



Committee of the Whole

March 03, 2026

8:30 a.m.

Council Chambers, Town Hall
359 Main Street

Agenda

Call to Order and Land Acknowledgement

1. Approval of Agenda

2. Approval of Minutes

- a. Committee of the Whole Minutes, February 3, 2026
- b. Committee of the Whole In Camera Minutes, February 3, 2026

3. Declarations of Conflict of Interest

4. Presentations

None

5. Public Input

PLEASE NOTE:

- *Reminder to all speakers that the Town conducts its business with the seven sacred teachings in mind, truth, honesty, love, courage, respect, wisdom and humility.*
- *Members of the public participating in public input sessions will conduct themselves in a manner that is respectful to the public, council and staff. Should this not occur, the Chair will advise them to end their questions and/or comments immediately.*
- *You have up to 5 minutes to provide input to be directed to the Chair.*

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- *Responses will be provided after the meeting either via email or in person and may be included in a future report.*
- *Any input that relates 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 responded to.*

6. Staff Reports for Discussion

- a. RFD 013-2026: MPS and LUB Amendments & HAF Implementation

7. CAO Report

8. Committee Reports (Internal)

- a. Audit Committee

9. Committee Reports (External)

- a. Valley Regional Services (VRS)

10. Adjournment to In-Camera Meeting under *section 22(2)(e) Of the Municipal Government Act.*

- a. Contract Negotiations

11. Adjournment of In-Camera Meeting

12. Regular Meeting Adjourned



Strategic Priorities At-A-Glance

Fiscal Responsibility: *Ensure organizational sustainability and deliver public services using sound financial decision-making, through:*

- 1) Asset Management: Collect accurate and timely data to make informed decisions that inspire trust and confidence.
- 2) Community Focus: Make Investments in public services reflective of community need.
- 3) Financial Planning and Management: Collect, administer, and manage funds in a transparent manner.

Prosperous Economy: *Foster a diverse and resilient local economy that supports entrepreneurship, innovation, sustainable development, and contributes to a vibrant community, through:*

- 1) Holistic Planning: Municipal Planning Strategy and development processes that enables investment, foster multiple and complimentary uses of property, and supports a growing population.
- 2) Partnerships: Foster partnerships that promote Wolfville and create value.
- 1) Placemaking for a Vibrant Community: Enhancing public spaces to support community connections.
- 2) Event Attraction: Positioning Wolfville as an inclusive, supportive partner for events

Inclusive Community: *Build a safe and inclusive community and be a leader in meaningful engagement, through:*

- 1) Inclusivity: Nurture a sense of belonging for all.
- 2) Engagement: Listen and provide opportunities for the community to participate.
- 3) Safety: Keep our community safe and supported with our partners.

Sustainable Environment: *Lead climate action through integrated mobility and environmental protection, through:*

- 1) Climate Action: Reduce emissions and prepare for the impacts of climate change.
- 2) Environmental Protection: Protect and sustain our natural assets and biodiversity.
- 3) Mitigating emissions: Lead and influence through programs and education.
- 4) Integrated Mobility: Determine alternative options for moving around the Town for all ages and abilities.

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Land Acknowledgement

The Town of Wolfville acknowledges that we are located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People.

As a town committed to reconciliation and respectful governance, we ask that all who live, work, and gather here do so with the Seven Sacred Teachings in mind: Truth, Honesty, Love, Courage, Respect, Wisdom, and Humility.

These teachings guide us in building a community rooted in understanding, fairness, care for one another, and for the land.

Please pause for a moment of reflection - How can we be good guests on this land?

Recognition of historic contributions

We also acknowledge the histories, contributions and legacies of the African Nova Scotian people who have shared these lands for over 400 years, and we acknowledge the shared ancestry of all people of African descent in Nova Scotia.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law
Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

Prepared by: Lindsay Slade, Community Planner

Contributors: Devin Lake, Director of Planning & Public Works
Mark Fredericks, Senior Planner



SUMMARY

Housing Accelerator Fund Action Plan and Plan Review Implementation

The Town has been working towards implementing the Housing Accelerator Fund Action Plan through a review of the municipal planning documents (Plan Review) for two years. The draft documents (see attachments/references) are a reflection of public input, Council direction, and feedback from Planning Advisory Committee. Staff are sharing the final Draft Planning Documents today with the intent to work to finalize them before we begin the final steps of the process we need to follow from the *Municipal Government Act* (1st Reading, Public notification, Public Hearing, 2nd Reading/Approval and Provincial review).

In December 2025, a report to Council outlined amendments to the documents based on Council and community feedback, provided a revised (draft) zoning map and revised zoning categories that met Council's vision for the Planning Documents, while also meeting our HAF Action Plan commitments. The documents presented today do not differ significantly from those shared in December. Specific areas where amendments have been made are detailed below.

Staff are seeking direction from Council on these final drafts and zoning map, before staff work with our consultants to finalize the documents and move these documents through the legislative process to adoption (described below).

DRAFT MOTION:

That Council direct Staff to make final amendments to the draft planning documents as described in this report and have the final drafts brought to the _____ 2026 Council meeting for First Reading, Public Advertising and scheduling of a Public Hearing.

* Council may wish to adjust this motion to include specific directions for the Planning Documents.

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1) CAO COMMENTS

This near-final draft of the Municipal Planning Strategy and Land-Use By-Law reflect two years of intent listening, discussion and debate. Enabled by the Housing Accelerator Fund, we've embarked on a holistic approach to enable a variety of housing options throughout Town, support partners in the creation of new housing, protect those aspects of the Town's character and heritage that we most value, direct private investment and express the Town's intentions to invest in supporting our growing population and evolving needs.

However, the work is not yet complete. While Staff have responded to a great deal of feedback, further direction is required on a handful of key aspects of the proposed policies and regulations, outlined below. Please take your time reviewing this material and feel free to ask questions. With Council's final direction during the coming meeting(s), we will prepare materials for their formal consideration.

The CAO supports the recommendations of staff.

2) LEGISLATIVE AUTHORITY

The [*Municipal Government Act*](#) (MGA) provides Council the authority to create planning documents and regulate the use of land through *Part VIII Planning & Development*. As per 190 (b) of the MGA:

Enable municipalities to assume the primary authority for planning within their respective jurisdictions, consistent with their urban or rural character, through the adoption of municipal planning strategies and land-use by-laws consistent with interests and regulations of the Province.

(NOTE: see Part VIII of the MGA for more details on the municipalities legislative authority, role and jurisdiction)

3) STAFF RECOMMENDATION

Staff are recommending that Council provide direction so Staff can produce the final versions of the planning documents and bring them to Council on March 17th, 2026, or early April 2026 for First Reading. Recommendations for each decision point arising from December COW are provided below.

4) REFERENCES AND ATTACHMENTS

1. Existing Zoning Map

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2. Revised Zoning Map as of November 2025
3. Revised Zoning Map as of December 2025
4. Revised and Proposed Zong Map as of February 2026
5. Final Draft Land Use Bylaw
6. Final Draft Design Guidelines
7. Final Draft Municipal Planning Strategy
8. Design Review Working Group Terms of Reference (DRAFT)
9. November 2025 Planning Advisory Committee Agenda Package – see [here](#).
10. December 2025 Committee of the Whole Agenda Package – see [here](#).
11. Existing Municipal Planning Strategy [here](#), and Land Use By-Law [here](#).

5) DISCUSSION

On December 3rd and 16th Staff took direction on a number of decision points (see report and associated recommendations [here](#)). Where direction was provided, the issues have been addressed through the documents as presented today. A summary of the issues and the proposed adjustments are noted below.

Zoning Changes

- **Zone Naming:** Reverted to familiar language/similar to existing names (R-1, R-2, etc.) and eliminated previously proposed names like RL, RM, and RH.
- **New R-5 Zone:** Added a "High Density Residential – Site Specific" zone for multi-unit buildings, primarily along Highway 101 to enable lower density maximums in the R-4 zone.
- **Downzoning & Density:** Lowered the proposed zoning in specific sites including the area of 88-216 Main Street from R-3 to R-2 and a large lot near Reservoir Park from R-5 to R-4. Further zoning amendments have been made to the area of Braemar Drive, Westwood Avenue and in the West End – these areas are described later in the report.

R-1 Zone Regulations (ADUs & STRs)

- **Accessory Dwelling Unit Restrictions:** Accessory Dwelling Units (ADUs) in the R-1 zone now require owner-occupancy of the primary dwelling, have maximum size limits, and specific setback/buffering requirements to reduce impact on neighbouring properties.
- **Short-Term Rentals:** STRs are prohibited in the R-1 zone.

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Building Height Limits

- **Downtown:** Reduced maximum proposed building height from 5 storeys to 4 storeys with a step back for the 4th storey through Site Plan Approval and removed 5-storey allowance for non-market housing.
- **Acadia University:** Removed the ability for the University to build 5-storey structures on parcels outside the I-2 zone (ex. Subway lot). Provided the opportunity for the University to approach the Town on 2 areas for additional height, by Development Agreement (approval by Council).

Downtown & Mixed-Use Zone Amendments

- **Boundaries:** Amended the Downtown boundary to exclude certain properties on Locust Avenue and Seaview Avenue.
- **Transitions:** Increased setback and buffering requirements where low-density residential zones abut Mixed-Use zones. Additional buffering requirements are proposed and described below.

Parking & Design Guidelines

- **Parking Requirements:** New requirements for R-1 and R-2 zones, including a dedicated off-street stall for R-1 ADUs; the Development Officer can now require parking in the Mixed-Use (MU) zone.
- **Design Guidelines:** Expanded application to any building with 8 or more units, even if located outside the Design Guideline Area.
 - Staff have also provided the Working Group's draft terms of reference (attached) and will create a page on the website for this group. Future consideration may be given to making this a Committee of Council during review of the Committees of Council Policy.

Process & Definitions

- **Public Notice:** Development application signs placed on properties will now include specific project details; the Planning Advisory Committee will receive regular updates on Site Plan applications and other development permit activity.
- **New Definitions:** Added formal definitions for "Nursing Home Bed" and "External Staircases" (to restrict unsightly front-facing stairs) among other new definitions.

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- **Heritage:** A project charter for a separate Approach to Culture and Heritage has been created and is subject to budget approval to identify and protect key local sites and views.

Background

The purpose of this report is to provide an overview of the new draft documents and address the few final remaining areas where consensus is yet to be met and provide recommendations for council to be able to move these documents forward toward first reading and eventual adoption.

The Town of Wolfville is approaching the final year of the Housing Accelerator Fund (HAF) program. A Plan Review approach has been taken to implement the HAF Action Plan (see details below) as well as make other housekeeping amendments to the Planning Documents. This process allows for a more holistic approach to ensuring the Planning Documents are up to date and address current challenges across the entire community.

Staff have taken community and Council feedback over the past 12 months to iterate solutions that, in their final draft version presented here, will ensure continued success for the Town. The documents as presented today represent the Final Drafts and reflect Council's direction and vision for the documents. These versions are a reflection of where we are today. Given the complex decision-making environment we operate in – it should be acknowledged that these documents will undergo another review at some point in the future.

This report details the few remaining areas where consensus is yet to be reached, with proposed recommendations, to allow Council to move the Draft Planning Documents forward to First Reading, subject to any final amendments directed to Staff by Council.



Town Commitments under the Housing Accelerator Fund (HAF) Action Plan:

1. Amend planning documents to enable more than 1 dwelling unit in the Low Density Residential – Restricted (R-1) zone.

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2. Planning Document amendments to amend approval processes and zoning categories to reduce discretionary and political approval of developments, appropriately zone properties and increase building height in the downtown.
3. Create investment ready projects to increase residential housing development near university campus through a Student Housing Strategy.
4. Enable more affordable housing by creating a non-market housing working group, Housing Strategy, Non-Market Housing Grant Program, and a land bank.
5. Amend parking requirements.

Staff have presented this work at each stage of its development and have benefited from the ongoing input of Council, PAC, the Non-market Housing Working Group, the public and stakeholders. We held eight public open houses (in May and October), met with PAC six times, and presented to Council five times. We also held one-on-one interviews with PAC members, councillors, and other stakeholders, including the Wolfville Business Development Corporation and Acadia University.

Staff have been drafting the Planning Documents to meet professional planning standards as well as feedback from the public to find solutions that are best for Wolfville that also meet our HAF commitments. The documents as shown today, reflect the changes directed by Council at the December Committee of the Whole meetings. See the December Council Report – linked above, to review where amendments have been made.

The Draft Documents (attached) are a reflection of the input and direction received to date. Staff are now seeking direction from Council to move forward with final revisions, and to bring the final documents to Council for First Reading.

Municipal Planning Strategy

The Municipal Planning Strategy (MPS) is the policy tool that guides Town decision making. This document contains conditions for all regulations of the Land Use Bylaw and confirms the direction of the Town for the future. The proposed changes to this document are minimal and are described below.



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1. MPS Schedule 1. Generalized Future Land Use Map

The Generalized Future Land Use Map illustrates Council’s long-term vision for the pattern and form of growth within the Town and is included in the MPS to spatially represent and support the land use policies that guide future development. This map has been updated to reflect a change in the Downtown boundary. No further amendments to the map are proposed.

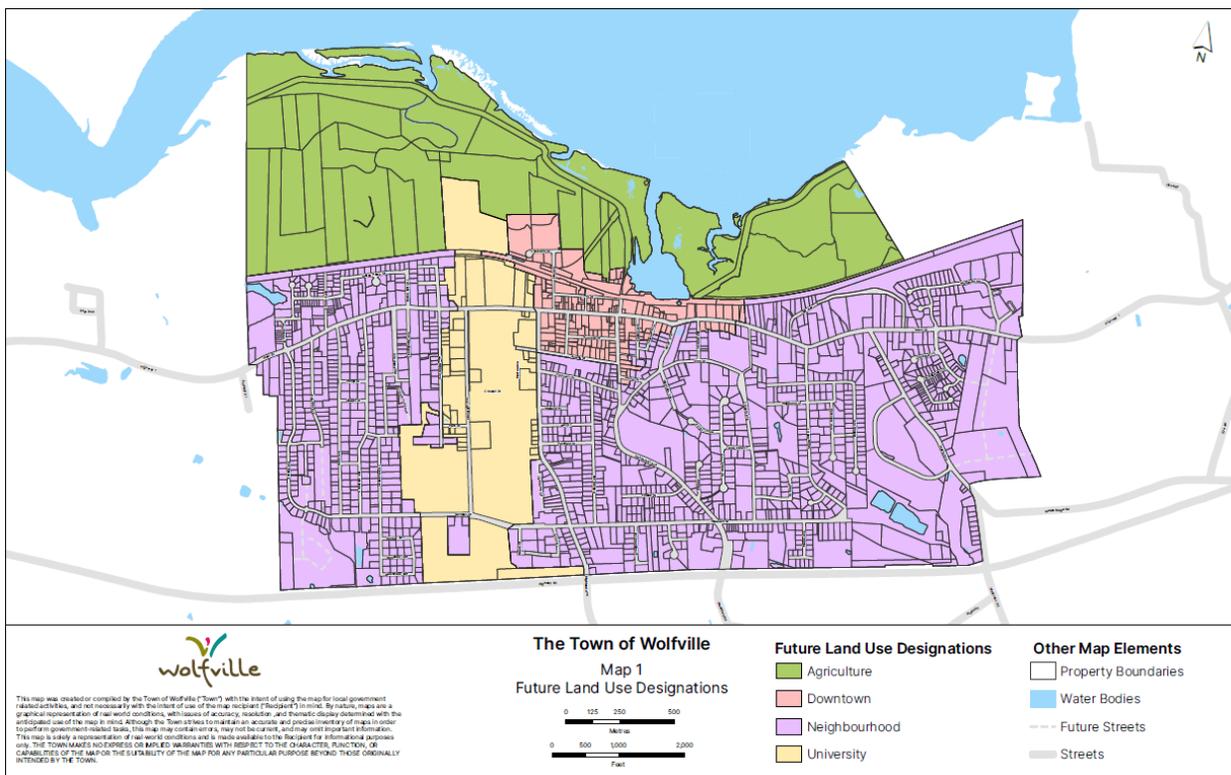


Figure 1 Generalized Future Land Use Map

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2. MPS Part 9.3 Downtown Rail Line Corridor

Part 9.3 of the MPS outlines a vision for the privately-owned Downtown Rail Line Corridor, permitting carefully managed residential and commercial development along wider sections of the trail to increase community vibrancy and safety. The Town leases this land from a private landowner who has allowed the Town to offer public access and public improvements along this section of the Harvest Moon Trail. To ensure that any growth in this area aligns with the public interest, the policies establish regulations, including segment-specific development rights, review by the Design Review Working Group, protecting dykeland views and enhancing public space and safety. Ultimately, having these policies means the Town is taking a proactive approach to guide private investment in a highly valued, sensitive space on privately-owned land. Part 9.3 of the MPS is shown below.

9.3 Downtown Rail Line Corridor

The Wolfville portion of the Harvest Moon trail is a former rail line that now acts as an active transportation route, connecting Grand Pre and Wolfville to destinations all the way to Annapolis Royal. The trail is a tourist destination and one of the Downtown's greatest strengths. Council recognizes the importance of protecting this active transportation corridor and enhancing the area with improvements.

The former rail corridor is privately owned and leased by the Town. The owner has been supportive of working with the Town on enhancing the space through surface improvements, placemaking initiatives and other efforts to add more safety, vibrancy and creativity to this important part of the downtown.

The former rail line has been zoned in the Land Use By-law as 'Downtown' where it is appropriate and 'Park' on the eastern and western ends of the corridor. The construction of new buildings along the wider sections of the downtown portion have been contemplated since at least 2009 and could help create safety and more eyes on the trail, better meet the needs of trail users, grow the Town's business community and add unique residential space in a walkable location. Enabling new buildings along this corridor requires careful consideration given the context, servicing requirements, views to the dykelands, and the broader public interest in certain parts of the corridor. The Land Use By-law has been detailed to recognize the evolving nature of this important corridor and aims to balance the public and private interest through specific regulation and requirements to guide future change.

9.3.1 DOWNTOWN RAIL LINE CORRIDOR POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To recognize the former rail line is privately owned and that a lease arrangement has been an effective tool for the Town to facilitate a trail and other public space improvements along this corridor.
2. To work with the former rail line owner on future lease amendments or other agreements to enable desirable development and an appropriate level of control over matters of the public interest – including but not limited to views, flood risk, and proximity to existing public buildings or other Town-owned property.
 - a. To regulate in the Land Use By-law specific areas where more oversight and collaboration with the Town is required to guide change along this corridor.
3. To divide the rail corridor into segments, as shown on Schedule A1 of the Land Use By-law and define development rights and approval process for each (e.g. Site Plan, Development Agreement).
 - a. To enable in the Land Use By-law new buildings through the Site Plan approval process where the corridor has sufficient width and other criteria can be met.
 - b. To enable greater flexibility on frontage and access requirements for new buildings so that they may face laneways, trails, and/or parking lots rather than streets.
 - c. To allow water, sewer, power and other building services across easements or other arrangements to the satisfaction of the Development Officer.
 - d. To enable the Development Officer to require other studies or analysis when reviewing site plan approval in this area.
4. To require any new building proposal (Site Plan or Development Agreement) to respond to the Downtown Guidelines and be reviewed by the Design Review Working Group.
5. To acknowledge that land subdivision and/or consolidation with adjacent lands may make certain areas of the corridor more feasible for future development and this type of process may be best facilitated through a Development Agreement process.

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3. MPS Part 3.3 Non-Market Housing

Part 3.3 Non-Market Housing is a new proposed section of the MPS that establishes the policy framework to support the development and retention of affordable housing that is not provided through the private market, and is an important section of the MPS as it enables the Municipality to address local housing needs, improve affordability, and support inclusive, equitable community growth.



3.3 Non-Market Housing

Growth can only benefit all Wolfville residents if all residents can find a home. It is especially important to provide affordable housing inside a walkable community like Wolfville, because when residents live close to shops and services, they enjoy higher rates of employment, greater long-term upward mobility, stronger social ties, and improved health. Often, people are priced out of walkable downtowns because these areas are some of the most desirable for all residents and there is considerable competition for housing.

A key aspiration for this plan is to build support for non-market housing. Wolfville will work with non-market housing providers to find opportunity for dedicated units for those who need them. The plan focuses on non-market solutions with the goal of providing deeply affordable prices that a broader group of residents can afford.

IT SHALL BE THE POLICY OF COUNCIL:

1. To maintain a non-market housing strategy and work to implement the strategy over time.
2. To create a grant program to support non-market housing development, growth and retention.
3. To create a disposal process for disposing of town owned land to non-market housing providers as allowed by the Municipal Government Act.
4. To explore other financial assistance to this sector including property tax adjustments.
5. To waive building and permit fees for non-market housing development applications.

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MPS Part 5. Mobility

Part 5. Mobility has been amended to better address pedestrian infrastructure and speed management by including policies that support the development and maintenance of safe, accessible sidewalks, crosswalks, and active transportation connections, while also promoting traffic calming measures and context-appropriate speed limits to improve pedestrian safety and create more walkable, people-focused streets. Street Classifications have been created to classify certain types of streets for specific uses and appropriate speed, traffic calming measures and active transportation infrastructure.

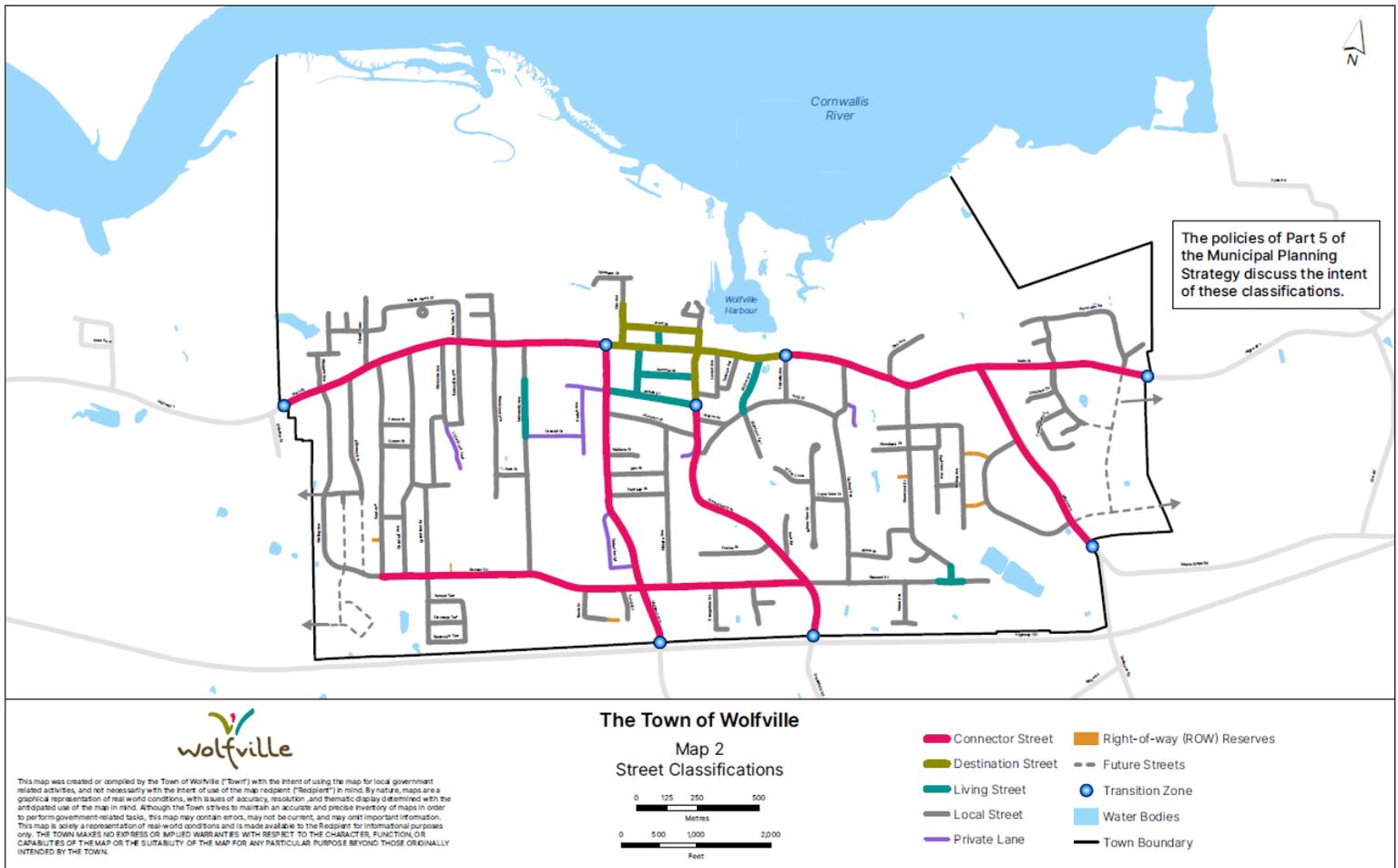


Figure 2 Street Classifications Map

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Land Use Bylaw

Land Use Bylaws establish specific, quantitative rules such as building heights, setbacks, and density to dictate exactly how and when development can occur on any given property. It outlines the formal application processes and is implemented by municipal staff to ensure that all physical changes comply with the community's legal standards and long-term planning vision as stated in the Municipal Planning Strategy.



1. LUB Part 24 - Definitions

The Definitions section of the Land Use By-law establishes the specific meanings of terms used throughout the document to ensure clarity, consistency, and a common understanding in the interpretation and administration of the regulations. Several new definitions have been provided, and greater clarification has been provided across many definitions. New key definitions include:

- A. **Nursing Home Bed** means a bed space within a Nursing Home intended and available for the accommodation and care of one (1) resident, together with the resident's proportional share of common areas and accessory service spaces customarily provided in a nursing home. For the purpose of this bylaw, three (3) Nursing Home Beds shall be deemed equivalent to one (1) Dwelling Unit when determining permitted uses, density, or unit counts on a lot.
- B. **External Staircase** means a stair, stairway, or stair structure, including any associated landings, platforms, guards, or supports, that is located outside the exterior wall of a building and is constructed or installed to provide primary access to an upper storey of a building, whether attached to or detached from the building, and includes a stair that provides direct access to a separate entrance serving an upper-floor dwelling unit.
- C. **Neighbourhood Commercial Use** means a small-scale commercial development inside an existing building designed to serve the immediate surrounding residential areas, featuring small storefronts, buildings located close to the street, and smaller scale than larger commercial properties in the Downtown area.

See Part 25 of the LUB for the full list of definitions.

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Staff Recommendation:

That Council provide direction to Staff on any outstanding definitions in the Land Use Bylaw to bring forward. (Note: the common definition of terms always applies if we do not list a definition; additional definitions should only be provided where necessary)

2. LUB – Part 8. General Requirements for Neighbourhood Zones

All residential zoning categories below are existing zones, except for R-5, which Staff are proposing is a suitable replacement for the Residential High Density – Multi Dwelling Unit (R-MDU) zone. To simplify the planning process and reduce confusion among landowners, Staff have reduced the number of zones from 18 to 12, largely by reducing redundancies among similar zoning categories (ex. R-4 and Low Density Residential – 4 Unit Dwelling R-LD4).

Neighbourhood Zones:

- R-1 Low Density Residential – Restricted
- R-2 Low Density Residential
- R-3 Medium Density Residential
- R-4 High Density Residential
- R-5 High Density Residential – Site Specific
- MU Mixed-Use
- CDD Comprehensive Development District

3. LUB - Part 9: Low Density Residential-Restricted (R-1)

The existing R-1 zone is the most restrictive zone in Town. Other municipalities across the province and country are moving to eliminate this type of exclusionary zoning to address the housing affordability crisis by legalizing "missing middle" housing like duplexes and townhomes, which increases the overall supply of units. These reforms also aim to dismantle historical patterns of racial, gendered, and economic segregation while promoting more walkable, transit-oriented communities. This shift responds to several Town-initiatives and provides a tool for implementing actions of the Town's Accessibility Plan and Equity and Anti-Racism Plan while also enabling residents to age in place or generate additional income.

Council has provided direction to enable more than 1 dwelling unit in the R-1 zone to meet our HAF Action Plan commitments. To meet this requirement, Council has directed Staff to enable Accessory Dwelling Units (ADUs) in the R-1 zone with specific conditions, including:

- Requiring a dedicated parking space,
- Restricting the building footprint of detached ADUs,

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- Restricting the number of bedrooms to 2 per ADU,
- Restricting the building height of detached ADUs to 2 storeys,
- Requiring additional buffering for detached ADUs, and
- Requiring the primary dwelling to be owner-occupied.

As shown in Part 4.2 Accessory Dwelling Units – Detached, special requirements for ADUs within the R-1 zone have been added:

4.2 ACCESSORY DWELLING UNITS - DETACHED

(1) Notwithstanding 4.1.1(a), a detached accessory dwelling unit (ADU) shall be permitted in any neighbourhood zone in conjunction with an existing dwelling unit, provided:

- (a) The dwelling floor area of the detached accessory dwelling unit does not exceed 50% of the total floor area of the existing dwelling or does not exceed 79 square metres (850 square feet) whichever is smaller;
- (b) The detached accessory dwelling unit contains no more than two bedrooms;

(c) A minimum separation distance of 3 metres is maintained between the detached accessory dwelling unit and the existing dwelling;

(d) The detached accessory dwelling unit shall not exceed a maximum building height of 2 storeys;

(e) The detached accessory dwelling unit shall maintain a minimum side and rear setback of 3m from the lot line;

(f) Within the R-1 zone, the principal dwelling unit or the detached accessory dwelling unit is occupied by the owner of the property as their primary residence; and

(g) In the R1 zone, where Accessory Dwelling Units located within 1 metre or less of the minimum required side and rear yard setbacks of the zone, buffering as per Subsection 8.6.2 may be required.

(2) Notwithstanding 4.1.1(b), a detached accessory dwelling unit (ADU) may be permitted in a front or flankage yard via a Site Plan Approval process and review from the Design Review Working Group.

(3) For built form requirements not outlined in Clauses 4.2.1(a) to 4.2.1(g), the detached accessory dwelling unit must meet any other applicable standards outlined in the built form requirements of the underlying zone.

Staff Recommendation:

That Council direct Staff to include any further requirements for ADUs in the R-1 zone.

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Council has also identified site-specific areas where they would like to see lands currently zoned R-2, rezoned to R-1. It is generally not best practice to downzone properties, nor is there the ability to rezone from another zone to R-1 in the existing documents. One section of these lands is located at the southernmost end of Westwood Avenue, as shown below.

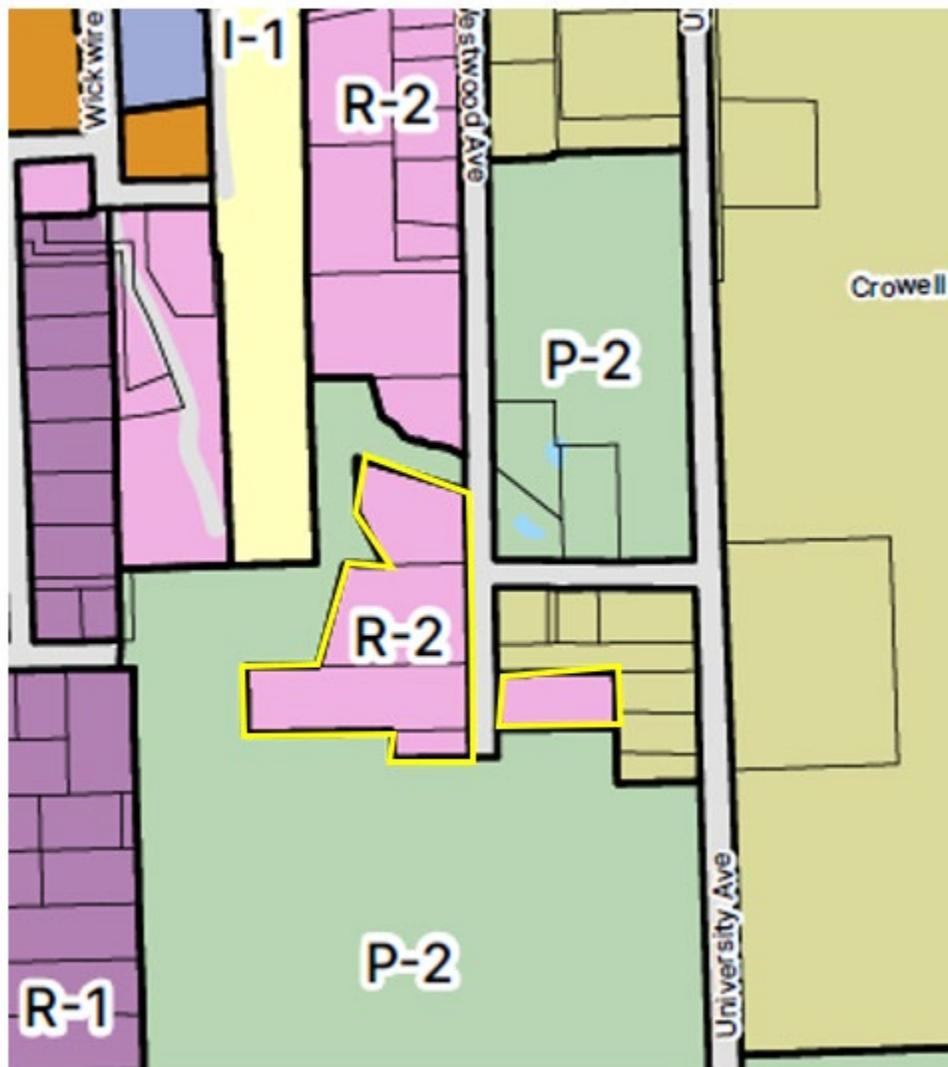


Figure 3 Selection of properties on the south end of Westwood Avenue

There has also been discussion around zoning the properties on Balcom Drive, Lynwood Drive and Braemar Drive from R-2 to R-1. Many of the properties in the Balcom Drive neighbourhood contain more than 1 dwelling unit. Staff are proposing that only those properties on Braemar Drive are zoned R-1 as those on Balcom Drive front onto Main Street, an area where there are no R-1 properties, and because

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Contributors: Devin Lake, Director of Planning & Public Works
Mark Fredericks, Senior Planner

there are uses on Lynnwood Drive that do not conform with the zone standards for the R-1 zone as proposed.



Figure 4 Neighbourhood of Balcom Drive

Staff Recommendation:

That Council provide direction on which R-2 areas as described above are to be zoned R-1.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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4. LUB – Part 13: High Density Residential – Site Specific (R-5) Zone

The High Density Site-Specific (R-5) zone is proposed to replace the High Density Residential – Multi Dwelling Unit (R-MDU) zone, which currently enables multi-unit dwellings up to 120 units by Site Plan Approval, and up to six storeys. The R-5 zone would permit the same density and building height maximums, and is applied only in site-specific areas, as shown on the zoning map, where there are large parcels of land primarily along the Highway 101 or where unique opportunities exist (ex. To support non-market housing development).

In response to Council direction, Staff have downzoned the proposed R-5 lot abutting Reservoir Park to R-4, and are now proposing a similar reduction in development rights by proposing the R-5 lot in the west end near the top of Stirling Avenue be zoned R-4, which more closely reflects the development rights established on this site through the existing Development Agreement and acknowledges the current limitations with the single access into and out of this site. If rezoning to R-5 in the future was desirable, the developer could bring forward a rezoning for Council to consider at that time. Please see proposed zoning map where the zoning change is reflected for the land outlined in yellow below.



Figure 5 West End Land Zoning Change from December to Now

REQUEST FOR DECISION 013-2026

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Date: 2026-02-24

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Figure 6 Large parcel near Reservoir Park from November to Now

A parcel of land proposed to be R-5 on Woodman Road is owned by Tideways Co-op, which has completed a feasibility study for a new multi-unit co-operative housing development. This zoning provides the co-op with the greatest flexibility in terms of scale, which reduces barriers to new non-market housing development in Town, a key intention around the draft Planning Documents. A development application has not been received for this land, and the co-op may not proceed with a development that meets the upper limits of this zone. However, the co-op has indicated that maximum flexibility in zoning allows them to explore options that may be more feasible and provides them with greater certainty that a future building will be financial feasible, which would support them in securing financing and developing viable co-operative housing.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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13.6 BUILT FORM DIAGRAM

See Figure 12.1 for all built form standards in the R-5 Zone

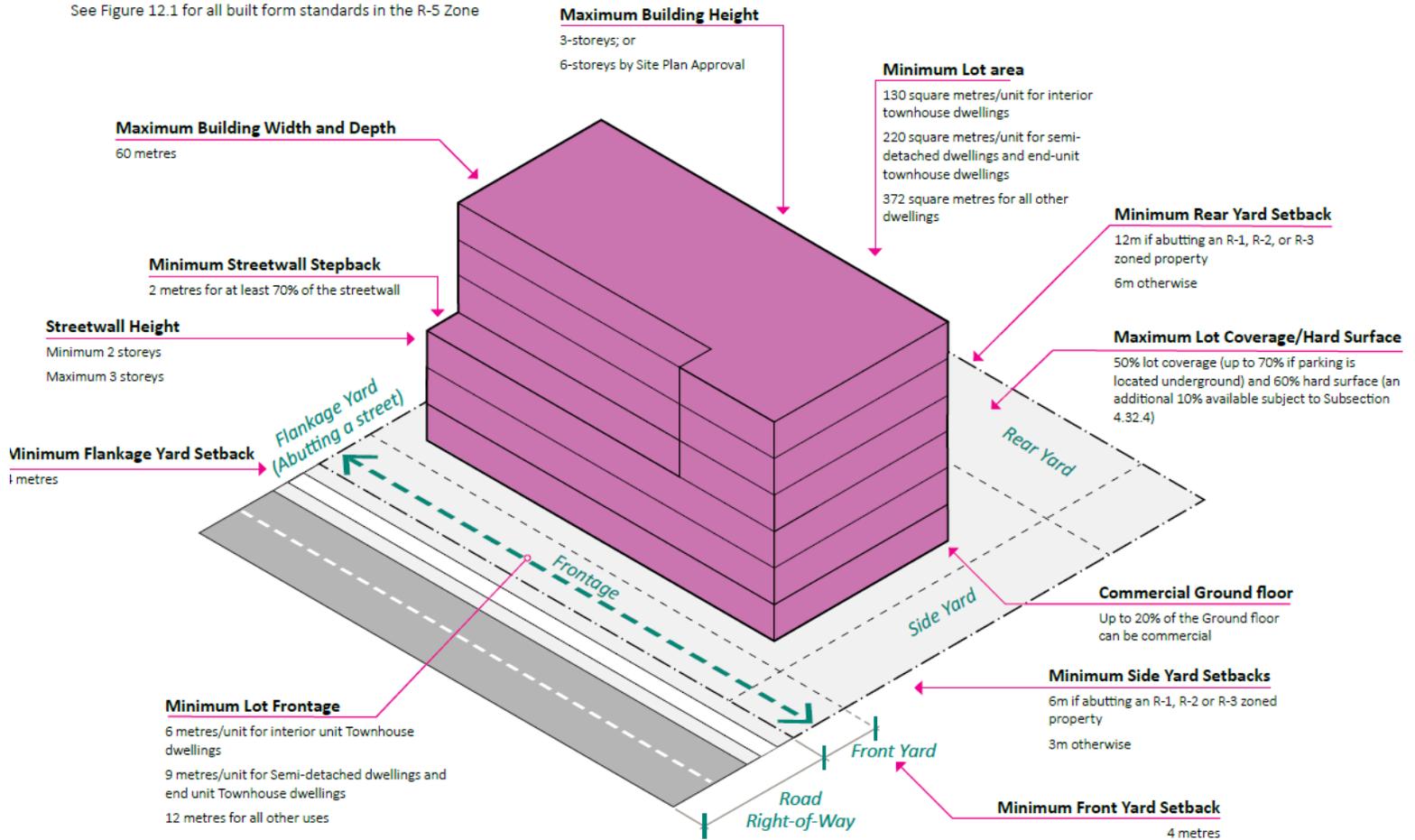


FIGURE 13.3 R-5 ZONE Built Form Standards

Staff Recommendation

That Council direct Staff on any specific amendments to the R-5 zone.

5. LUB - Part 14: Mixed Use (MU) Zone

The Mixed Use (MU) zone is intended support existing uses and expand a range of mixed commercial, office and medium density residential uses. This zone replaces the existing Neighbourhood Commercial (C-2) zone where it falls outside of the Downtown. There are few parcels of land that are proposed to be zoned MU, and many of the parcels contain uses like bed & breakfasts and nursing homes.

There has been discussion around two specific parcels that have been proposed to be zone Mixed Use (MU), shown outlined in yellow on the map below. The entire area outlined in yellow, abutting the

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

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properties on Stirling Avenue has been consolidated into a single lot, and is split-zoned both Mixed Use (MU) and Low Density Residential (R-2).



Figure 7 Two parcels of land proposed to be zoned MU as of December 2025

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



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Mark Fredericks, Senior Planner

The large parcel is owned by Wolfville Nursing Homes Limited. The nursing home has been exploring an expansion to their existing facility. There has been concern from residents along Stirling Avenue that the expansion could result in negative impacts. To mitigate this risk, Staff have proposed additional buffering requirements for lands where the MU zone abuts a low-density residential zone.

Concern regarding this property, due largely to the unusual shape of the lot, has persisted despite additional buffering requirements. To further mitigate potential negative impacts, Staff are now proposing that any development on this lot (PID 55268346) be processed through a Development Agreement, as this approval process allows the greatest level of oversight and community and council input.

Staff Recommendation:

Council should provide direction to staff as to whether any development proposal for 55268346 should be subject to the Development Agreement approval process.

Staff Recommendation:

Council should provide direction to Staff on whether this PID should be zoned MU in entirety or remain split zoned (MU and R-2).

The smaller parcel proposed to be zoned MU on the corner of Main Street and Whidden is an undeveloped lot, where the property owner is currently seeking to develop a small bed and breakfast. This lot is currently zoned Medium Density Residential (R-3), which enables inns with up to 12 rental rooms via Site Plan Approval. This property owner has had already brought forward an application and has had preliminary consultation with planning staff around this site and this type of use, see image below. Given the timeline for the draft documents to be adopted and implemented, the applicant is



SOUTH ELEVATION - FRONTING MAIN STREET
1/8" = 1'-0"



EAST ELEVATION - FRONTING WHIDDEN AVE.
1/8" = 1'-0"

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

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likely to submit a formal application for this use prior to the implementation of the new planning documents. Therefore, the future zoning of this lot to MU is not critical to the development of an inn.

Staff recommendation

Council should provide direction to Staff on whether this lot should be zoned MU or R-3.

