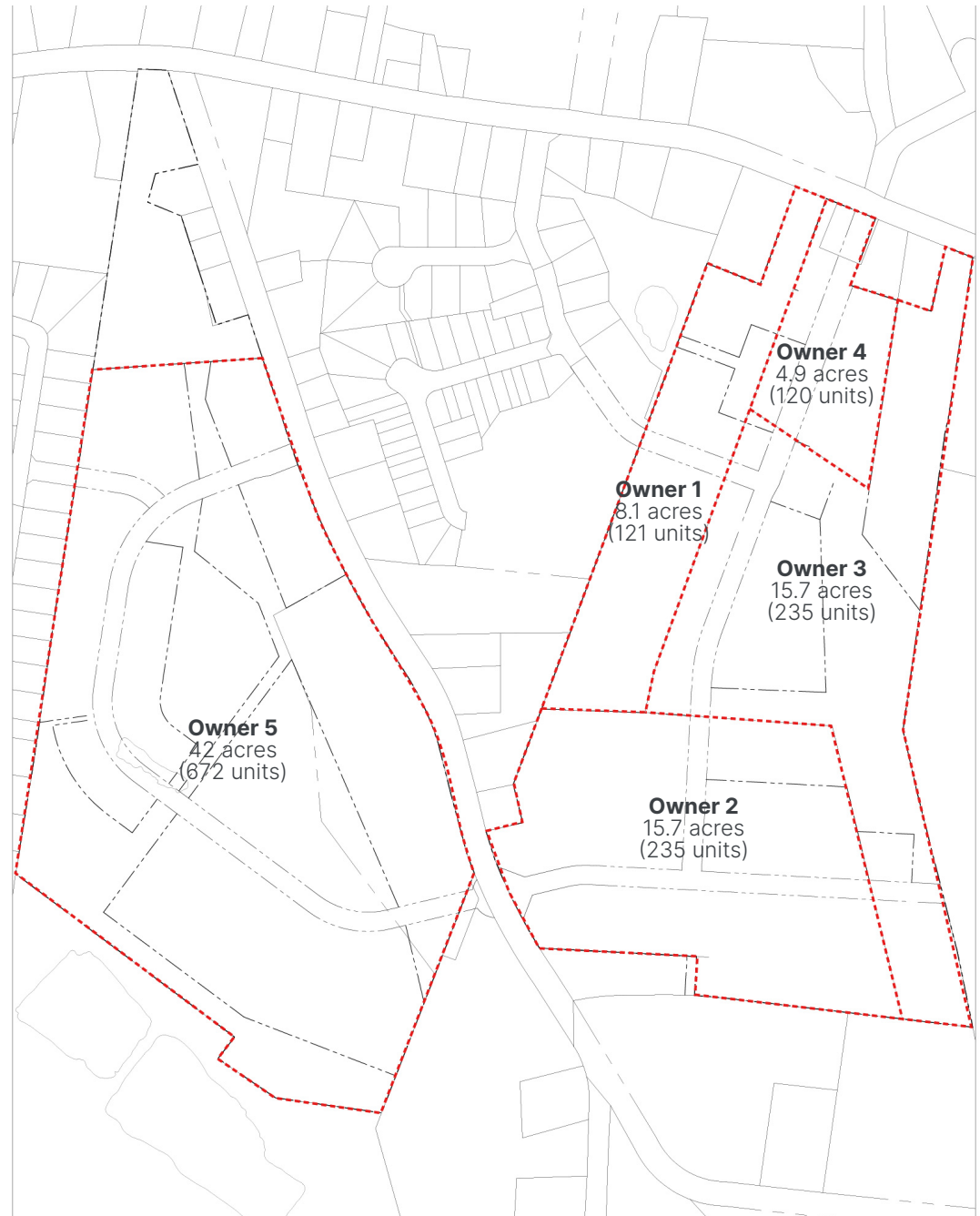


Fig.17 - Table B.1

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 are regulated and have been defined during the East End Secondary Planning Process (See Figure 5.3 to be updated)

(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) The Development Officer may require a NS Land Surveyor to confirm and stamp that buildings within the primary viewplane area (shown in red on Fig 19) 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 and secondary 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, as per the general height requirements of the Land Use By-law.

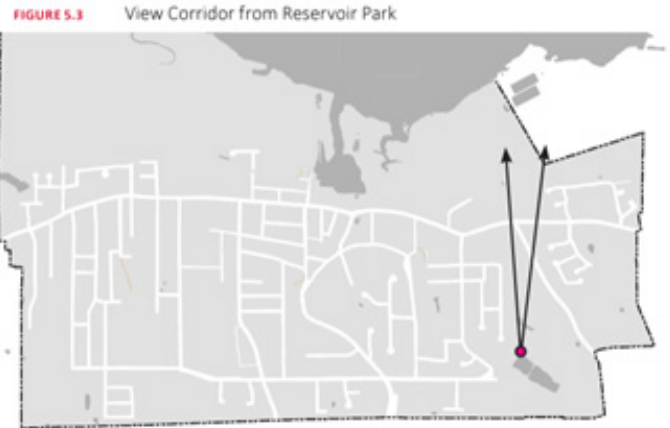


Fig.18 - Viewplane context map

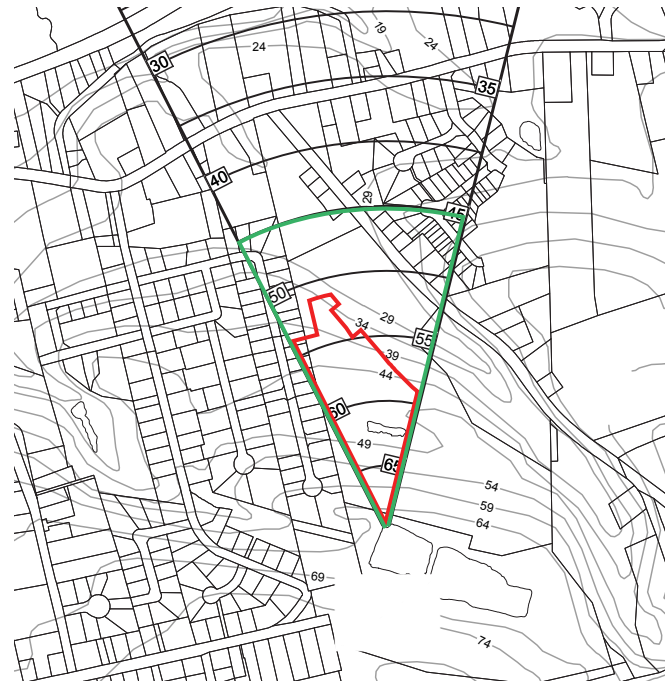


Fig.19 - Schedule B-2. Primary (red) and Secondary (green) Viewplane protection areas



Fig.20 - Illustrative rendering of Reservoir View Park

Views to Blomidon from Reservoir Park are protected in the Municipal Planning Strategy and were refined during the East End Secondary Planning Process.

- Taller buildings that abut the secondary viewplane area will require additional setbacks of 3m for the upper 2 storeys in order to reduce the scale of the building.
- The protected view corridor from the edge of Reservoir pond could 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 the new road, and other passive park amenities.