6. LUB Schedule A3: Neighbourhood Commercial Corridors

To enable more neighbourhood commercial uses along key corridors, Staff are proposing enabling specific commercial uses in the areas shown in blue on the map below. The types of uses that would be enabled are shown below, under “Sch. A3”.

The Neighbourhood Commercial Corridors enable commercial uses that are appropriate in the neighbourhood context, along key corridors: Gaspereau Avenue, Skyway Drive, Pleasant Street, Highland Avenue, Maple Avenue and the east and west ends of Main Street.

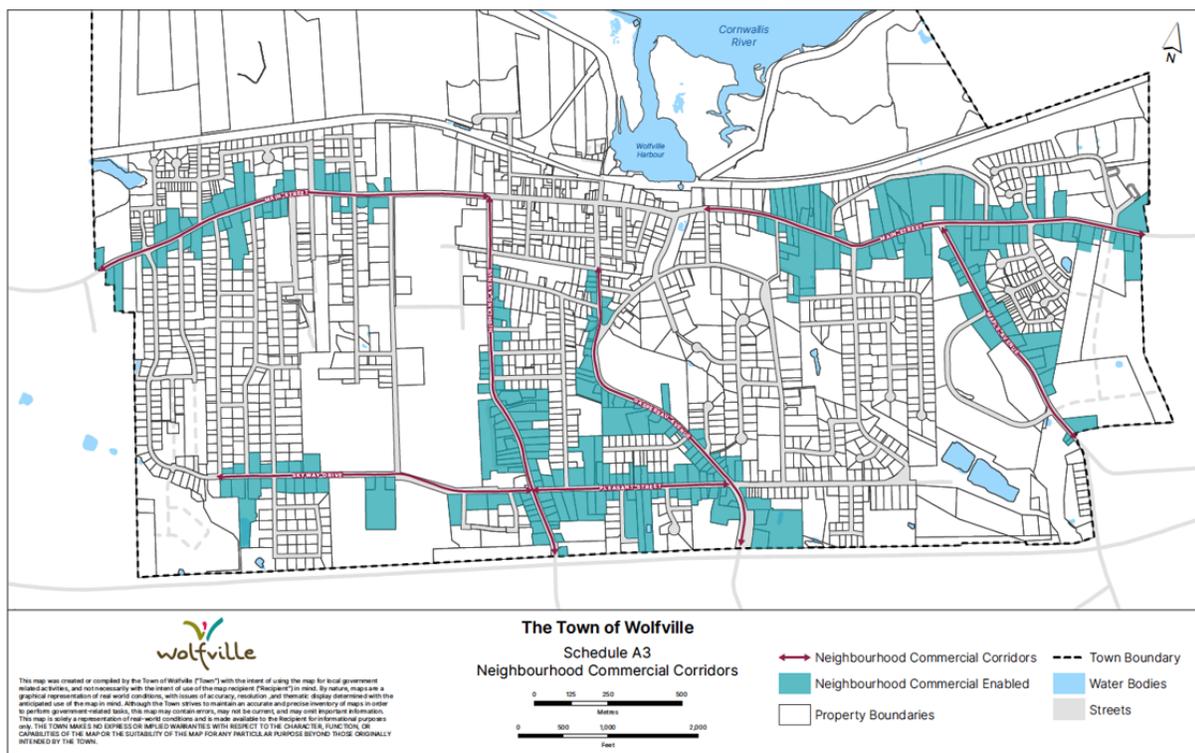


Figure 8 Neighbourhood Commercial Corridors Map

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

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The intention around the Neighbourhood Commercial Corridors is to encourage entrepreneurship in Town and enable the opportunity for small scale retail and services in neighbourhoods to reduce pressures on the Downtown, and to reduce the reliance on private vehicles for daily necessities. Residential uses are still permitted in these areas.

APPROVAL PROCESS:

P = Permitted as-of-right,

PC = Permitted with Conditions

SP = Site Plan Approval

DA = Development Agreement

- = Not Permitted

Neighbourhood Commercial Uses	R-1	R-2	R-3	R-4	R-5	MU	Sch. A3
Art Galleries & Studios	-	-	-	DA	SP	SP	SP
Bakeries	-	-	-	-	SP	SP	SP
Catering Establishment over 80 square metres	-	-	-	-	SP	SP	-
Commercial Schools	-	DA	DA	DA	P	P	SP
Craft Workshops over 80 square metres	-	-	-	DA	SP	SP	SP
Daycare Facilities	-	PC	PC	PC	PC	PC	PC
Farm Markets	-	-	-	P	P	P	P
Home Based Commercial (under 120 square metres)	-	PC	PC	P	P	SP	PC
Hostels	-	-	-	-	-	SP	SP
Hotels	-	-	-	-	SP	P	SP
Institutional Uses	-	-	-	-	P	SP	P
Laundromats	-	-	P	P	P	P	P
Medical Clinics	-	-	-	P	P	P	P
Nano-Brewery (See Special Provisions in the MU zone)	-	-	-	-	SP	SP	-
Neighbourhood café (under 120 square metres)	-	PC	PC	PC	PC	PC	PC
Neighbourhood Commercial up to 40% of Groundfloor of a multi-unit building	-	-	-	-	SP	SP	PC
Neighbourhood Commercial up to 100% of Groundfloor of a multi-unit building	-	-	-	-	SP	SP	SP
Nursing Homes	-	-	-	-	P	SP	P
Offices & Professional Services over 80 square metres	-	-	-	SP	P	SP	SP
Personal Services	-	-	-	-	SP	P	P
Residential Care Facility (up to 4 persons)	-	PC	PC	PC	PC	PC	PC
Short-term Rentals	-	PC	PC	PC	PC	PC	PC
Single Room Occupancy (4 or more rental rooms)	-	PC	PC	PC	PC	PC	PC
Stand Alone Parking Lots and Structures	-	-	-	-	-	-	-
Tasting Rooms (See Special Provisions in the MU zone)	-	-	-	-	DA	SP	-

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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7. LUB – Part 16: Downtown Zone (Rail Corridor)

The downtown rail line corridor section of the Land Use Bylaw enables development in specific areas along the rail line. Within the lands shown under Area C on the map below, development can proceed through Site Plan Approval, and within lands shown in Area D, development must proceed through Development Agreement. All development along the corridor is subject to the Design Guidelines and review by the Design Review Working Group. This requirement ensures that any projects in these areas undergo a more detailed review and public process rather than being approved as-of-right.

Schedule A1:

DOWNTOWN SPECIAL AREAS

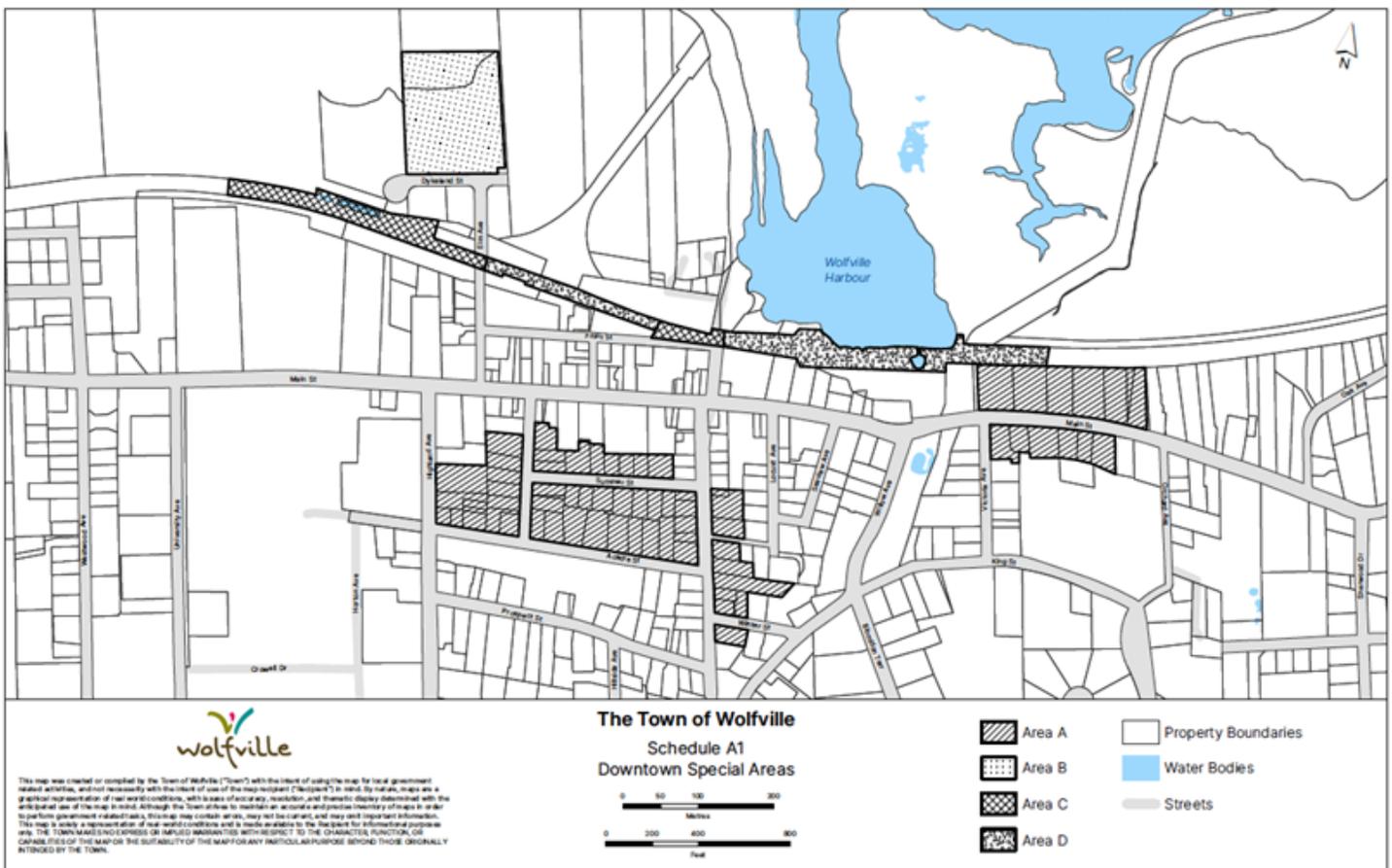


Figure 9 Schedule A1 Downtown Special Areas Map

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

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- (3) On lands classified as "Area C" on Schedule A1, the following conditions apply:
- (a) Development is considered by Site Plan Approval where development meets the intent of the Municipal Planning Strategy, is reviewed by the Design Review Working Group, and is guided by the concept plans that have been developed for the Rail Line.

- (4) On lands classified as "Area D" on Schedule A1, the following conditions apply:
- (a) Development is considered by Development Agreement only, with attention to waterfront flood control, ongoing waterfront adaptation work, goals for adjacent public land and buildings, and subject to the terms of the Rail Line lease in force at the time of application.
 - (b) The Town shall be a partner in any private development proposed under Clause 17.5.4(a) above.
 - (c) Temporary placemaking opportunities may be required in developments proceeding by Development Agreement.

8. LUB – Part 20: Institutional University (I-2) zone

Minimal changes are proposed for the I-2 lands, owned by the University. To support the University’s sustainability and meet their student housing needs, Staff are proposing six storey building height limits by Site Plan Approval, and up to eight storeys in the 2 areas shown on Schedule A2 below:

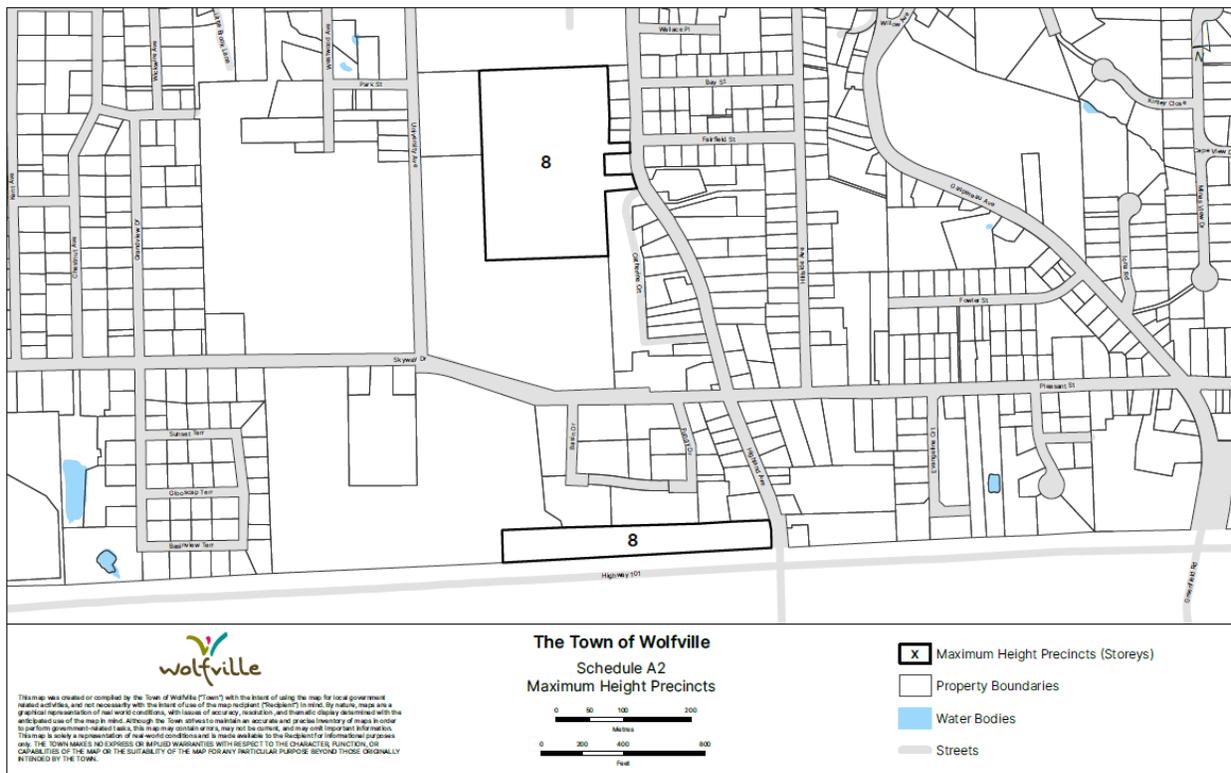


Figure 10 Schedule A2 Maximum Height Precincts

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

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Built form standards for the I-2 zone are proposed as shown below:

20.5 BUILT FORM DIAGRAM

See Figure 20.1 for all built form standards in the I-2 Zone.

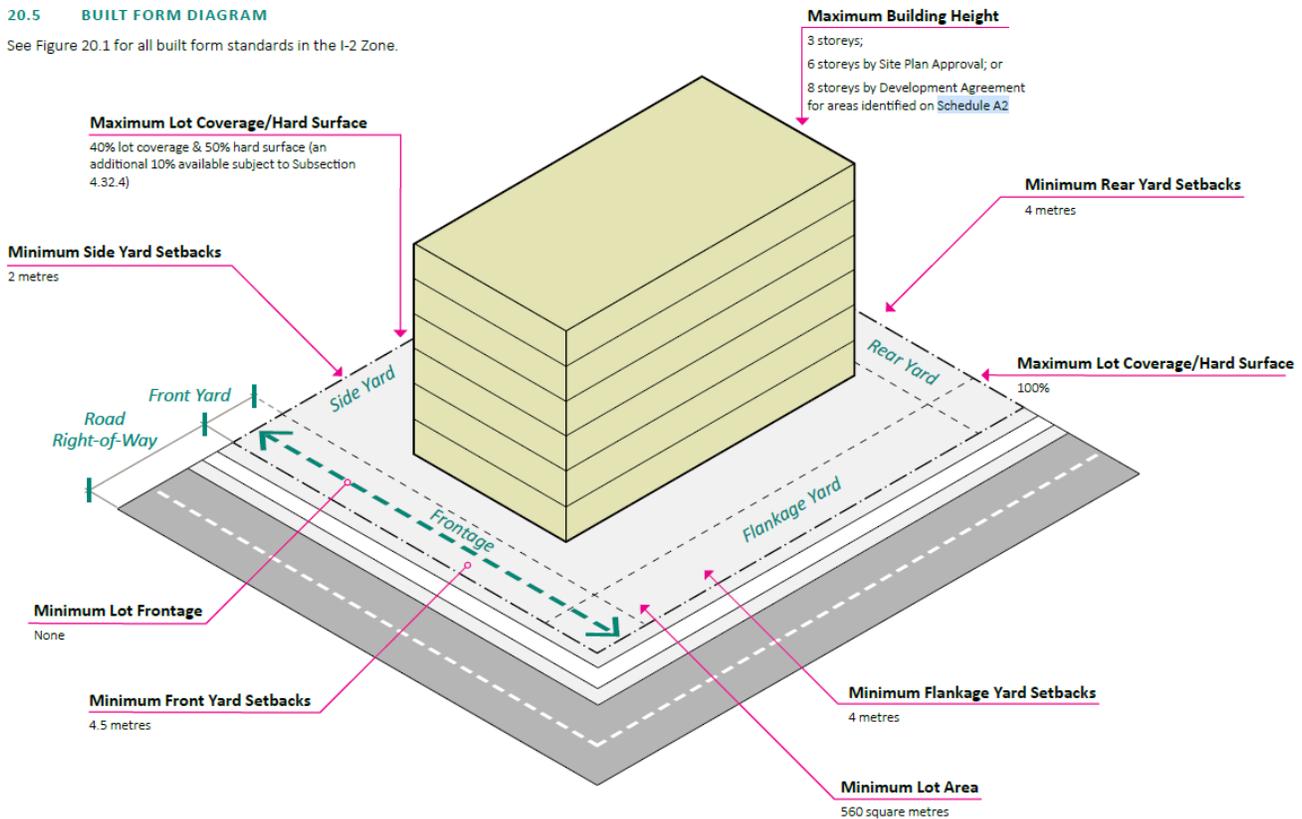
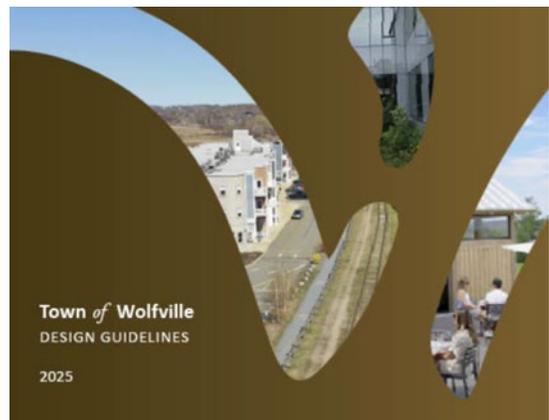


FIGURE 20.1 I-2 ZONE Built Form Standards

9. LUB – Schedule F: Design Guidelines

The Design Guidelines serve as a framework for evaluating development applications to ensure new projects within the Design Guidelines Area and of a certain scale respect the community's architectural heritage and natural setting. The tool provides staff, Council, and the Design Review Working Group with a set of principles to negotiate design outcomes for both downtown and residential areas.



REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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Staff are not proposing changes to the Design Guideline Areas, shown below, but are proposing applying Design Guidelines to all developments containing 8 or more dwelling units or where developments repeat the same building design more than twice. Staff are also proposing that a new page on the Town’s website be dedicated to the Design Review Guidelines and Working Group to improve public awareness and understanding of the guidelines and role of the Working Group.

An updated draft Terms of Reference (attached) for the Working Group has been created to reflect the increased use of the Working Group when reviewing applications outside of the Design Guideline Area.

There has been discussion amongst Council regarding whether the Design Review Working Group should remain a Working Group, under Policy 110-001 (Committees of Council Policy), or be returned to the Design Review Committee. In either scenario, there are opportunities to improve the visibility and understanding of this function. This would be a future decision of Council if a decision was made to review Policy 110-001.

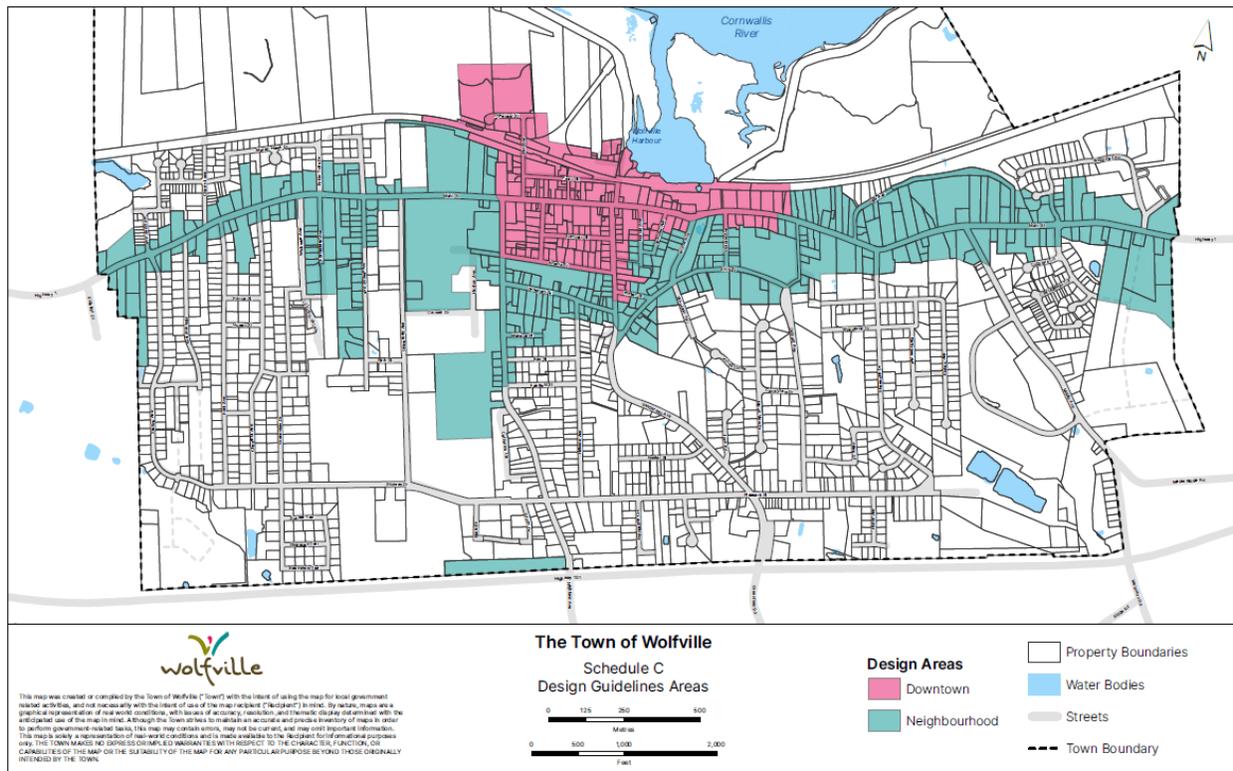


Figure 11 Design Guidelines Areas Map

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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Staff Recommendation: Support the directions for Design Review as described. Consider a future review of the Committees of Council Policy.

10. LUB Part 5 – Development Constraints (Stormwater Management)

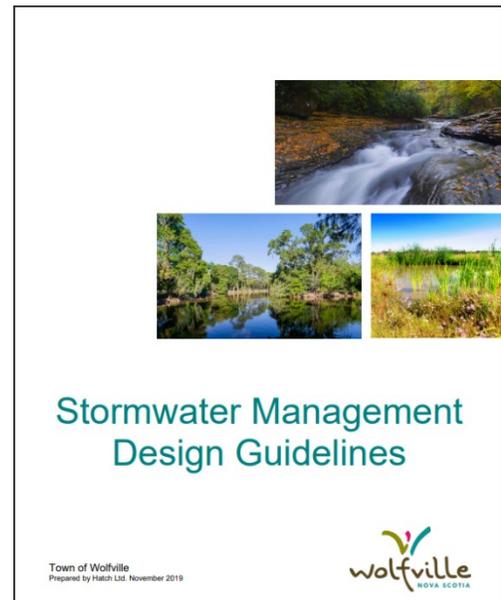
Stormwater management provisions have been strengthened and linkages to the Stormwater Management Guidelines included. The overall Development Constraints map has also been updated.

For more information on Stormwater Management, view the Town’s Stormwater Management Design Guidelines [here](#).

Part 4.32 Stormwater Management of the LUB outlines requirements for Stormwater Management for development proposals.

4.32 STORMWATER MANAGEMENT

1. An application for a Development Permit for new development that is not regulated by an existing Development Agreement and Servicing Agreement or a renovation that changes the footprint of the building or lot drainage patterns shall include a Lot Grading Plan and Stormwater Management Plan in accordance with the Town of Wolfville Stormwater Management Design Guidelines.



REQUEST FOR DECISION 013-2026

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Date: 2026-02-24

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2. The Lot Grading Plan and Stormwater Management Plan are to be prepared by a Professional Engineer.
3. No person shall occupy a building until Lot Grading record drawings confirming that the lot has been constructed in accordance with the Lot Grading Plan and Stormwater Management Plan have been submitted and accepted by the Town.
4. Additional hard surface beyond the zone requirements may be permitted (up to 10%) where low impact development measures are included.
5. Where Low Impact Development (LID) measures are included with the Stormwater Management Plan, the Owner shall provide a maintenance plan to the Town and an undertaking to perform maintenance activities in accordance with this maintenance plan. The Town reserves the right to audit performance and enforce maintenance as necessary to ensure the continuous function of the LID measures.
6. Notwithstanding Subection 4.32.3, a building may be occupied prior to acceptance of Lot Grading record drawings by the Town where the following has been submitted to the Town:
 - (a) A deficiency report prepared by a Nova Scotia Land Surveyor, a Landscape Architect or Professional Engineer, registered to practice in Nova Scotia, in a form acceptable to the Town, setting forth details of the work to be completed, and
 - (b) An undertaking by the Owner stating that:
 - i) The uncompleted work required by the deficiency report shall be completed within a time frame acceptable to the Town, and
 - ii) The Lot Grading record drawings shall be submitted within a period of nine (9) months.
 - iii) The Owner may deposit with the Town a security, in a form acceptable to the Town, equal to the estimated cost of completing all identified deficiencies. Such security may include, but is not limited to, a performance bond, labour and materials bond. The Town may, at its sole discretion, use the security to complete the outstanding work should the Owner fail to do so within the time specified.
7. No stormwater drains, roof drains, surface drainage, sump pumps or foundation drains shall be permitted to discharge to the sanitary sewer collection system.
8. Infiltration practices, including soakaways, trenches, and bioretention cells, shall be designed for a maximum acceptable drain down time of 72 hours.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

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Part 5 Development Constraints of the LUB outlines where development is prohibited. See full size Development Constraints Map in Schedule B of the LUB:

PART 5 Development Constraints

5.1 FLOODPLAIN DEVELOPMENT STANDARDS

1. Prohibited uses in the floodplains seen in Schedule B include:
 - (a) Hospitals
 - (b) Seniors care facilities
 - (c) Special care facilities
 - (d) Schools
 - (e) Warehousing or storage of hazardous materials
 - (f) Essential services
2. New development in areas within the floodplain as shown on Schedule B, are required to sign a "Floodplain Development Undertaking Form" (see Schedule E).

5.2 SOURCE WATER PROTECTION

There are three sub-zones in the Source Water Protection area as shown on Schedule B, Source Water Protection Area – Wellhead Constraint Area, Source Water Protection Area – Zone A and B, and Source Water Protection Area – Zone C. Development within these areas, as determined by the Development Officer, may require the completion of an environmental impact assessment, secondary containment measures and/or a risk mitigation plan prepared by a qualified professional and shall be subject to the following:

1. **Source Water Protection Area - Wellhead Zone:**
Development within the Wellhead Constraint Area as identified on Schedule B of the bylaw is limited to:
 - (a) Existing residential uses
 - (b) Public parkland

- (c) Uses relating to the operation of the Town of Wolfville's water supply
- (d) Existing furnace oil storage
2. **Source Water Protection Area – Zone A and B:** Certain land uses which present a significant risk to the groundwater contamination will be prohibited, including:
 - (a) Automotive painting, engine and auto body repair shops
 - (b) Bulk chemical storage
 - (c) Bulk storage of salt
 - (d) Commercial nurseries
 - (e) Commercial storage and/or distribution of chlorinated solvents
 - (f) Commercial storage and/or distribution of fertilizers
 - (g) Commercial storage and/or distribution of pesticides and herbicides
 - (h) Commercial storage and/or distribution of petroleum fuel
 - (i) Commercial storage and/or distribution of petroleum solvents
 - (j) Dry cleaners
 - (k) Gas station or accessory gas bars
 - (l) Manure storage facility
 - (m) Scrap metal and salvage yards and/or processing
3. **Source Water Protection Area – Zone C:** Similar to Subsection 5.2.2, uses that present an identified risk to groundwater contamination will be prohibited, including:

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

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- (a) Automotive painting, engine and auto body repair shops
- (b) Bulk storage of salt in excess of 100 tonnes
- (c) Commercial storage and/or distribution of chlorinated solvents
- (d) Commercial storage and/or distribution of pesticides and herbicides
- (e) Commercial storage and/or distribution of petroleum fuel
- (f) Commercial storage and/or distribution of petroleum solvents
- (g) Dry cleaners
- (h) Gas station or accessory gas bars
- (i) Scrap metal and salvage yards and/or processing

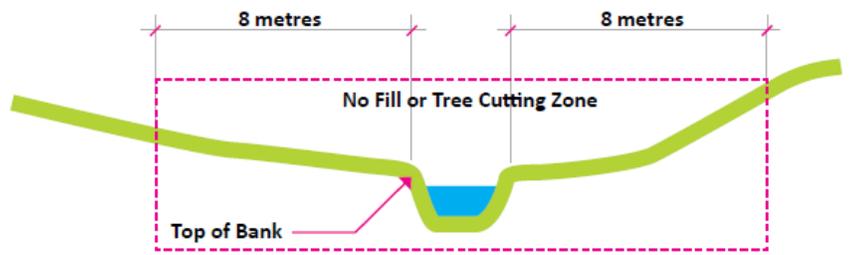


FIGURE 5.5 Watercourse Setbacks

- 4. Expansion or redevelopment of existing non-conforming uses within the Source Water Protection Area Wellhead zone, zone A and B, and C may be considered by Development Agreement.
- 5. Development of new private geothermal wells in the Source Water Protection Areas are required to provide a risk mitigation plan prepared by a qualified professional.

3 WATERCOURSE, WETLANDS AND STEEP SLOPES

- 1. No structures shall be erected within 8 metres of the top of banks of watercourses as identified on Schedule B. An erosion and sedimentation control plan prepared by a qualified professional will be required with any application for development of any lot within 15m of a watercourse.
- 2. Developments proposed on slopes exceeding 20% as shown on schedule B, shall have plans, including mitigation of impacts to neighbouring properties, prepared by a qualified engineer or landscape architect to address stormwater management,

erosion control and grade separation.

5.4 VIEW CORRIDORS

- 3. As per Schedule B, views to Blomidon from Reservoir Park, and views to the waterfront from Main Street and Gaspereau Avenue shall be considered for any new development on neighbouring lands zoned CDD (See Figure 5.6)
- 4. For any development within the former CDD boundary of the East End Secondary Plan (Primary Viewplane Area as per figure 5.7), no structure shall be erected, constructed, altered, reconstructed, or located so that it protrudes into a view plane. Under no circumstance shall the maximum allowable building height be exceeded.
- 5. The Development Officer may require a NS Land Surveyor to confirm and stamp that buildings within the primary viewplane area (shown in red on Figure 5.7) do not penetrate the viewplane.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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6. Where a structure that lawfully existed on the effective date of the bylaw protrudes into a required view plane, as shown on Figure 5.7 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.
7. For areas in the "secondary viewplane protection area" as shown on Figure 5.7, development may proceed as per the underlying zoning, as per the general height requirements of the Land Use Bylaw.



FIGURE 5.6 View Corridors



FIGURE 5.7 Primary (red) and Secondary (green) Viewplane protection areas

REQUEST FOR DECISION 013-2026

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11. Transitions and Buffers

To mitigate negative impacts of two different zones abutting, additional buffering requirements are proposed. Buffering requirements include setbacks from property lines and can include landscaping requirements like fences and green buffers (hedges and tree planting). Part 8.6.2 Lot Surfacing and Landscaping – Abutting Landscape Buffers states the following additional buffering requirements:

(2) Abutting Landscape buffers

- (a) Where a multi-unit building with more than 3 units abuts a yard in any Residential, Institutional, Park or Recreation zone, a landscaped buffer is required. The minimum yard requirement for the abutting yard (rear or side) shall be 3 metres and shall include one or more of the following between the building and the abutting property:
 - i) At least one native shrub (that will grow to at least 2m in height) for along the abutting sideyard and one tree (minimum caliper of 5 centimetres) for every 4.5 linear metres of building depth; or
 - ii) Evergreen shrubs (that will grow to at least 2 metres in height) that form an opaque and continuous visual barrier between the proposed building and the sideyard; or
 - iii) An opaque wood fence or masonry wall at least 1.8 metres high continuous along the entire side yard.
 - iv) Or any combination of 1-3.
- (b) No parking space, driveway or travel lane shall be permitted in the 3 metre landscape buffer. This requirement may be reduced to 1.5 metres provided that landscape screening as described in Clause 8.6.2(a) provides a visual barrier along the full length of the sideyard lot line.

12. LUB Part 2: Administration (Process and Approval Tracks)

Development applications must go through one of three approval processes, based on the proposal and the zoning requirements: Permitted and Permitted with Conditions Approval Process (as-of-right development), Site Plan Approval Process, or the Development Agreement Approval Process.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

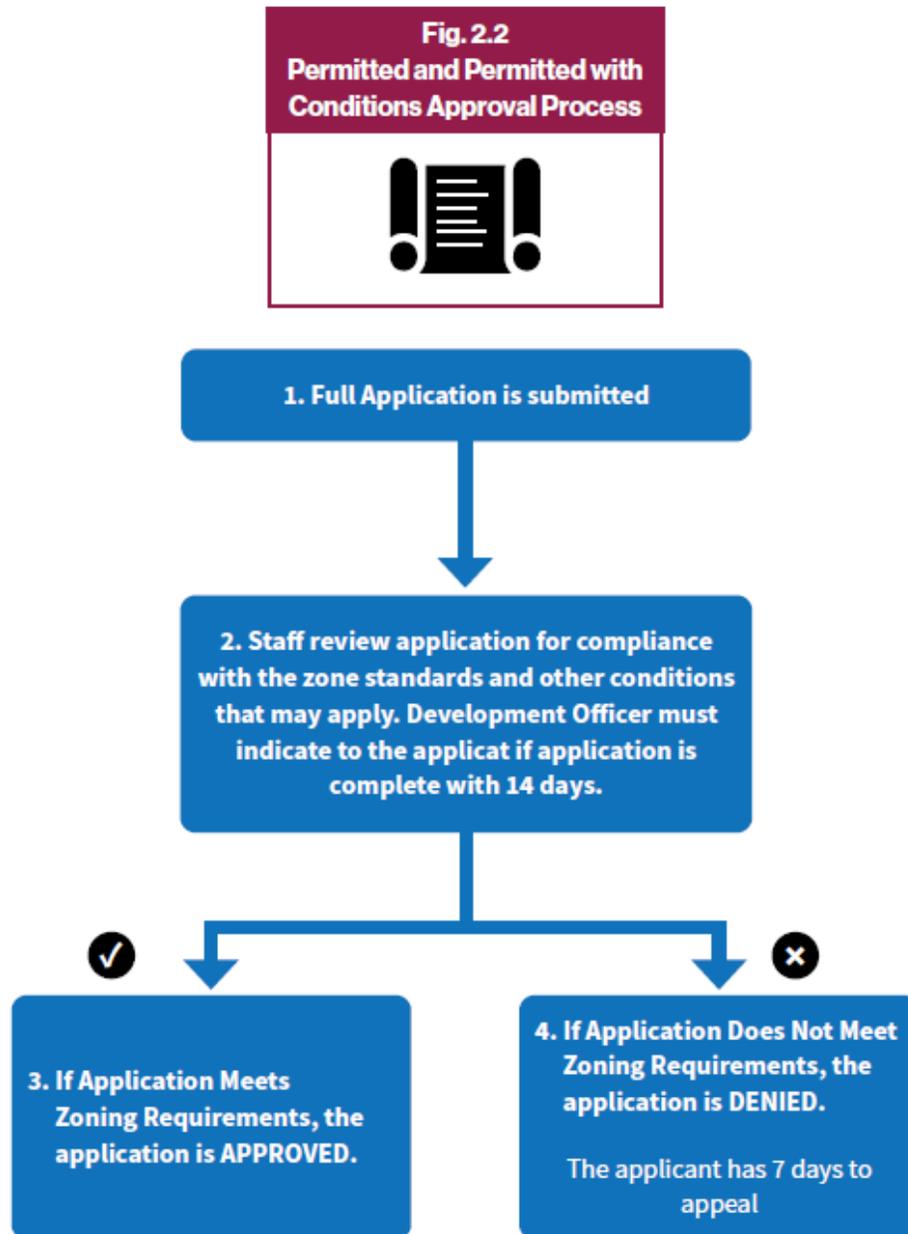
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The diagrams below illustrate what each process involves. A fulsome description of each approval process can be found in Part 2 of the LUB.



E.g. Single-detached dwellings, semi-detached dwellings, duplex dwellings, townhomes, additions to existing dwellings.

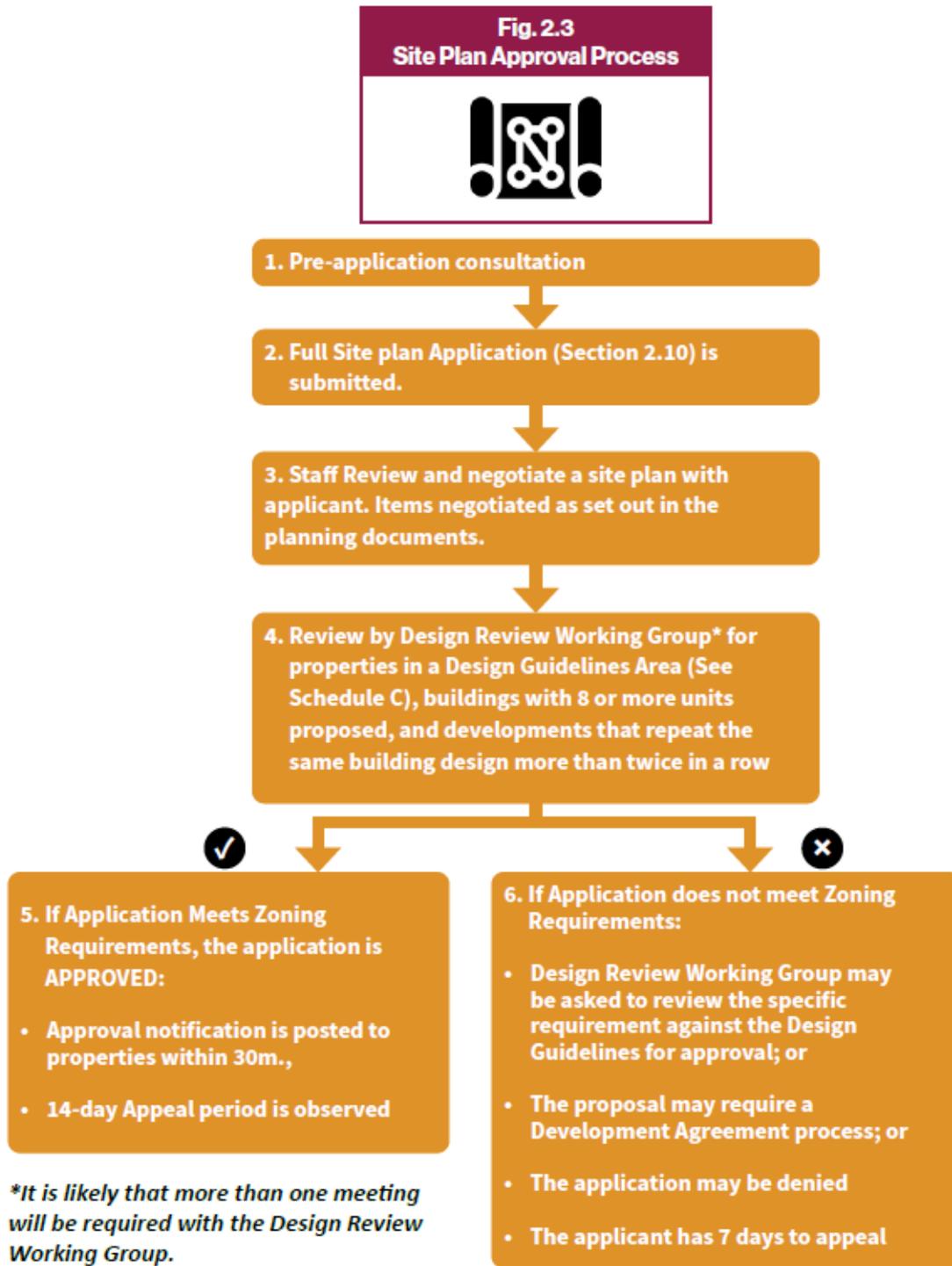
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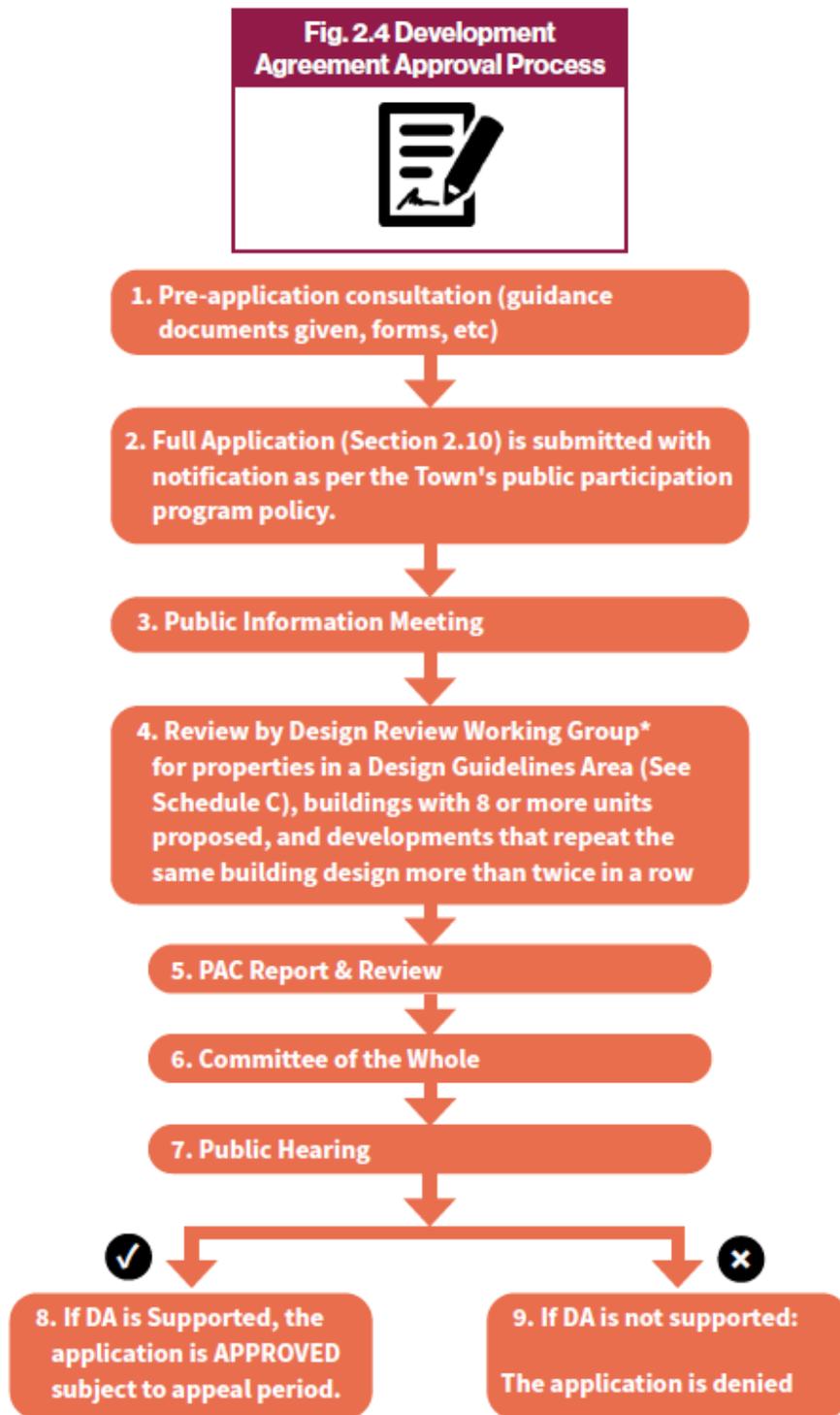
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Mark Fredericks, Senior Planner



REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation



Date: 2026-02-24

Prepared by: Lindsay Slade, Community Planner

Contributors: Devin Lake, Director of Planning & Public Works
Mark Fredericks, Senior Planner

13. LUB Part 6: Parking and Loading Requirements

Parking and Loading Requirements can be viewed in full in Part 6 of the LUB. Key amendments to the requirements include a requirement for a dedicated parking stall for Accessory Dwelling Units in the R-1 zone, and the ability for the Development Officer to require parking in all other residential zones, including the Mixed-Use Zone.

Existing Zoning Map:

This is the map the Town currently administers.

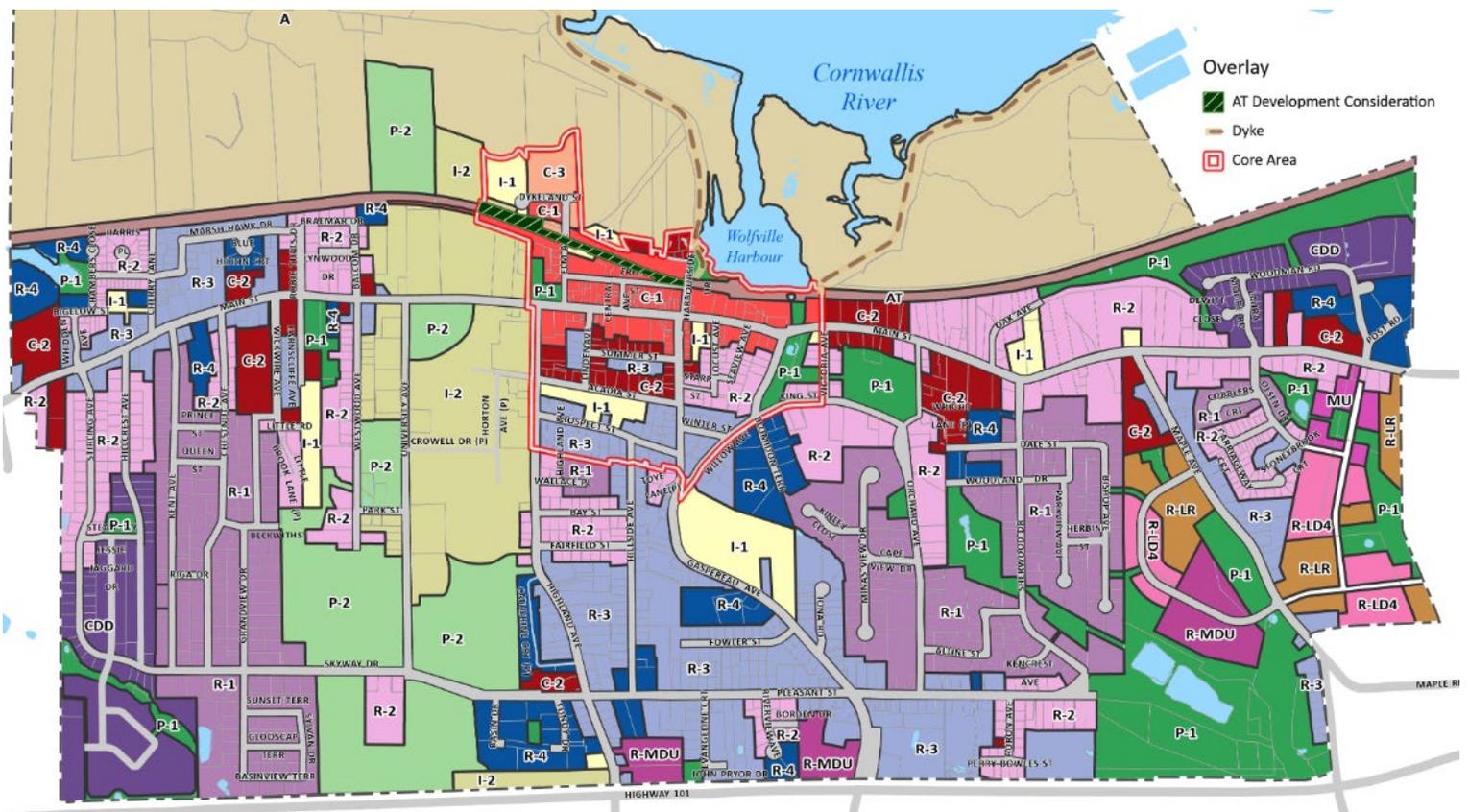


Figure 12: Existing Zoning Map

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

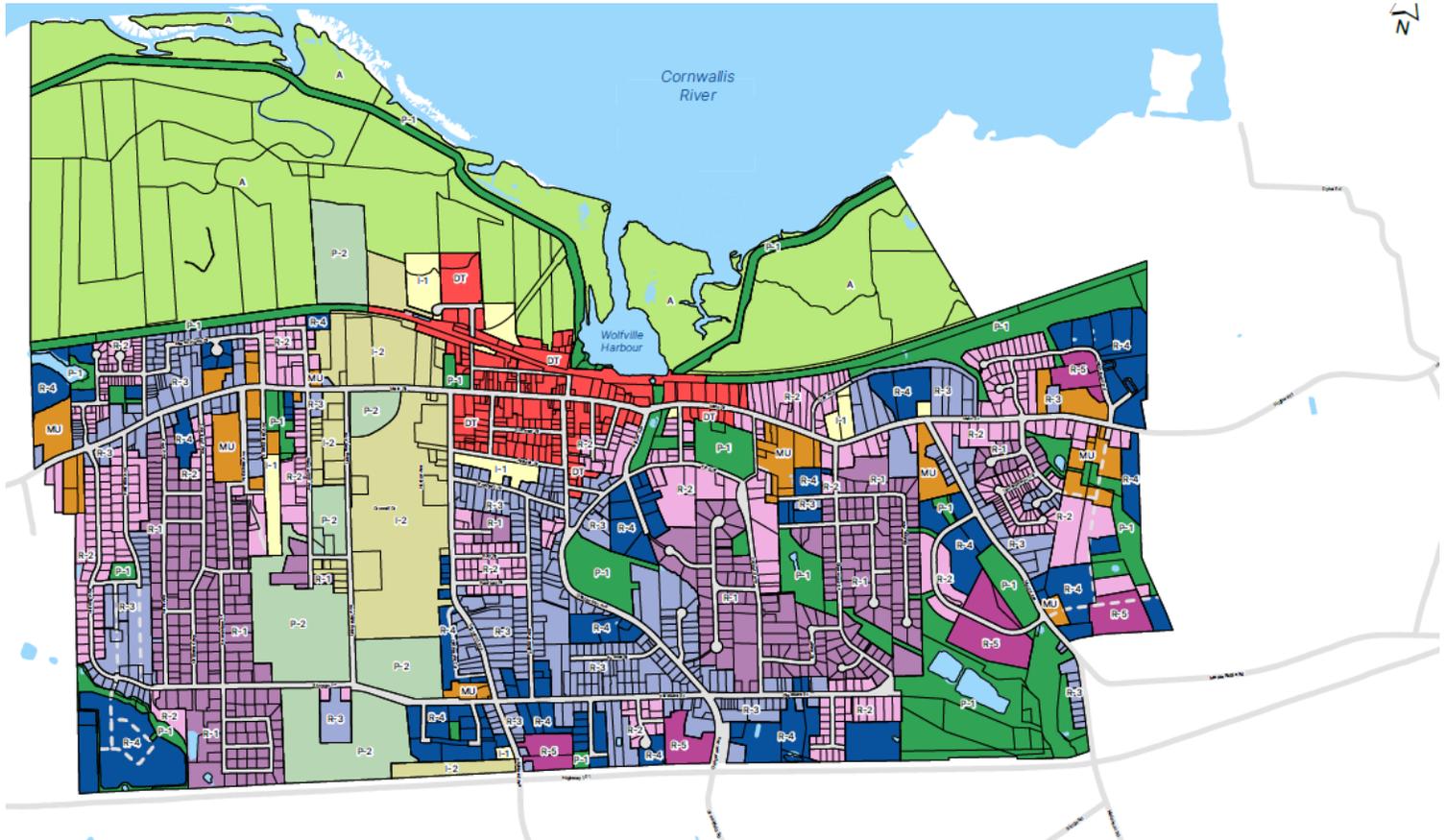
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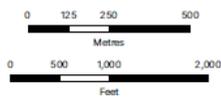


Proposed Zoning Map (March 3, 2026)



The Town of Wolfville

**Schedule A
Land Use Zoning Map**



- Low Density Residential – Restricted (R-1)
- Institutional General (I-1)
- Downtown (DT)
- Low Density Residential (R-2)
- Institutional University (I-2)
- Mixed-Use (MU)
- Medium Density Residential (R-3)
- Parks and Open Space (P-1)
- Water Bodies
- High Density Residential (R-4)
- University and Open Space (P-2)
- Future Streets
- High Density Residential – Site Specific (R-5)
- Agriculture (A)
- Existing Streets

lle

With the intent of using the map for local government
recipient ("Recipient") in mind. By nature, maps are a
schematic and thematic display determined with the
aim to obtain an accurate and precise inventory of maps in order
to be current, and may omit important information.
It is available to the Recipient for informational purposes
ONLY WITH RESPECT TO THE CHARACTER, FUNCTION, OR
ANY PARTICULAR PURPOSE BEYOND THOSE ORIGINALLY

Figure 13 Proposed Zoning Map as of February 23 2026

6) FINANCIAL IMPLICATIONS

The Town has received the Housing Accelerator Fund to implement our Action Plan. The total amount received will be \$1,827,600 with the Town receiving \$913,800 to-date and \$456,900 to be allocated in 2026 and \$456,900 in 2027. Future advances are contingent on the adoption of the Action Plan through the Municipal Planning Documents.

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

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7) REFERENCES TO COUNCIL STRATEGIC PLAN

Fiscal Responsibility: *Ensure organizational sustainability and deliver public services using sound financial decision-making, through:*

- *Asset Management: Collect accurate and timely data to make informed decisions that inspire trust and confidence.*
- *Community Focus: Make Investments in public services reflective of community need*

Prosperous Economy: *Foster a diverse and resilient local economy that supports entrepreneurship, innovation, sustainable development, and contributes to a vibrant community, through:*

- *Holistic Planning: Municipal Planning Strategy and development processes that enables investment, foster multiple and complementary uses of property, and supports a growing population.*
- *Partnerships: Foster partnerships that promote Wolfville and create value.*
- *Placemaking for a Vibrant Community: Enhancing public spaces to support community connections.*
- *Event Attraction: Positioning Wolfville as an inclusive, supportive partner for events*

Inclusive Community: *Build a safe and inclusive community and be a leader in meaningful engagement, through:*

- *Inclusivity: Nurture a sense of belonging for all.*
- *Engagement: Listen and provide opportunities for the community to participate.*

Sustainable Environment: *Lead climate action through integrated mobility and environmental protection, through:*

- *Climate Action: Reduce emissions and prepare for the impacts of climate change.*
- *Environmental Protection: Protect and sustain our natural assets and biodiversity.*
- *Mitigating emissions: Lead and influence through programs and education.*
- *Integrated Mobility: Determine alternative options for moving around the Town for all ages and abilities.*

8) COMMUNICATION REQUIREMENTS

Council will provide direction to Staff on March 3rd, 2026. If other meetings are required – they will be scheduled. From there, Staff will revise the documents and bring new (final) versions to a meeting where First Reading would be given (potentially March 17th or a meeting in April). After First Reading we

REQUEST FOR DECISION 013-2026

Title: Municipal Planning Strategy & Land Use By-Law
Amendments and Housing Accelerator Fund Implementation

Date: 2026-02-24

Prepared by: Lindsay Slade, Community Planner

Contributors: Devin Lake, Director of Planning & Public Works
Mark Fredericks, Senior Planner



would distribute town-wide notifications and hold a Public Hearing. Council would then consider 2nd Reading/approval of the documents, and a Provincial review would be completed before adoption and administration of the new documents.

9) ALTERNATIVES

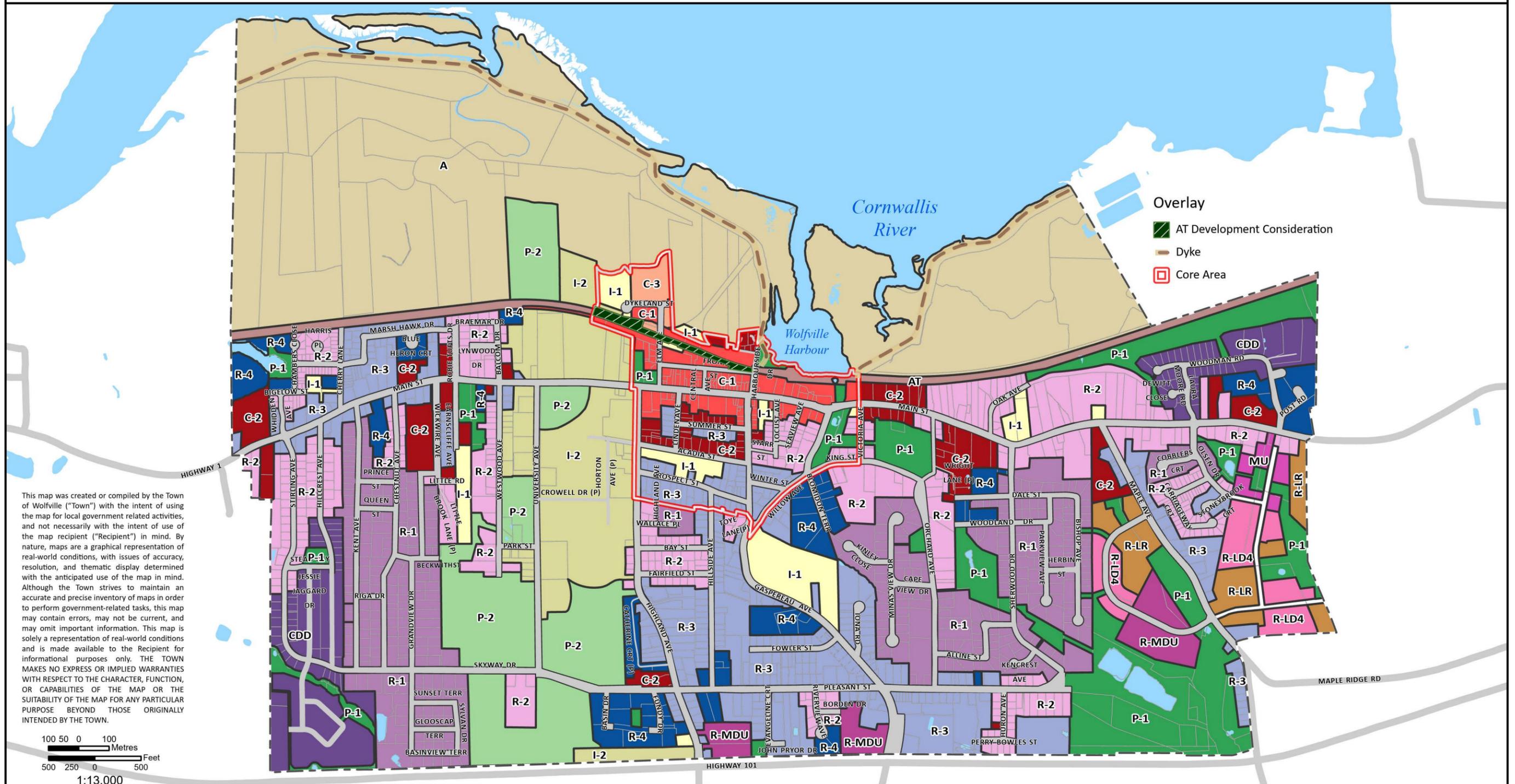
Council may wish to alter any of the suggestions noted above.

Land Use Zoning

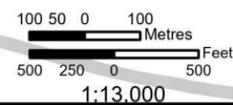
- | | | | | | |
|--|--|--|---|--|--------------------------------------|
| | Agriculture (A) | | High Density Residential – Multi Dwelling Unit, (R-MDU) | | Core Commercial - Large Format (C-3) |
| | Low Density Residential - Restricted (R-1) | | High Density Residential (R-4) | | Institutional General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

Overlay

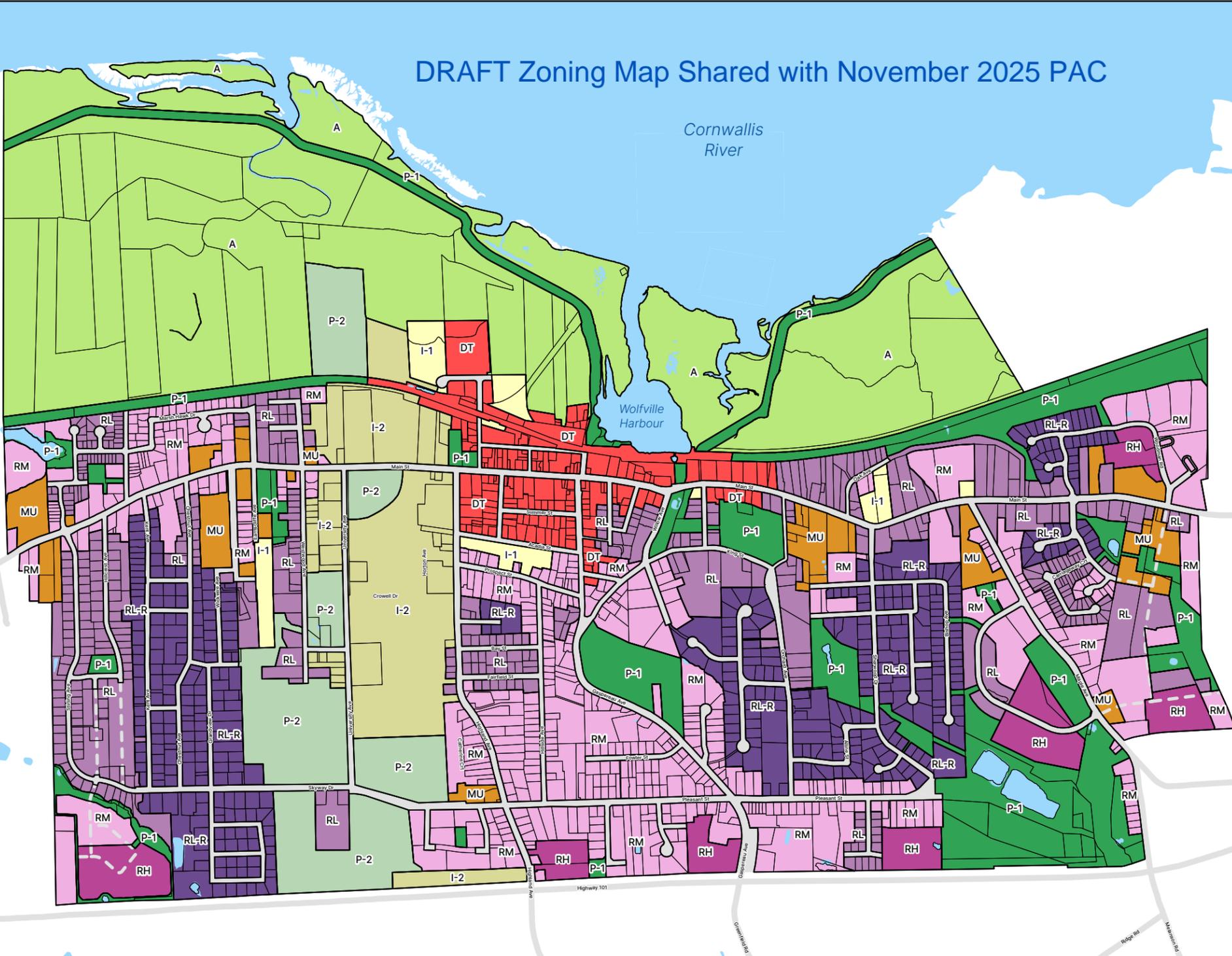
- AT Development Consideration
- Dyke
- Core Area



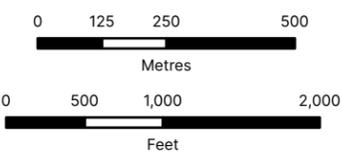
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DRAFT Zoning Map Shared with November 2025 PAC



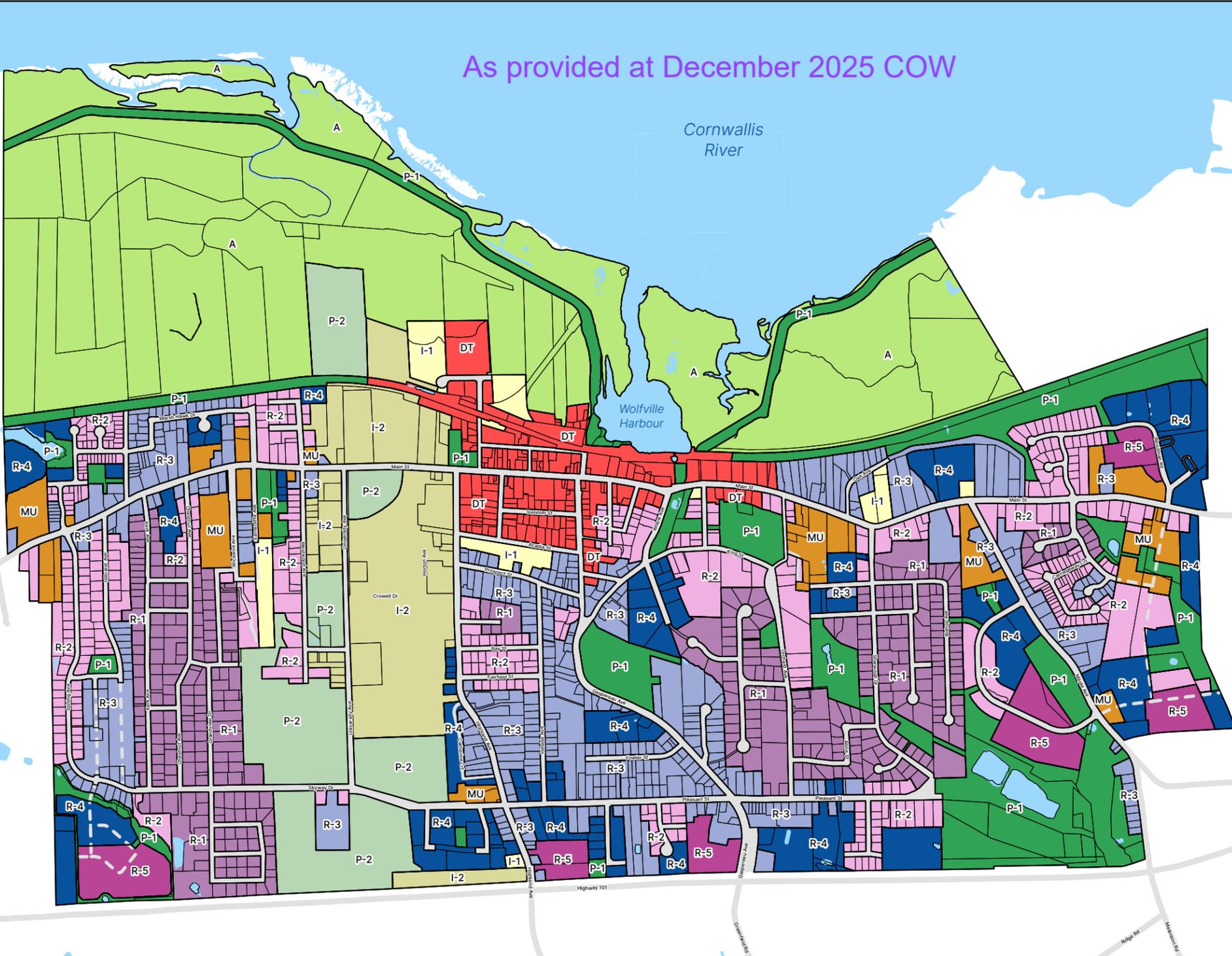
The Town of Wolfville Schedule A Land Use Zoning Map



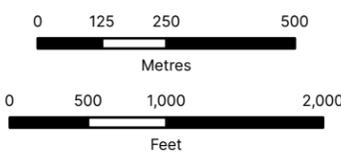
- Residential Low-Density Restricted (RL-R)
- Residential Low-Density (RL)
- Residential Medium-Density (RM)
- Residential High-Density (RH)
- Mixed-Use (MU)
- Downtown (DT)
- Institutional General (I-1)
- Institutional University (I-2)
- Parks and Open Space (P-1)
- University and Open Space (P-2)
- Agriculture (A)
- Water Bodies
- Future Streets
- Existing Streets

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As provided at December 2025 COW

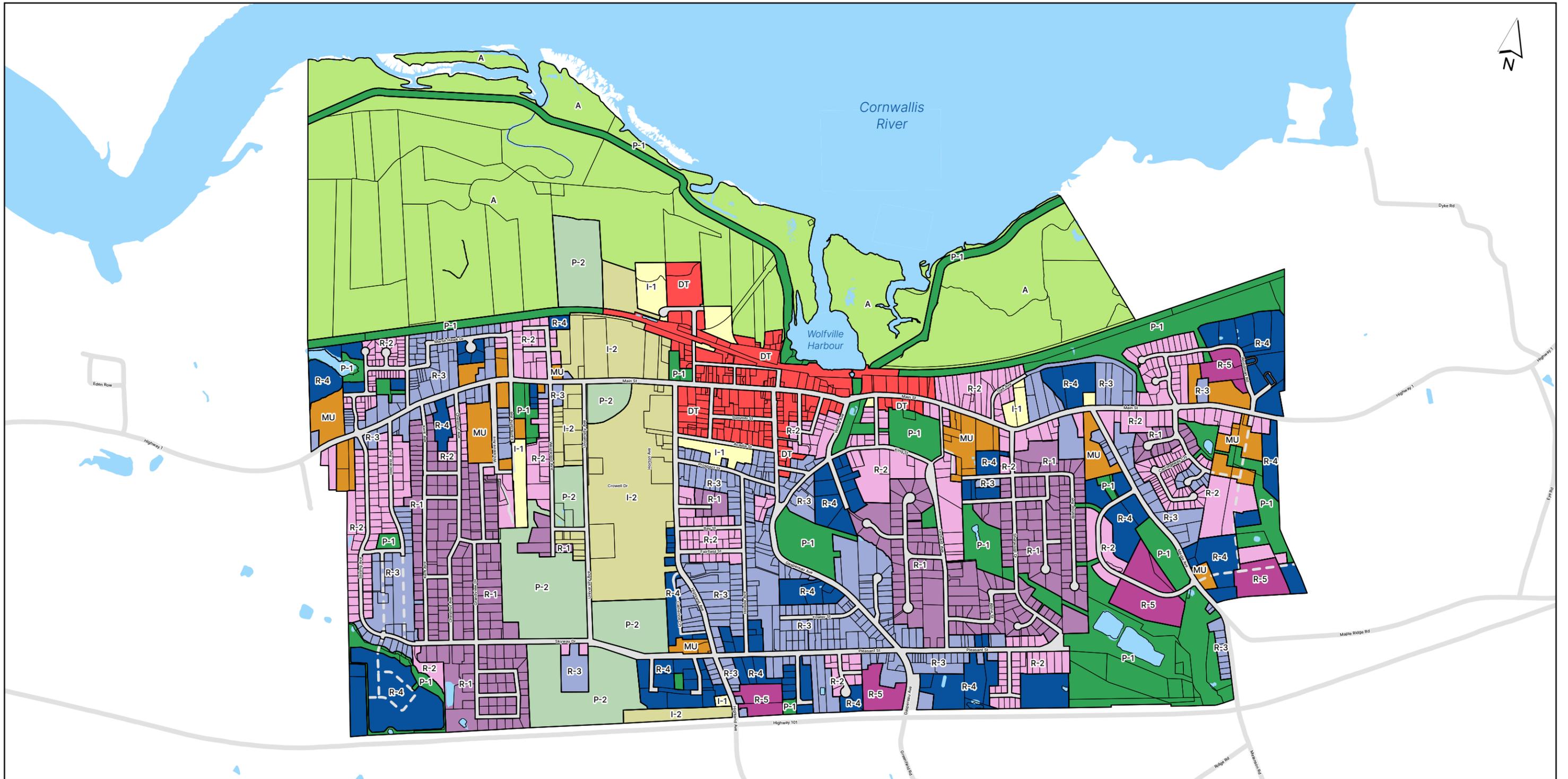


The Town of Wolfville Schedule A Land Use Zoning Map



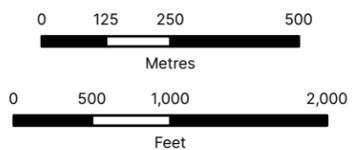
- Low-Density Residential – Restricted (R-1)
- Institutional General (I-1)
- Downtown (DT)
- Low-Density Residential (R-2)
- Institutional University (I-2)
- Mixed-Use (MU)
- Medium-Density Residential (R-3)
- Parks and Open Space (P-1)
- Water Bodies
- University and Open Space (P-2)
- Future Streets
- Agriculture (A)
- Existing Streets
- High-Density Residential (R-4)
- Multi-unit Residential (R-5)

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The Town of Wolfville

Schedule A Land Use Zoning Map



- | | | |
|--|---------------------------------|------------------|
| Low Density Residential – Restricted (R-1) | Institutional General (I-1) | Downtown (DT) |
| Low Density Residential (R-2) | Institutional University (I-2) | Mixed-Use (MU) |
| Medium Density Residential (R-3) | Parks and Open Space (P-1) | Water Bodies |
| High Density Residential (R-4) | University and Open Space (P-2) | Future Streets |
| High Density Residential – Site Specific (R-5) | Agriculture (A) | Existing Streets |

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TERMS OF REFERENCE

Design Review Working Group (DRWG)

1. Purpose

The Design Review Working Group provides informal, expert advice to Town of Wolfville staff on development proposals, urban design matters, and built-form considerations. The goal is to support high-quality, context-sensitive design that aligns with the Town's planning objectives, heritage character, and community values.

The group helps staff by offering:

- constructive design feedback on development applications;
- professional insight on architectural, landscape and heritage considerations;
- pre-application or early-stage input to strengthen proposals before they advance through the formal approval process.

2. Membership

Members are selected by Town staff based on relevant experience and ability to contribute to constructive design dialogue. Areas of expertise may include architecture, landscape architecture, urban design, planning and development, heritage, engineering, sustainability, and accessibility.

Composition:

- 4-6 volunteer members
- Council and other staff may attend as needed
- Membership is flexible.

3. Role & Responsibilities

The Working Group:

- Reviews development concepts and design materials shared by staff or applicants
- Provides non-binding comments, suggestions, and design direction;
- Identifies opportunities to improve compatibility, sustainability, accessibility, and overall design quality;



- Highlights potential issues or conflicts early in the process;

The Working Group does not:

- make decisions on applications;
- advise Council directly;
- replace statutory review processes under provincial legislation;
- participate in public engagement or speak on behalf of the Town.

4. Meetings

Meetings are scheduled by staff as needed based on development activity. They are not public. Staff prepare and circulate materials in advance.

5. Meeting Format & Decision-Making

Meetings are collaborative and discussion-based. The group does not vote or seek consensus. Staff summarize key takeaways for applicants.

6. Documentation

Staff maintain brief meeting notes capturing key themes and recommendations. Notes are stored internally and not published.

7. Reporting

The Working Group reports only to staff. Staff may include feedback in planning reports as appropriate.

8. Review of Terms of Reference

Staff will review and update these Terms of Reference as needed.



Town *of* Wolfville

LAND USE BYLAW

FINAL DRAFT MAR 3, 2026

Contents

Part 1	Title and Purpose.....	1
Part 2	Administration	2
Part 3	Interpretation of Maps and Text.....	12
Part 4	General Requirements For All Zones.....	14
Part 5	Development Constraints.....	30
Part 6	Parking & Loading Requirements	33
Part 7	General Requirements For Signs	36
Part 8	General Requirements for Neighbourhood Zones	42
Part 9	Low Density Residential – Restricted (R-1) Zone	48
Part 10	Low Density Residential (R-2) Zone	52
Part 11	Medium Density Residential (R-3) Zone.....	55
Part 12	High Density Residential (R-4) Zone	58
Part 13	High Density Residential — Site-Specific (R-5) Zone.....	61
Part 14	Mixed Use (MU) Zone.....	64
Part 15	Comprehensive Development District (CDD).....	67
Part 16	General Requirements For Downtown Zones	68
Part 17	Downtown Zone (DT).....	74
Part 18	General Requirements For Institutional, Parks & Open Space, and Agricultural Zones.....	78
Part 19	Institutional General (I-1) Zone	81
Part 20	Institutional University (I-2) Zone.....	84
Part 21	Park and Open Space (P-1) Zone	87
Part 22	University And Open Space (P-2) Zone	90
Part 23	Agriculture (A) Zone.....	93
Part 24	DEFINITIONS	96
Schedule A:	Land Use Zoning Map	111
Schedule A1:	Downtown Special Areas	112
Schedule A2:	Maximum Height Precincts	113
Schedule A3:	Neighbourhood Commercial Corridors.....	114
Schedule B:	Development Constraints Overlay.....	115
Schedule C:	Downtown and Neighbourhood Design Areas.....	116
Schedule D:	Comprehensive Development District Zone Sustainability Checklist	117
Schedule E:	Environmental Study Requirements	125
Schedule F:	Downtown & Neighbourhood Design Guidelines	126



PART 1 Title and Purpose

This bylaw shall be known and may be cited as the “Land Use Bylaw” of the Town of Wolfville.

The purpose of this bylaw is to implement and enforce the policies and intent of the Municipal Planning Strategy (MPS) for the Town of Wolfville, in accordance with the provisions of Section 219 of the Municipal Government Act, by regulating the use of land and the location, size, spacing, character and use of buildings and structures within the Town of Wolfville.

1.1 EFFECTIVE DATE

This bylaw shall take effect when approved by the Provincial Minister of Municipal Affairs, whereupon any applicable previous Land Use Bylaw is repealed.



FIGURE 1.1 MPS Report Cover

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The land use bylaw actions our Community Priorities and move us toward our shared future.

PART 2 Administration

2.1 ADMINISTRATION

This bylaw shall be administered by the Development Officer appointed by Council.

1. Acting Development Officer: In the absence or incapacity of the Development Officer, the acting Development Officer appointed by Council shall act in the Development Officer's stead.

2.2 DEVELOPMENT PERMIT

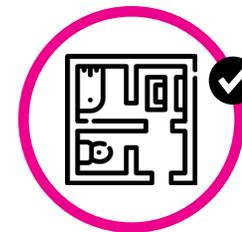
1. Unless otherwise stated in this bylaw, no person shall use any land or erect, construct, alter or use any building or structure in the Town of Wolfville without first obtaining a development permit from the Development Officer.
2. The Development Officer shall only issue a development permit in conformance with this bylaw or a duly executed and approved Development Agreement.
3. A development permit, whether issued before or after the coming into force of this bylaw, shall expire within 12 months from the date issued if the development has not commenced.
4. Any decision of the Development Officer to refuse to issue a development permit shall be given by written notice served by registered mail.
5. No applicant shall deviate, or allow deviations to be made, from the description of the proposed

development which is contained in the development permit unless approved by the Development Officer.

6. The Development Officer may revoke a development permit where information provided on the application is found to be inaccurate. Any revocation shall be sent by registered mail and become effective five (5) days after the mailing date, or immediately on personal service of the notification to the applicant.

2.3 NO DEVELOPMENT PERMIT REQUIRED

1. Notwithstanding Section 2.2, the following shall not be considered "new development" and are exempt from the requirement to obtain a development permit:
 - (a) A development that involves the interior renovation of a building that will not change the footprint of the building or increase its volume and/or floor area, will not add more dwelling units or bedrooms, or will not involve a change in use of the building; or
 - (b) A development that involves an exterior renovation of a building façade that is located outside of a Design Guidelines Area (See Schedule C); or
 - (c) Temporary uses or temporary signs as specified in Section 4.34; or



- (d) The following or similar miscellaneous minor structures provided they meet the requirements of Section 4.4:
 - i) Clothes poles
 - ii) Flag Poles
 - iii) Garden Trellises
 - iv) Cold Frames
 - v) Fences
 - vi) Retaining Walls
 - vii) Children’s Play Structures
 - viii) Doghouses
 - ix) Monuments
 - x) Interpretive Displays
 - xi) Barrier-Free Ramps
 - xii) Roof-Mounted Solar Panels
- (e) Accessory structures that are 16.0 square metres of total floor area or less, unless used as a detached accessory dwelling unit.

2.4 APPLICATION REQUIRED

Every applicant wishing to obtain a development permit must submit an application for such development permit to the Development Officer in the form prescribed from time to time by Council.

1. Contents of Application: Every application for a development permit or Site Plan Approval shall be signed by the owner of the lot or, with the written authorization of the owner, the agent of the owner of the lot, and shall be accompanied by a plan drawn to an appropriate scale and showing:

- (a) The true shape and dimension of the lot to be used or upon which it is proposed to construct or locate any building or structure; and
- (b) The proposed use, location, height, and dimensions of any building or structure for which the permit is applied and the information shall include measurements of the lot frontage, front, side and rear yards; and
- (c) The location of every building or structure already constructed, or partly constructed on such lot and the location of every building or structure existing upon abutting lots; and
- (d) The proposed location and dimensions of parking areas, parking spaces, loading spaces, driveways, curbs, landscaping; and
- (e) Other such information as may be necessary to determine whether the proposed development conforms with the requirements of this bylaw.
- (f) The Development Officer may waive the requirement to supply the above noted information if they deem it is not pertinent to the application.

2. Survey of Lands: Where the Development Officer is unable to determine whether the proposed development conforms to this bylaw and other bylaws and Regulations in force which affects the proposed development, the Development Officer



may require that the plans submitted under Subsection 2.4.1 be based upon an actual survey by a licensed Nova Scotia Land Surveyor.

2.5 APPLICATION FEES

Every application for a development permit, variance, Site Plan Approval, Development Agreement, or Land Use Bylaw amendment(s) shall be subject to the fees as established by Council from time to time, and in accordance with Policy 140-015, Municipal Fees.

2.6 RIGHT OF ENTRY

The Council, or any of its duly authorized employees, shall have the right to enter at all reasonable times into or upon any property within the area to which this Land Use Bylaw applies for the purpose of any inspection necessary in connection with the administration of the Land Use Bylaw.

2.7 AS-OF-RIGHT & CONDITIONAL PROCESS

The Municipal Government Act enables as-of-right and conditional approval processes. A generalized as-of-right and conditional approval process is summarized in Figure 2.2.

2.8 SITE PLAN APPROVAL PROCESS

The Municipal Government Act enables Site Plan Approval as a streamlined approval process. A generalized Site Plan Approval process is summarized in Figure 2.3.

2.9 DEVELOPMENT AGREEMENT PROCESS

The Municipal Government Act enables Development Agreements as a council approval process. A generalized Development Agreement process is summarized in Figure 2.4.

2.10 SITE PLAN APPROVAL & DEVELOPMENT AGREEMENT APPLICATION

All applications for Site Plan Approval or Development Agreement approval shall be accompanied by:

1. A Town of Wolfville Site Plan Approval Application Form or Development Agreement Application Form and associated fee.
2. A recent (no more than 5 years old) topographic survey by a surveying engineer. The survey must reflect existing topographic and boundary conditions.
3. A site plan and conceptual grading plan drawn to scale and stamped by a qualified professional showing all buildings, entries, driveways, parking areas, walkways, stormwater features, fences, walls, landscape beds, trees and other important site information and noting conformance with the zone standards in each zone.
4. A Stormwater Management Plan by a civil engineer in accordance with the Town of Wolfville Stormwater Management Design Guidelines.
5. Architectural plans prepared by a licensed

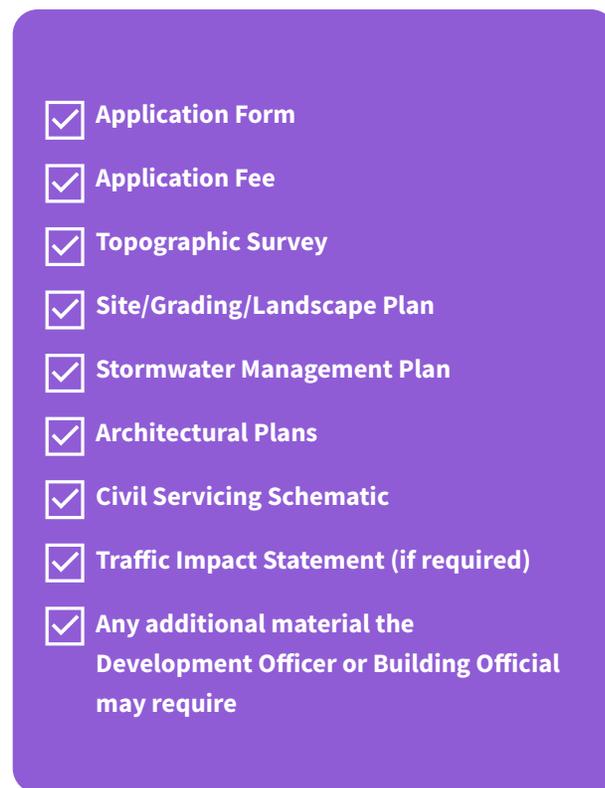
Architect for applications located in a Design Guidelines Area (as shown on Schedule C) or plans prepared by a relevant professional or technician in areas outside a Design Guidelines Area, indicating compliance with the specific design requirements of the zones in this bylaw including:

- (a) Height, streetwall height and setbacks pursuant to each zone;
 - (b) Building elevations and articulation on all sides including signage and lighting;
 - (c) Notes on building material intentions;
 - (d) Floor plans for every level; and
 - (e) A perspective rendering of the building showing context and/or a 3D model.
6. A servicing schematic prepared by a civil engineer to demonstrate that every building can be properly serviced.
7. For buildings with more than 8 units or 1,200 square metres of total floor area, a Traffic Impact Statement (TIS) by a transportation engineer. For buildings with more than 24 units, a Traffic Study may be required.
8. Any other information the Development Officer may require to determine compliance with the zone requirements.
9. The Development Officer may waive the requirement to supply the above noted information if they deem it is not pertinent to the application.