Fig.21 - Images showing extent of protected area on the Kenny Lands

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-MDU	R-MU
Additions	P	P	P	SP
Accessory Dwelling – Detached	SP	PC		
Dwelling, Single	P			
Dwelling, Two Unit	P			
Dwelling, Multi-unit (3-4 units)	P	P		
Dwelling, Multi-unit- Medium (5-24 units)		SP		
Dwelling, Multi-unit (25-50 units)		SP	SP	DA
Dwelling, Multi-unit (max of 120 units)			SP	DA
Additional Density (+5 UPA) see table B.1	DA	DA	DA	DA
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-MU	
Neighbourhood Commercial Use > 200 sq.m.		SP	SP	DA
Neighbourhood Commercial up to 40% of Groundfloor of a multi unit building		SP	SP	DA
Neighbourhood Commercial up to 100% of Groundfloor of a multi unit building		DA	SP	DA
Inns (12 or less rental rooms)		SP	SP	DA
Residential Care Facility	PC	PC	PC	DA
Single Room Occupancy (3 or more rental rooms)	PC	PC		DA
Hostels				DA
Hotels			SP	DA
Short Term Rentals	PC	PC	PC	DA
Daycare Facilities	PC	PC	PC	DA
Commercial Schools		DA	DA	DA
Bakeries			SP	DA
Neighbourhood cafe (< 100 sq.m.)			SP	DA
Catering Establishment (> 80 sq.m.)			SP	DA
Nano-Brewery (See Special Provisions in the C-2 zone)				DA
Tasting Rooms (See Special Provisions in the C-2 zone)			P	DA
Art Galleries & Studios			P	DA
Craft Workshops > 80 sq.m.			P	DA
Farm Markets			P	DA
Institutional Uses			P	DA
Laundromats			P	DA
Medical Clinics			P	DA
Nursing Homes			P	DA
Offices & Professional Services			P	DA
Stand Alone Parking Lots and Structures				DA
Personal Services			P	DA
Neighbourhood Retail (<100 sq.m.)			P	DA

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, 3 and 4 unit dwellings, 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 except R-1 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



3 & 4 Unit Dwellings



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

11.4 BUILT FORM STANDARDS

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

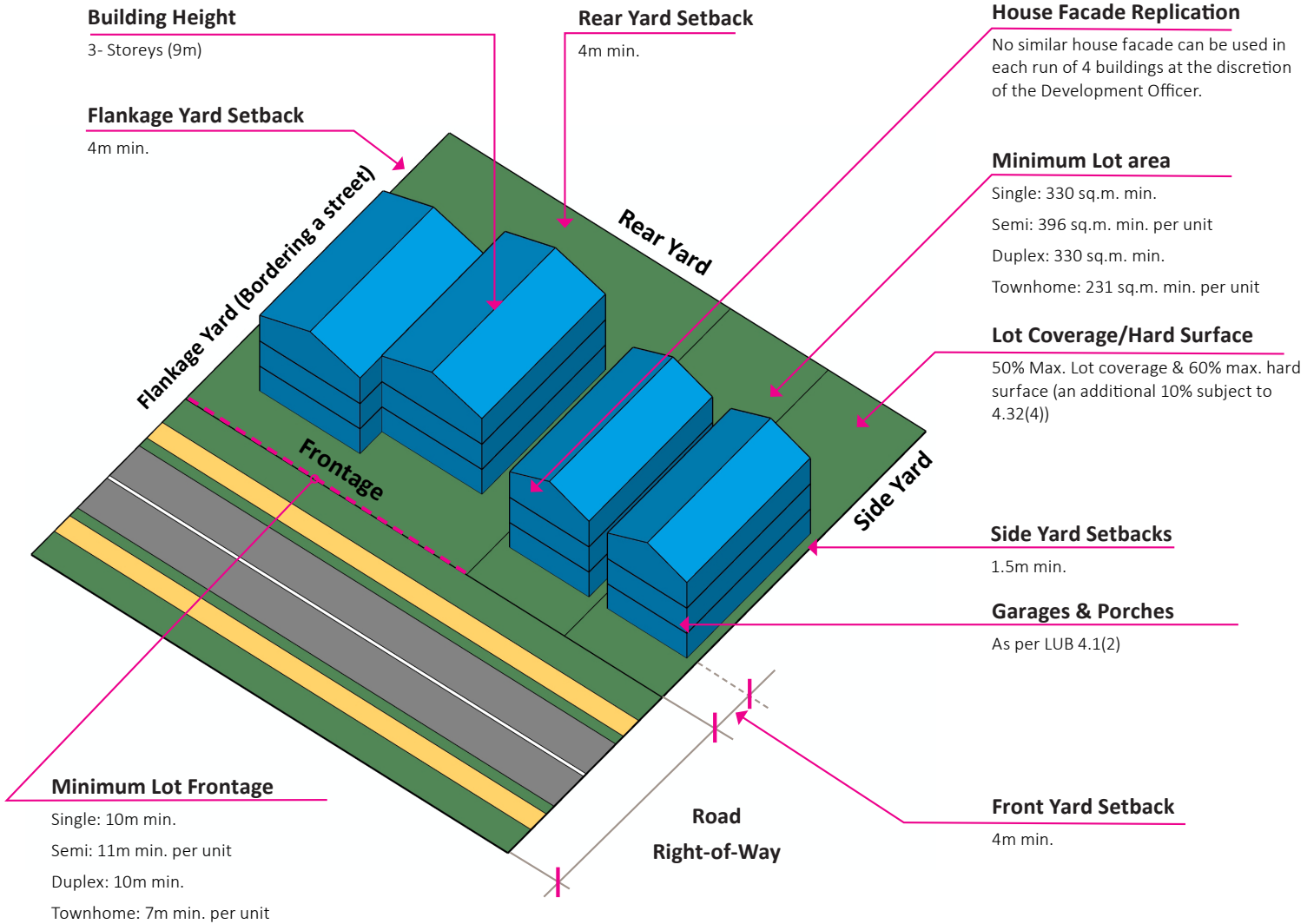


FIGURE 1.1 R-LD4 ZONE Built Form Standards

11.5 INTENT EXAMPLES

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

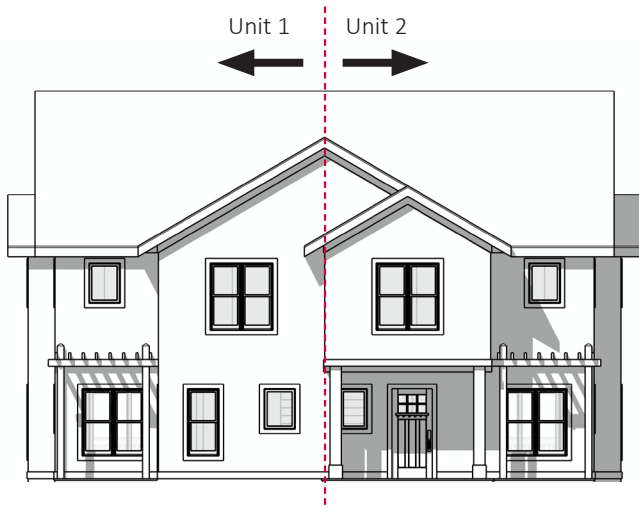


FIGURE 1.2 R-LD4 ZONE Semi-Detached Example (units divided horizontally)

If a garage is present,
see LUB 4.1(2)

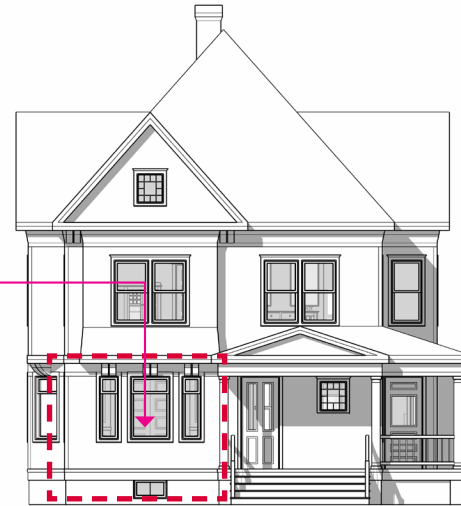


FIGURE 1.3 R-LD4 ZONE Single Family Example



FIGURE 1.5 R-LD4 ZONE Stacked-Townhouse Example (units divided horizontally and vertically)