2.11 SITE PLAN APPROVAL CRITERIA

1. The following criteria apply to all development permitted through the Site Plan Approval process. No development permit shall be issued for development that is inconsistent with these criteria. All development subject to Site Plan Approval must also meet all applicable zone standards and all other requirements of this By-law. In reviewing a Site Plan Approval application, the Development Officer shall consider whether:

FIGURE 2.1 Site Plan Approval & Development Agreement Checklist



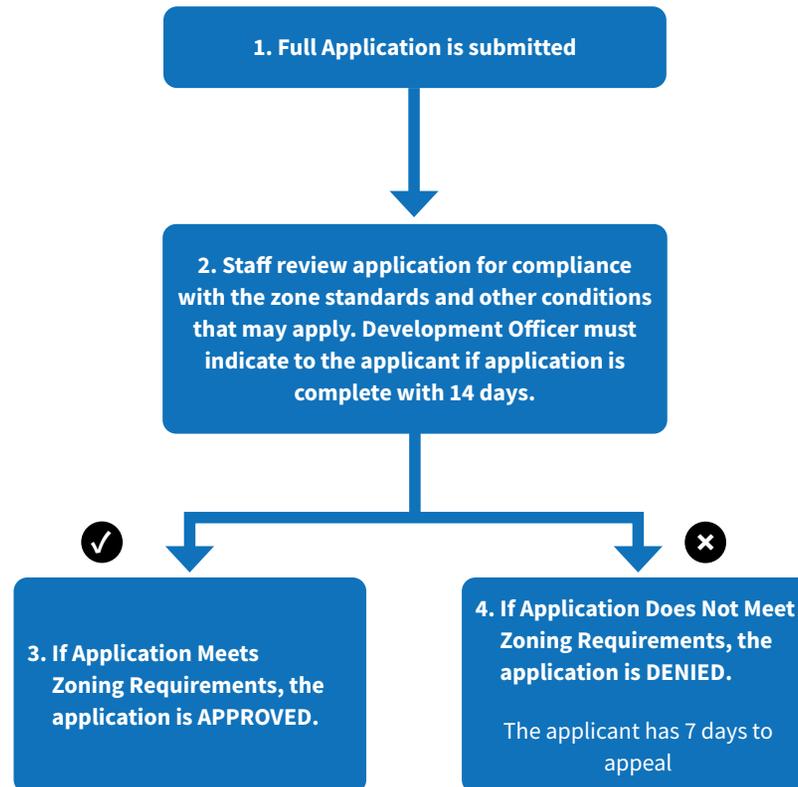
- (a) The location of new structures, parking and loading facilities, and driveways on the lot minimizes negative impacts on the surrounding neighbourhood, including noise, dust, fumes, lighting, shadows, or other nuisance or inconvenience to neighbouring properties;
 - (b) The type, location, and height of walls, fences, hedges, trees, shrubs, ground cover, or other landscaping elements are sufficient to protect and minimize negative land use impacts on neighbouring properties;
 - (c) Pedestrian walkways and related infrastructure are provided to link public sidewalks and parking areas to entrances of all primary buildings;
 - (d) Outdoor lighting is designed to light the structure, driveways and pedestrian infrastructure and is not directed onto neighbouring properties;
 - (e) The location of all existing easements is identified;
 - (f) Grading or alteration in elevation or contour of the land minimizes undue erosion, sedimentation, drainage impacts, and other negative impacts on neighbouring properties;
 - (g) The management of storm and surface water is addressed and associated plans are approved by the Town Engineer; and
 - (h) The type, location, number and size of signs or sign structures do not negatively alter the appearance of the streetscape or surrounding area, and signage is designed and constructed in accordance with Part 7 of this bylaw.
2. In addition to the criteria in Subsection 2.11.1, the following criteria apply to all development permitted through the Site Plan Approval process within Neighbourhood zones. In reviewing a Neighbourhood

zone Site Plan Approval application, the Development Officer shall also consider whether:

- (a) Existing vegetation is retained where it is reasonably possible to do so, where it is healthy, and where it helps to minimize negative impacts on the surrounding neighbourhood; and
 - (b) Where the property is located within the Downtown and Neighbourhood Design Guideline areas, the architecture of the building is in keeping with the Neighbourhood Design Guidelines, and input from the Design Review Working Group is provided.
 - (c) Outside of the Design Guidelines areas identified on Schedule C, where a building with 8 or more units is proposed or where an identical building design is repeated more than two times in a row, input from the Design Review Working Group is provided.
3. In addition to the criteria in Subsection 2.11.1, the following criteria apply to all development permitted through the Site Plan Approval process within the Downtown zone. In reviewing a Downtown zone Site Plan Approval application, the Development Officer shall also consider whether:
- (a) Facilities for the storage of solid waste provide for maximum separation from abutting residential and park zones.
4. In addition to the criteria in Subsection 2.11.1, the following criteria apply to all development permitted through the Site Plan Approval process within the Institutional, Parks & Open Space, and Agricultural Zones. In reviewing a Site Plan Approval application in these zones, the Development Officer shall also consider whether:

Simple Projects

Fig. 2.2
Permitted and Permitted with
Conditions Approval Process



E.g. Single-detached dwellings, semi-detached dwellings, duplex dwellings, townhomes, additions to existing dwellings.

More Complex Projects

**Fig. 2.3
Site Plan Approval Process**



✓

5. If Application Meets Zoning Requirements, the application is APPROVED:

- Approval notification is posted to properties within 30m.,
- 14-day Appeal period is observed

**It is likely that more than one meeting will be required with the Design Review Working Group.*

✗

6. If Application does not meet Zoning Requirements:

- Design Review Working Group may be asked to review the specific requirement against the Design Guidelines for approval; or
- The proposal may require a Development Agreement process; or
- The application may be denied
- The applicant has 7 days to appeal

Fig. 2.4 Development Agreement Approval Process



✓

8. If DA is Supported, the application is APPROVED subject to appeal period.

✗

9. If DA is not supported: The application is denied

- (a) Existing vegetation is retained where it is reasonably possible to do so, where it is healthy, and where it helps to minimize negative impacts on the surrounding neighbourhood;
 - (b) The location of off-street parking and loading facilities minimizes negative impacts on the surrounding neighbourhood (including traffic, noise, dust, fumes, lighting, nuisance or inconvenience);
 - (c) The location, number and width of driveways are designed to prevent traffic, noise, dust, fumes, congestion, or other nuisance and inconvenience, and minimize negative impacts on the surrounding neighbourhood;
 - (d) Facilities for the storage of solid waste provide for maximum separation from residential development and public areas; and
 - (e) Developments have regard to Design Guidelines Schedules C and F, where applicable.
5. The Development Officer may vary any of the prescriptive dimensional requirements by up to ten percent (10%) to accommodate physical anomalies of a site, provided the intent of the requirement is not compromised.

2.12 VARIANCES

1. A variance from the minimum requirements of this bylaw may be granted by the Development Officer, in accordance with the Municipal Government Act, for any of the following requirements provided they meet the intent of the MPS:
 - (a) The lot frontage or lot area, or both;
 - (b) Size or other requirements relating to yards;
 - (c) Number of parking spaces and loading spaces required;
 - (d) Ground area and height of a structure;
 - (e) Floor area occupied by a home-based business; and

(f) Height or area of a sign.

2. Within a Site Plan Approval application, the Development Officer may vary any of the prescriptive dimensional requirements of this bylaw to allow some flexibility to accommodate physical anomalies of a site, so long as the intent of the particular requirement is not compromised.

2.13 COST OF NOTICE OF VARIANCE

Where a variance from the requirements of the bylaw has been granted or refused, the Development Officer shall give notice to the persons entitled, and in the manner prescribed by Section 236 of the Municipal Government Act. This notice is to be served by ordinary mail and the Town of Wolfville may recover from the applicant the cost of giving notice.

2.14 VIOLATIONS

In the event of any alleged contravention of the provisions of this Land Use Bylaw, the Town of Wolfville may take action as outlined in Sections 266 and 267 of the Municipal Government Act.

2.15 NOTICE OF AMENDMENT OR DEVELOPMENT AGREEMENT

Where the Council has given notice of its intention to adopt an amendment to Schedule A, the Zoning Map, which is not general in scope, but which is in direct response to a site specific development proposal, or has given notice of its intention either to enter into a Development Agreement or amend a Development Agreement, the Council shall post a sign on the property describing the proposed amendment or Development Agreement and serve notice upon affected property owners whose property lies within 100 metres of the property which is the subject of the proposed amendment or agreement.

Such notice shall:

1. Set forth a synopsis of the proposed amendment or agreement; and

2. Set the date, time and place for the public hearing on the amendment or agreement; and
3. Be served by ordinary mail at least 14 days before the date of the public hearing.

2.16 HOW TO USE THIS LAND USE BYLAW

The following steps will confirm that your proposed development meets the requirements of this land use bylaw:

1. All development shall be generally consistent with the intent of the Town's Municipal Planning Strategy
2. Confirm your zone using the zoning map (see Schedule A)
3. Confirm your proposed development meets the zone requirements for the zone that the property falls within.
4. Confirm your proposed development meets the General Requirements for each zone.
5. Confirm your proposed development meets the
 - (a) General Sign Requirements (page 36);
 - (b) Parking & Loading Requirements (page 33);
 - (c) Development Constraints Requirements (page 30); and
 - (d) General Requirements (page 14) for all zones.

6. If the development is located in a Design Review Area (Schedule C), the Downtown & Neighbourhood Design Guidelines (Schedule F) apply.

2.17 DOCUMENT HIERARCHY

1. The headings, sections and provisions of this By-law are organized in a hierarchy, as shown in Figure 2.6.

1. Part: A "Part" is one of 24 major divisions of the Land Use Bylaw.

1.1 SECTION: A "Section" is a component of a Part, numbered in the format "1.1".

1.1.1 Subsection: A "Subsection" is a numbered component of a Section, and is organized as 1.1.1.

1.1.1(a) Clause: A "Clause" falls under a Subsection and is lettered, as "(a)".

1.1.1(a)(i) Subclause: A "Subclause" is a component under a Clause, and is numbered with Roman numerals, such as (i).

FIGURE 2.5 Document hierarchy

Start

Check the Zoning Map for your Zone (Schedule A)

R-1	R-2	R-3	R-4	R-5	MU	CDD
p.48	p.52	p.55	p.58	p.61	p.64	p.67

DT
p.74

I-1	I-2	P-1	P-2	A
p.81	p.84	p.87	p.90	p.93

Part 8: General Requirements for Neighbourhood Zones (page 42)

Part 15: General Requirements for Downtown Zones (page 68)

Part 17: General Requirements for Institutional, Parks & Open Space Zones, Agriculture (page 78)

Part 7: General Requirements for Signs (p.36)

Part 6: Parking & Loading Requirements (p.33)

Part 5: Development Constraints (p.30)

Part 4: General Requirements for all Zones (p.14)

Finish

PART 3 Interpretation of Maps and Text

3.1 ZONES

For the purpose of this bylaw, the Town of Wolfville is divided into the following zones, the boundaries of which are shown on the attached Schedule A. Schedule A should be interpreted using both Schedule B (Development Constraints) and Schedule C (Design Guidelines Areas). The zones on Schedule A are referred to as follows:

Neighbourhood Zones

R-1	Low Density Residential - Restricted
R-2	Low Density Residential
R-3	Medium Density Residential
R-4	High Density Residential
R-5	High Density Residential - Site Specific
MU	Mixed-Use
CDD	Comprehensive Development District

Downtown Zones

DT	Downtown
----	----------

Institutional Zones

I-1	Institutional General
I-2	Institutional University

Green Space Zones

P-1	Park & Open Space
P-2	University & Open Space
A	Agriculture

3.2 ZONING MAP

Schedule A, attached hereto, is titled the “Zoning Map” and forms part of this bylaw. Schedule A should be interpreted with both Schedules B and C.

3.3 ZONING BOUNDARIES

The extent and boundaries of all zones are shown on Schedule A as attached hereto.

3.4 INTERPRETATION OF ZONE BOUNDARIES

Boundaries between zones, as shown on Schedule A, shall be determined as follows:

1. Where a zone boundary is indicated as approximately following lot line, the boundary shall follow such lot lines; and
2. Where a street, highway, railroad or rail right-of-way, electrical transmission line right-of-way, watercourse or other linear feature is included on Schedule A, it shall, unless otherwise indicated, be included in the zone in which it occurs; and
3. Where a street, highway, railroad or rail right-of-way, electrical transmission line right-of-way, watercourse or other linear feature is included on Schedule A and serves as a boundary between two (2) or more zones, a line midway on such right-of-way, watercourse or other linear feature, and extending in the general direction of the long division thereof, shall be considered the boundary

between zones unless specifically indicated otherwise; and

4. Where the zone boundary is indicated as following the shoreline of a river or bay, the boundary shall follow the actual shoreline, including wharves and piers; and
5. Where none of the above provisions apply, and where appropriate, the zone boundary shall be scaled from the attached Schedule A.

3.5 ZONES NOT ON ZONING MAP

Schedule A of this bylaw may be amended in conformity with the Municipal Planning Strategy to utilize any zone in this bylaw, regardless of whether or not such zone had previously appeared on Schedule A.

3.6 CERTAIN WORDS

In this bylaw, words used in the present tense include the future; words in the singular include the plural; words in the plural include the singular; and the word “used” includes “arranged”, “designed or intended to be used”; the word “shall” is mandatory and not permissive.

All other words carry their customary meaning except for those defined in Part 24: Definitions.

3.7 STANDARDS OF MEASUREMENT

The metric system of measurement is used throughout this bylaw and in all cases represents the required standard. Any reference to imperial measurements is approximate and for convenience only.

3.8 ILLUSTRATIVE GRAPHICS

This bylaw includes graphics to illustrate requirements, concepts, definitions and other content. Additional graphical content may be added over time to enhance the accessibility of this document for all users. Where there is conflict between the illustrative graphics and the text of this bylaw, the text shall prevail.

3.9 SCHEDULES

Important maps and regulatory overlays form part of this bylaw as schedules and are used in certain circumstances as indicated in the Municipal Planning Strategy or Land Use Bylaw. They are as follows:

1. Schedule A – Zoning Map
2. Schedule A1 – Downtown Special Areas
3. Schedule A2 – Maximum Height Precincts
4. Schedule A3 – Neighbourhood Commercial Corridors
5. Schedule B – Development Constraints
6. Schedule C – Downtown and Neighbourhood Design Areas
7. Schedule D - Comprehensive Development District (CDD) Zone Checklist
8. Schedule E - Environmental Study Requirements
9. Schedule F – Downtown and Neighbourhood Design Guidelines

PART 4 General Requirements For All Zones

4.1 ACCESSORY BUILDINGS (GARAGES AND SHEDS) AND USES

1. Accessory uses and accessory buildings and structures are permitted in any zone within the Town of Wolfville but shall not:
 - (a) Be used for human habitation except where a dwelling is a permitted accessory use;
 - (b) Be located within the front yard or the flankage yard of a lot;
 - (c) Have a side yard less than that required for the main building (does not apply in DT zone);
 - (d) Be built closer to the rear lot line than 2 metres; an accessory building less than 16 square metres in building area may have a minimum rear or side yard of 1 metre (does not apply in DT zone);
 - (e) Be built closer than 4.5 metres to the rear streetline of a through lot;
 - (f) Be considered an accessory building if it is attached to the main building;
 - (g) Be considered an accessory building if located completely underground;
 - (h) Be greater than 8 metres in height;
 - (i) Be larger than the main building in volume.
2. For detached garages, the building shall:
 - (a) Be designed to be compatible with the architectural style of the main building(s); and
 - (b) Be set back no less than 2 metres from the main building facade facing a street.

3. Accessory buildings located within the Design Guidelines Area and greater than 50 square metres in floor area shall have a public facade compatible with the architectural style of the main building on the lot with respect to criteria listed in part 4.6(5).
4. Where this bylaw provides that any land may be used or a building or structure may be erected or used for a purpose, the purpose includes any use Accessory thereof.
5. Attached garages are not permitted to extend beyond the front building facade and must be set back no less than 0.6 metres from either the front facade, bays or veranda of the building. This includes buildings with flankage yards.

4.2 ACCESSORY DWELLING UNITS - DETACHED

1. Notwithstanding Clause 4.1.1(a), a detached accessory dwelling unit (ADU) shall be permitted in any neighbourhood zone in conjunction with an existing dwelling unit, provided:
 - (a) The dwelling floor area of the detached accessory dwelling unit does not exceed 50% of the total floor area of the existing dwelling, or does not exceed 79 square metres (850 square feet) whichever is smaller;
 - (b) The detached accessory dwelling unit contains no more than two bedrooms;

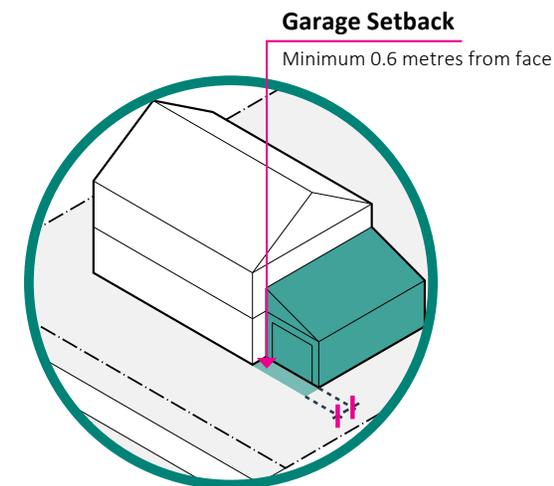


FIGURE 4.1 Attached Garage setback from building face

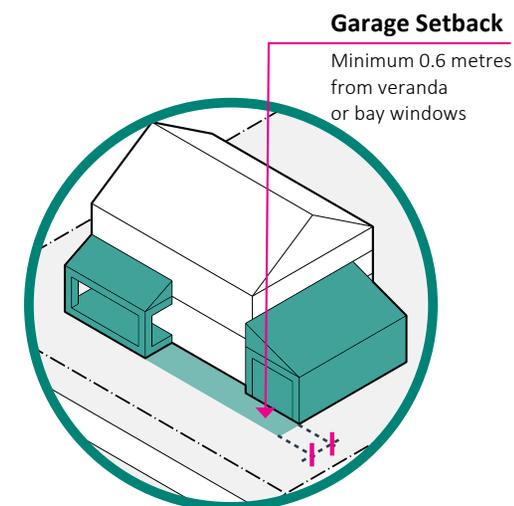


FIGURE 4.2 Attached Garage setback from veranda

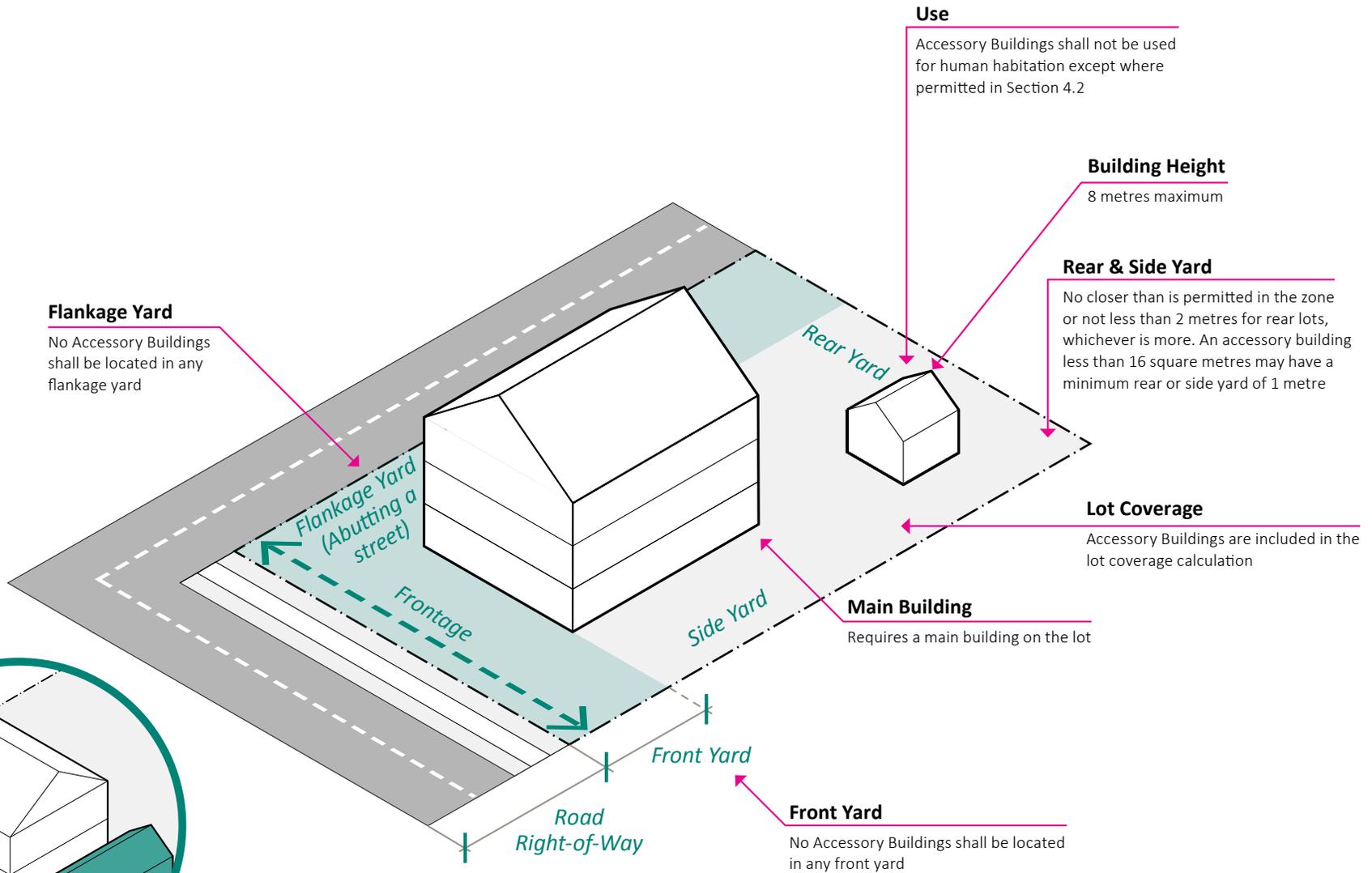


FIGURE 4.3 Accessory Buildings

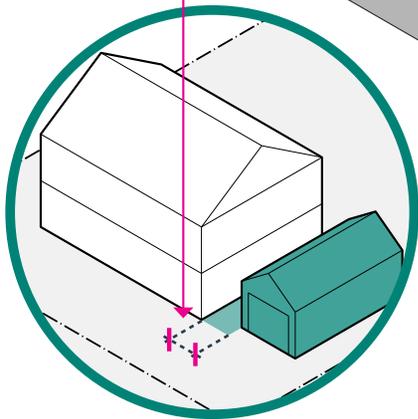


FIGURE 4.4 Detached Garage setback from main building

- (c) A minimum separation distance of 3 metres is maintained between the detached accessory dwelling unit and the existing dwelling;
- (d) The detached accessory dwelling unit shall not exceed a maximum building height of 2 storeys;
- (e) The detached accessory dwelling unit shall maintain a minimum side and rear setback of 3m from the lot line;
- (f) Within the R-1 zone, the principal dwelling unit or the detached accessory dwelling unit is occupied by the owner of the property as their primary residence; and
- (g) In the R1 zone, where Accessory Dwelling Units located within 1 metre or less of the minimum required side and rear yard setbacks of the zone, buffering as per Subsection 8.6.2 may be required.

2. Notwithstanding Clause 4.1.1(b), a detached accessory dwelling unit (ADU) may be permitted in a front or flankage yard via a Site Plan Approval process and review from the Design Review Working Group.
3. For built form requirements not outlined in Clauses 4.2.1(a) to 4.2.1(g), the detached accessory dwelling unit must meet any other applicable standards outlined in the built form requirements of the underlying zone.

4.3 BUILDING OR STRUCTURE TO BE MOVED

No person shall move a building or structure within or into the area covered by this bylaw without obtaining a development permit from the Development Officer.

4.4 CORNER VISION TRIANGLE

1. On corner lots, except in the Downtown Zone, a fence, sign, hedge, shrub, bush, or any other structure or vegetation shall not be erected or permitted to grow to a height greater than 0.5 metres above the grade of the streets that abut the lot within the corner vision triangle area included within the street lines for a distance of 5 metres from their point of intersection. See Figure 4.5.

4.5 DESIGN GUIDELINES AREAS – DOWNTOWN AND NEIGHBOURHOOD

1. Development located within the Downtown or Neighbourhood Design Guideline Areas, as shown in Schedule C of the Land Use Bylaw, shall be subject to the design requirements as specified in the various zones of this Land Use Bylaw.
2. For development proposals considered by Site Plan Approval or Development Agreement, the Development Officer may request a submission from the applicant on how the application is responding to the Downtown or Neighbourhood Design Guidelines.
3. For Development Agreement Applications, the Design Review Working Group and relevant design guidelines shall be utilized.
4. For Site Plan Approval applications, the Design Review Working Group and relevant design guidelines may be utilized.
5. Additions and alterations which constitute less than 25% of the total floor area of any main building or 10% of the total floor area of registered heritage properties; or accessory buildings greater than 50 square metres located within the

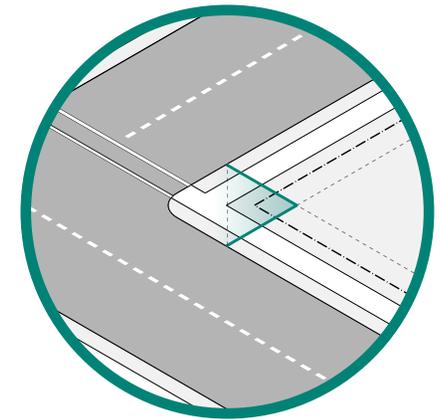


FIGURE 4.5 Corner Vision Triangle

Downtown and Neighbourhood Design Guideline Areas as shown on Schedule C of the Land Use Bylaw, shall have a public façade similar to the existing building with respect to the following at the discretion of the Development Officer:

- (a) Architectural style;
 - (b) Building length to width ratio;
 - (c) Height;
 - (d) Roof shape;
 - (e) Appearance of exterior cladding and roof materials;
 - (f) Architectural details;
 - (g) Shape and size of doors and windows;
 - (h) Window area to wall area ratio.
6. For development located outside the Downtown and Neighbourhood Design Guidelines Areas, input from the Design Review Working Group shall still be required for the following:
- (a) Buildings with 8 or more units; and
 - (b) Building designs that repeat more than 2 times in a row.

4.6 DRIVE THROUGH FACILITIES

Drive through facilities shall be prohibited in all zones.

4.7 ENCROACHMENTS AND PROJECTIONS

Permitted projections and encroachments into yards are established in Table 4.6.

4.8 EXISTING BUILDINGS WITH NON-CONFORMING YARDS

Where a building has been erected on or before the effective date of the bylaw on a lot which has less than the minimum yard



TABLE 4.6 Permitted Projections & Encroachments

Structure	Projection Permitted In	Maximum Encroachment
Sills, belt courses, cornices, eaves, gutters, chimneys, pilasters, canopies or similar building elements	Any yard	0.6 metres (2 ft)
Window bays	Front, rear and flankage yard only	1 metre (3.2 ft) and a maximum width of 3 metres (9.8 ft)
Fire escapes and exterior staircases	Rear and side yards only	1.5 metres (4.9 ft)
Balconies – one or more stories above grade	Front, rear and flankage yards	2 metres (6.6 ft)
Decks	Front, rear and flankage yards only	2 metres (6.6 ft)
Open, roofed porches not exceeding one storey in height, uncovered terraces	Front, rear and flankage yards only	2 metres (6.6 ft) including eaves and cornices

or yards required by this bylaw, the building may be enlarged, reconstructed, repaired, or renovated provided that:

1. The enlargement, reconstruction, repair, or renovation does not further reduce any yard that does not comply to this bylaw.
2. All other applicable provisions of the bylaw are satisfied.

4.9 EXISTING UNDERSIZED LOTS

1. Notwithstanding anything else in this bylaw, an undersized lot described in a deed on or before the effective date of this bylaw, having less than the minimum frontage or area required by this bylaw, may be used for a purpose permitted in the zone in which the lot is located and a building may be erected provided that all other applicable provisions in this bylaw are satisfied.
2. For the purpose of this section, an undersized lot which has had its frontage or area increased yet still remains undersized shall be considered an existing undersized lot.

4.10 EXTERNAL STAIRCASES

1. External staircases shall not be permitted between

the building and any street in any zone unless required as a result of site, life-safety or structural limitations as determined by Building and Fire Officials.

2. If an external staircase is built between the main building and the street, it may be reviewed by the Design Review Working Group and should be finished to match the style of the main building.

4.11 FLAG LOTS

Flag lots will be permitted under the following conditions:

1. After subdivision, each lot meets the minimum lot area.
2. The flag lot has a minimum frontage of 6 metres.
3. A shared access easement, registered on both properties, may be considered where the maximum easement width is 7 metres.
4. All other provisions of this bylaw can be met.

4.12 FRONTAGE ON A STREET

1. 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.

2. 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.
3. Notwithstanding Subsection 4.12.1, 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.
4. Notwithstanding Subsection 4.12.1, an existing building on an existing lot lacking public road frontage may be altered, added to, renovated, replaced with a new structure, changed to another use permitted in the zone, or any or all of these, provided that all other applicable provisions of this bylaw are satisfied.
5. All lots shall require a minimum width at the Street Line of 6 metres.
6. Subsection 4.12.1 shall not apply to lands designated as "Area C" on Schedule A1.

4.13 HABITATION OF VEHICLE BODIES

No automobile, truck, bus, coach or car body, recreational vehicle, with or without wheels, shall be used for human habitation within the area regulated by this bylaw.

4.14 HEIGHT REQUIREMENTS

1. Height is regulated as a measurement of storeys.
2. In calculating building height, basements are not counted as a storey provided they are below the streetline grade.
3. Notwithstanding Subsection 4.14.2, on sloping streetline conditions, basement foundations no more than 1 metre high may be exposed.
4. If a development fronts on two streets, the lower streetline grade of the two streets will be used for the average grade calculation.
5. Height Exemptions: Certain roof features are exempt from the maximum height requirements to provide for greater architectural variety and address the needs of flat roof buildings which support amenity space or green roofs. Exemptions are shown in table 4.8. No additional habitable space can be created from any exemption.
6. The total area of the permitted height exceedences established in Subsection 4.14.5 cannot cover more than 30% of the roof area for all combined roof features, as outlined in table 4.8.

4.15 HOME OCCUPATION - RESTRICTED

Nothing in this bylaw shall prevent the use of any dwelling unit or building accessory to a dwelling unit in any zone for a limited home occupation (e.g. personal office, music and art instruction, tutoring, professional or personal services) as outlined in Table 8.1, subject to the following:

FIGURE 4.7 Building Height Maximums

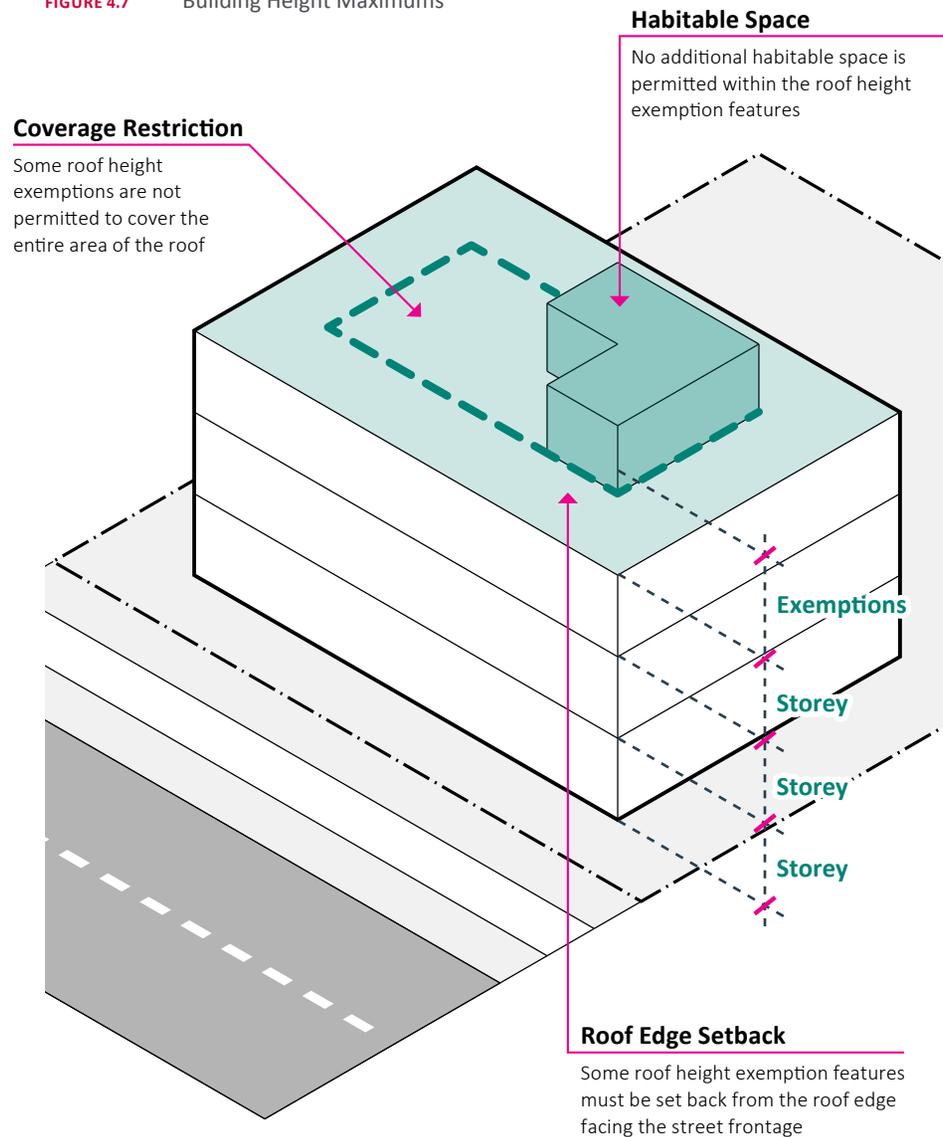


TABLE 4.8 Height Exemptions

Feature	Exceedance Above Height	30% Coverage Restriction	Minimum Set-back from roof edge facing the Street Frontage
Chimney	4 metres	Yes	-
Railing system	2 metres	Yes	-
Clock tower or bell tower	5 metres	Yes	-
Elevator enclosure	5.5 metres	Yes	3 metres
Misc minor structures (e.g. flagpoles)	Unlimited	Yes	-
Mechanical equipment enclosure	4.5 metres	Yes	3 metres
Landscaping including pergolas	3 metres	Yes	-
Parapet	2 metres	Yes	-
Cupola	4 metres	Yes	-
Solar collector	4.5 metres	No	-
Stair enclosure	4.5 metres	Yes	2 metres
Roof peaks that provide no additional habitable space	4.5 metres	No	-
Washroom facilities	4.5 metres	Yes	3 metres



FIGURE 4.9 Average Grade Considerations on sloping sites

1. One appointment may be on the premises at any given time.
2. No signage shall be permitted.
3. No Employees, other than the resident are employed.
4. No more than 50 square metres is devoted to the non-residential use.

4.16 HOME BASED BUSINESS

In any zone that permits residential uses, except the Low Density Residential - Restricted (R-1) zone, any dwelling unit or a building accessory to a dwelling unit may be used for a home based business provided that all of the following requirements are met:

1. No more than 3 full-time equivalent employees, including the owner(s), are employed by the business.
2. The business shall be located wholly within the dwelling unit or a building accessory to a dwelling unit.
3. The business use shall fall within one of the types of uses as outlined in Table 8.1 to 8.2.
4. Where a business use is not listed in Table 8.1 to 8.2, and the business is similar in nature, the permission of the use shall be at the discretion of the Development Officer, provided all other provisions of this bylaw are met.
5. The dwelling is occupied as a residence by the home occupation owner and the external appearance of the dwelling is not changed by the non-residential use.
6. No more than 80 square metres is devoted to the non-residential use.
7. The use does not emit noise, smoke, odour, dust, toxic fumes, or light that would be a nuisance or is uncustomary in a residential neighbourhood.
8. Not more than one additional off-street parking space (i.e. for customers or employees), other than those required for the dwelling, is provided for the home occupation use.
9. No advertising other than a business identification plate or sign which has a maximum sign area of 0.8 square metres, and which is a facial wall sign, projecting sign or ground sign.
10. In addition to the signage permitted in Subsection 4.16.9, one off-premise sign shall be permitted for any Bed and Breakfast not located on Main Street, on the Town right-of-way such that every part of the sign is:
 - (a) A minimum of 0.3 metres distance from the back edge of the Town sidewalk, or
 - (b) In the absence of a Town sidewalk a minimum distance of 3 metres from the edge of the pavement,

(c) Placement of the sign must be approved by the Traffic Authority.

11. No open storage or outdoor display;
12. Not more than one commercial vehicle related to the home occupation use may be kept upon or operated from the lot.

4.17 HOME BASED COMMERCIAL

- (1) For all properties highlighted on Schedule A3, commercial uses are permitted up to a commercial floor area of 120 square metres and if the following requirements are met:
 - a) A minimum 1.5 metres wide hard surface pathway linking the front entry of the commercial use with the public right-of-way.
 - b) May require a landscape buffer and screening from abutting residential uses.
3. For all properties highlighted on Schedule A3, the permitted commercial uses are outlined in Table 8.2.

4.18 LICENSES, PERMITS AND COMPLIANCE WITH OTHER BYLAWS

1. Nothing in this bylaw shall exempt any person from complying with the requirements of other bylaws or regulations in force within the Town of Wolfville

or from obtaining any license, permission, permit, authority or approval required thereunder.

2. Where the provisions in this bylaw conflict with those of any other municipal or provincial requirements, the higher or more stringent provisions shall prevail.

4.19 MULTIPLE USES

Where any lot or building is used for more than one main use, all provisions of this bylaw relating to each use shall be satisfied. Where there is conflict, such as in the case of lot size or lot frontage, the most stringent provisions shall prevail.

4.20 NON-CONFORMING USES & STRUCTURES

Non-conforming uses shall be subject to Sections 238-242 of the Municipal Government Act with the following exceptions:

1. a non-conforming use of land or a non-conforming use in a structure shall not be recommenced after it has been discontinued for continuous period of one year.
2. Expansion, alteration or extension of a non-conforming use or structure may be considered by Development Agreement.

4.21 ONE MAIN BUILDING ON A LOT

No person shall erect or use more than one main building in the R-1 zone. More than one main building on a lot may be considered via Site Plan Approval in all other zones provided

all general requirements and zone specific requirements are met in the application.

4.22 OUTDOOR LIGHTING

Any outdoor lighting associated with a development shall minimize the impact on properties in the surrounding area by using techniques such as hooded streetlights or Dark Sky compliant standards.

4.23 OUTDOOR WATERSTOVES AND OUTDOOR WOOD FURNACES

Outdoor waterstoves or outdoor wood furnaces shall be prohibited in all zones.

4.24 PARKS AND PLAYGROUNDS

Public and private parks and public playgrounds shall be permitted in any zone.

4.25 PUBLIC USES

Municipal buildings, facilities and infrastructure shall be permitted in any zone and do not need to conform to zone requirements.

4.26 REGISTERED HERITAGE PROPERTIES

Any external alterations to a registered heritage property shall demonstrate consideration of the Nova Scotia Heritage Property Act under the guidance, direction and approval of the Town's Heritage Advisory Committee (HAC). The HAC will only be consulted if the alterations are a change beyond the character defining elements of the designation.

As per Policy 3.4(3) of the Municipal Planning Strategy, any rezoning of a registered Heritage property, to any zone, shall be considered by Council in an effort to preserve the Town's built heritage.

4.27 RESTORATION TO A SAFE CONDITION

Nothing in this bylaw shall prevent the strengthening or restoring to a safe condition of any building or structure, provided in the case of a non-conforming building or structure, the provisions of Sections of 238-242 of the Municipal Government Act shall prevail, subject to the exceptions noted in Section 4.20.

4.28 SERVICE AND UTILITY RIGHT-OF-WAYS

Service and utility rights-of-way for the establishment and maintenance of overhead and underground utilities shall be permitted in any zone.

4.29 SHORT-TERM RENTALS

The following special provisions shall apply to short-term rentals:

1. Short-term rentals shall only be permitted where proof of primary residence is provided to the Development Officer.
2. No more than three rental rooms are permitted.
3. Notwithstanding Subsection 4.29.2, a whole house may be rented not more than 150 days per year.
4. In the case of a rental situation, written

confirmation from the Landlord shall be provided.

5. A Fire and Life Safety Inspection shall be conducted on the premises before any Development Permit is issued.
6. Proof of insurance shall be provided to the Development Officer.
7. Subsections 4.29.1 through 4.29.6 do not apply to DT and MU zone. In these zones, short-term rentals considered a hotel use.
8. A fee shall be provided as per the Fees Policy.
9. Short-term rentals (e.g. Bed and Breakfast) shall not be subject to the size restrictions specified in Subsection 4.16.6.

4.30 SIDE YARD WAIVER

Notwithstanding anything else in this bylaw, where buildings on adjacent lots share a common wall, the applicable side yard requirement will be zero along the common lot line.

4.31 SINGLE ROOM OCCUPANCY

1. Single Room Occupancies are a housing type where one or two people are housed in single rooms (four or more), where tenants share bathrooms and a kitchen in a dwelling unit.
2. Single Room Occupancies do not include Short-term Rentals or single unit dwellings with up to 3 rental rooms.

3. Dwellings with four or more rooms used for single room occupancies are permitted in the R-2, R-3, R-4, R-5 and MU zones, subject to the following:
 - (a) A Fire and Life Safety Inspection shall be conducted on the premises before any Development Permit is issued;
 - (b) The maximum number of single room occupancies shall correspond to the underlying zone:
 - i) R-2 - maximum 4 bedrooms
 - ii) R-3 - maximum 6 bedrooms
 - iii) R-4 - maximum 8 bedrooms
 - iv) R-5 - maximum 8 bedrooms
 - v) MU - maximum 6 bedrooms
 - (c) Fee shall be provided as per the Town's Fees Policy;
 - (d) Existing single room occupancies may be subject to some or all of the requirements of this section, subject to context and the development history of the property.

4.32 STORMWATER MANAGEMENT

1. An application for a Development Permit for new development that is not regulated by an existing Development Agreement and Servicing Agreement or a renovation that changes the footprint of the building or lot drainage patterns shall include a Lot Grading Plan and Stormwater Management Plan in accordance with the Town of Wolfville Stormwater Management Design Guidelines.

2. The Lot Grading Plan and Stormwater Management Plan are to be prepared by a Professional Engineer.
3. No person shall occupy a building until Lot Grading record drawings confirming that the lot has been constructed in accordance with the Lot Grading Plan and Stormwater Management Plan have been submitted and accepted by the Town.
4. Additional hard surface beyond the zone requirements may be permitted (up to 10%) where low impact development measures are included.
5. Where Low Impact Development (LID) measures are included with the Stormwater Management Plan, the Owner shall provide a maintenance plan to the Town and an undertaking to perform maintenance activities in accordance with this maintenance plan. The Town reserves the right to audit performance and enforce maintenance as necessary to ensure the continuous function of the LID measures.
6. Notwithstanding Subection 4.32.3, a building may be occupied prior to acceptance of Lot Grading record drawings by the Town where the following has been submitted to the Town:
 - (a) A deficiency report prepared by a Nova Scotia Land Surveyor, a Landscape Architect or Professional Engineer, registered to practice in Nova Scotia, in a form acceptable to the

Town, setting forth details of the work to be completed, and

- (b) An undertaking by the Owner stating that:
 - i) The uncompleted work required by the deficiency report shall be completed within a time frame acceptable to the Town, and
 - ii) The Lot Grading record drawings shall be submitted within a period of nine (9) months.
 - iii) The Owner may deposit with the Town a security, in a form acceptable to the Town, equal to the estimated cost of completing all identified deficiencies. Such security may include, but is not limited to, a performance bond, labour and materials bond. The Town may, at its sole discretion, use the security to complete the outstanding work should the Owner fail to do so within the time specified.
7. No stormwater drains, roof drains, surface drainage, sump pumps or foundation drains shall be permitted to discharge to the sanitary sewer collection system.
8. Infiltration practices, including soakaways, trenches, and bioretention cells, shall be designed for a maximum acceptable drain down time of 72 hours.

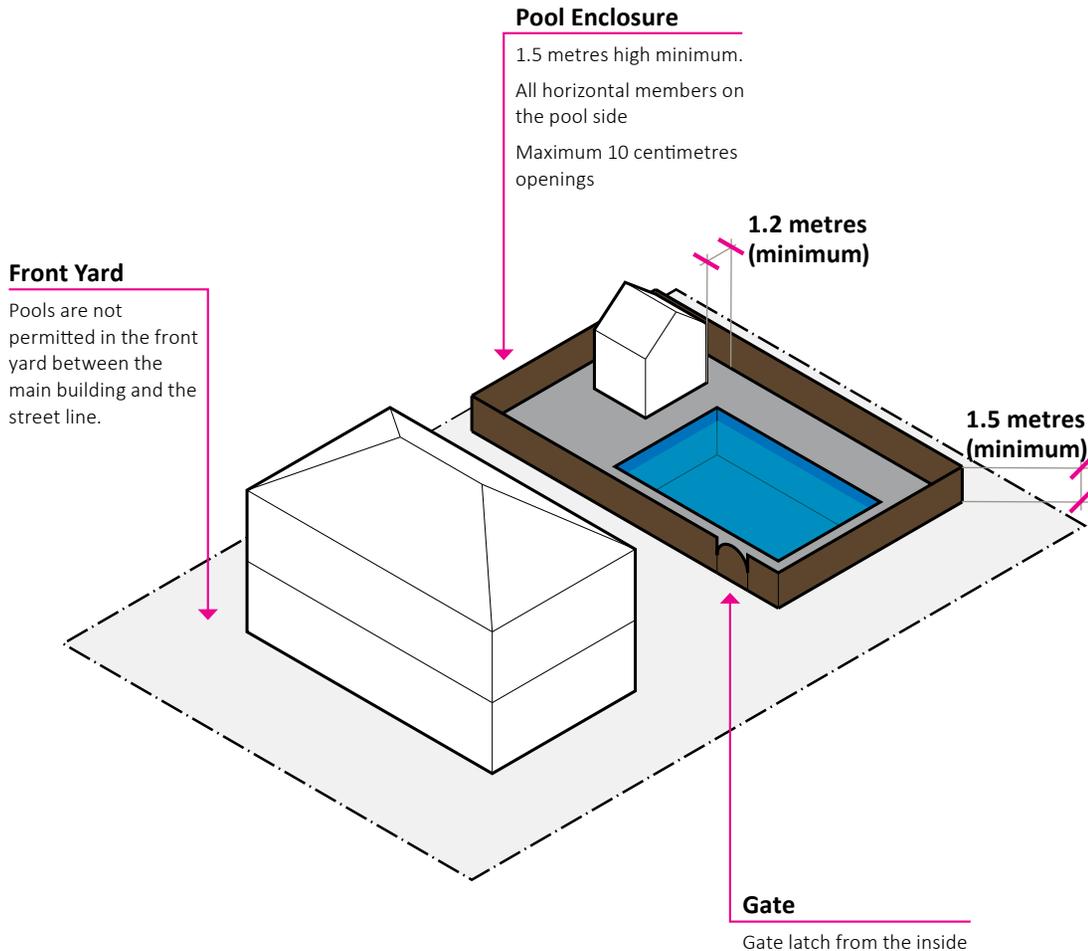


FIGURE 4.10 Swimming Pools

4.33 SWIMMING POOLS

Swimming pools shall be permitted in all zones subject to the following requirements:

1. No portion of a swimming pool, pumps, filters or pool water disinfection equipment shall be located closer to any street line than the main building on the lot;
2. No portion of a swimming pool, pumps, filters or pool water disinfection equipment shall be constructed closer than 1.2 metres from any side or rear property line;
3. No portion of a swimming pool, pumps, filters or pool water disinfection equipment shall be located closer to any watercourse than the distance applicable to a main building or accessory building, whichever is less;
4. All outdoor swimming pools, or the yard in which a swimming pool is located, shall be completely enclosed so as to prevent uncontrolled access;
5. All enclosures shall meet the following requirements:
 - (a) Access shall be controlled by a 1.5 metres minimum fence or a combination of fencing, buildings, deck or similar structure or by a fence alone;
 - (b) An elevated deck surrounding an above ground pool may form part of an enclosure, provided:
 - i) The deck abuts the sides of the above ground pool, and
 - ii) The combined height of the deck and fence on top of the deck is a minimum of 1.5 metres (5ft) above grade.

- (c) All gates and doors accessing the enclosure shall be equipped with a self closing, self-latching lockable devices placed not less than 1.5 metres (5ft) in height from the surface or grade, and on the inside of the gate, except where access is provided through the dwelling unit;
- (d) An enclosure or other structure, including gates and doors, intended to control access to a swimming pool, shall be a minimum of 1.5 metres (5ft) in height and shall be so constructed as to prevent easy access through, under or over it, and in the case of an above-ground type of swimming pool, shall include a construction providing access to the swimming pool;
- (e) An enclosure or other structure, including gates and doors, intended to control access to a swimming pool should have a minimum distance of 1.2 metres (4ft) between horizontal members, a maximum of 10 centimetres (4in) size openings throughout the structure, and all horizontal members located on the pool side of the structure; and
- (f) No person shall permit any structures or material to be placed or to remain adjacent to any swimming pool enclosure which would provide a means of access over the top of the enclosure.

4.34 TEMPORARY USES PERMITTED

1. Nothing in this bylaw shall prevent the use of land or the use or erection of temporary buildings or structures incidental to construction, including but not limited to: a construction camp, tool shed, scaffold, or a sales or rental office. No development permit for such temporary uses, buildings or structures shall be required, provided that a development permit for the main buildings has been issued. Such temporary use shall be terminated no more than 60 days after the completion of the construction of the main structure.
2. Nothing in this bylaw shall prevent the use of land or the erection of temporary buildings, structures or signs for special occasions, events and holidays and no development permit shall be required for such temporary uses, provided that such use of buildings, structure or sign remains in place no more than 21 consecutive days.

4.35 UTILITY EQUIPMENT BUILDINGS

1. Utility equipment buildings that are 20 square metres or less in size and are 2.5 metres or less in height, shall be permitted in all zones and be:
 - a) Considered as accessory buildings and subject to the setback requirements within the zone in which they are

- located on properties where there is a main building such as a house.
 - b) Considered as a main building and subject to the setback requirements within the zone in which they are located on properties where there is no main building.
2. Utility Equipment Buildings that do not meet the conditions in Subsection 4.35.1 may be considered by Site Plan Approval.

4.36 WASTE BINS

1. Waste bins shall not be permitted in a front yard (including the rear yard of a through lot) or flankage yard.
2. A waste bin may be permitted in the front yard where:
 - (a) The waste bin cannot be located in the side or rear yard of a property due to steep slopes or other topographic features, building locations, or other physical restrictions.
3. A waste bin permitted by Subsection 4.35.2 shall be located a minimum distance of 15 metres from the front lot line and be completely screened from view from the street and neighbouring residences

by fencing and/or landscaping approved by the Development Officer.

- a) Notwithstanding Subsection 4.36.3, a waste bin permitted by Subsection 4.36.2 and located in the DT or MU zones shall be located a minimum distance of 0 metres from the front lot line and be completely screened from view from the street and neighbouring residences by fencing and/or landscaping approved by the Development Officer.

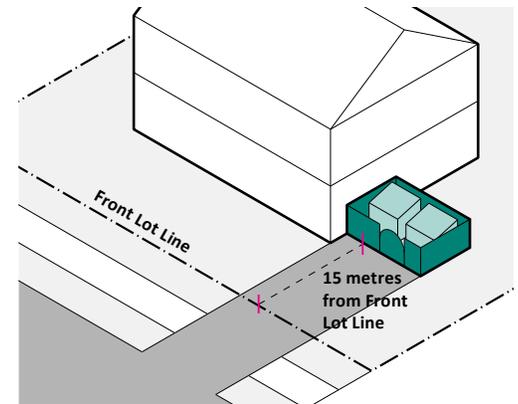


FIGURE 4.11 Fenced Wastebin Setback

PART 5 Development Constraints

5.1 FLOODPLAIN DEVELOPMENT STANDARDS

1. Prohibited uses in the floodplains seen in Schedule B include:
 - (a) Hospitals
 - (b) Seniors care facilities
 - (c) Special care facilities
 - (d) Schools
 - (e) Warehousing or storage of hazardous materials
 - (f) Essential services
2. New development in areas within the floodplain as shown on Schedule B, are required to sign a "Floodplain Development Undertaking Form" (see Schedule E).

5.2 SOURCE WATER PROTECTION

There are three sub-zones in the Source Water Protection area as shown on Schedule B, Source Water Protection Area – Wellhead Constraint Area, Source Water Protection Area – Zone A and B, and Source Water Protection Area – Zone C. Development within these areas, as determined by the Development Officer, may require the completion of an environmental impact assessment, secondary containment measures and/or a risk mitigation plan prepared by a qualified professional and shall be subject to the following:

1. **Source Water Protection Area - Wellhead Zone:** Development within the Wellhead Constraint Area as identified on Schedule B of the bylaw is limited to:
 - (a) Existing residential uses
 - (b) Public parkland
2. **Source Water Protection Area – Zone A and B:** Certain land uses which present a significant risk to the groundwater contamination will be prohibited, including:
 - (a) Automotive painting, engine and auto body repair shops
 - (b) Bulk chemical storage
 - (c) Bulk storage of salt
 - (d) Commercial nurseries
 - (e) Commercial storage and/or distribution of chlorinated solvents
 - (f) Commercial storage and/or distribution of fertilizers
 - (g) Commercial storage and/or distribution of pesticides and herbicides
 - (h) Commercial storage and/or distribution of petroleum fuel
 - (i) Commercial storage and/or distribution of petroleum solvents
 - (j) Dry cleaners
 - (k) Gas station or accessory gas bars
 - (l) Manure storage facility
 - (m) Scrap metal and salvage yards and/or processing
3. **Source Water Protection Area – Zone C:** Similar to Subsection 5.2.2, uses that present an identified risk to groundwater contamination will be prohibited, including:
 - (c) Uses relating to the operation of the Town of Wolfville's water supply
 - (d) Existing furnace oil storage

- (a) Automotive painting, engine and auto body repair shops
- (b) Bulk storage of salt in excess of 100 tonnes
- (c) Commercial storage and/or distribution of chlorinated solvents
- (d) Commercial storage and/or distribution of pesticides and herbicides
- (e) Commercial storage and/or distribution of petroleum fuel
- (f) Commercial storage and/or distribution of petroleum solvents
- (g) Dry cleaners
- (h) Gas station or accessory gas bars
- (i) Scrap metal and salvage yards and/or processing

4. Expansion or redevelopment of existing non-conforming uses within the Source Water Protection Area Wellhead zone, zone A and B, and C may be considered by Development Agreement.
5. Development of new private geothermal wells in the Source Water Protection Areas are required to provide a risk mitigation plan prepared by a qualified professional.

5.3 WATERCOURSE, WETLANDS AND STEEP SLOPES

1. No structures shall be erected within 8 metres of the top of banks of watercourses as identified on Schedule B. An erosion and sedimentation control plan prepared by a qualified professional will be required with any application for development of any lot within 15m of a watercourse.
2. Developments proposed on slopes exceeding 20% as shown on schedule B, shall have plans, including mitigation of impacts to neighbouring properties, prepared by a qualified engineer or landscape architect to address stormwater management,

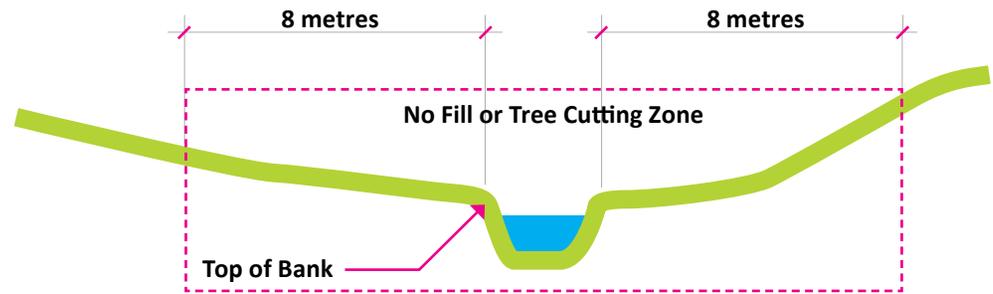


FIGURE 5.5 Watercourse Setbacks

erosion control and grade separation.

5.4 VIEW CORRIDORS

3. As per Schedule B, views to Blomidon from Reservoir Park, and views to the waterfront from Main Street and Gaspereau Avenue shall be considered for any new development on neighbouring lands zoned CDD (See Figure 5.6)
4. For any development within the former CDD boundary of the East End Secondary Plan (Primary Viewplane Area as per figure 5.7), no structure shall be erected, constructed, altered, reconstructed, or located so that it protrudes into a view plane. Under no circumstance shall the maximum allowable building height be exceeded.
5. The Development Officer may require a NS Land Surveyor to confirm and stamp that buildings within the primary viewplane area (shown in red on Figure 5.7) do not penetrate the viewplane.

6. Where a structure that lawfully existed on the effective date of the bylaw protrudes into a required view plane, as shown on Figure 5.7 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.
7. For areas in the "secondary viewplane protection area" as shown on Figure 5.7, development may proceed as per the underlying zoning, as per the general height requirements of the Land Use Bylaw.

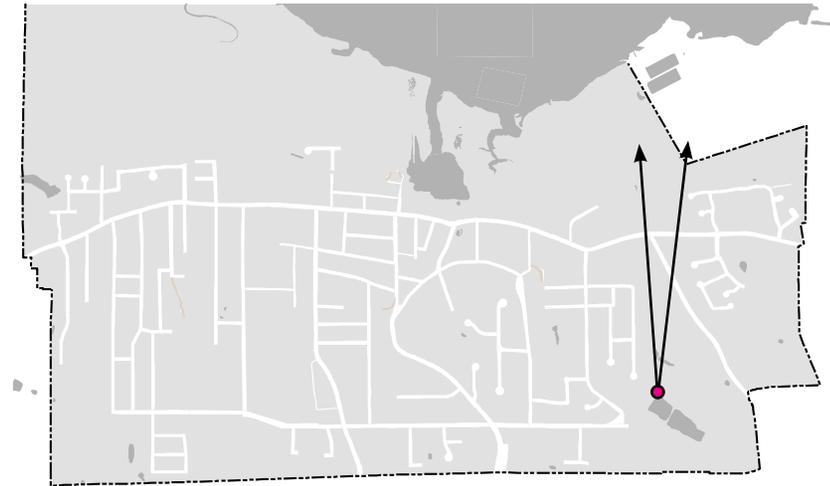


FIGURE 5.6 View Corridors

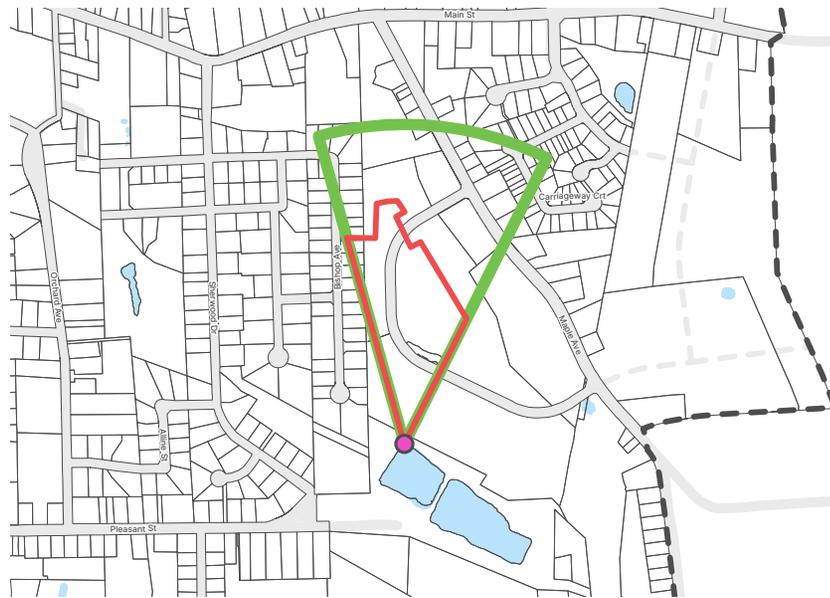


FIGURE 5.7 Primary (red) and Secondary (green) Viewplane protection areas

PART 6 Parking & Loading Requirements

6.1 PARKING REQUIREMENT

1. Where parking requirements exist they are included in the zone requirements.
2. Where parking is included as part of any development, the standards of Part 6 shall apply.
3. Applications may require parking at the discretion of the Development Officer through the Site Plan Approval process.

6.2 PARKING IN NEIGHBOURHOOD ZONES

1. In all neighbourhood zones, parking in the front yard shall not take up more than:
 - (a) 70% of the front yard for townhouse dwellings; and
 - (b) 40% of the front yard for all other unit types.
2. No vehicle shall be parked on any area of a residential lot other than a parking area.
3. Vehicle access width to the street for any residential lot in a neighbourhood zone shall not exceed 7.0 metres.
4. No commercially registered motor vehicle having more than two axles or over 7.5 metres in length shall be permitted overnight on any lot in any neighbourhood zone except for recreational motor vehicles owned by the resident.

5. Where a side or rear yard of a multi-unit dwelling abuts any R-1 zone, parking spaces in the side or rear yard shall be located a minimum distance of 3 metres from the property line.

6.3 STANDARDS FOR PARKING AREAS

1. All parking spaces shall have an unobstructed access on a public street or unobstructed access to a driveway or aisle that leads to a public street.
2. The parking area shall be maintained with a stable surface sufficient to support a vehicle without undue deformation or damage of the surface, such as rutting, and does not allow the raising of dust or loose particles. Acceptable stable parking surfaces include but are not limited to asphalt or concrete paving (pervious or impervious), brick pavers, compacted granular surfaces, and structural landscape systems such as driveable grass or grass grid.
3. Any lights used for illumination of the parking area shall be arranged as to divert the light away from streets, and adjacent lots.
4. For any parking area containing more than 6 parking spaces, any ingress or egress driveways shall not be closer than 10 metres from the nearest boundary of any street intersection.

Front Yard Parking

All residential uses (other than townhouses) can have up to 40% of their front yard dedicated to parking

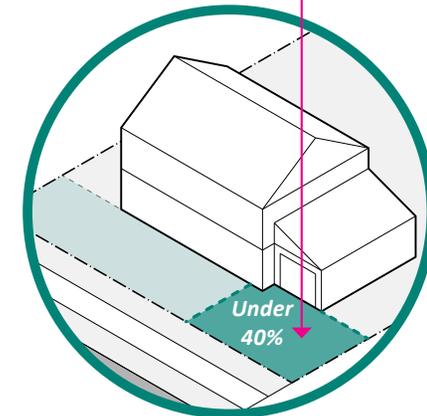


FIGURE 6.1 Parking in Front yard

5. The maximum length of a contiguous parking row shall be twelve (12) stalls and a landscaped island shall be located at both ends of each parking row and shall:
 - (a) Be the full length of the parking row (5.8 metres minimum) and be a minimum of 1.8 metres wide.
 - (b) Contain a minimum of one deciduous tree (5 centimetres caliper) and eight shrubs (minimum 60 centimetres high) or to meet the requirements of a stormwater island.
6. Where parking lots with more than two (2) cars cannot be located to the rear or side of a building, away from the public right-of-way, a landscaped strip shall be provided consisting of:
 - (a) A minimum width of 1.5 metres between any lane or parking spot fronting on a public right-of-way (excluding the access lane which shall not exceed 7 metres).
 - (b) Contains a minimum of one tree (5 centimetres minimum caliper) for every 3m of parking or lane frontage length.

- (c) Contains shrubs spaced no less than 1m apart and no less than 60 centimetres of height.
 - (d) Incorporates additional vegetation as may be required by the Development Officer to screen the parked cars without obstructing views.
 - (e) May incorporate stormwater measures
7. Parking stalls shall be no less than 2.5 metres x 5.5 metres.
 8. Parking lanes shall be no less than 6 metres wide.
 9. No more than 1 drive lane access and curb cut is permitted per lot on each road frontage unless spaced more than 60 metres apart.
 10. Parking in the Downtown and Neighbourhood Design Guidelines areas shall be reviewed with the relevant Design Guidelines.
 11. For existing uses the Development Officer may encourage the relocation of parking on a site through easements, hard surface abatements or other means.

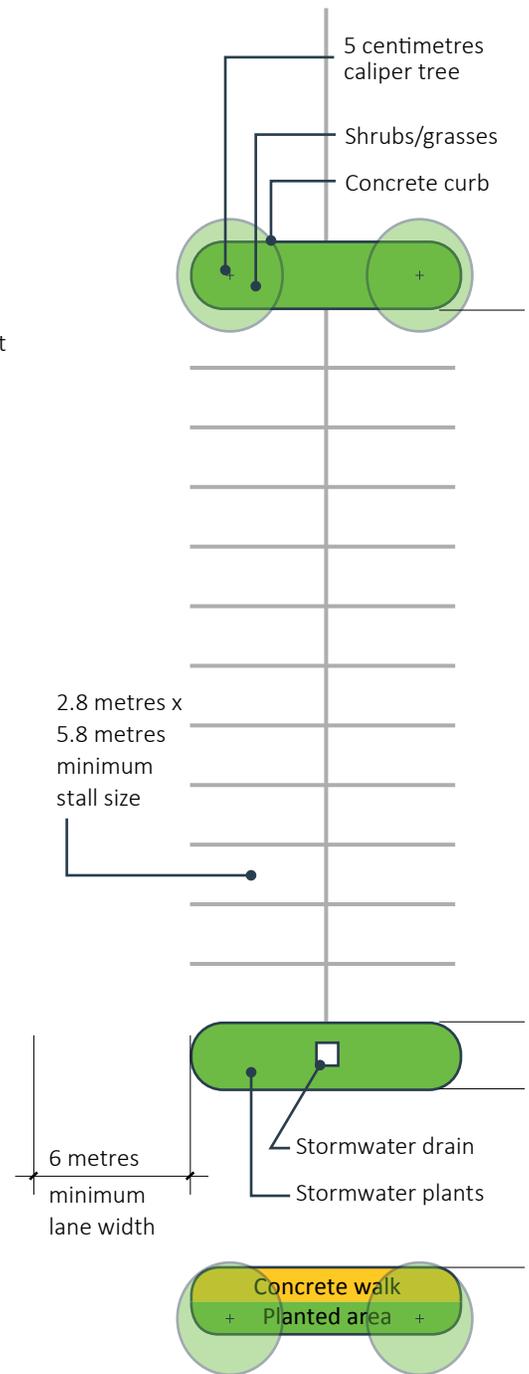


FIGURE 6.6 Parking Requirements

6.4 BICYCLE PARKING REQUIREMENTS

Bicycle parking shall adhere to the following;

1. Minimum required bicycle parking spaces quantified in Table 6.1.
2. Class A bicycle parking spaces shall:
 - (a) Be located indoors;
 - (b) Have a clear width of 0.6 metres from the outside to the bicycle parking;
3. Class B bicycle parking shall:
 - (a) Be located a maximum of 10 metres from an entrance when uncovered;
 - (b) Be located 30 metres from an entrance when covered;
 - (c) Be located at ground level;
 - (d) Have direction signage when not visible from the streetline;
 - (e) Have a minimum overhead clearance of 2 metres.
4. Where it is not possible to provide on-site Class B bicycle parking, cash in lieu of parking will be required.
5. Required bicycle parking calculations shall be rounded up to the nearest whole number.

6.5 LOADING ZONES

1. Any uses requiring a Loading Zone shall provide

details to be considered in a Development Permit, Site Plan Approval, or Development Agreement application.

2. Any required loading zones in public right-of-ways must be coordinated with the Town’s Traffic Authority at the time of the application.

TABLE 6.1 Bicycle Parking Requirements

Type of Use	Minimum Bicycle Parking Requirement
Multiple Unit Dwelling (greater than 30 units)	0.25 spaces per dwelling unit 80-100% Class A, 20% Class B
Multiple Unit Dwelling (less than 30 units)	0.25 Class B bike parking spaces per dwelling
Lots with Parking lots greater than 30 spaces	1 bike parking space per 10 vehicle parking spaces

PART 7 General Requirements For Signs

7.1 GENERAL

1. Where this part is inconsistent with any statute of the Province of Nova Scotia or regulations made there under respecting advertising signs on or near public highways, the more restrictive regulations shall apply.
2. No person shall erect a sign without first obtaining a permit from the Development Officer except in the case of signs listed in Section 7.2 and no permit to erect a sign shall be issued unless all the sign provisions of the bylaw are satisfied.
3. Signage for business premises shall be for the purpose of identifying the name of the business and the general product or service provided. Signage shall not be used for the purpose of advertising and/or promotions.
4. Every sign and all parts thereof including framework, supports, background, anchors and wiring systems shall be constructed with adequate structural support to secure the sign. The Development Officer may request a certification from a Professional Engineer confirming the structural integrity of any sign prior to issuance of a permit.
5. All signs and all parts thereof, including structural support, shall be kept in a good state of repair and maintenance.

6. Signage for business premises located in a Design Guidelines Area (see Schedule C) are required to meet the design guidelines for the corresponding area.

7.2 SIGNS PERMITTED IN ALL ZONES

The following additional signs are permitted in all zones and do not require a permit pursuant to this Part.

1. Signs identifying name and address of resident and of not more than 0.2 square metres in sign area.
2. “No Trespassing” signs or other such signs regulating the use of a property and of not more than 0.2 square metres in sign area.
3. Real estate signs not exceeding 0.5 square metres in sign area in a Neighbourhood zone and 3 square metres in other zones or on a residential property with 12 or more dwelling units, which advertise the sale, rental or lease of the premises.
4. Signs regulating or denoting on-premises traffic, parking or other signs denoting the direction or function of various parts of a building or premise provided that such signs are less than 0.5 square metres in sign area.
5. Signs erected by a public authority or under the direction of such authority and signs located on public streets as permitted under the Town of Wolfville Streets bylaw.

6. Memorial signs or tablets and signs denoting the date of erection of a structure.
7. The flag, pennant or insignia of any public authority, or of any religious, charitable, or fraternal organization.
8. A sign having a sign area of not more than 5 square metres incidental to construction and located on the construction site.
9. Electoral signs.

7.3 SIGNS PROHIBITED IN ALL ZONES

The following signs shall not be permitted in any zone:

1. Signs which incorporate, in any manner, any flashing or moving illumination which varies in intensity or any illumination which varies in colour.
2. Signs which have any visible moving part, visible revolving parts, visible mechanical movement of any description or other apparent visible movement achieved by electrical pulsations or by actions of normal wind currents.
3. Signs located on the roof of a building.
4. Signs or sign structure which constitutes a hazard to public safety or health.
5. Signs which by reason of size, location, content, colouring, or manner of illumination obstruct the vision of drivers either when leaving a roadway or

driveway; or obstruct or detract from the visibility or effectiveness of any traffic sign; or control device on public streets and roads.

6. Signs which obstruct free ingress to or egress from a fire escape door, window or other required exit way.
7. Signs not erected by a public authority which make use of words such as 'STOP', 'LOOK', 'ONE WAY', 'DANGER', 'YIELD' or any similar words, phrases, symbols, lights, or characters typically used by a public authority to regulate vehicles or pedestrians.
8. Signs on public property or public right-of-way, unless:
 - (a) Erected by a public authority; or
 - (b) A uniform Bed & Breakfast sign for which a permit to erect has been issued under this bylaw; or
9. Signs painted on, attached to, or supported by a tree, stone, cliff or other natural object.
10. Signs not related to any business premise or use located on the lot or premises except one off premise sign shall be permitted on a building or lot provided the maximum size of the sign shall be 0.7 square metres, and the sign complies with all other applicable requirements of this bylaw.
11. Pennants, spinners, banners, and streamers except those expressly permitted by this or any other bylaw.

12. Illuminated signs.
13. Reader board signs.
14. Ground signs with more than 2 sign faces

7.4 SIGNS IN NEIGHBOURHOOD ZONES

Signs shall not be permitted in neighbourhood zones except as follows:

1. As permitted in Section 7.2 (Signs Permitted in all Zones).
2. As permitted in Section 4.17 (Home Based Business).
3. A residential building or a group of residential buildings under common ownership with 16 or more dwelling units shall be permitted to have one ground sign which identifies the name of the residential building or group of buildings. The sign may contain ancillary information such as the date the development was established but may not include advertising messages. The maximum sign area of the sign shall be 3 square metres and the maximum height of the sign shall be 2.5 metres.

7.5 SIGNS IN COMMERCIAL ZONES

1. **Limit on Number of Signs**
 - (a) Each business premise is permitted to erect a maximum of two (2) signs, including combined signs on the building or property

occupied by the business premise. The maximum number of projecting signs shall be one (1) per business premise per street front.

- (b) Notwithstanding Clause 7.5.1(a), a business premise with more than one (1) public entrance is permitted one (1) additional sign for each public entrance in excess of one.
- (c) Notwithstanding Clauses 7.5.1(a) and 7.5.1(b), one Portable sign per business premise shall be permitted in accordance with Section 7.7.3.
- (d) A ground sign with each side used to identify the same business premise shall count as a single sign.
- (e) In the case of a corner lot or through lot, one (1) additional sign will be permitted in addition to all other permitted signs.
- (f) A combined sign counts as one (1) sign for each business premise whose name, symbol, logo, or other identifying feature is included on the combined sign.
- (g) On a building with more than one (1) side visible to public view, two (2) identical facial wall signs placed on different sides of the building count as one (1) sign.
- (h) In addition to all other signs permitted under this section, one (1) sign which identifies the name of the building or development name is permitted, if it complies with the size requirements of Section 7.6.

FIGURE 7.1 Sign Types

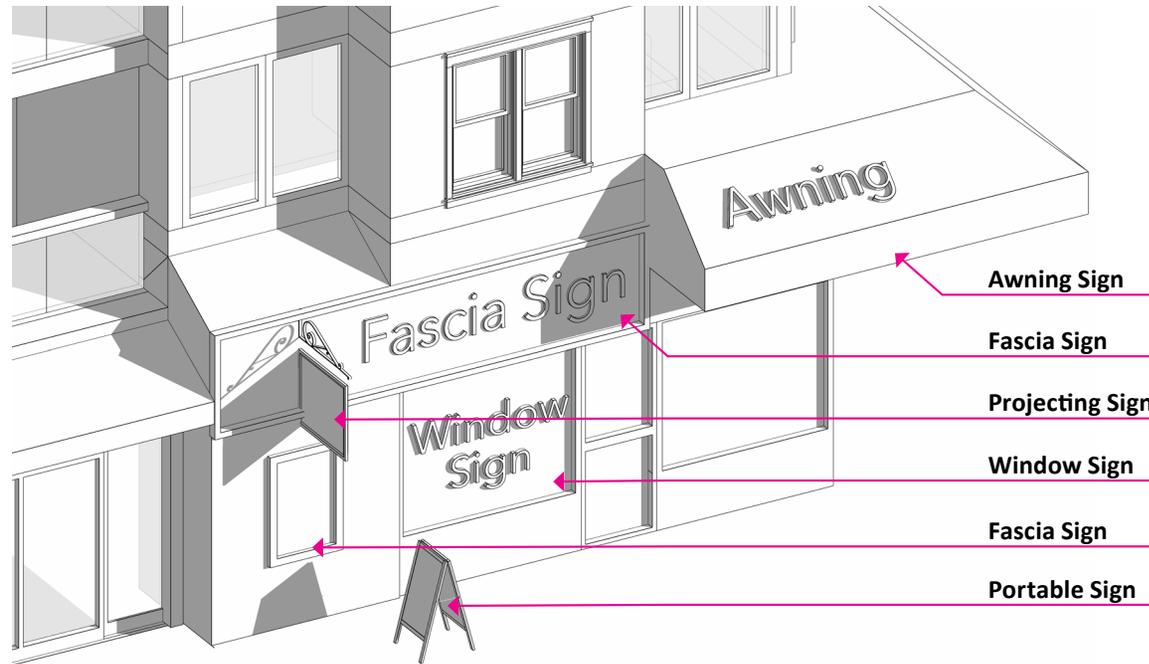
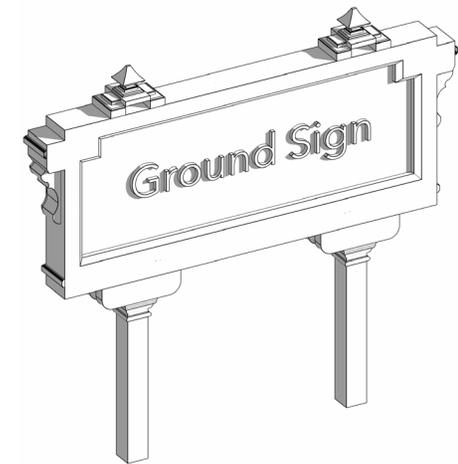


FIGURE 7.2 Ground Sign



7.6 SIZE AND LOCATION OF SIGNS

1. Fascia Wall Signs

- (a) No combined sign area for all facial signs on any side of a building shall exceed 0.3 square metres per linear metre of building width of the side on which the signs are to be placed. In no case shall the total sign area of facial wall signs on 1 side of the building exceed 10 square metres.
- (b) No Facial wall signs shall:
 - i) Extend above the top of the wall upon which it is attached.
 - ii) Extend beyond the extremities of the wall upon which it is attached.

- iii) Extend over any substantial architectural feature of a building, such as windows, doors, columns, corner boards, frieze bands, fascia boards, etc.

2. Ground Signs

- (a) No ground sign shall exceed 2.0 square metres in sign area for a single business premise and a combined ground sign shall not exceed 1.5 square metres in background area for each business premise referred to on the sign. Notwithstanding the foregoing, a ground sign for a tourist establishment may have a sign area of 3 square metres.

- (b) No ground sign shall exceed a height of 5 metres from the grade level to the highest part of the sign.
- (c) No ground sign area shall exceed a width of 2.5 metres.
- (d) No ground sign shall extend beyond a property line or project over a public street or road, other adjoining lands, corner vision triangle or any driveway or parking space.

3. Portable Signs

- (a) Portable signs shall adhere to the following requirements:
 - i) Only 1 portable sign is permitted per business.
 - ii) A Portable Sign shall have a maximum of two (2) sign faces.
 - i) Each sign face shall not exceed 0.56 square metres in area.
 - ii) Sign faces shall not exceed 1m in height.
 - iii) A Portable Sign shall be placed on a sidewalk adjacent to the business premise only when the premise is open to the public or in areas that may be designated by the Town within public parks or the right-of-way.

- iv) A Portable Sign shall not interfere with the flow of pedestrian or vehicular traffic or pose a safety hazard. The sign shall be placed in a manner that leaves a minimum walkway of 1.8 metres on the sidewalk.
- v) A Portable Sign shall not be placed in a public right-of-way when snow or ice are present.

4. Projecting Signs

- (a) Notwithstanding the Town of Wolfville Streets bylaw projecting wall signs and canopy/awning signs shall be permitted.
- (b) No projecting sign shall exceed a sign area of 0.7 square metres.
- (c) No projecting sign or any part thereof shall be less than 2.5 metres above established grade.
- (d) No projecting sign shall extend for more than 1.2 metres from the building wall on which it is attached.
- (e) No projecting wall sign shall be located within 7 metres from any other projecting wall sign on the same building.
- (f) Canopy/Awning signs shall not exceed 0.3 square metres per linear metre to a maximum of 10 square metres. Canopies or Awnings shall not project more than 2 metres over the sidewalk or be erected less than 2.2 metres above the sidewalk.

7.7 SIGNS IN INSTITUTIONAL ZONES

1. An institutional premise in the Institutional General zone shall be permitted to have signage in accordance with the provisions for signage for a business premise in a commercial zone as per Section 7.5.
2. Signage in the Institutional University zone shall be permitted as follows:
 - (a) Ground signs for wayfinding and building identification are permitted with a maximum sign area of 2.0 square metres and a maximum height of 2.5 metres.
 - (b) Facial wall signs for building identification are permitted with a maximum sign area of 5% of the area of the building face upon which they are placed.
3. Notwithstanding Section 7.3, Digital Reader Board Signs are permitted subject to the following:
 - (a) For Institutional assembly uses fronting on an Arterial Road in the I-2 zone.
 - (b) No scrolling text, flashing, animation, video or graphics are permitted.
 - (c) Text may only change every 2 hours.
 - (d) The nighttime brightness of the sign must not exceed 100 NITS and may not operate between 11:00 pm and 7:00 am.
 - (e) The sign must be equipped with a sensor which automatically lowers light output in accordance with atmospheric conditions and so not to exceed the maximum number of NITS permitted.
 - (f) The sign is only for information related to the use on the property.
 - (g) Sign text shall be white.
 - (h) Digital signs require a default mechanism that will cause them to revert to a black screen during a malfunction.
 - (i) The digital sign shall encompass a maximum of 50% of the sign face and maybe be combined with a ground sign to a maximum of 5 square metres.
 - (j) The applicant shall submit the operational specification at the time of permit application demonstrating compliance with the requirements of the bylaw.
 - (k) The sign shall be located a minimum of 30 metres from a pedestrian crosswalk.

PART 8 General Requirements for Neighbourhood Zones

8.1 PERMITTED USES

1. In this bylaw any use not listed as a permitted use in a zone is prohibited in that zone unless otherwise indicated.
2. Where a permitted use within any zone is defined in this bylaw the uses permitted in the zone include any similar uses that satisfy such definition except where a definition specifically excludes any similar use.
3. Municipal offices, buildings, and infrastructure shall be permitted in any zone.