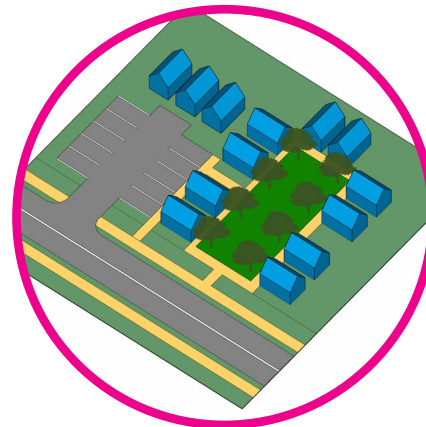


FIGURE 1.4 Cluster Housing Example

part 13 Medium Density Residential - Low Rise Zone (R-LR)

13.1 INTENT

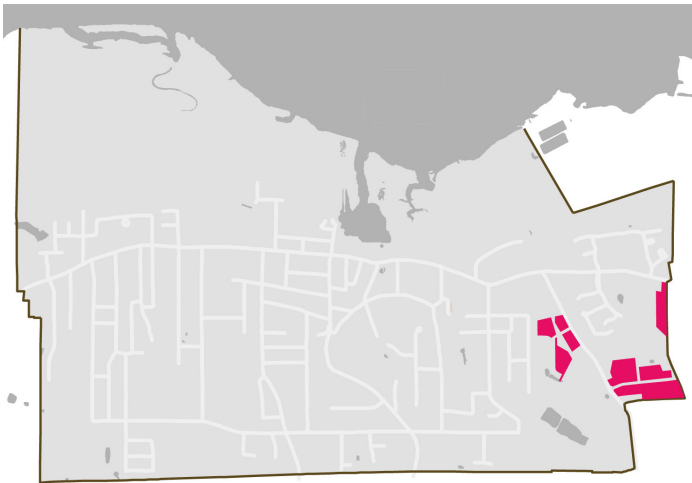
The R-LR zone is intended to permit a range of medium density residential development including duplex/semi and additions, and townhomes/stacked townhomes, cluster housing and multi-unit dwellings up to 50 units (section 8.3) by Site Plan Approval. Home based businesses and other uses including short-term rentals and ground floor commercial are permitted subject to conditions. Council may consider unique and site-specific developments by development agreement.

13.2 PERMITTED USES

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

13.3 RE-ZONING

Rezoning to any other zone except R-1 shall be considered subject to Part 8 and 11.4 of the MPS.



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



3 & 4 unit dwellings



Townhouse



Up to 50 Multi-units



Ground-floor Commercial



Cluster Housing



Home based business



Accessory Buildings

13.4 BUILT FORM STANDARDS

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

Building Height

4- Storeys (12m)

Flankage Yard Setback

4m min.

Side Yard Setbacks

1.5m min.

Rear Yard Setback

6m min. for < 3-storey

10m min for > 3storey

8.6(2) Buffering requirements may be required

Minimum Lot area

Multi < 24 units & townhomes: 198 sq.m. min.

Multi > 25 units: 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

For multis > 25 units, parking is required in sideyard or rearyard.

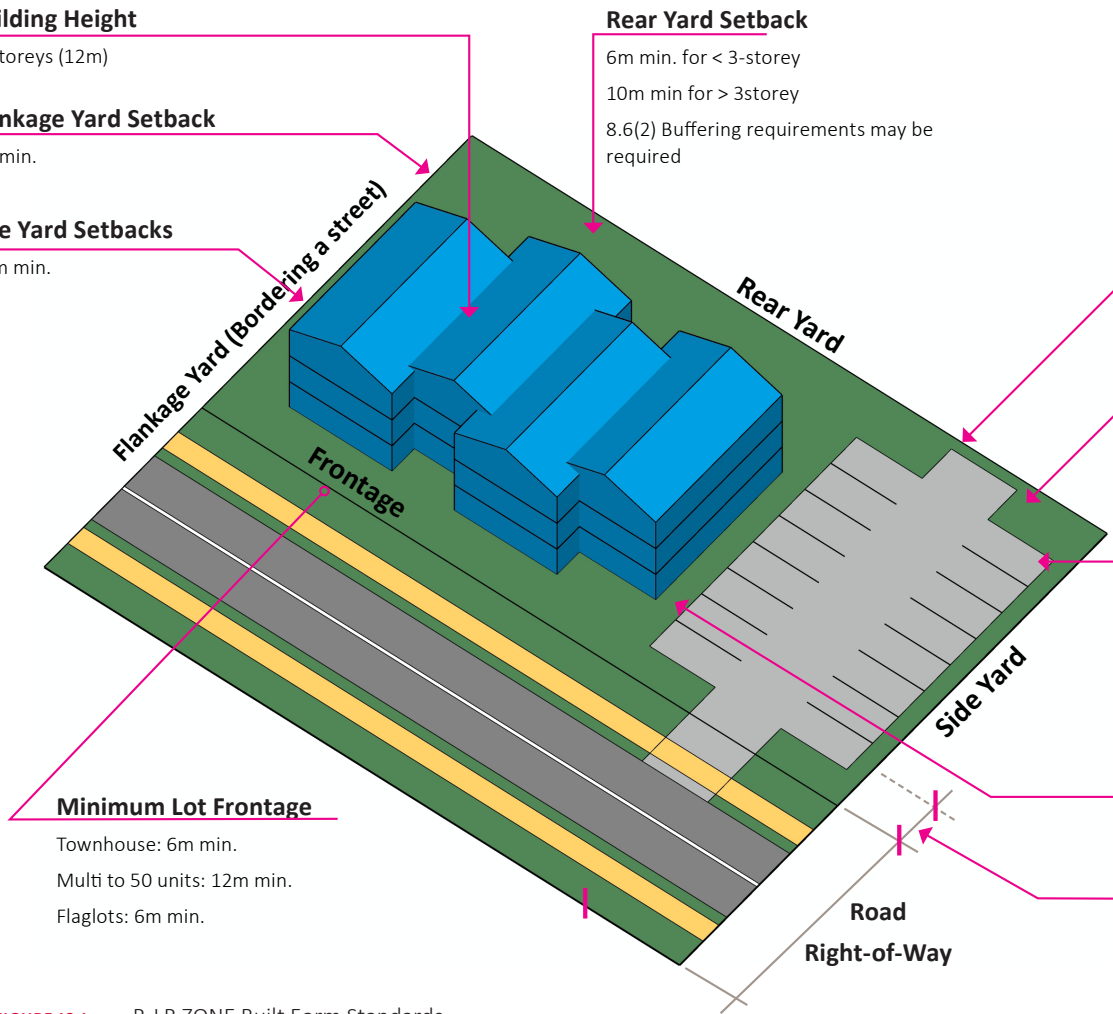
Garages

As per LUB 4.1(2)

Front Yard Setback

No garage: 8m min.

With garage: 4m min.



Minimum Lot Frontage

Townhouse: 6m min.

Multi to 50 units: 12m min.

Flaglots: 6m min.