8.2 DESIGN GUIDELINE AREAS & REGISTERED HERITAGE PROPERTIES

1. See Subsection 4.5.5.

TABLE 8.1 Neighbourhood Residential Use Table

APPROVAL PROCESS:

P = Permitted as-of-right,
PC = Permitted with Conditions

SP = Site Plan Approval
DA = Development Agreement
- = Not Permitted

Residential Uses	R-1	R-2	R-3	R-4	R-5	MU
Additions	P	P	P	P	P	P
Accessory Dwelling Unit – Detached	PC	P	P	P	P	P
Accessory Dwelling Unit – Internal	PC	P	P	P	P	P
Dwelling, Single Unit	P	P	P	-	-	P
Dwelling, Two Unit	-	P	P	P	P	P
Dwelling, Multi-unit (maximum 4 units)	-	P	P	P	P	P
Dwelling, Multi-unit (maximum 8 units)	-	-	P	P	P	P
Dwelling, Multi-unit (maximum 16 units)	-	-	SP	P	P	SP
Dwelling, Multi-unit (maximum 24 units)	-	-	DA	SP	P	SP
Dwelling, Multi-unit (maximum 60 units)	-	-	-	SP	SP	SP
Dwelling, Multi-unit (maximum 120 units)	-	-	-	-	SP	-
Cluster Housing	-	DA	SP	SP	SP	SP
Existing	P	P	P	P	P	P
Home Occupation – Restricted (under 50 square metres)	PC	PC	PC	PC	PC	PC
Home Based Business (Arts and Crafts Workshop, Catering Establishments, Daycares up to seven children/persons, Online/Digital Sales, Offices, Studios, Short-term Rentals maximum of 3 rental rooms) under 80 square metres	-	PC	PC	PC	PC	PC
Innovative Development	-	DA	DA	DA	DA	DA
Parks and Playgrounds, Public Washrooms, Community Gardens, & Historic Sites	P	P	P	P	P	P

TABLE 8.2 Neighbourhood Commercial Use Table

APPROVAL PROCESS:

P = Permitted as-of-right,
 PC = Permitted with Conditions

SP = Site Plan Approval
 DA = Development Agreement
 - = Not Permitted

Neighbourhood Commercial Uses	R-1	R-2	R-3	R-4	R-5	MU	Sch. A3
Art Galleries & Studios	-	-	-	DA	SP	SP	SP
Bakeries	-	-	-	-	SP	SP	SP
Catering Establishment over 80 square metres	-	-	-	-	SP	SP	-
Commercial Schools	-	DA	DA	DA	P	P	SP
Craft Workshops over 80 square metres	-	-	-	DA	SP	SP	SP
Daycare Facilities	-	PC	PC	PC	PC	PC	PC
Farm Markets	-	-	-	P	P	P	P
Home Based Commercial (under 120 square metres)	-	PC	PC	P	P	SP	PC
Hostels	-	-	-	-	-	SP	SP
Hotels	-	-	-	-	SP	P	SP
Institutional Uses	-	-	-	-	P	SP	P
Laundromats	-	-	P	P	P	P	P
Medical Clinics	-	-	-	P	P	P	P
Nano-Brewery (See Special Provisions in the MU zone)	-	-	-	-	SP	SP	-
Neighbourhood café (under 120 square metres)	-	PC	PC	PC	PC	PC	PC
Neighbourhood Commercial up to 40% of Groundfloor of a multi-unit building	-	-	-	-	SP	SP	PC
Neighbourhood Commercial up to 100% of Groundfloor of a multi-unit building	-	-	-	-	SP	SP	SP
Nursing Homes	-	-	-	-	P	DA	P
Offices & Professional Services over 80 square metres	-	-	-	SP	P	SP	SP
Personal Services	-	-	-	-	SP	P	P
Residential Care Facility (up to 4 persons)	-	PC	PC	PC	PC	PC	PC
Short-term Rentals	-	PC	PC	PC	PC	PC	PC
Single Room Occupancy (4 or more rental rooms)	-	PC	PC	PC	PC	PC	PC
Stand Alone Parking Lots and Structures	-	-	-	-	-	-	-
Tasting Rooms (See Special Provisions in the MU zone)	-	-	-	-	DA	SP	-

TABLE 8.4 Cluster Development Requirements

Requirement	
Minimum front yard Setback	2 metres
Minimum separation distance between buildings in a Cluster Residential Development	2.5 metres
Parking	In addition to providing parking in accordance with Part 6 of this bylaw, parking within a Cluster Residential Development may be located anywhere within the development, whether or not the development parcels within the Cluster Residential Development are severed. Required visitor parking may be provided as parallel parking on a private street provided the private street has a minimum width of 9.5 metres.
Maximum lot coverage	Where lots in a cluster Residential Development are to be subdivided, the maximum lot coverage on each lot shall be 40% without any shared public open space or 60% if the cluster has designated at least 15% of the gross site area for public open space or private (shared amongst residents) open space.
Landscaping	The cluster shall include: <ol style="list-style-type: none"> 1. At least one 5 centimetres minimum caliper tree per unit 2. 10 square metres of mulched shrub beds per unit 3. All soft landscape areas are sodded or seeded or left naturalized with native plants. 4. A hard surface pathway no less than 1.5 metres wide connecting the parking area(s) to each unit 5. Where feasible, a shared common open space area fully landscaped for residents.

8.3 CLUSTER HOUSING

1. Cluster Housing developments shall be considered on lots larger than 2,000 square metres in the R-2 zone by Development Agreement and in the R-3, R-4, R-4, and MU Zones by Site Plan Approval. Proposals not able to meet the requirements of Section 8.3 or other underlying zone requirements may be considered by Development Agreement as Innovative Development.
2. The entire Cluster Residential Development shall comply with all applicable sections of this bylaw and the provisions set out in Table 5.1.
3. A Residential use building in a Cluster Residential Development is considered to meet the frontage requirements in Section 4.12 provided the land on which it is to be located after severance has a minimum of 6 metres of frontage abutting a private street that serves as a driveway leading to a public street.
4. Parcels within the Cluster Residential Development that are severed need not comply with the dwelling-type specific provisions for the R-2, R-3, R-4, R-5, or MU zones.

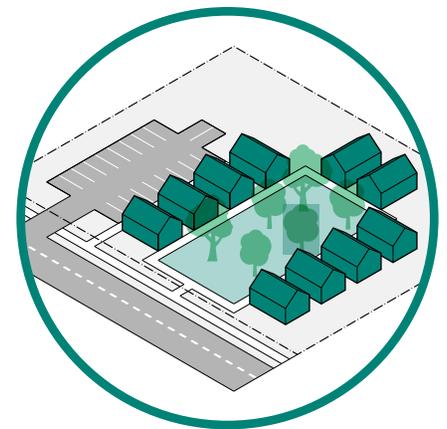


FIGURE 8.3 Cluster Housing Example

8.4 CONFORMITY WITH EXISTING FRONT YARDS

Notwithstanding anything else in this bylaw, in any neighbourhood zone, new structures between existing buildings within 60 metres on the same block may be built with a setback equal to the average setback of the adjacent buildings, but this depth shall not be less than 3 metres from the front lot line and need be no greater than setback regulations prescribed in the zone in which it is situated.

8.5 NEIGHBOURHOOD DESIGN

1. Identical buildings may not be repeated more frequently than every second (2nd) building along the same side of a street.
 - (a) Buildings are not identical if they are varied in at least 2 of the following: roof style; building mass and form; variation in exterior surfaces, colours and materials; fenestration; and main entry and garage placement, subject to the approval of the Development Officer.
2. To avoid facades of large blank walls on corner sites (having frontage on two streets), the façades of a principal building abutting the front lot line and the flanking side lot line shall use consistent building materials and architectural features on both frontages, and shall include features such as windows, doors, or porches, subject to the approval of the Development Officer.

8.6 LOT SURFACING AND LANDSCAPING

1. General Requirements:

- (a) The maximum lot hard surface area of any lot in any zone is indicated in the built form requirements for each zone, subject to stormwater management allowances.
- (b) All disturbed areas of the site shall be landscaped with grass well suited for the level of shade in which they will be placed, ground covers, or native meadow mixtures.
- (c) Wherever possible, trees with a diameter at breast height (DBH) of 30 centimetres or more should be preserved whenever possible. Trees greater than 30 centimetres DBH must be protected within 2 metres of all property lines unless the tree can be shown to compromise the safety of new buildings or additions.
- (d) Any excavation or work within the dripline of trees greater than 60 centimetres DBH must be inspected by a certified arborist and remedial measures suggested should be implemented to preserve the health of larger trees.
- (e) For any buildings set back 8m or more from the streetline, one 5 centimetre caliper (minimum) sized tree is required to be planted or retained between the building and the streetline for every 8m of building frontage.

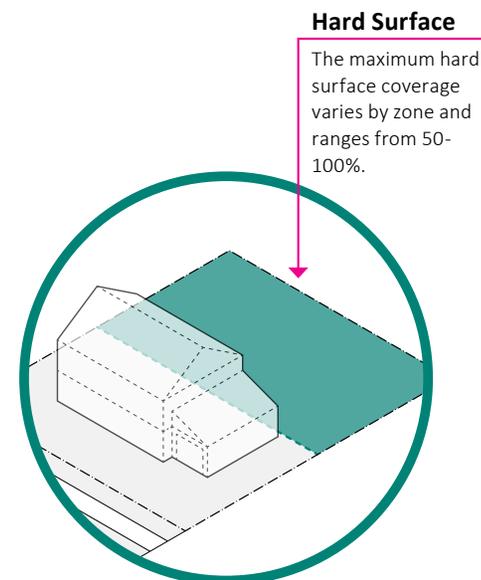


FIGURE 8.5 Hard Surface Coverage

- (f) Mechanical equipment, waste bins, and other obnoxious uses shall not be located in the front yard of any building.
- (g) The landscaping referred to in Subection 8.6.2 shall be established within 1 year from the issuance of an occupancy permit.

2. **Abutting Landscape buffers**

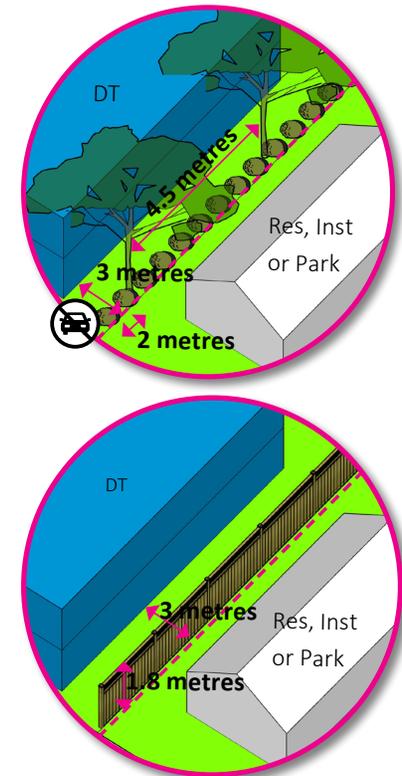
- (a) Where a multi-unit building with more than 3 units abuts a yard in any Residential, Institutional, Park or Recreation zone, a landscaped buffer is required. The minimum yard requirement for the abutting yard (rear or side) shall be 3 metres and shall include one or more of the following between the building and the abutting property:
 - i) At least one native shrub (that will grow to at least 2m in height) for along the abutting sideyard and one tree (minimum caliper of 5 centimetres) for every 4.5 linear metres of building depth; or
 - ii) Evergreen shrubs (that will grow to at least 2 metres in height) that form an opaque and continuous visual barrier between the proposed building and the sideyard; or
 - iii) An opaque wood fence or masonry wall at least 1.8 metres high continuous along the entire side yard.

- iv) Or any combination of 1-3.
- (b) No parking space, driveway or travel lane shall be permitted in the 3 metre landscape buffer. This requirement may be reduced to 1.5 metres provided that landscape screening as described in Clause 8.6.2(a) provides a visual barrier along the full length of the sideyard lot line.

3. **Lighting**

- (a) Any lit driveways, walkways, parking areas, circulation roads, or service areas shall be designed to reflect light away from adjacent residential properties using cut-offs, strategic placement or other means of reducing light pollution.
- (b) Any lights must be manually operable or on a timer to ensure lights are not left on all night.

FIGURE 8.6 Landscaping



8.7 FARM ANIMALS

No lot in any neighbourhood zone or designation shall be used for the rearing or keeping of farm animals except for a maximum of four laying hens contained within the lot.

8.8 RESIDENTIAL CARE FACILITIES

When creating a residential care facility, the following criteria shall apply:

1. The use must be contained within the single unit dwelling; and
2. No more than four (4) persons are provided with nursing and/or personal care; and
3. There shall be a resident manager.

8.9 TRAIL CONNECTIVITY

Where a development site in the R-3, R-4, R-5, or MU zone abuts a trail the development shall provide a dedicated pedestrian connection onto the trail system.

PART 9 Low Density Residential – Restricted (R-1) Zone

9.1 INTENT

The R-1 zone is intended to permit low density residential development including single dwelling units with one accessory dwelling unit subject to conditions in Section 4.2.

9.2 PERMITTED USES

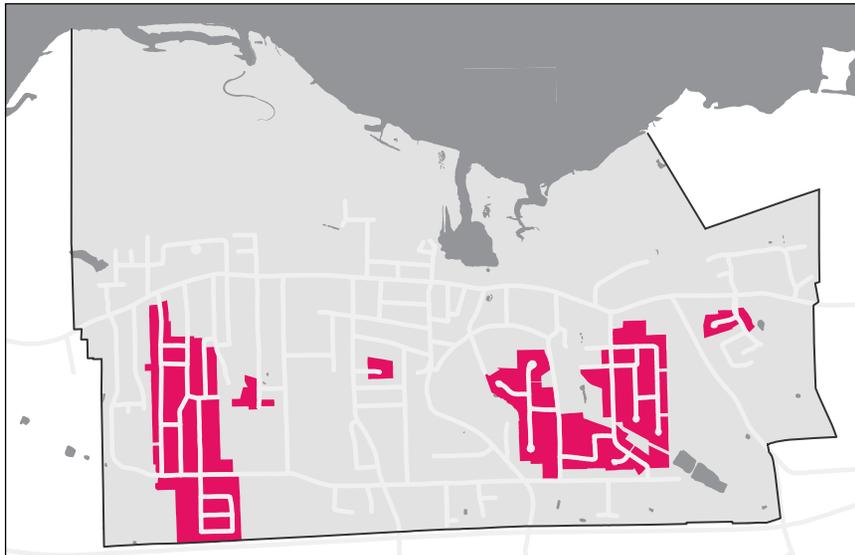
Uses permitted as-of-right and as-of-right with conditions are shown in Table 8.1.

9.3 RE-ZONING

Rezoning is not permitted.

9.4 PARKING REQUIREMENTS

1 parking space is required per dwelling unit.



Other Provisions Apply

Part 4:

General Requirements for All Zones

Part 5:

Development Constraints

Part 6:

Parking & Loading Requirements

Part 7:

General Requirements for Signs

Part 8:

General Requirements for Neighbourhood Zones

9.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Low Density Residential – Restricted (R-1) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	12.0 metres
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	2.0 metres
(e) Minimum required rear yard setback	4.0 metres
(f) Minimum required lot area	372 square metres
(g) Maximum permitted lot coverage	40%
(h) Maximum permitted hard surface coverage	50%, subject to Subsection 4.32.4
(i) Maximum permitted building height	3 storeys

2. Notwithstanding Clause 9.5.2(b), minimum required front yard setbacks may be varied to match the existing streetwall established by neighbouring properties.
3. Applicants are encouraged to use materials and styles consistent with existing neighbourhood character.

9.6 INTERNAL ACCESSORY DWELLING UNITS WITH CONDITIONS

1. One (1) internal accessory dwelling unit is permitted in the Restricted R-1 Zone subject to the following conditions:
 - (a) The zone requirements and Building Code requirements must be met;
 - (b) The internal accessory dwelling unit has no more than two (2) bedrooms;
 - (c) One (1) additional Parking Space shall be provided on the same lot;
 - (d) No Detached Accessory Dwelling Unit exists on the property;
 - (e) The total floor area of the internal accessory dwelling unit does not exceed 50% of the total floor area of the existing dwelling, or does not exceed 79 square metres (850 square feet) whichever is smaller; and
 - (f) The principal dwelling unit and/or the internal accessory dwelling unit is occupied by the owner of the property as their primary residence.

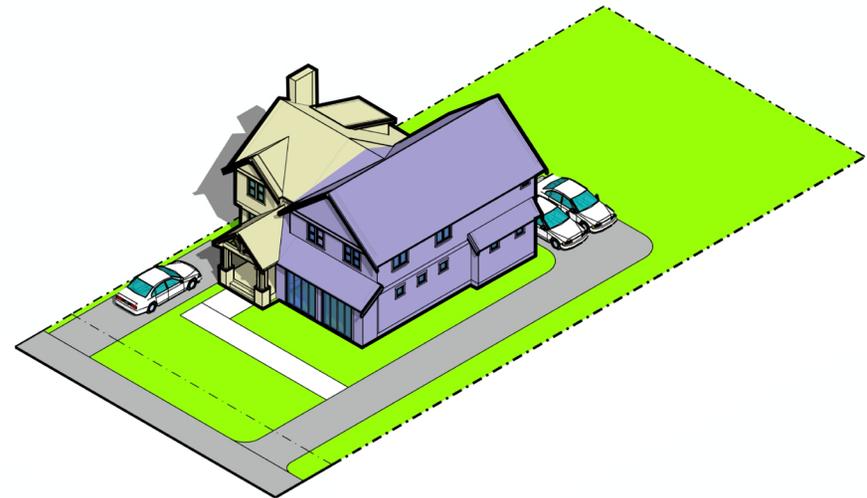


FIGURE 9.1 Principal residence and Internal Accessory Dwelling Unit Example

9.7 DETACHED ACCESSORY DWELLING UNITS WITH CONDITIONS

1. Refer to Section 4.2 for the conditions applied to detached accessory dwelling units in the R-1 zone.

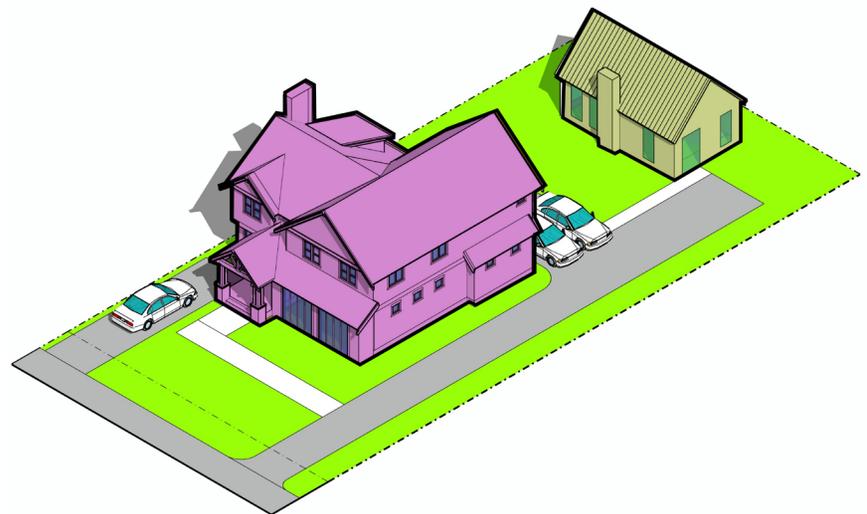


FIGURE 9.2 Principal residence and Detached Accessory Dwelling Unit Example

9.8 BUILT FORM DIAGRAM

See Figure 9.3 for all built form standards in the R-1 Zone

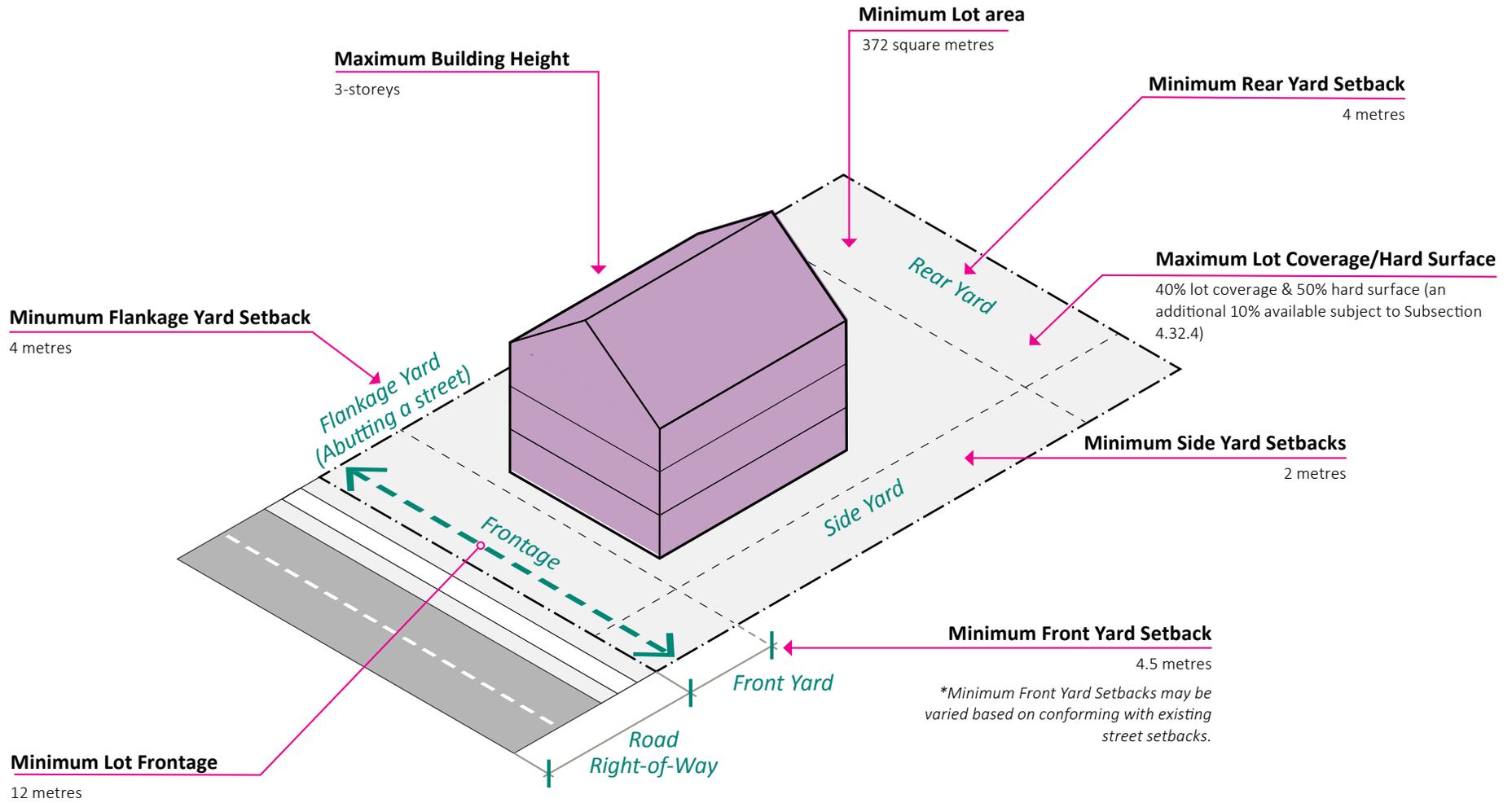


FIGURE 9.3 R-1 ZONE Built Form Standards

PART 10 Low Density Residential (R-2) Zone

10.1 INTENT

The R-2 zone is intended to permit a range of low density residential development to a maximum of up to 4 units. Home based businesses and other uses such as short-term rentals in an owner-occupied dwelling unit are permitted subject to conditions in Section 4.17. Council may consider unique and site-specific developments by Development Agreement.

10.2 PERMITTED USES

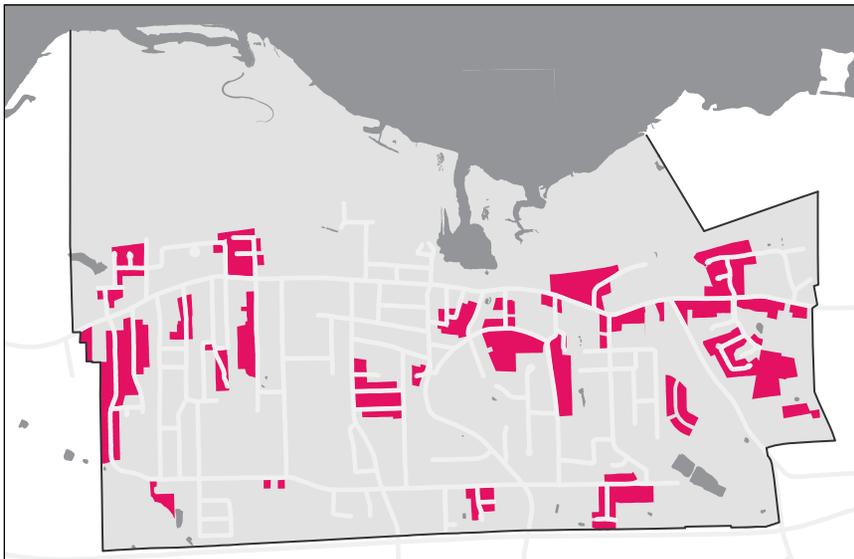
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 8.1

10.3 RE-ZONING

Rezoning to the R-3 zone will be considered subject to policy 11.4.3 of the MPS.

10.4 PARKING REQUIREMENTS

1 parking space is required per dwelling unit.



Other Provisions Apply

Part 4:

General Requirements for All Zones

Part 5:

Development Constraints

Part 6:

Parking & Loading Requirements

Part 7:

General Requirements for Signs

Part 8:

General Requirements for Neighbourhood Zones

10.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Low Density Residential (R-2) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	9.0 meters/unit for Semi-detached dwellings; and 12.0 metres for all other uses
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	2.0 metres
(e) Minimum required rear yard setback	4.0 metres
(f) Minimum required lot area	280.0 square metres/unit for Semi-detached dwellings; and 372.0 square metres for all other uses
(g) Maximum permitted lot coverage	40%
(h) Maximum permitted hard surface coverage	50%, subject to Subsection 4.32.4
(i) Maximum permitted building height	3 storeys

2. Notwithstanding Clause 10.5.2(b), minimum required front yard setbacks may be varied to match the existing streetwall established by neighbouring properties.

10.6 BUILT FORM DIAGRAM

See Figure 10.1 for all built form standards in the R-2 Zone

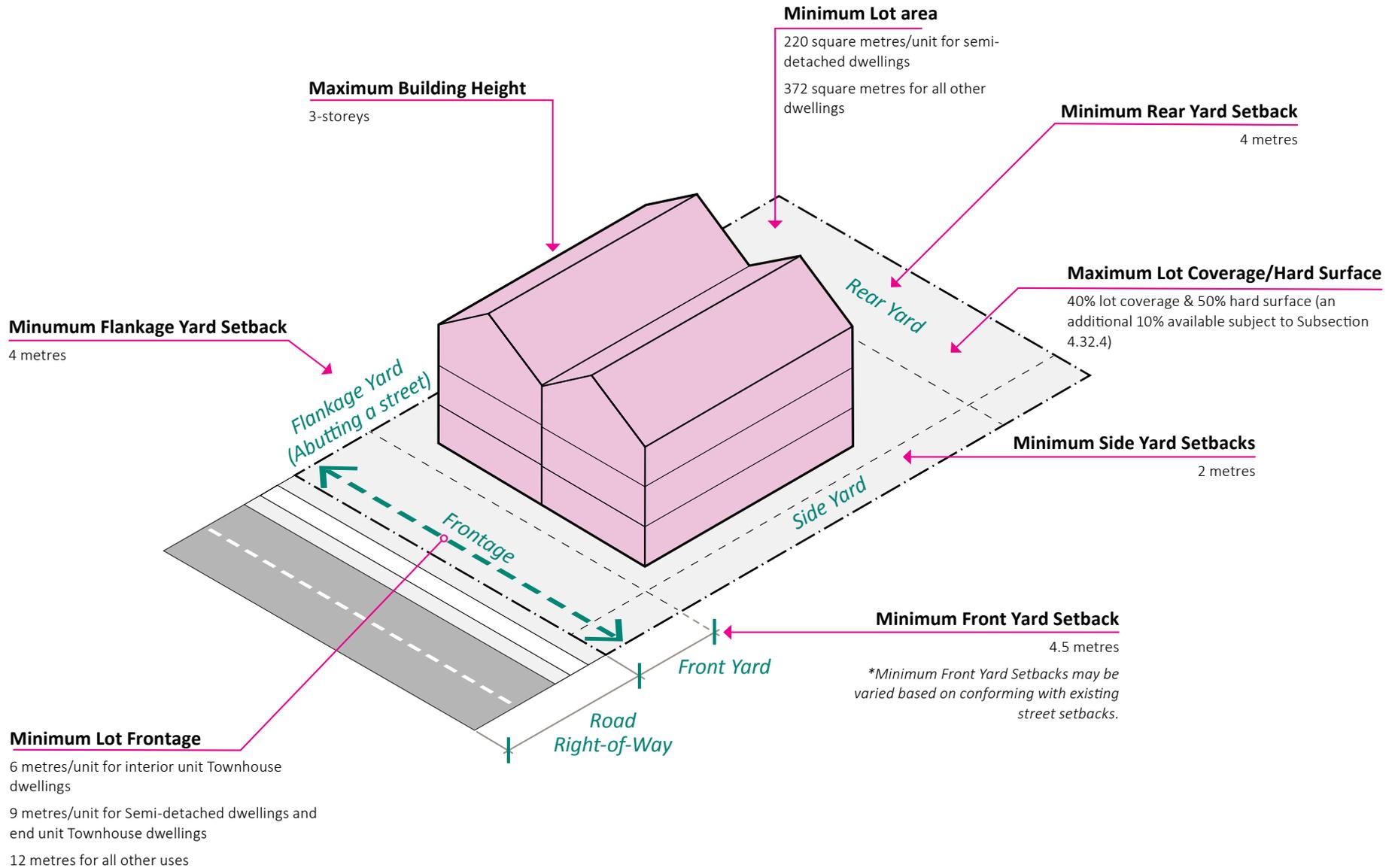


FIGURE 10.1 R-2 ZONE Built Form Standards

PART 11 Medium Density Residential (R-3) Zone

11.1 INTENT

The R-3 zone is intended to permit a range of medium density residential development to a maximum of 8 dwelling units as-of-right, and a maximum of 16 units by Site Plan Approval up to a maximum height of 3 storeys. Home based businesses and other uses such as short-term rentals in an owner-occupied dwelling unit are permitted subject to conditions of Section 4.17.

11.2 PERMITTED USES

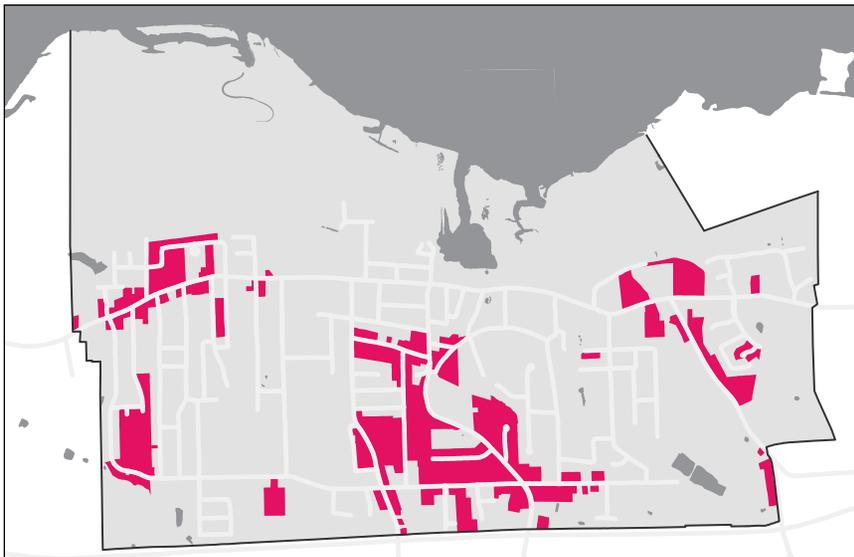
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement uses are shown in Table 8.1.

11.3 RE-ZONING

Rezoning to the R-4, R-5, MU, or I-1 zones will be considered subject to policy 11.4.3 of the MPS.

11.4 AMENITY SPACE

For buildings with four or greater dwelling units, 5 square metres of amenity space (e.g., patio, balcony, rooftop deck, or landscaped yard) shall be provided for each dwelling unit to ensure resident comfort and privacy.



Other Provisions Apply

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

11.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Medium Density Residential (R-3) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	6.0 metres/unit for interior unit Townhouse dwellings; 9.0 meters/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 12.0 metres for all other uses.
(b) Minimum required front yard setback	4.0 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	4.0 metres if abutting an R-1 or R-2 zoned property; and 3.0 metres elsewhere.
(e) Minimum required rear yard setback	4.0 metres
(f) Minimum required lot area	130.0 square metres/unit for interior unit Townhouse dwellings; 220.0 square metres/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 372.0 square metres for all other uses.
(g) Maximum permitted lot coverage	40%
(h) Maximum permitted hard surface coverage	50%, subject to Subsection 4.32.4
(i) Maximum permitted building height	3 storeys
(j) Maximum permitted building width and depth	50.0 metres

2. Townhomes shall not exceed 8 consecutive units.
3. Townhomes may be oriented perpendicular to the street if the following conditions are met:
 - (a) A connected walkway is provided from each door to the street
 - (b) Parking is located in the rear or side yards.
 - (c) The building is located a single lot such that units are rental or condominium.
4. Every minimum 12 metres of building length shall include a vertical articulation of no less than 30 centimetres for no less than half the height of the building in order to break up the horizontal scale of the building.
5. Notwithstanding Clause 11.5.2(b), minimum required front yard setbacks may be varied to match the existing streetwall established by neighbouring properties.

11.6 BUILT FORM DIAGRAM

See Figure 11.1 for all built form standards in the R-3 Zone

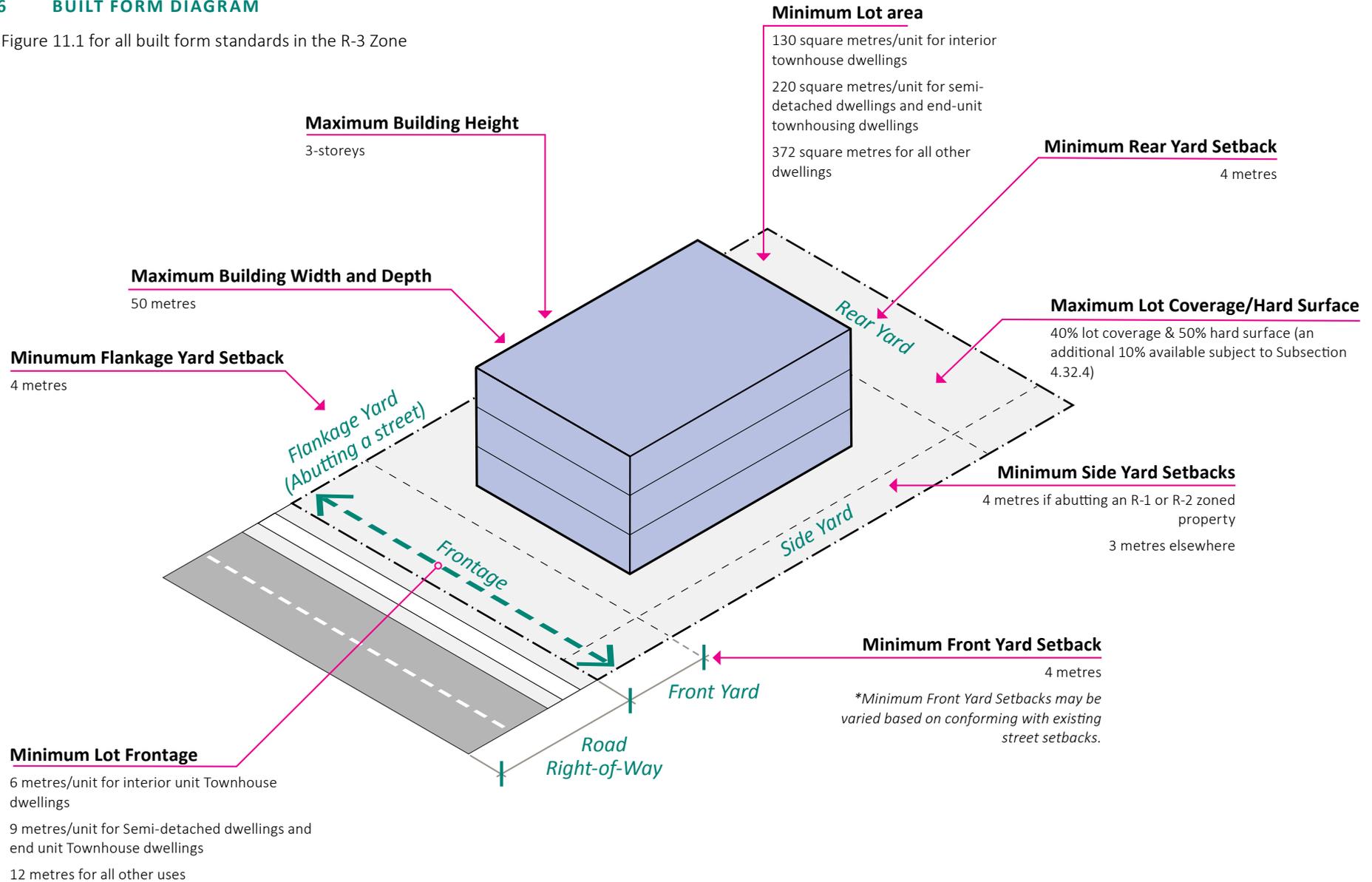


FIGURE 11.1 R-3 Zone Built Form Standards

PART 12 High Density Residential (R-4) Zone

12.1 INTENT

The R-4 zone is intended to permit high density residential development up to a maximum of 3 storeys with a 4th storey available by Site Plan Approval. Unique and site specific conditions are considered by Development Agreement. Home based businesses and other uses such as short-term rentals in an owner-occupied dwelling unit are permitted subject to conditions.

12.2 PERMITTED USES

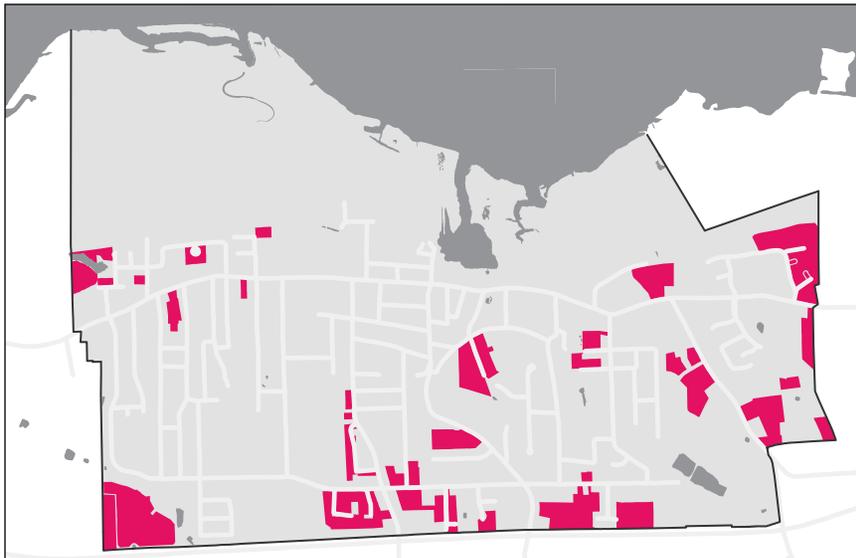
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 8.1

12.3 RE-ZONING

Rezoning to the R-5 zone or MU zone will be considered subject to policy 11.4.3 of the MPS.

12.4 AMENITY SPACE

1. 5 square metres of amenity space shall be provided for each dwelling unit (patio, balcony, rooftop deck, or landscape yard) to ensure resident comfort and privacy.
2. For buildings that exceed 24 units, no less than 110 square metres of indoor amenity space shall be provided.
3. The required indoor amenity space shall have no linear dimension less than 3.0 metres.
4. The required indoor amenity space shall be provided in increments of no less than 30 contiguous square metres.



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

12.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the High Density Residential (R-4) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	6.0 metres/unit for interior unit Townhouse dwellings; 9.0 meters/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 12.0 metres for all other uses.
(b) Minimum required front yard setback	4.0 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	6.0 metres if abutting an R-1 or R-2 zoned property; and 3.0 metres elsewhere.
(e) Minimum required rear yard setback	12.0 metres if abutting an R-1 or R-2 zoned property; and 6.0 metres elsewhere.
(f) Minimum required lot area	130.0 square metres/unit for interior unit Townhouse dwellings; 220.0 square metres/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 372.0 square metres for all other uses.
(g) Maximum permitted lot coverage	70% for developments with underground parking, and 50% otherwise.

(h) Maximum permitted hard surface coverage	70% for developments with underground parking, and 60% otherwise, subject to Subsection 4.32.4.
(i) Maximum permitted building height	3 storeys; or 4 storeys by Site Plan Approval.
(j) Maximum permitted building width and depth	60.0 metres
(k) Minimum required streetwall height	2 storeys for buildings greater than 3 storeys in height; and The building height for buildings equal to or shorter than 3 storeys.
(l) Maximum permitted streetwall height	3 storeys
(m) Minimum required streetwall stepback	2m for any portion of a building above the streetwall.

2. No streetwall stepback is required for a maximum of 30% of the length of any building facing each street line.
3. Attached garages shall not front onto the street unless it provides access to an underground parking garage that does not exceed 25% of the building width along any streetline to a maximum width of 6m.
4. All street-facing facades shall provide at least one horizontal or vertical facade articulation of no less than 30 centimetres for no less than 30% of the facade area.
5. All grade-related dwelling units shall include an exterior door.
6. Parking for multi-unit buildings shall be located in the rear or side yard of the of the building.

12.6 BUILT FORM STANDARDS

See Figure 12.1 for all built form standards in the R-4 Zone

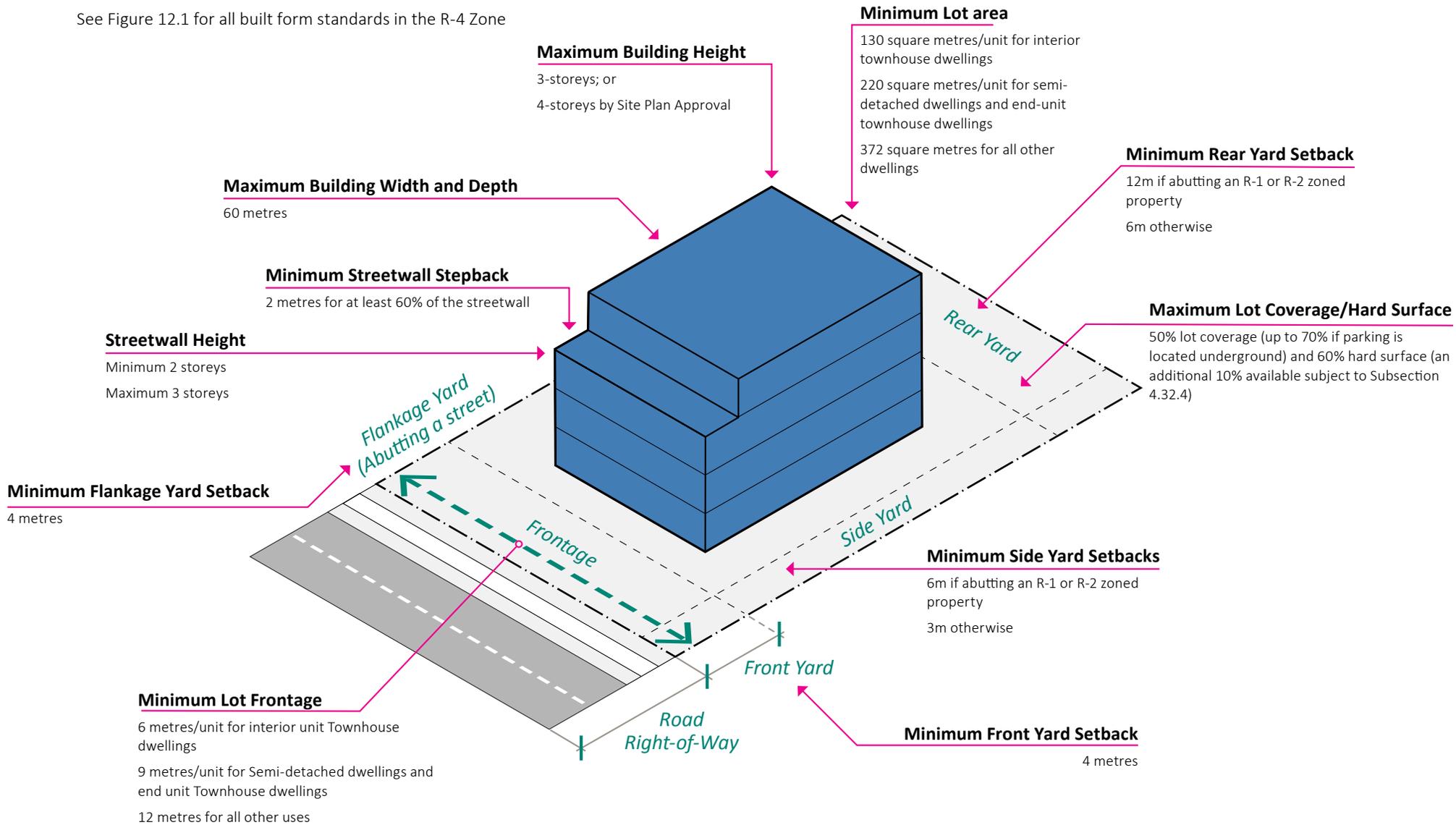


FIGURE 12.1 R-4 ZONE Built Form Standards

PART 13 High Density Residential – Site-Specific (R-5) Zone

13.1 INTENT

The R-5 zone is intended to permit high density residential development up to a maximum of 24 units as-of-right and 120 units via Site Plan Approval. Unique and site specific conditions are considered by Development Agreement. Home based businesses and other uses such as short-term rentals in an owner-occupied dwelling unit are permitted subject to conditions.