FIGURE 13.1 R-LR ZONE Built Form Standards

13.5 ADDITIONAL BUILT FORM STANDARDS FOR R-LR ZONE

1. Outside storage or garbage storage shall be screened and located in the side or rear yard.
2. Any exterior lighting shall be so arranged as to deflect light away from the adjacent residential zone.
3. A 2m (6.5') high opaque fence may be required along any lot boundaries between abutting R-1 and R-2 zones. Preference shall be given to a wood Fence.
4. Where unique site conditions exist (e.g. steep slopes, adjacent land uses), the Site Plan Approval process may vary the built-form requirements in 12.6 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-LR zone is 9m (3-storeys).
6. Where the building is located within 20m of a street right-of-way, a minimum 2m stepback shall apply above the streetwall height for the facade(s) that abut the street.
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.

PERMITTED ENCROACHMENTS

9. 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.

10. 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.
11. 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

12. 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.
13. 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.
14. 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.
15. 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

- 16. Any multi-unit building shall provide amenity space, at a rate of 10.0 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.
- 17. Every building in the R-LR zone that exceeds 20 units shall provide a dedicated indoor amenity room(s) no less than 1.5m² per unit (e.g. a 20 unit building must provide 30 m² of indoor amenity room space). The indoor amenity room applies to the amenity space requirements.
- 18. An addition to a multi-unit building shall be required to provide amenity space, for the addition only, at a rate of 10.0 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. Residential uses shall have direct door access to the exterior ground level separate from any non-residential use.
- 20. All At-grade residential units must have front door walk-out access for all units fronting streetlines. These groundfloor units shall have at least 10m² of landscape amenity space per unit. These units shall use walls, landscape buffers, fencing or grade changes to provide privacy from adjacent sidewalks.

GENERAL LANDSCAPE REQUIREMENTS

- 21. In any R-LR 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.

- 22. Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
- 23. Trees shall be planted at a rate of not less than one 50mm caliper or greater per every 500 m² of plate area of the building footprint.
- 24. 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.
- 25. For R-LR properties that abut the R1-, R-2 and R-LD4 zones , trees (greater than 60mm caliper) may be required to 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.
- 26. All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.
- 27. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets
- 28. A 2m wide concrete or hardscape walkway shall connect the front door of the building with the neighbouring street.
- 29. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

INTENT EXAMPLES

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



FIGURE 13.2 R-LR ZONE Townhome Dwelling Example



FIGURE 13.3 R-LR ZONE Stacked Townhome

FIGURE 13.4 R-LR ZONE Lowrise multi example

3-storey Streetwall
w/ 2m stepback

Abutting yards see
LUB 8.6(2)



Landscape Buffer when
abutting R-1, R-2, R-LD4

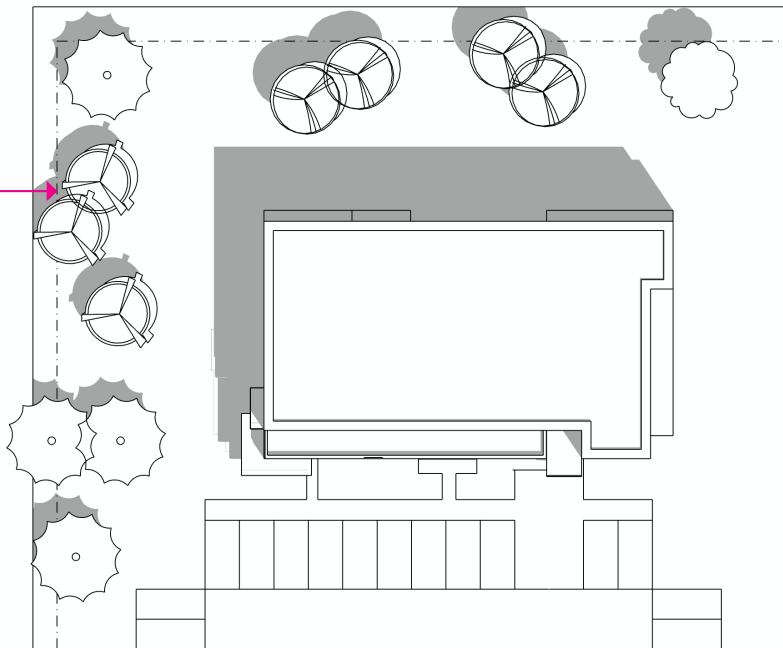


FIGURE 13.5 R-LR ZONE Lowrise multi example

part 15 High Density Residential - Multi Dwelling Unit Zone (R-MDU)

15.1 INTENT

The R-MDU 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

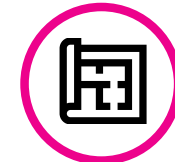
Rezoning to any other zone shall be considered subject to Part 8 and 11.4 of the MPS.



<120 unit
Multi-unit



Mixed use



Additions



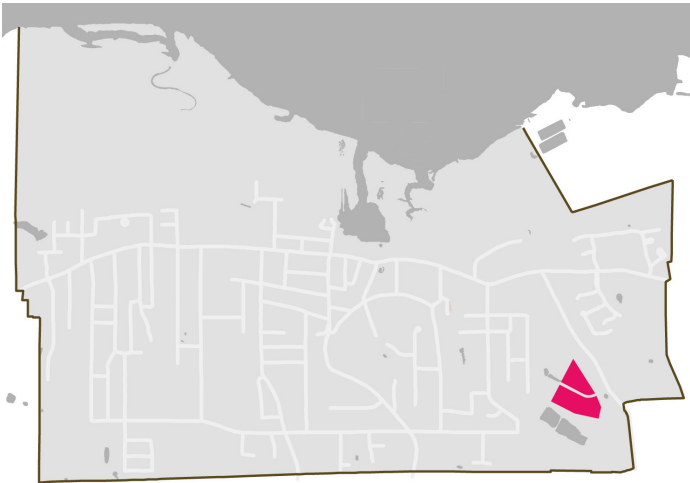
Accessory
Buildings



Home based
business



Ground-floor
Commercial



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

15.4 BUILT FORM STANDARDS

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

Building Height

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

Flankage Yard Setback

4m min.

Streetwall Height

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

Commercial Uses

See Section 8.1

Lot Frontage

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

Side/Rear Yard Stepbacks

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

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 Surfaces

80%

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 subject to 15.6(4)