13.2 PERMITTED USES

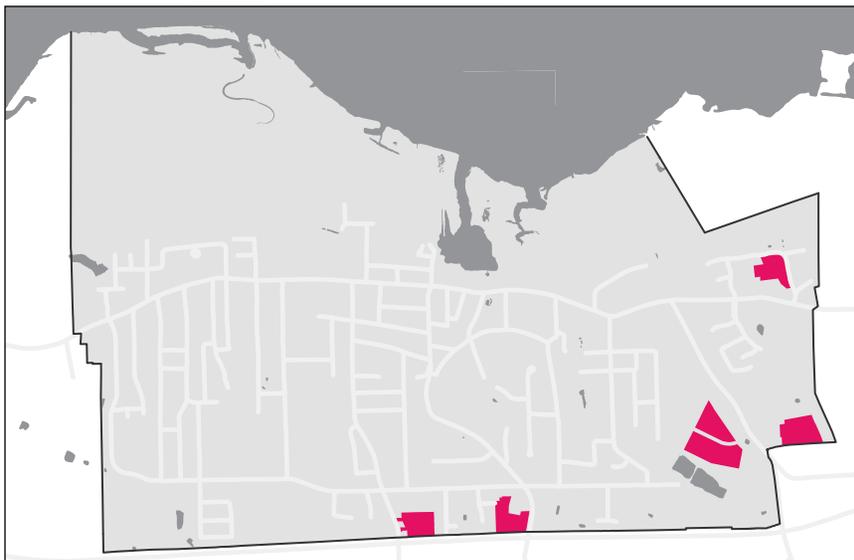
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 8.1

13.3 RE-ZONING

Rezoning to the MU zone will be considered subject to policy 11.4.3 of the MPS.

13.4 AMENITY SPACE

1. 5 square metres of amenity space shall be provided for each dwelling unit (patio, balcony, rooftop deck, or landscape yard) to ensure resident comfort and privacy.
2. For buildings that exceed 24 units, no less than 110 square metres of indoor amenity space shall be provided.
3. The required indoor amenity space shall have no linear dimension less than 3.0 metres.
4. The required indoor amenity space shall be provided in increments of no less than 30 contiguous square metres.



Other Provisions Apply

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

13.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the High Density Residential — Site-Specific (R-5) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	6.0 metres/unit for interior unit Townhouse dwellings; 9.0 meters/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 12.0 metres for all other uses.
(b) Minimum required front yard setback	4.0 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	6.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 3.0 metres elsewhere.
(e) Minimum required rear yard setback	12.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 6.0 metres elsewhere.
(f) Minimum required lot area	130.0 square metres/unit for interior unit Townhouse dwellings; 220.0 square metres/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 372.0 square metres for all other uses.
(g) Maximum permitted lot coverage	70% for developments with underground parking, and 50% otherwise.

(h) Maximum permitted hard surface coverage	70% for developments with underground parking, and 60% otherwise, subject to Subsection 4.32.4.
(i) Maximum permitted building height	3 storeys; or 6 storeys by Site Plan Approval.
(j) Maximum permitted building width and depth	60.0 metres
(k) Minimum required streetwall height	2 storeys for buildings greater than 3 storeys in height; and The building height for buildings equal to or shorter than 3 storeys.
(l) Maximum permitted streetwall height	3 storeys
(m) Minimum required streetwall setback	2m for any portion of a building above the streetwall.
(n) Maximum permitted commercial ground floor area	20% of the total ground floor area

2. No streetwall setback is required for a maximum of 30% of the length of any building facing each street line.
3. Attached garages shall not front onto the street unless it provides access to an underground parking garage that does not exceed 25% of the building width along any streetline to a maximum width of 6m.
4. All street-facing facades shall provide at least one horizontal or vertical facade articulation of no less than 30 centimetres for no less than 30% of the facade area.
5. The main lobby and elevator core shall exit onto the street-front.
6. All grade-related dwelling units shall include an exterior door.
7. Parking for multi-unit buildings shall be located in the rear or side yard of the of the building.

13.6 BUILT FORM DIAGRAM

See Figure 13.1 for all built form standards in the R-5 Zone

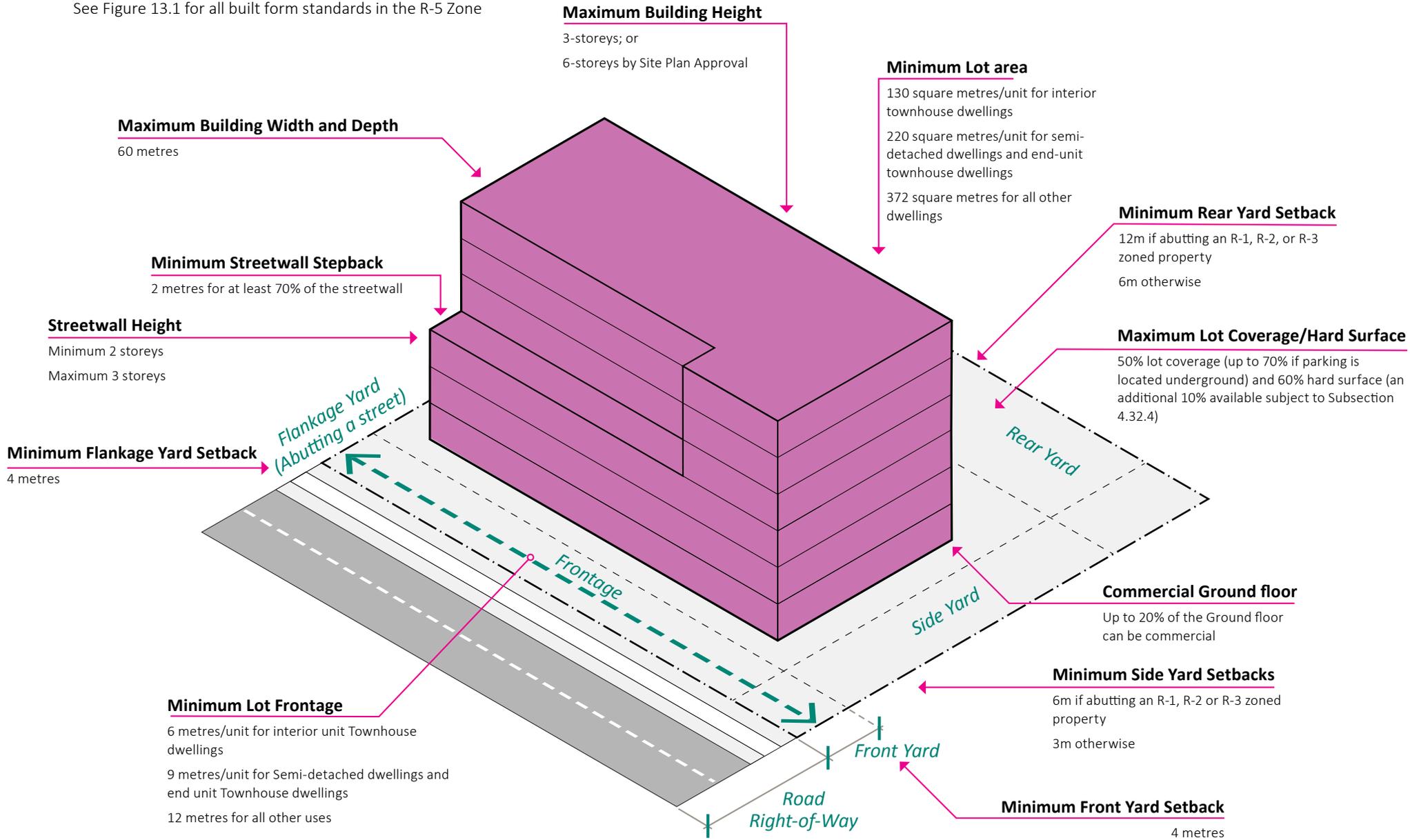


FIGURE 13.1 R-5 ZONE Built Form Standards

PART 14 Mixed Use (MU) Zone

14.1 INTENT

The MU zone is intended to support existing uses and expand a range of mixed commercial, office and medium density residential uses up to 3-storeys in height. A 4th storey may be considered by Development Agreement. Short-term rentals are permitted subject to conditions outlined in Section 4.29. Council may consider unique and site-specific developments by Development Agreement.

14.2 PERMITTED USES

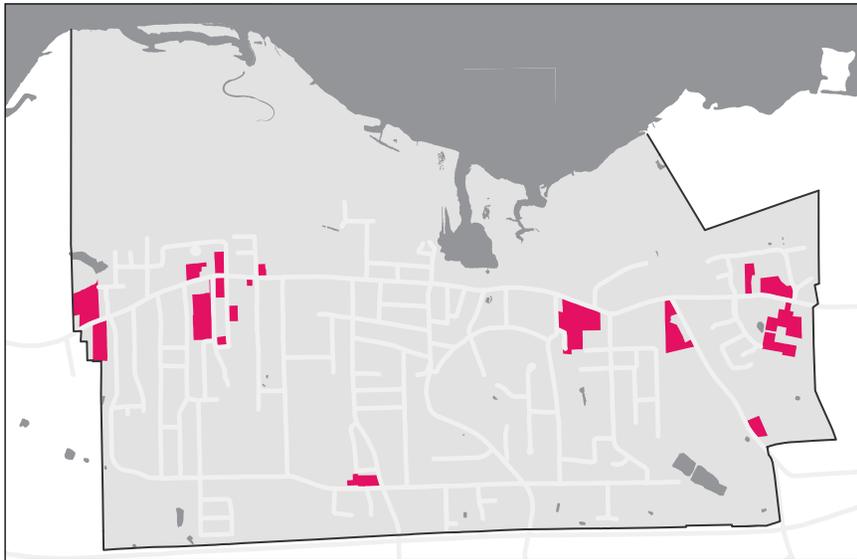
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 8.1.

14.3 RE-ZONING

Rezoning is not permitted.

14.4 AMENITY SPACE

1. 5 square metres of amenity space shall be provided for each dwelling unit (patio, balcony, rooftop deck, or landscape yard) to ensure resident comfort and privacy.
2. For buildings that exceed 24 units, a dedicated amenity room with no less than 110 square metre area shall be provided.



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

14.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the High Density Residential — Site-Specific (R-5) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	6.0 metres/unit for interior unit Townhouse dwellings; 9.0 meters/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 12.0 metres for all other uses.
(b) Minimum required front yard setback	4.0 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	6.0 metres if abutting an R-1 or R-2 zoned property; and 3.0 metres elsewhere.
(e) Minimum required rear yard setback	12.0 metres if abutting an R-1 or R-2 zoned property; and 6.0 metres elsewhere.
(f) Minimum required lot area	100.0 square metres/unit for Multi-unit dwellings; 130.0 square metres/unit for interior unit Townhouse dwellings; 220.0 square metres/unit for Semi-detached dwellings and end unit Townhouse dwellings; and 372.0 square metres for all other uses.
(g) Maximum permitted lot coverage	70% for developments with underground parking, and 50% otherwise.

(h) Maximum permitted hard surface coverage	70% for developments with underground parking, and 60% otherwise, subject to Subsection 4.32.4.
(i) Maximum permitted building height	3 storeys; or 4 storeys by Development Agreement.
(j) Maximum permitted building width and depth	60.0 metres
(k) Minimum required streetwall height	2 storeys for buildings greater than 3 storeys in height; and The building height for buildings equal to or shorter than 3 storeys.
(l) Maximum permitted streetwall height	3 storeys
(m) Minimum required streetwall setback	2m for any portion of a building above the streetwall.
(n) Maximum permitted commercial ground floor area	100% of the total ground floor area

2. No streetwall setback is required for a maximum of 30% of the length of any building facing each street line.
3. All street-facing facades shall provide at least one horizontal or vertical facade articulation of no less than 30 centimetres for no less than 30% of the facade area.
4. All grade-related dwelling units shall include an exterior door.
5. When a side or rear yard abuts a property zoned R-1 or R-2, buffering and screening requirements from Subsection 8.6.2 shall apply.

14.6 BUILT FORM DIAGRAM

See Figure 14.1 for all built form standards in the MU Zone

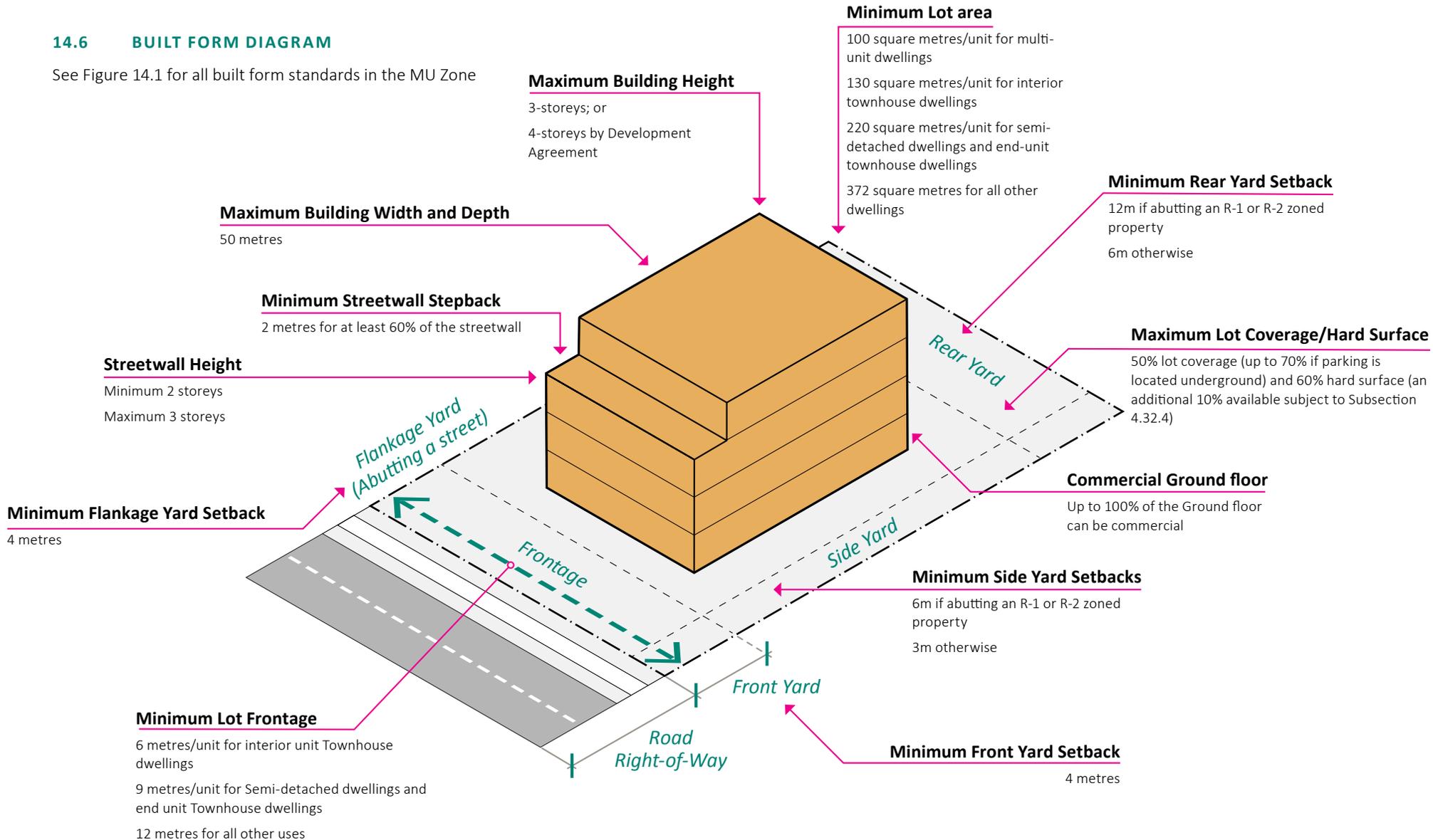


FIGURE 14.3 MU ZONE Built Form Standards

PART 15 Comprehensive Development District (CDD)

15.1 INTENT

The CDD zone is intended to enable the potential future expansion of land or other scenarios where lands may require further planning beyond the policies of the Land Use Bylaw.

15.2 USES PERMITTED AS-OF-RIGHT

Notwithstanding Table 8.1, no development permit shall be issued for any use in the CDD zone except for one or more of the following uses:

- (a) Existing agricultural uses
- (b) Areas where a Development Agreement has already been approved

15.3 USES PERMITTED BY SECONDARY PLANNING STRATEGY

1. Notwithstanding Table 8.1, only after completion of a Secondary Planning Strategy and amendment to the Land Use Bylaw may CDD areas be re-zoned.

2. Secondary Planning Strategies shall be subject to Schedule D of this bylaw.

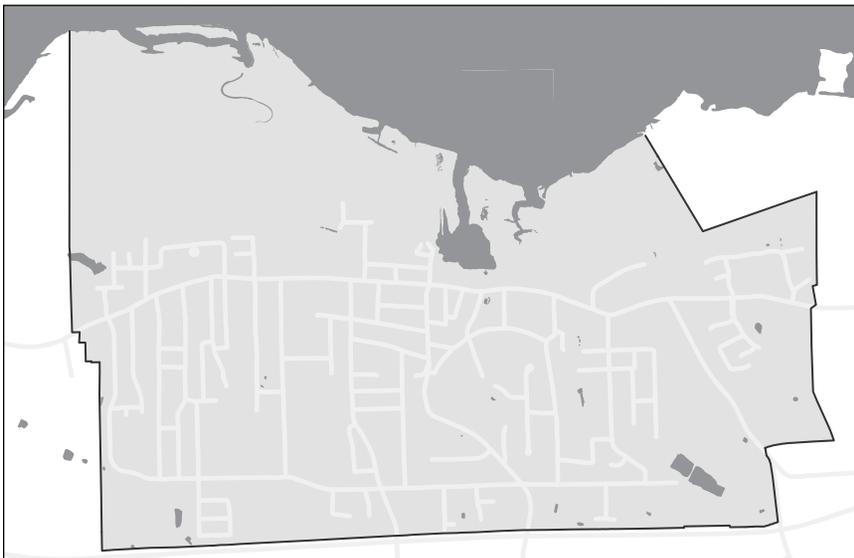
15.4 USES PERMITTED BY DEVELOPMENT AGREEMENT

Once a secondary planning strategy has been completed, new developments shall meet the following requirements:

1. Residential densities on CDD parcels shall be a minimum of 10 units per net acre.
2. 4th Storey Bonus Criteria as per Section 4.15.6 shall be utilized .

15.5 RE-ZONING

Rezoning is not permitted unless a Secondary Planning Strategy is completed.



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

PART 16 General Requirements For Downtown Zones

16.1 PERMITTED USES

1. In this bylaw any use not listed as a permitted use in a zone is prohibited in that zone unless otherwise indicated.
2. Where a permitted use within any zone is defined in this bylaw the uses permitted in the zone include any similar uses that satisfy such definition except where a definition specifically excludes any similar use.

16.2 DOWNTOWN DESIGN REQUIREMENTS

1. A development permit will not be issued for any new main building in the Downtown Design Guidelines Area as identified in Schedule C unless the proposed structure conforms generally to the urban design requirements set out in the Downtown Design Guidelines (Schedule F).

16.3 COVERED PARKING GARAGES

1. Covered parking stalls are not permitted on the frontage of any building except by Development Agreement.
2. Covered parking is permitted in the rear of the building on the groundfloor so long as the street frontage is active and not blank.
3. A 6 metre wide (maximum) parking garage entry is permitted on the groundfloor to access underground parking (Figure 16.4)
4. Where possible, parking garage entries should exit from the rear or side of a building.

TABLE 16.1 Downtown Land Use Table

APPROVAL PROCESS:

P = Permitted as-of-right

PC = Permitted with Conditions (refer to general conditions)

SP = Site Plan Approval

DA = Development Agreement

- = Not Permitted

Commercial Zones		DT
<i>Accommodations</i>		
Hostels		P
Hotels		P
Short-term Rentals		PC
<i>Educational Facilities</i>		
Daycare Facilities (over 4 persons)		P
Commercial Schools		SP
<i>Food and Beverage</i>		
Bakeries		P
Beverage Room (conversion from existing restaurant)		P
Beverage Room (New)		SP
Cafés		P
Catering Establishment (over 80 square metres)		P
Commercial Brewery or other Craft Beverage Facility (Stand Alone)		SP
Craft Beverage Facility (Accessory Use only under 500 square metres in floor area.)		P
Lounges (conversion from existing restaurant)		P
Lounges (New)		SP
Nano Brewery		P
Restaurants		P
Tasting Rooms		P
Parks and Playgrounds, Public Washrooms, Community Gardens, & Historic Sites		P

TABLE 16.2 Downtown Land Use Table

APPROVAL PROCESS:

- P = Permitted as-of-right,
- PC = Permitted with Conditions
(refer to general conditions)
- SP = Site Plan Approval
- DA = Development Agreement
- = Not Permitted

Commercial Zones		DT
<i>General Commercial</i>		
Art Galleries		P
Autobody Repair Shop (excluding Schedule A1 - Area A)		DA
Automobile Rental		SP
Automotive Service Centre (excluding Schedule A1 - Area A)		DA
Craft Workshops		P
Clubs – Private and Public		P
Existing Uses		P
Farm Markets		P
Financial Institutions		P
Institutional Uses		P
Laundromats		P
Marinas and Wharves		P
Medical Clinics		P
Nursing Homes		P
Offices & Professional Services		P
Stand Alone Parking Lots and Structures		SP
Personal Services		P
Places of Assembly		P
Retail Stores		P
Services Industries		SP
Studios		P
Taxi Stands		SP
Veterinary Clinics		P
<i>Mixed Use Commercial and Residential</i>		
Multi-unit dwellings above the groundfloor		P
Ground floor Residential Use (Schedule A1 - Area A)		PC
Ground floor Residential Use 15m from the street line		P
<i>Large Format Commercial (Schedule A1 - Area B Only)</i>		
Big Box Retail		P
Expansion of Existing Uses		P
Light Industrial Uses		SP
Manufacturing, Processing and Assembly (accessory to a main use)		SP
Warehousing or bulk storage (maximum 1,000 square metres)		SP

- Parking garage entries which cross a sidewalk must be designed for safe passage of pedestrians.

16.4 DRINKING ESTABLISHMENTS

All establishments licensed under the Nova Scotia Liquor Control Act shall be subject to the following:

- The Lounge component of the establish shall be restricted to a closing hour of 2:00 am.
- Adult entertainment shall be prohibited.
- Parking lots and driveways for the use of patrons shall be subject to the buffering provisions of this bylaw.

16.5 LANDSCAPING

- All lot areas in the DT Zone which have not been developed as buildings, parking lots or walkways shall be fully landscaped using species specially selected for the microclimatic conditions of the site including shade or sun tolerant species of grass, groundcover, shrub, vine or tree.
- Screening of fuel tanks, air conditioning systems, storage areas, solid waste areas, loading and parking areas is required. Landscape plans prepared by a qualified professional shall indicate how these areas will be screened and landscaped.
- Any DT zone property that fronts on Main Street or Front Street shall include hard surfacing (concrete, stone, pavers) fully between the building and the sidewalk to reinforce the urban conditions of Main Street.
- All landscaping shall be installed within 1 year of the issuance of an occupancy permit or a temporary occupancy permit.



FIGURE 16.3 Groundfloor frontage parking restrictions

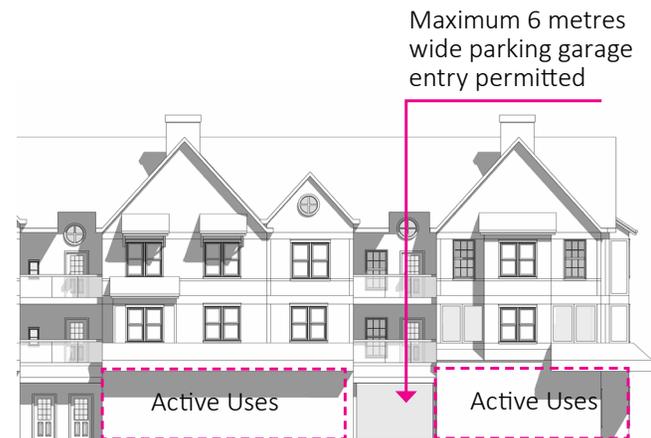


FIGURE 16.4 Parking Garage entry permitted on street frontage

16.6 SIDEWALK CAFÉ BYLAW REQUIREMENTS

1. Permitted Zone and Uses

- (a) Sidewalk cafés are only permitted in the Downtown (DT) zone
- (b) Sidewalk cafés are only permitted as an accessory use of a food and beverage establishment.
- (c) Sidewalk cafés may be used for restaurant use (including licensed restaurants) and may be used for lounge use to the extent permitted by other relevant requirements.

2. Hours of Operation

- (a) Sidewalk cafés may not be installed before May 1.
- (b) Sidewalk cafés must be removed by November 7.
- (c) A sidewalk café shall be operated for no longer than the operating hours of the principal use to which it is an accessory.
- (d) Once the Sidewalk Café is removed for the season the street, sidewalk and municipal property must be restored to its original condition (to the satisfaction of the Director of Public Works).

3. Café Dimensions and Design

- (a) Sidewalk cafés shall not extend onto the frontage of abutting property owners, except that an extension of a maximum 3.7 metres (12 feet) may be granted to each side of a sidewalk café, provided written permission has been provided by the adjacent property owner. In no case shall the total street length of a sidewalk café exceed 22 metres (72 feet).
- (b) Sidewalk cafés shall not extend beyond the edge of the existing sidewalk (inside edge of curb).
- (c) All objects must be contained within the area approved for the sidewalk café.

- (d) Any lighting of the sidewalk café shall be of a temporary nature and shall not:
 - i) interfere with a traffic signal light, traffic control sign, or traffic device;
 - ii) obstruct or interfere with the movement of motorists or pedestrians;
 - iii) produce or cause glare that is visible to motorists, pedestrians, or neighbouring premises; or
 - iv) move or appear to move.
- (e) Landscaping of the sidewalk café is encouraged; however, this should be of a temporary nature, unless otherwise approved by the Development Officer. Plant material must be contained within the designated sidewalk café area.
- (f) All umbrellas shall be located entirely within the approved sidewalk café area.
- (g) The elements of the sidewalk café, including temporary sidewalks, landscaping, fencing and furnishings, shall be designed and finished to a standard that is consistent with general appearance of the existing downtown streetscapes and buildings.
- (h) All elements shall be maintained in good repair and must be free of hazards.
- (i) The temporary sidewalk shall be constructed in such a way as not to block or otherwise interfere with the street drainage system.

4. Temporary sidewalks

- (a) The Owner must provide a temporary sidewalk in the parking area adjacent to the sidewalk café to preserve free flow of pedestrian traffic.
- (b) The temporary sidewalk required in Subsection 16.7(4) must conform with the specifications outlined below:

- i) The temporary sidewalk must be no less than 1.8 metres (6 feet) wide and no more than 2.1 metres (7 feet) wide.
- ii) The base of the temporary sidewalk must provide a smooth, level transition between the existing sidewalk and the temporary sidewalk surface. Metal thresholds are preferred.
- iii) When wooden decks are used to create the temporary sidewalk, a non-slip surface must be applied.
- iv) Street traffic shall be blocked at each edge of the temporary sidewalk in both directions by triangular shaped planters with a minimum weight of 1000kg and minimum height of 60 centimetres. The planters shall be maintained with healthy plant materials at all times through the duration of the sidewalk café.
- v) A fence or barrier must be installed along the street side of the temporary sidewalk to delineate the edge of the structure and prevent pedestrians from entering the street.
 - 1) The fence or barrier shall be between 107 centimetres (3.5 feet) and 120 centimetres (4 feet) in height.
 - 2) Fencing may provide partial visual screen but shall not be opaque. Fabric inserts or rope barriers are not permitted.
- vi) Where there are sidewalk cafés adjacent to one another, the required temporary sidewalk shall be connected in such a way to provide safe barrier-free access as approved by the traffic authority.

5. Waste, Storage and Maintenance

- (a) The sidewalk café Owner shall maintain the sidewalk café area, the temporary sidewalk area, and the immediately adjacent area, in a clean and safe condition, free of hazards at all times.
- (b) Waste receptacles and work-stations should be located along the building wall .
- (c) The Owner shall ensure any refuse originating in the café is removed from the street right-of-way.

6. Building Access

The Owner shall maintain a minimum width of 120 centimetres (4 feet) of unobstructed (barrier-free) access to the entrance of the building.

7. Utility Access

- (a) The Town of Wolfville and public utility agencies retain the right of entry to the approved Sidewalk Café area and the temporary sidewalk for the installation, maintenance and repair of pipes, cables, wires, poles, hydrants and other elements as necessary.
- (b) In the case of emergency repairs of utility infrastructure noted in Clause 16.7.7(a) above, entry may be made without notice. For scheduled work, a minimum notice of 48 hours will be given.
- (c) When access is required by the Town or a Public Utility for a purpose such as those noted in Clause 16.7.7(a) above, the owner shall remove the sidewalk café improvements and reinstall them at the Owner's expense.

8. Emergency Access

The Town of Wolfville retains the right of entry to the approved sidewalk café for emergency vehicle access.

9. Application and Approval Process

No Owner shall establish or maintain a sidewalk café without a permit granted under this bylaw.

10. Permit Fees

The Owner of a Sidewalk Café shall pay an annual permit fee as per the Fees Policy of Council.

11. Liability

- (a) The Owner of a sidewalk café must carry a minimum of \$2,000,000 liability insurance for the operation of the sidewalk café and name the Town as co-insured and must indemnify the Town of Wolfville and save it harmless from any and all claims of injury to persons or damage to property attributable in whole or in part to the existence, location and operation of a sidewalk café in the public right-of-way.

- (b) The Town of Wolfville shall be notified 30 days before the cancellation of this insurance.

12. **Variations to Sidewalk Cafés**

- (a) The Development Officer may vary the dimensional sidewalk café requirements by up to 10 percent to allow some flexibility to accommodate physical anomalies of a site, so long as the intent of the particular requirement is not compromised.
- (b) Notwithstanding Clause 16.7.12(a) above, under special circumstances, the Development Officer may vary sidewalk café requirements as approved by Council.

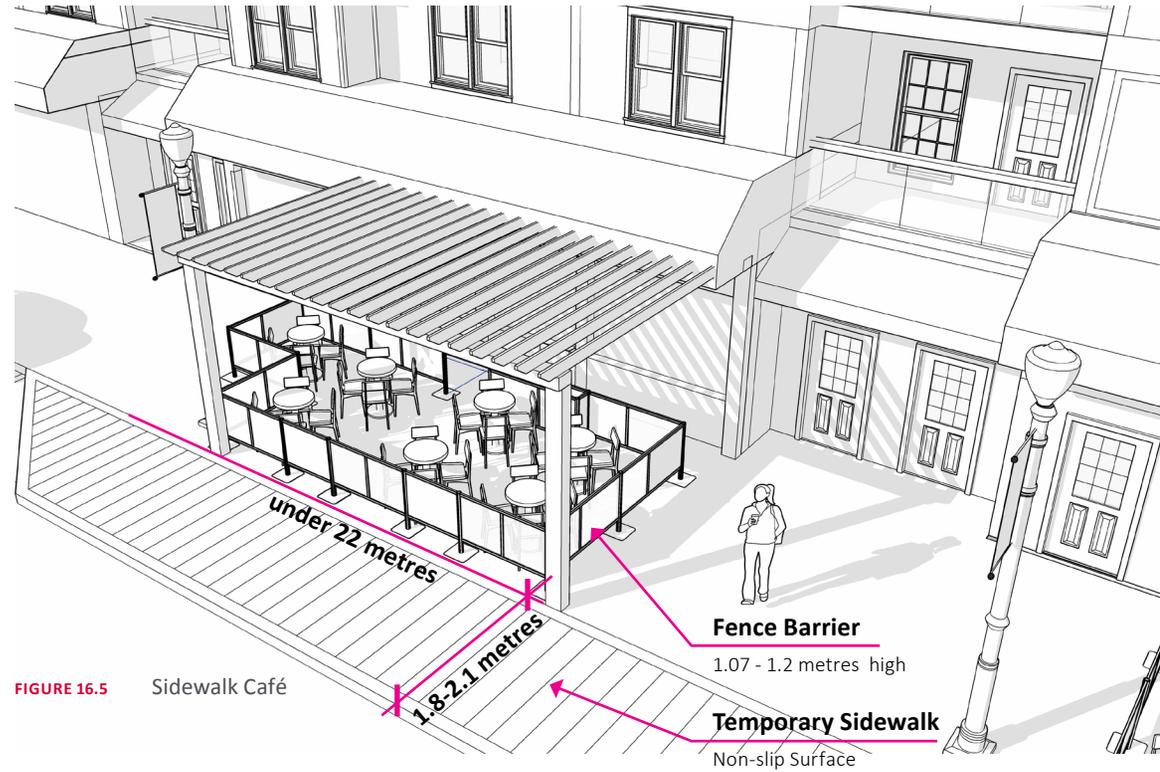


FIGURE 16.5 Sidewalk Café



PART 17 Downtown Zone (DT)

17.1 INTENT

The DT zone is intended to permit a wide range of downtown commercial uses as well as residential mixed-uses and residential-only uses. Council may consider unique and site-specific developments by Development Agreement.

17.2 PERMITTED USES

Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 15.1 and 15.2.

17.3 RE-ZONING

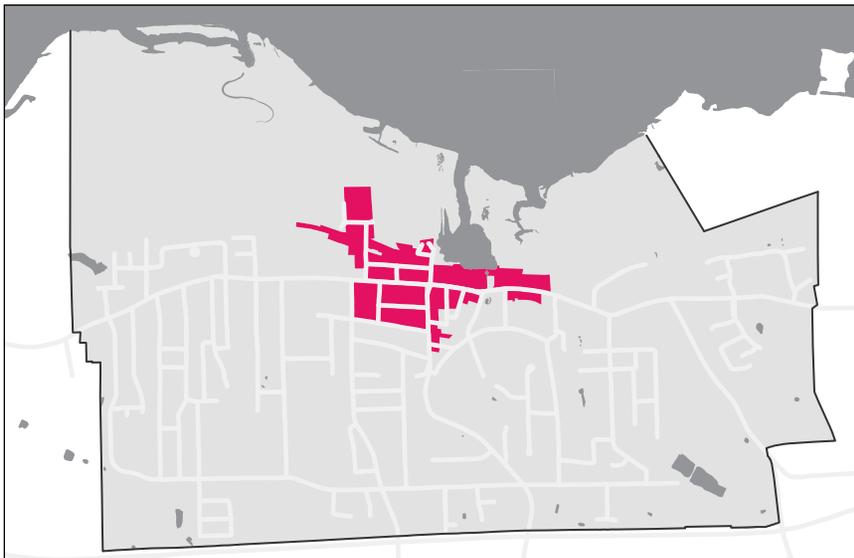
Rezoning is not permitted in the DT Zone

17.4 DOWNTOWN DESIGN REQUIREMENTS

1. A development permit will not be issued for any new main building in the Downtown Design Guidelines Area as identified in Schedule C unless the proposed structure conforms generally to the urban design requirements set out in the Downtown Design Guidelines (Schedule F).

17.5 CONDITIONAL USES (SCHEDULE A1)

1. On lands classified as "Area A" on Schedule A1, the following conditions apply:



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 14:

General Requirements for Commercial Zones

- (a) Residential only or residential groundfloor uses are permitted in Area A.
 - (b) Parking in the front yard shall not take up more than:
 - i) 70% of the front yard for townhouse dwellings; and
 - ii) 40% of the front yard for all other unit types.
 - (c) Nano breweries, tasting rooms, and other alcohol related uses are prohibited on Acadia Street.
 - (d) The Development Officer may use the Design Review Working Group for any aspect of an application.
2. On lands classified as "Area B" on Schedule A1, the following conditions apply:
- (a) Parking is permitted between the street and the building
3. On lands classified as "Area C" on Schedule A1, the following conditions apply:
- (a) Development is considered by Site Plan Approval where development meets the intent of the Municipal Planning Strategy, is reviewed by the Design Review Working Group, and is guided by the concept plans that have been developed for the Rail Line.
4. On lands classified as "Area D" on Schedule A1, the following conditions apply:
- (a) Development is considered by Development Agreement only, with attention to waterfront flood control, ongoing waterfront adaptation work, goals for adjacent public land and buildings, and subject to the terms of the Rail Line lease in force at the time of application.
 - (b) The Town shall be a partner in any private development proposed under Clause 17.5.4(a) above.
 - (c) Temporary placemaking opportunities may be required in developments proceeding by Development Agreement.

17.6 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Downtown (DT) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	8.0 metres
(b) Minimum required front yard setback	0.0 metres
(c) Maximum permitted front yard setback	6.0 metres for at least 85% of the lot frontage
(d) Minimum required flankage yard setback	0.0 metres
(e) Maximum permitted flankage yard setback	3.0 metres
(f) Minimum required side yard setback	0.0 metres if abutting a DT zoned property except for lands identified as "Area A" on Schedule A1; and 3.0 metres if abutting all other zones and lands identified as "Area A" on Schedule A1
(g) Minimum required rear yard setback	0.0 metres if abutting a DT or MU zoned property except for lands identified as "Area A" on Schedule A1; and 3.0 metres if abutting all other zones and lands identified as "Area A" on Schedule A1
(h) Minimum required lot area	185.0 square metres

(i) Maximum permitted lot coverage	For for lands identified as "Area A" on Schedule A1, Clause 14.5.1(g) applies; or 100% otherwise.
(j) Maximum permitted hard surface coverage	For for lands identified as "Area A" on Schedule A1, Clause 14.5.1(h) applies; or 100% otherwise.
(k) Maximum permitted building height	3 storeys; or 4 storeys by Site Plan Approval.
(l) Maximum permitted building width and depth	50.0 metres, except on lands identified as "Area B" on Schedule A1
(m) Minimum required streetwall height	2 storeys for buildings greater than 3 storeys in height; and The building height for buildings equal to or shorter than 3 storeys.
(n) Maximum permitted streetwall height	3 storeys
(o) Minimum required streetwall stepback	2m for any portion of a building above the streetwall.

2. No streetwall stepback is required for a maximum of 30% of the length of any building facing each street line.
3. The ground floor façade facing a street line shall consist of a minimum of 30% windows and doors on lands identified as "Area A" on Schedule A1 and 60% windows and doors on the remaining properties in the DT zone.
4. Notwithstanding Subsection 17.6.3, buildings on corner lots may reduce the ground floor window and door requirement to 30% along flankage yards.
5. Buildings on lands identified as "Area A" on Schedule A1 are not subject to subsections 16.5(1) and 16.5(2) unless more than 50% of the ground

floor is designated a commercial use.

17.7 AMENITY SPACE

1. 5 square metres of amenity space shall be provided for each dwelling unit (patio, balcony, rooftop deck, or landscape yard) to ensure resident comfort and privacy.
2. For buildings that exceed 24 units, no less than 110 square metres of indoor amenity space shall be provided.
3. The required indoor amenity space shall have no linear dimension less than 3.0 metres.
4. The required indoor amenity space shall be provided in increments of no less than 30 contiguous square metres.