Front Yard Setbacks

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

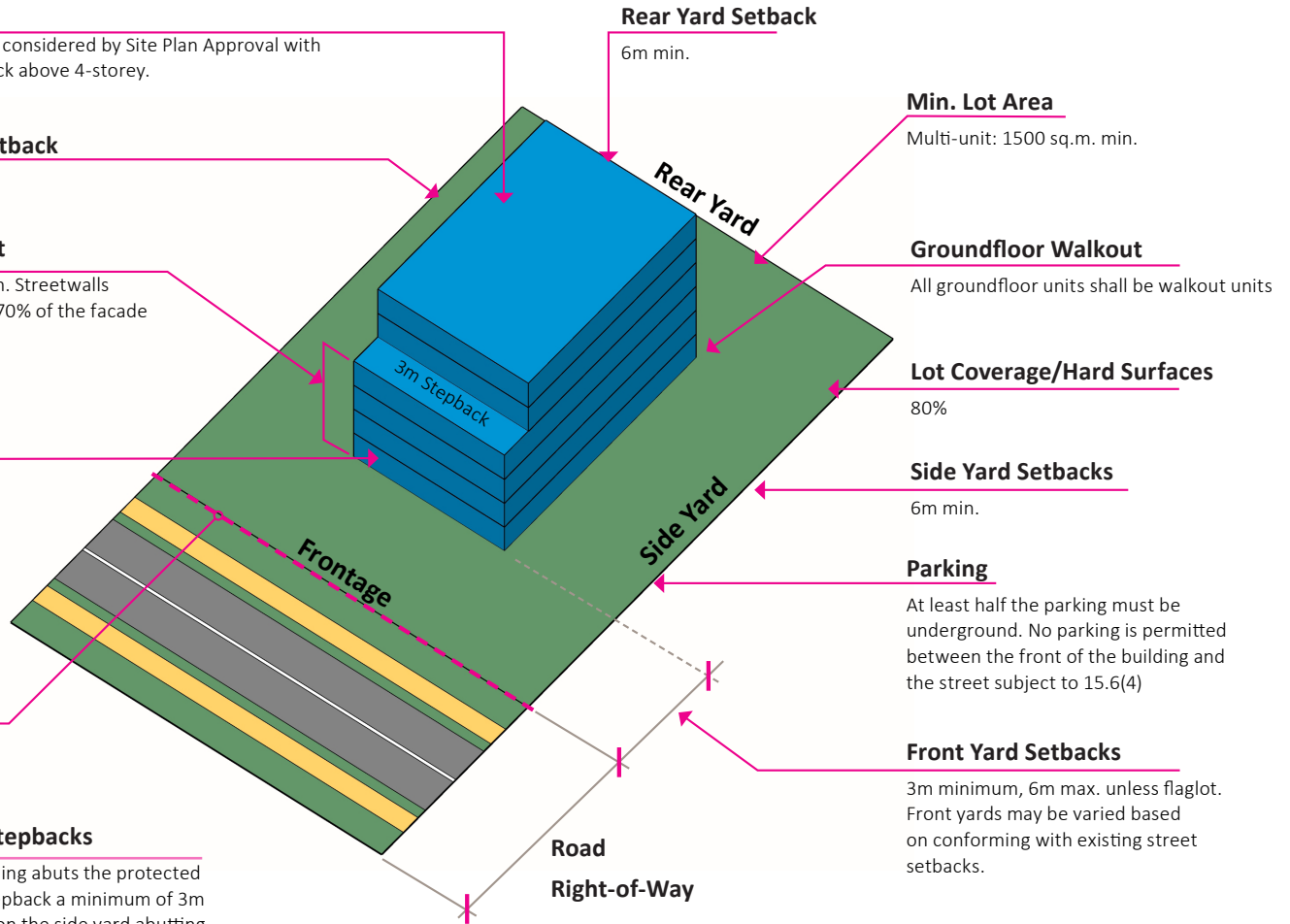


FIGURE 15.1 R-MDU ZONE Built Form Standards

INTENT EXAMPLES

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

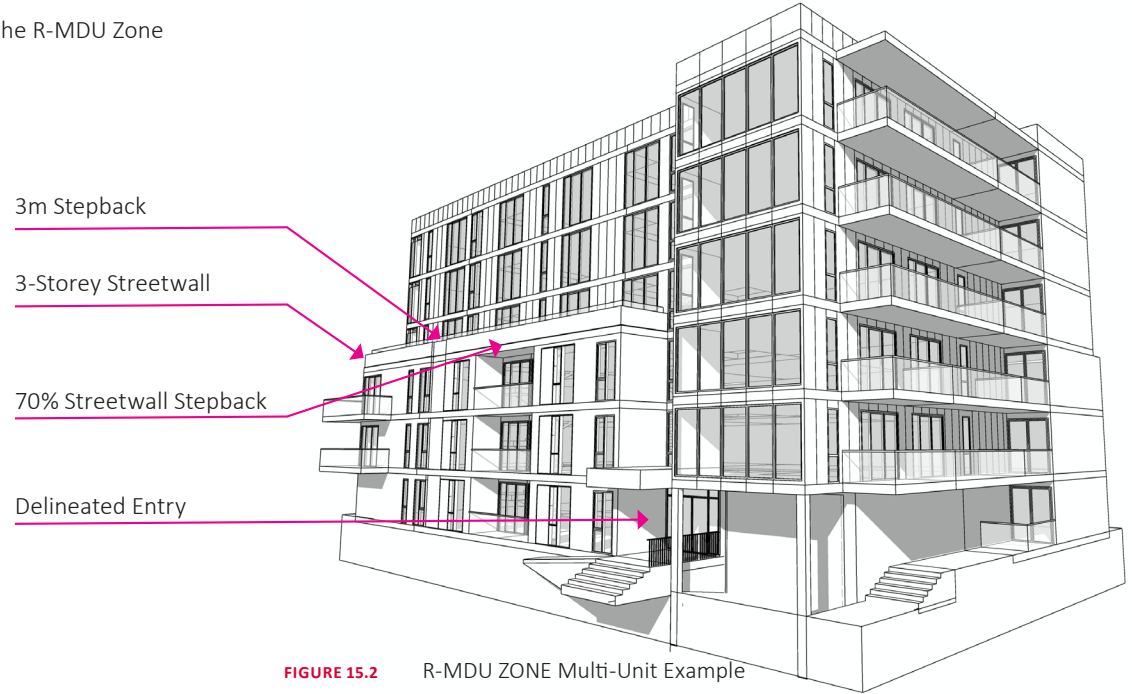


FIGURE 15.2 R-MDU ZONE Multi-Unit Example



FIGURE 15.3 R-MDU ZONE Multi-Unit Example

15.6 ADDITIONAL BUILT FORM STANDARDS FOR R-MDU ZONE

1. Outside storage or garbage storage shall be screened and located in the side or rear yard.
2. Any exterior lighting shall be so arranged as to deflect light away from the adjacent residential zone.
3. A 2m (6.5') high opaque fence may be required along any lot boundaries between abutting R-MDU lots and any other zone. Preference shall be given to a wood Fence.
4. Where unique site conditions exist (e.g. steep slopes, adjacent land uses), 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-MDU 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-MDU 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-MDU 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.

GENERAL LANDSCAPE REQUIREMENTS

25. In any R-MDU 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 plate area of the building footprint.
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-MDU properties that abut any other zone, trees (greater than 60mm caliper) may be required to 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.
30. All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.
31. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets.
32. A 2m wide concrete or hardscape walkway shall connect the front door of the building with the neighbouring street.
33. 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.

part 16 Mixed Use (R-MU) Zone

16.1 INTENT

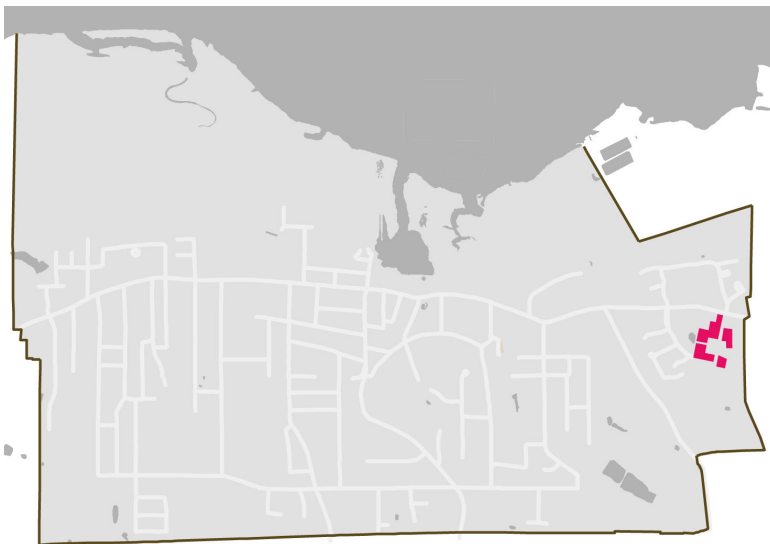
The R-MU zone is intended to permit a range of mixed commercial, office, hotel and high density residential uses to a maximum 120 units per building. All development in this area is by Development Agreement given its unique and site-specific nature. Up to 50% of the groundfloor must include commercial uses.

16.2 PERMITTED USES

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

16.3 RE-ZONING

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



Other Provisions Apply

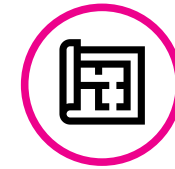
- Part 4: General Requirements for All Zones
- Part 5: Development Constraints
- Part 6: Parking & Loading Requirements
- Part 7: General Requirements for Signs
- Part 8: General Requirements for Neighbourhood Zones



Multi-unit dwellings



Office use



Additions



Hotel



Home based business



Commercial Use

16.4 BUILT FORM STANDARDS

See Figure 16.1 for all built form standards in the R-MU Zone

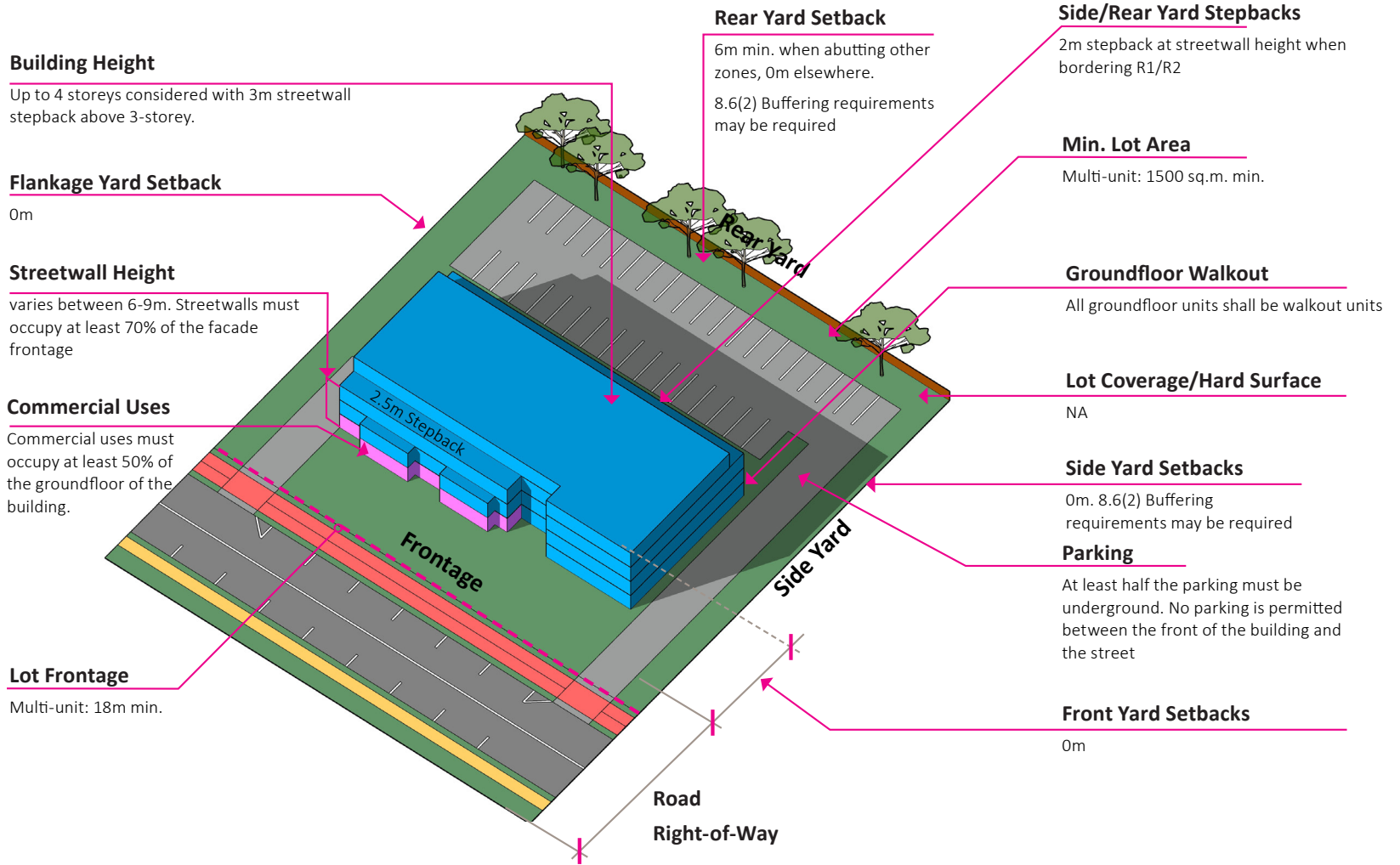


FIGURE 16.1 R-MU ZONE Built Form Standard

16.5 INTENT EXAMPLES

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



FIGURE 16.2 R-MU ZONE Mixed Use Example



FIGURE 16.3 R-MU ZONE Mixed Use Example

16.6 ADDITIONAL BUILT FORM STANDARDS FOR R-MU ZONE

1. Where a R-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.
3. Any exterior lighting shall be so arranged as to deflect light away from the adjacent residential zone.
4. A 2m (6.5') high opaque fence may be required along all rear lot boundaries as per 8.6(2) between abutting R-MU lots and any other zone except R-LR and R-MDU.

Streetwalls

5. The maximum streetwall height in the R-MU zone ranges from 6m-9m. The building can use a combination of 2 and 3-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 portion of the buildings to extend to the ground.

REAR STEPBACKS

9. Where any R-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.

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 30% 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 outside of the building at-grade.
19. Every building in the R-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.

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 with a flat roof shall provide no less than 30% of the roof area as soft landscaping.

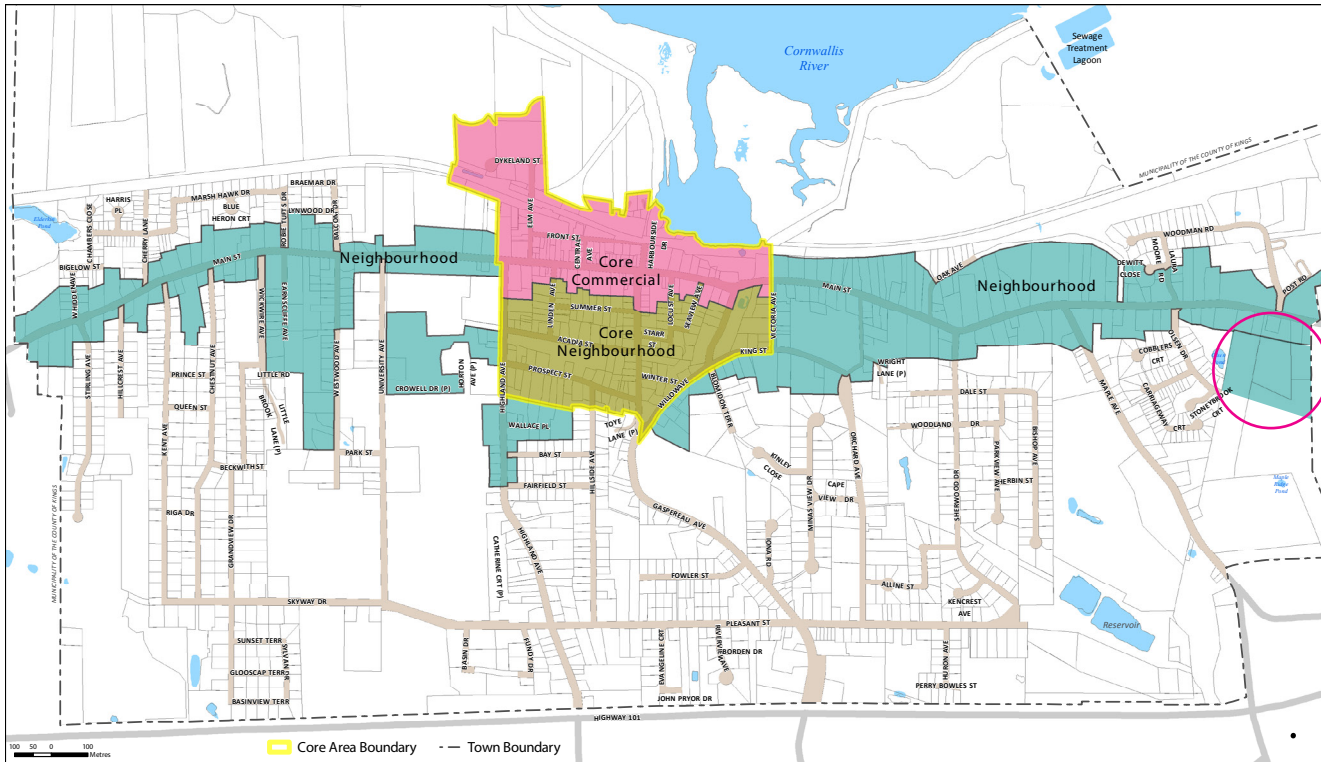
GENERAL LANDSCAPE REQUIREMENTS

24. In any R-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 R-MU properties that abut other zones, trees (greater than 60mm caliper) may be required to 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. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets and parks.
30. 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 section 8.2, Schedule C and Map 3 of the Wolfville Design Guidelines to update the maps 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

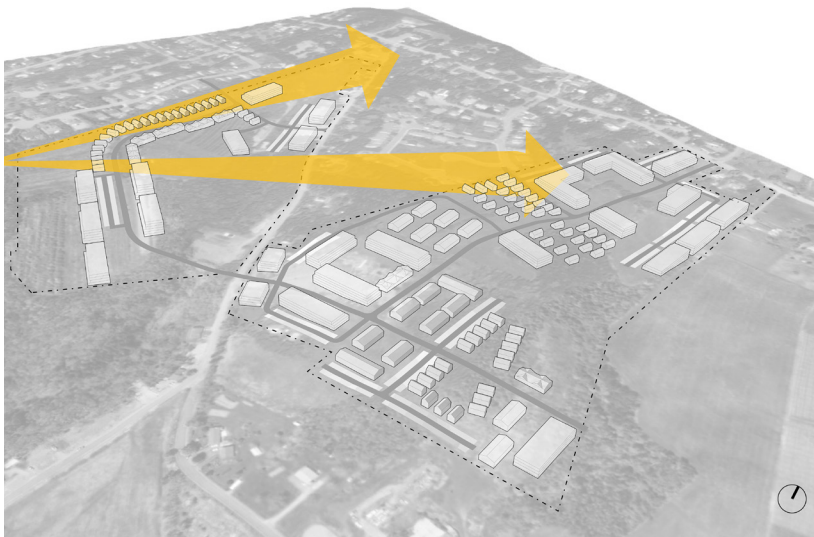


Fig.30 -Protected View Corridor 3D Massing

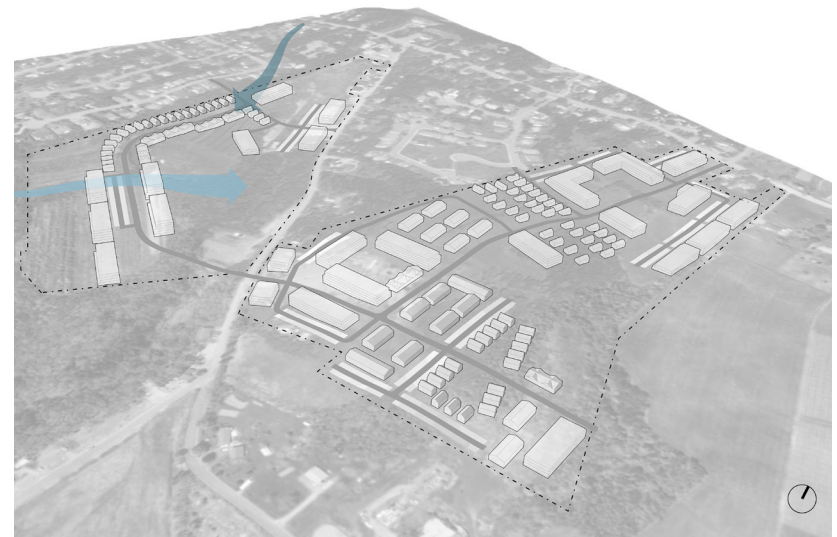


Fig.30 -Summer and Winter Wind Exposure 3D

RESOLUTION
EAST END SECONDARY PLAN

**CERTIFIED COPY OF MUNICIPAL PLANNING STRATEGY, LAND
USE BYLAW, AND SUBDIVISION BYLAW AMENDMENTS**

I, Laura Morrison, Town Clerk of the Town of Wolfville in the County of Kings, Province of Nova Scotia, do hereby certify this is a true copy of the amendments to the Municipal Planning Strategy, Land Use Bylaw and Subdivision Bylaw adopted by Council of the Town of Wolfville at a meeting duly called and held on the ___ of _____, 2023.

Laura Morrison, Town Clerk

This signature is sealed with the Town of Wolfville Corporate Seal.

**AMENDMENTS TO THE TOWN OF WOLFVILLE MUNICIPAL PLANNING STRATEGY, LAND USE
BYLAW, AND SUBDIVISION BYLAW**

1. Amend the Municipal Planning strategy, Land Use Bylaw, and Subdivision Bylaw as outlined in the East End Secondary Plan and in RFD 031-2023.

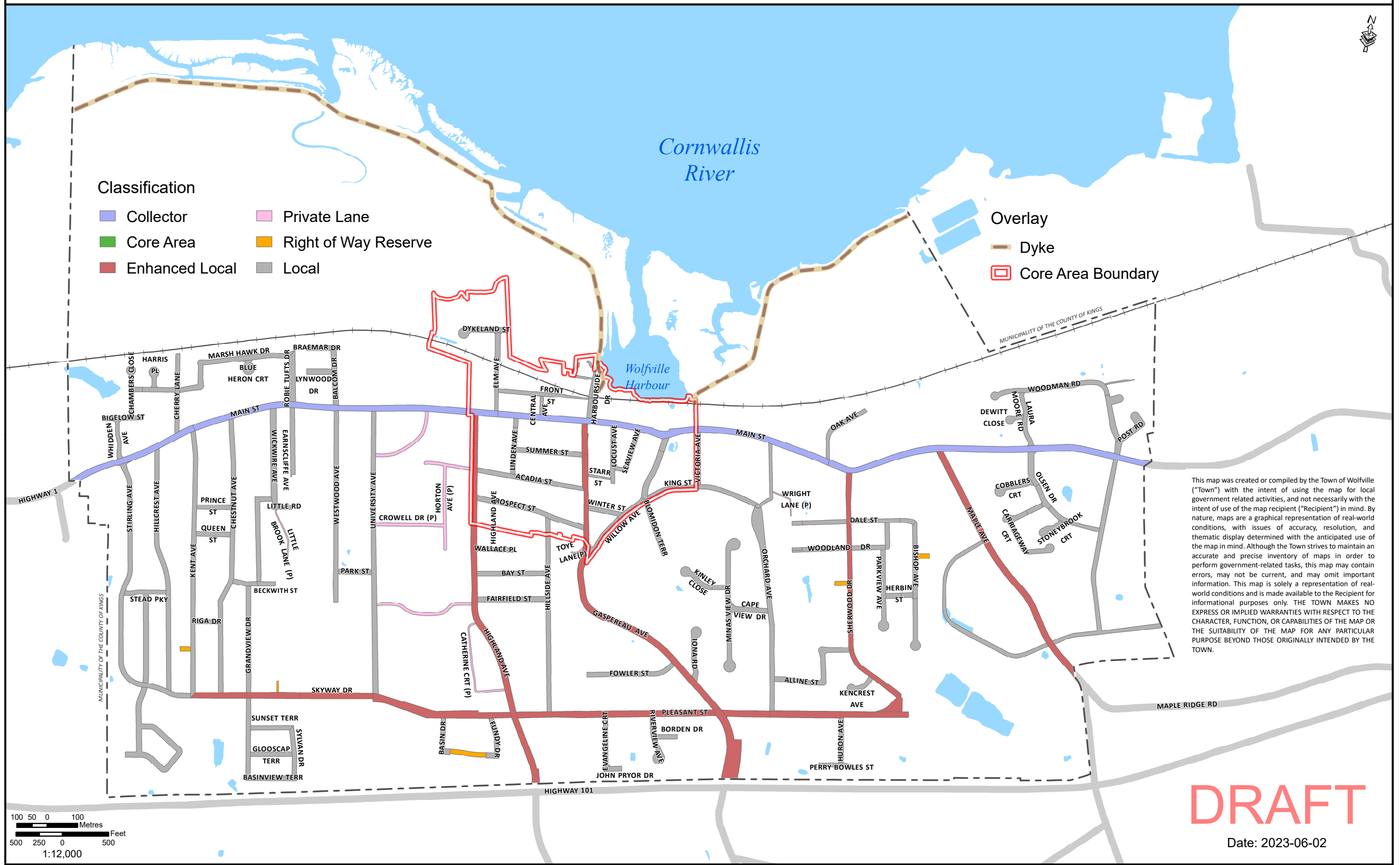


Classification

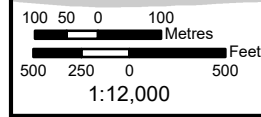
- Collector
- Core Area
- Enhanced Local
- Private Lane
- Right of Way Reserve
- Local

Overlay

- Dyke
- Core Area Boundary



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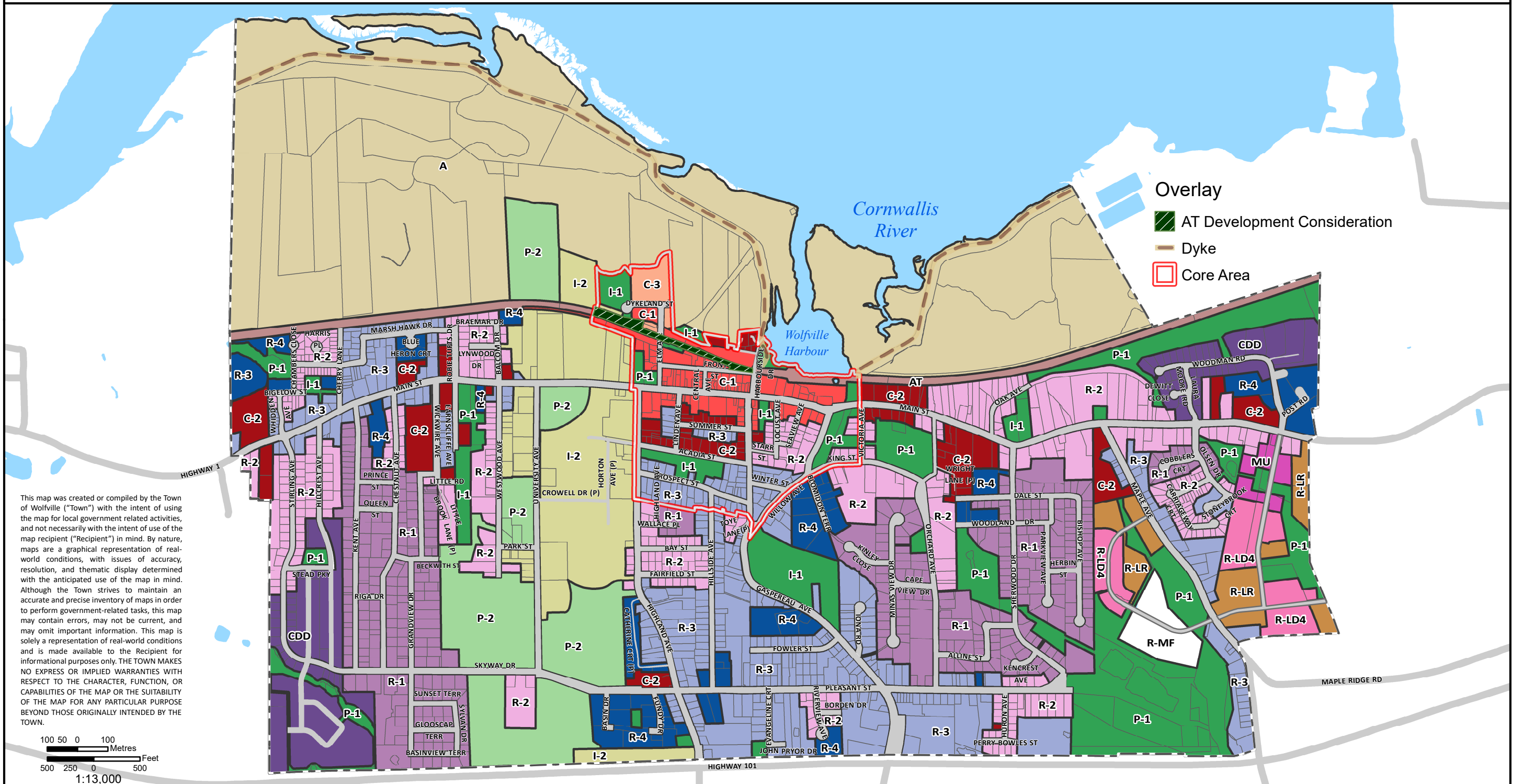
DRAFT
Date: 2023-06-02

Land Use Zoning

- | | | | |
|--|--|--------------------------------------|-------------------------------------|
| Agriculture (A) | Medium Density Residential - Low Rise (R-LR) | Neighbourhood Commercial (C-2) | Parks and Open Space (P-1) |
| Low Density Residential - Restricted (R-1) | High Density Residential - Multi Dwelling Unit (R-MDU) | Residential - Mixed Use (R-MU) | University Open Space (P-2) |
| Low Density Residential - General (R-2) | High Density Residential (R-4) | Core Commercial - Large Format (C-3) | Active Transportation Corridor (AT) |
| Low Density Residential - 4 Unit (R-LD4) | Comprehensive Development District (CDD) | Institutional General (I-1) | |
| Medium Density Residential (R-3) | Core Commercial (C-1) | Institutional University (I-2) | |

Overlay

- AT Development Consideration
- Dyke
- Core Area



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