17.8 BUILT FORM DIAGRAM`

See Figure 17.1 for all built form standards in the DT Zone

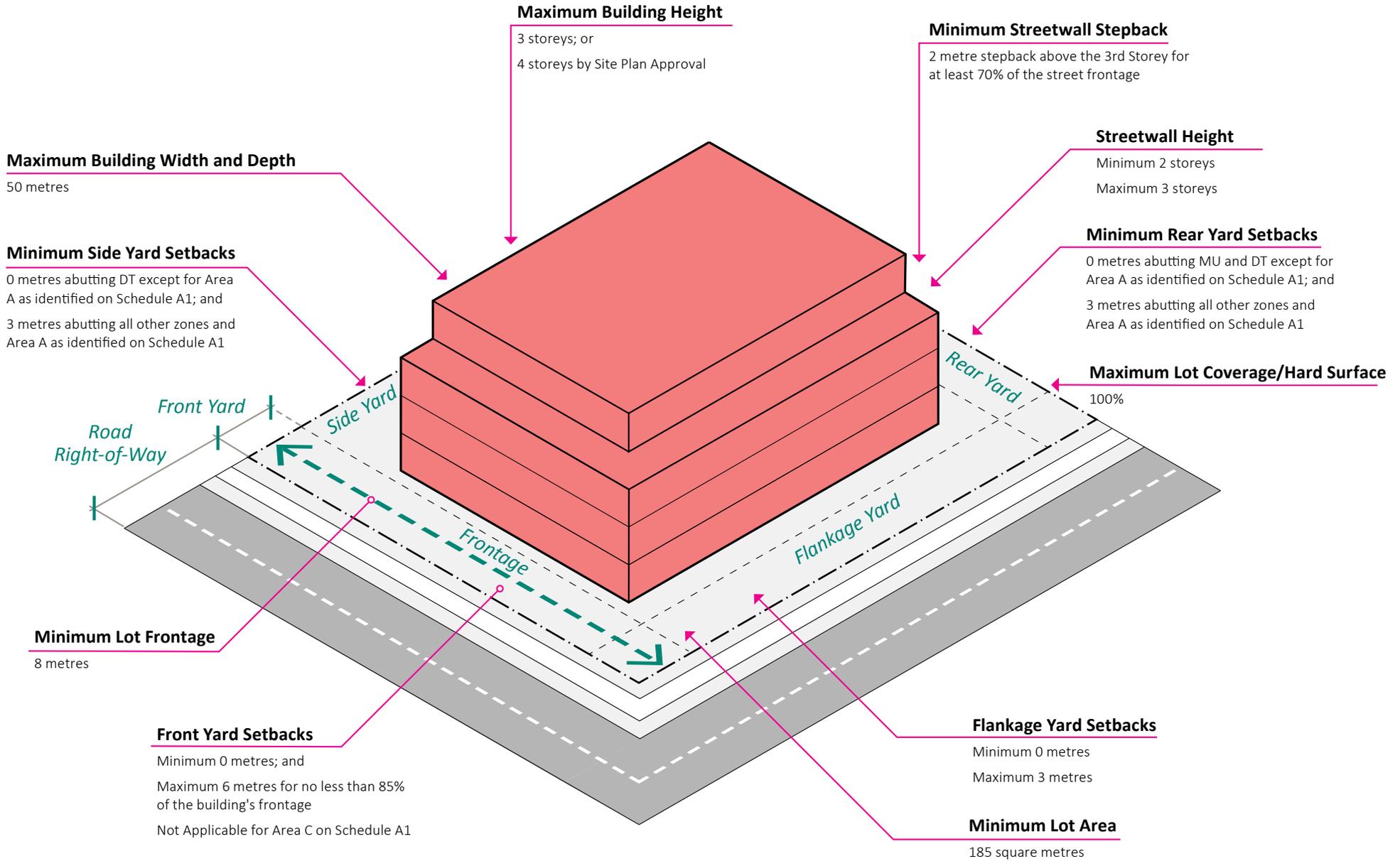


FIGURE 17.1 DT ZONE Built Form Standards

PART 18 General Requirements For Institutional, Parks & Open Space, and Agricultural Zones

18.1 PERMITTED USES

1. In this bylaw any use not listed as a permitted use in a zone is prohibited in that zone unless otherwise indicated.
2. Where a permitted use within any zone is defined in this bylaw the uses permitted in the zone include any similar uses that satisfy such definition except where a definition specifically excludes any similar use.
3. Municipal offices, buildings, and infrastructure shall be permitted in any zone.

18.2 DESIGN GUIDELINE AREAS & REGISTERED HERITAGE PROPERTIES

1. New buildings in the Design Guideline Areas shall be subject to Site Plan Approval.
2. Additions to buildings in the Design Guidelines Areas greater than 25% of the floor area shall be subject to Site Plan Approval
3. Additions to registered heritage buildings greater than 10% of the floor area shall be subject to Site Plan Approval

18.3 ABUTTING PARKING REQUIREMENTS

Where an Institutional zone abuts a neighbourhood zone, no parking shall be permitted within 3 metres of the lot line. This requirement may be reduced to 1.5 metres provided a double sided opaque wooden fence or landscape screening which provides a similar visual barrier a minimum of 1.5 metres in height is provided along the lot line.

TABLE 18.1 Institutional, Agricultural, Parks and Open Space Land Use Table

APPROVAL PROCESS:

P = Permitted as-of-right,

PC = Permitted with Conditions
(refer to general conditions)

SP = Site Plan Approval

DA = Development Agreement

- = Not Permitted

Institutional	I-1	I-2	P-1	P-2	A
Community Centres	P	-	-	-	-
Cultural Facilities	P	-	-	-	-
Daycare Facilities	P	P	-	-	-
Educational Facilities (Public)	P	-	-	-	-
Emergency Services	P	-	-	-	-
Emergency Shelters	P	-	-	-	-
Existing Uses	P	P	P	P	P
Health Centres	P	-	-	-	-
Hospitals	P	-	-	-	-
Libraries	P	-	-	-	-
Museums	P	-	-	-	-
Places of Assembly	P	P	-	-	-
Places of Worship	P	-	-	-	-
Residential Uses Accessory to Places of Worship	P	-	-	-	-

Institutional University	I-1	I-2	P-1	P-2	A
University Buildings (under 5-storeys)	-	SP	-	-	-
University Buildings (5 or more storeys)	-	DA	-	-	-
Classrooms, Laboratories and Similar Educational and Research Facilities	-	P	-	-	-
Community Gardens	-	P	P	P	-
Convention Facilities (accessory to other facilities)	-	P	-	-	-
Cultural Facilities	P	P	-	-	-
Existing Uses	P	P	P	P	P
Food service Facilities (for the primary use of students)	-	P	-	-	-
Places of Assembly	P	P	-	-	-
Place of Worship	P	P	-	-	-
Residential Uses (for the primary use of housing students and faculty)	-	P	-	-	-
Retail Shops (for the primary use of students)	-	P	-	-	-
Sport and Recreation Facilities	-	P	P	P	-
Student Services Buildings	-	P	-	-	-
University Offices	-	P	-	-	-

Agriculture	I-1	I-2	P-1	P-2	A
Agricultural Uses	-	-	-	-	P
Existing Uses	P	P	P	P	P
Structures accessory to a main agricultural use in excess of 20 square metres or 4.5 metres in height	-	-	-	-	DA
Renewable energy (excluding wind turbines)	-	-	-	-	DA

Parks and Open Space	I-1	I-2	P-1	P-2	A
Active Transportation Uses (walking trails and bicycle facilities)	-	-	P	P	P
Community Gardens	P	P	P	P	P
Community Ovens or similar use	-	-	P	P	-
Existing Uses	P	P	P	P	P
Historic Sites	P	P	P	P	P
Interpretation Centres	P	-	P	P	-
Linear Parks	-	-	P	P	-
Museums	P	-	P	-	-
Non-recreational Open Spaces	-	-	P	P	-
Occasional, incidental, temporary outdoor or indoor markets, bake sales, flea markets and vegetable and produce markets and similar uses with appropriate permissions, licensing and permits	-	-	P	P	-
Parks and Playgrounds	P	P	P	P	P
Pavilions and Bandstands	-	-	P	-	-
Public Washrooms	P	P	P	P	P
Recreational Facilities	-	-	P	P	-
Retail – Associated with Municipal Facilities	P	-	P	-	-
Sports Fields	-	P	P	P	-

PART 19 Institutional General (I-1) Zone

19.1 INTENT

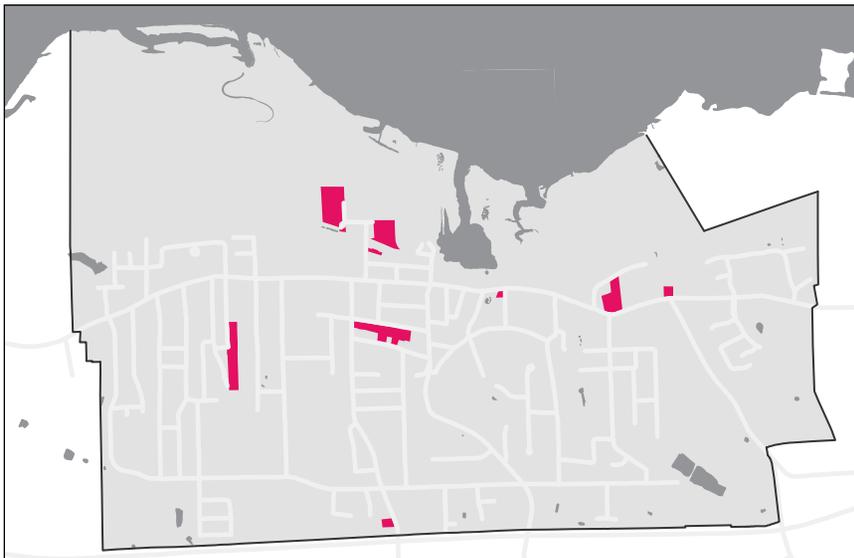
The I-1 zone is intended to permit a range of institutional uses such as churches and public government facilities. Council may consider unique and site-specific developments by Development Agreement.

19.2 PERMITTED USES

Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 18.2.

19.3 RE-ZONING

Rezoning to any other zone shall be considered subject to policy 11.4.3 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 19:
General Requirements for Institutional Zones

19.4 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Institutional General (I-1) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	18.0 metres
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	4.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 2.0 metres elsewhere.
(e) Minimum required rear yard setback	6.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 4.0 metres elsewhere.
(f) Minimum required lot area	560.0 square metres
(g) Maximum permitted lot coverage	40%, subject to Subsection 4.32.4
(h) Maximum permitted hard surface coverage	50%, subject to Subsection 4.32.4
(i) Maximum permitted building height	3 storeys; or 4 storeys by Development Agreement

19.5 BUILT FORM DIAGRAM

See Figure 19.1 for all built form standards in the I-1 Zone.

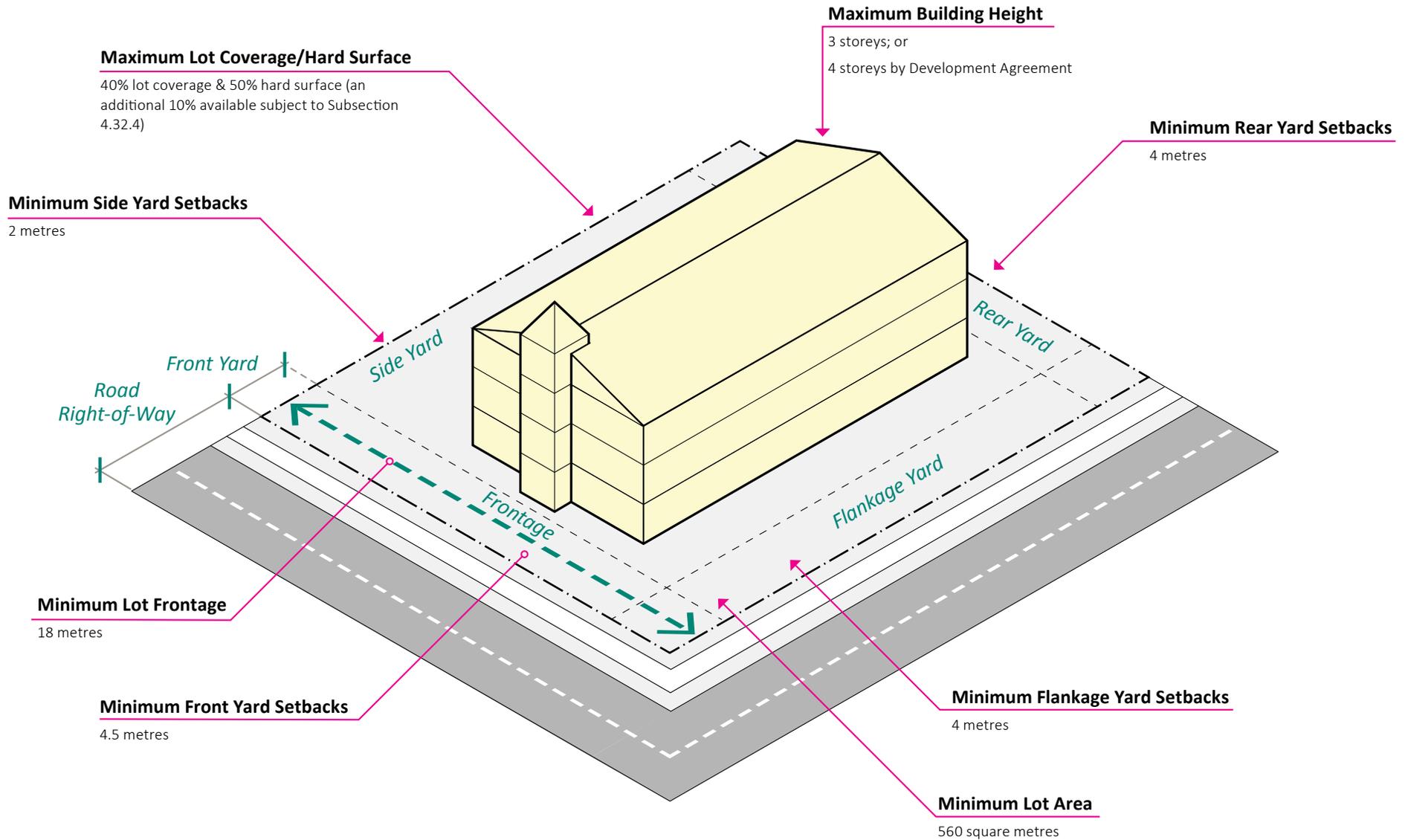


FIGURE 19.1 I-1 ZONE Built Form Standards

PART 20 Institutional University (I-2) Zone

20.1 INTENT

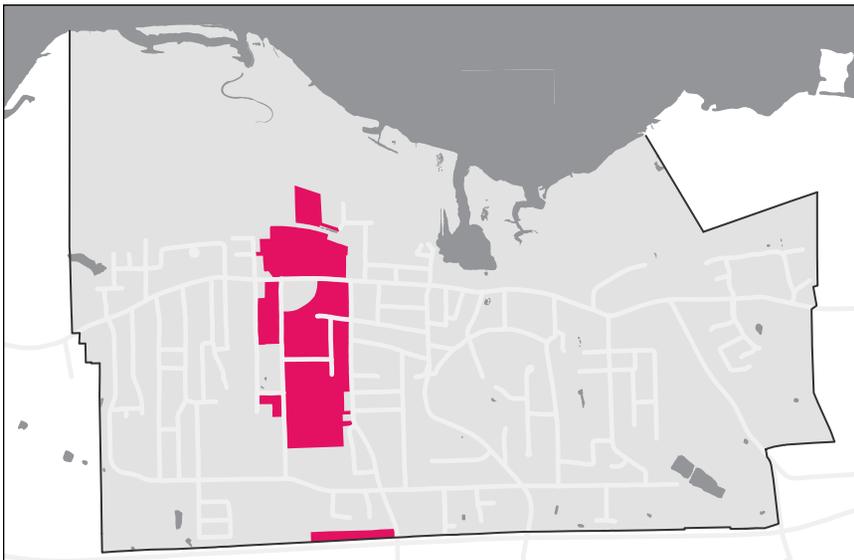
The I-2 zone is intended to permit a range of university uses such as classrooms, places of assembly, sports facilities, residential buildings for the use of students, etc. Council may consider unique and site-specific developments by Development Agreement.

20.2 PERMITTED USES

Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 18.2.

20.3 RE-ZONING

Rezoning to any other zone shall be considered subject to policy 11.4.3 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 19:

General Requirements for Institutional Zones

20.4 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Institutional University (I-2) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	N/A
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	4.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 2.0 metres elsewhere.
(e) Minimum required rear yard setback	6.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 4.0 metres elsewhere.
(f) Minimum required lot area	560.0 square metres
(g) Maximum permitted lot coverage	40%, subject to Subsection 4.32.4
(h) Maximum permitted hard surface coverage	50%, subject to Subsection 4.32.4
(i) Maximum permitted building height	3 storeys; 6 storeys by Site Plan Approval; or 8 storeys by Development Agreement for lands identified on Schedule A2.

20.5 BUILT FORM DIAGRAM

See Figure 20.1 for all built form standards in the I-2 Zone.

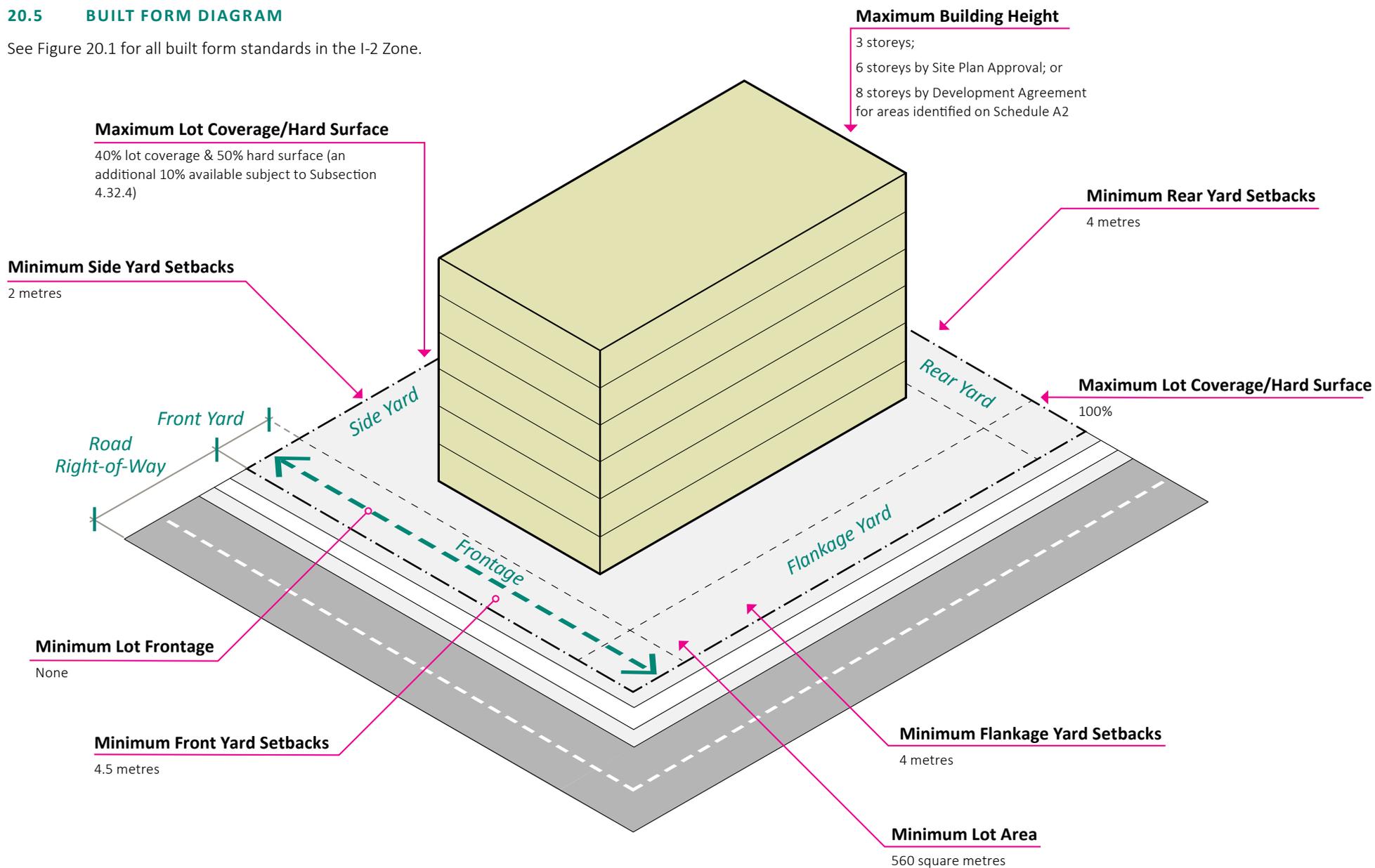


FIGURE 20.1 I-2 ZONE Built Form Standards

PART 21 Park and Open Space (P-1) Zone

21.1 INTENT

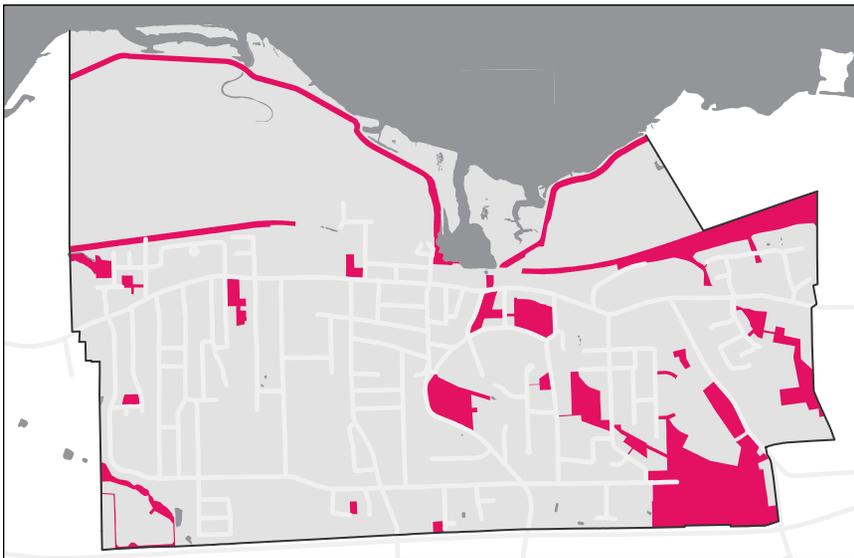
The P-1 zone is intended to permit a range of park and open space uses such as active transportation, cultural facilities, parks and playgrounds, etc.

21.2 PERMITTED USES

Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 18.2.

21.3 RE-ZONING

Rezoning to any other zone permitted within the neighbourhoods designation shall be considered subject to policy 11.4.3 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 19:

General Requirements for Institutional Zones

21.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Park and Open Space (P-1) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	N/A
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	4.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 2.0 metres elsewhere.
(e) Minimum required rear yard setback	6.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 4.0 metres elsewhere.
(f) Minimum required lot area	N/A
(g) Maximum permitted building height	3 storeys

21.4 BUILT FORM DIAGRAM

See Figure 21.1 for all built form standards in the P-1 Zone

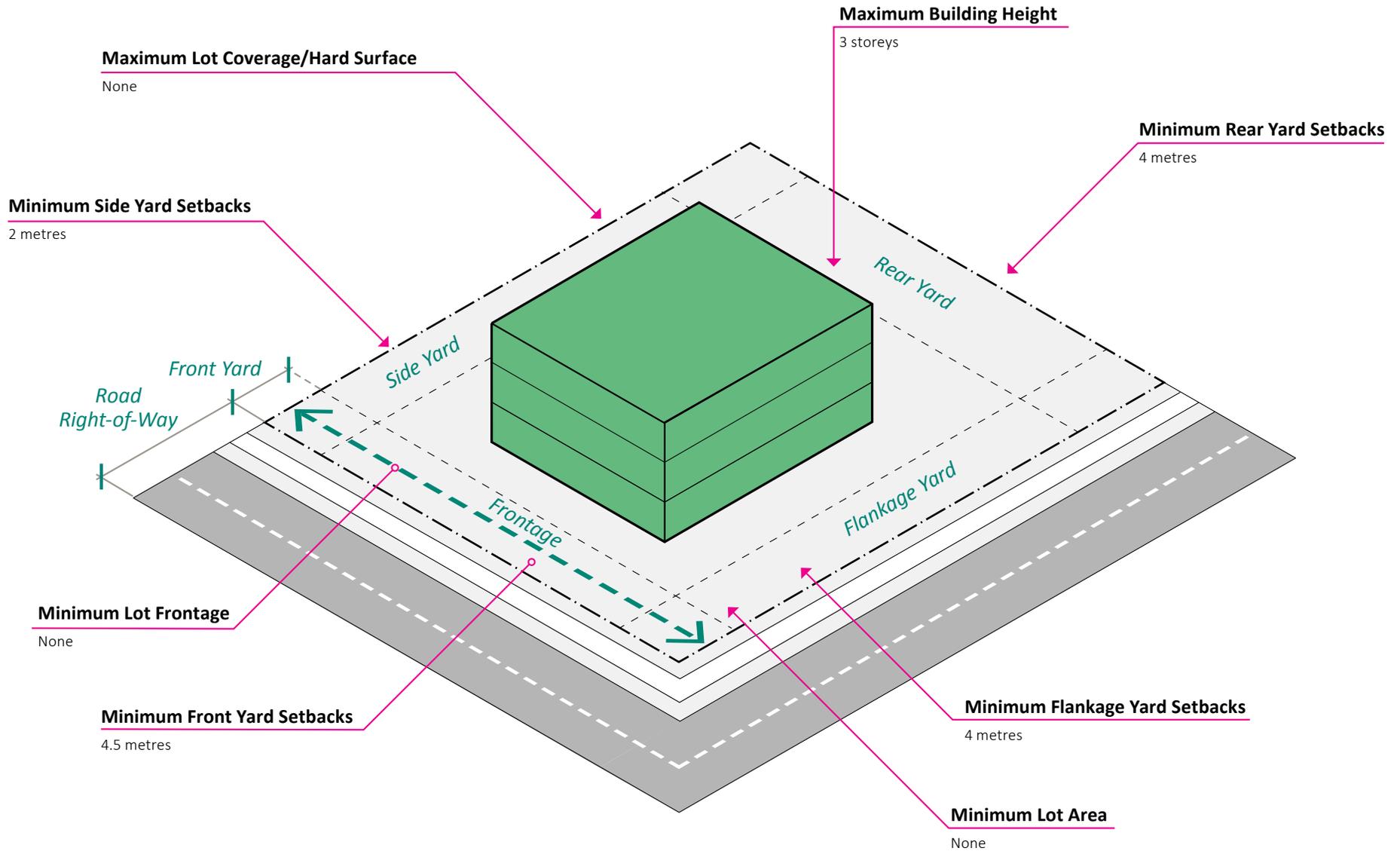


FIGURE 21.1 P-1 ZONE Built Form Standards

PART 22 University And Open Space (P-2) Zone

22.1 INTENT

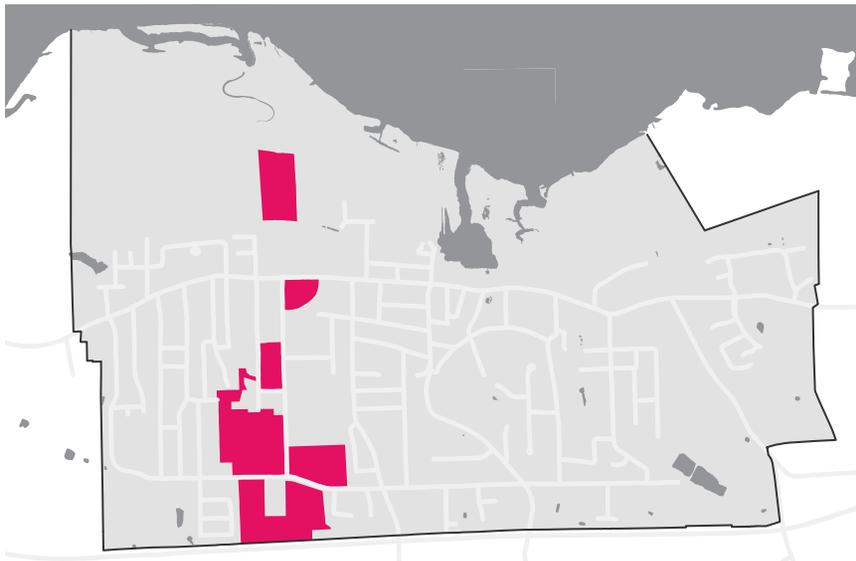
The P-2 zone is intended to permit a range of park and open space uses on green space areas owned by the University such as community gardens, sports fields, etc.

22.2 PERMITTED USES

Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 18.2.

22.3 RE-ZONING

Rezoning to the I-2 zone shall be considered subject to policy 11.4.3 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 19:

General Requirements for Institutional Zones

22.5 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the University And Open Space (P-2) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	N/A
(b) Minimum required front yard setback	4.5 metres
(c) Minimum required flankage yard setback	4.0 metres
(d) Minimum required side yard setback	4.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 2.0 metres elsewhere.
(e) Minimum required rear yard setback	6.0 metres if abutting an R-1, R-2, or R-3 zoned property; and 4.0 metres elsewhere.
(f) Minimum required lot area	N/A
(g) Maximum permitted building height	4 storeys

22.4 BUILT FORM DIAGRAM

See Figure 22.1 for all built form standards in the P-2 Zone

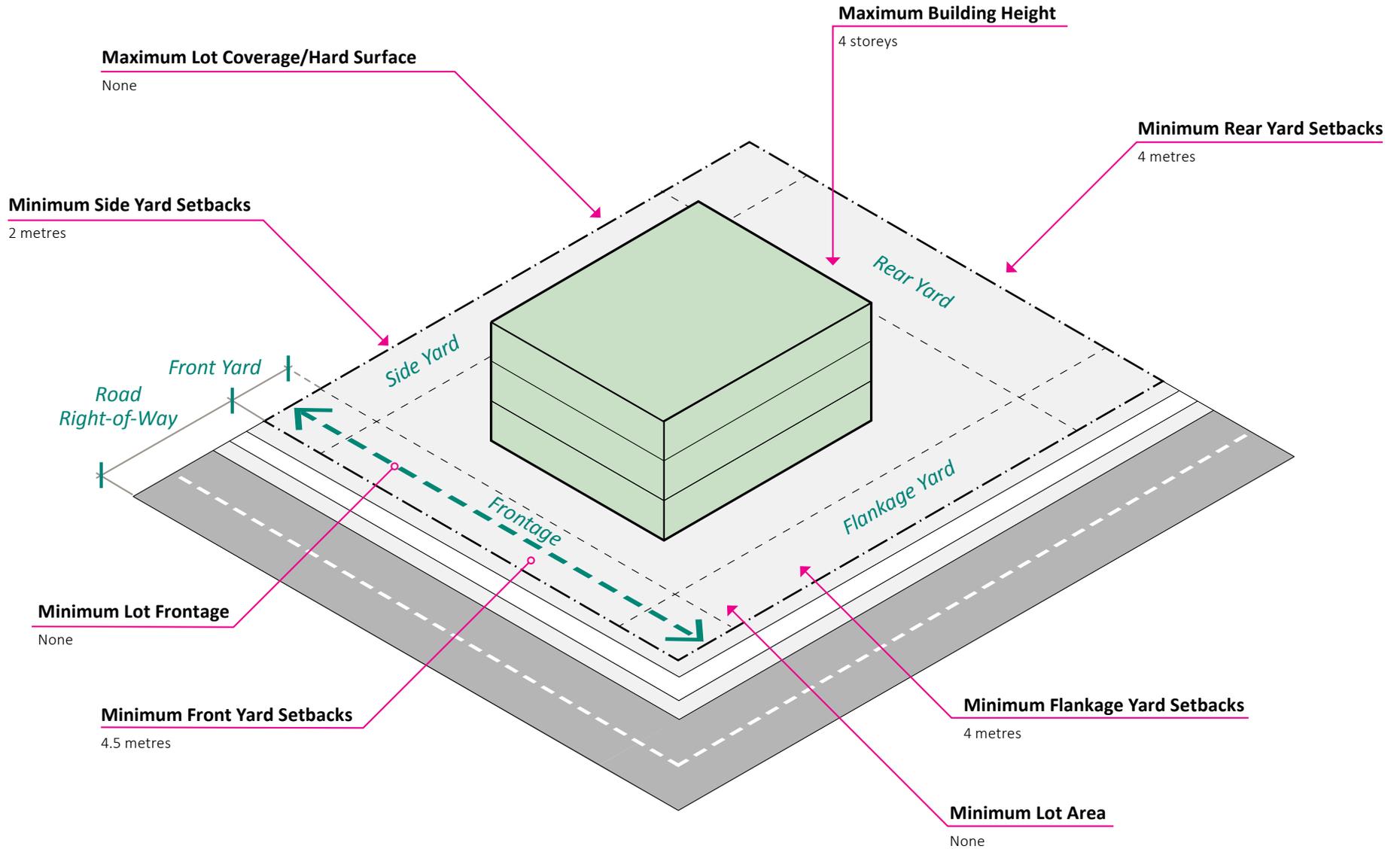


FIGURE 22.1 P-2 ZONE Built Form Standards

PART 23 Agriculture (A) Zone

23.1 INTENT

The A zone is intended to permit agricultural uses only. Small scale accessory buildings may also be considered.

23.2 PERMITTED USES

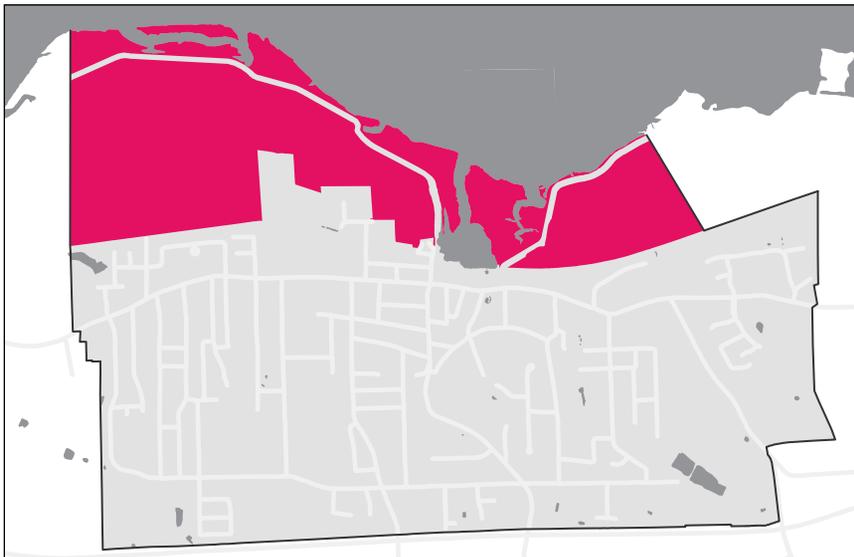
Uses permitted as-of-right, via Site Plan Approval, and via Development Agreement are shown in Table 18.2.

23.3 RE-ZONING

Rezoning is not permitted.

23.4 SPECIAL REQUIREMENTS

1. Development within the Agricultural designation also requires the permission of either the Bishop/Beckwith Marsh Body or the Grand Pre Marsh Body whichever marshbody has jurisdiction according to the Marsh Body Act.
2. No livestock operations shall be located within 300 metres of an abutting zone.



Other Provisions Apply

Part 4:

General Requirements for All Zones

Part 5:

Development Constraints

Part 6:

Parking & Loading Requirements

Part 7:

General Requirements for Signs

Part 19:

General Requirements for Institutional Zones

23.6 BUILT FORM REQUIREMENTS

1. Except as otherwise permitted by this bylaw, no development permit shall be issued for a site in the Agriculture (A) Zone unless the following requirements are met:

Requirement	Standard
(a) Minimum required frontage	N/A
(b) Minimum required front yard setback	10.0 metres
(c) Minimum required flankage yard setback	10.0 metres
(d) Minimum required side yard setback	10.0 metres
(e) Minimum required rear yard setback	10.0 metres
(f) Minimum required lot area	4,000.0 square metres
(g) Maximum permitted building height	2 storeys

23.5 BUILT FORM DIAGRAM

See Figure 23.1 for all built form standards in the A Zone

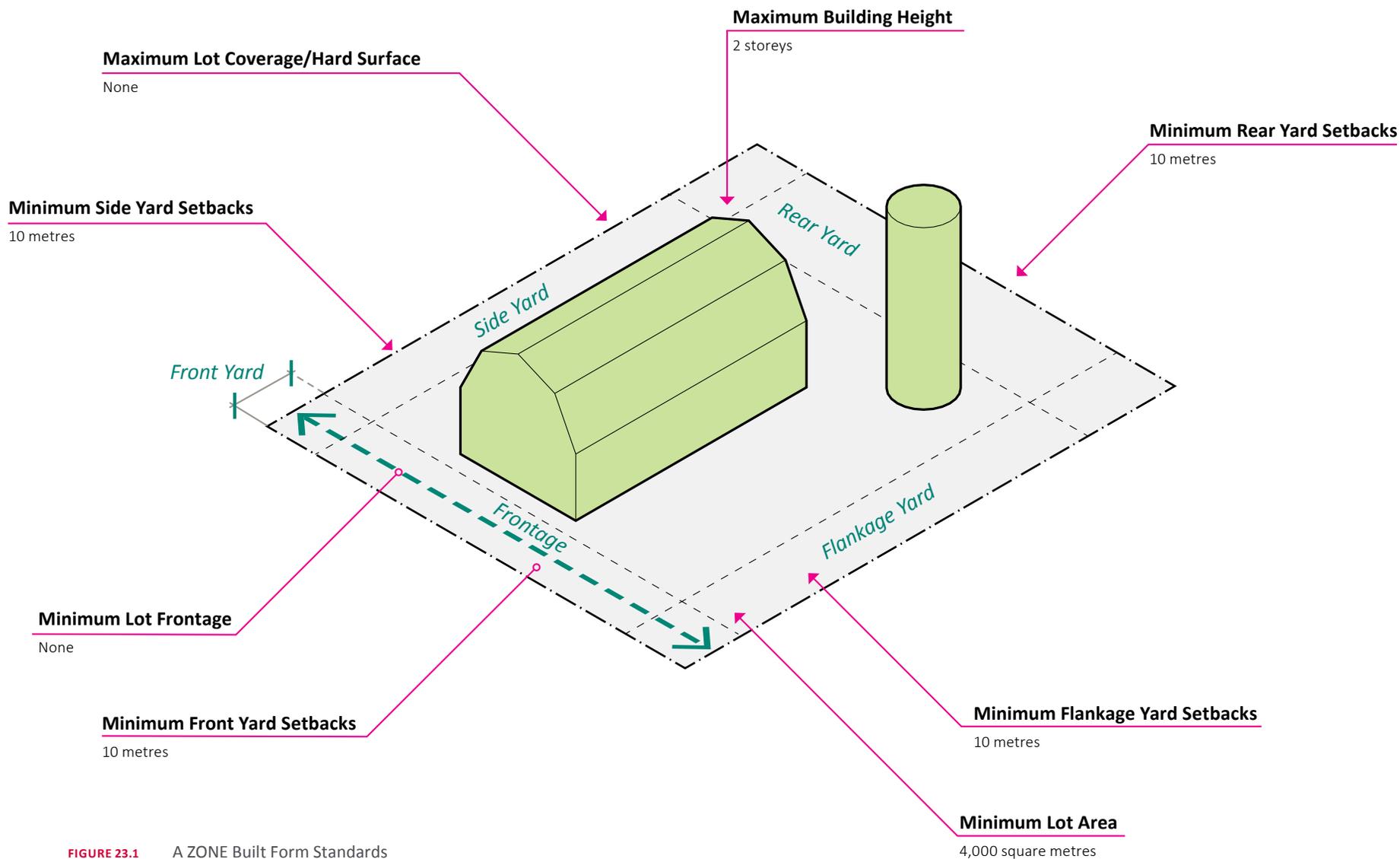


FIGURE 23.1 A ZONE Built Form Standards

PART 24 DEFINITIONS

For the purpose of this bylaw, all words shall carry their customary meaning except for those defined hereafter:

Abut means where properties or lots share a common lot line or a common point along a lot line.

Accessory Building or Structure means a building or structure that is separated from the main building or structure on a lot, and is normally incidental, subordinate, and exclusively devoted to a permitted accessory use. Accessory Buildings or Structures shall be on the same lot as the main building, but do not include buildings or structures attached to the main building, or a building located completely underground.

Accessory Use means the use of land or a building or portion thereof, customarily incidental and subordinate to the principal use of the land or building and located on the same lot. e.g., coffee roasting is an accessory use to the permitted retail sale of coffee beans.

Accommodations means a building or part thereof in which rooms are regularly provided for compensation for use by the travelling public for gain or profit and is not used as a dwelling for the owner and/or members of the owner's family. Hotels, Inns, Motels and Cottages are examples of Accommodations; however, Accommodations shall not include a multi-unit dwelling, a bed & breakfast, a boarding, rooming or lodging house, an apartment building, or a residential care facility.

Adult Entertainment means any form of entertainment or services of which a principal feature or characteristic is the nudity or partial nudity of any person. For the purposes of this definition "partial nudity" shall mean less than completely covered or opaquely covered: human genitals or human

pubic region; human buttocks; or female breast below a point immediately above the top of the areola.

Agricultural Use means the utilizing of land, a building or structures to raise crops or animals or fowl and includes the harbouring or keeping of any one or more of the following livestock regardless of its stage of development: horse, pony, pig, cow, bull, goose, duck, hen, rooster, sheep, goat, or similar livestock.

Alter means any change in the structural component or facade of a building, or any increase or decrease in the volume of a building or structure.

Ambulance Facility means a building or part of a building used to house ambulance vehicles and may include one residential dwelling unit for exclusive use by the ambulance attendants while they are on duty.

Amenity Space means an area capable of being used for active or passive recreation and enjoyment of the occupants of a residential development. The Amenity Space may include landscaped areas, patios, private amenity areas, verandas, balconies, communal lounges, swimming pools, play areas and similar uses, but does not include any area occupied at grade by a building's service area, parking lots, aisles or access driveways.

Applicant means any person, incorporated body, partnership or other legal entity which undertakes a development.

Architect means a practicing architect who is a member of the The Nova Scotia Association of Architects (NSAA).

Attached Building means a building complete in and of itself, which depends upon a division wall or walls that is (are) above

established grade shared in common with an adjacent building or buildings for structural support and complete enclosure.

Autobody Repair Shop means a building used for the repair of body work, detailing and painting of automobile bodies.

Automobile Rental Establishment means a property or part of a property used for the rental of automobiles and the storage of automobiles for that purpose and does not include automobile sales or leasing establishments.

Automobile Service Station means a building or a clearly defined space on a lot used for the sale of lubricating oils and gasoline and may include the sale of automobile accessories, space for the repair of automobiles and a car wash facility.

Bakery means an establishment which produces and /or sells baked goods from an oven.

Basement (or Cellar) means that portion of the foundation system partially or wholly below grade level and which provides storage, utility, or living space.

Building means any structure, whether temporary or permanent, used or capable of use for the shelter, accommodation, and enclosure of persons, animals, material, or equipment.

Building Area means the greatest horizontal area of a building above grade within the outside surface of exterior walls and the centre line of firewalls.

Building Line means any line regulating the position of a building or structure on a lot.

Build-to Plane means the vertical plane that extends upward three storeys from a line drawn parallel to the street at the

established front yard setback or extending to both the front and flanking yard setbacks if on a corner lot. <INSERT FIGURE>

Bulk Chemical Storage means the storage of chemicals, including organic compounds, herbicides, fertilizers, and pesticides for use on or off-site, but excluding materials in packages or containers intended for retail sale to the public and materials to support research and teaching activities.

Bulk Fuel Storage means the storage of petroleum or hydrogen fuels or solvents for use on or off-site, but excluding materials in packages or containers intended for retail sale to the public, fuels used for on-site space heating, and on-site fuelling of vehicles.

Bulk Mineral Storage means the storage of salt or other similar de-icing agents, sand, gravel, gypsum, or other similar materials for use on or off-site, but excluding materials in packages or containers intended for retail sale to the public or use by a public authority.

Business Premise means a building or an area within a building, separate or independent from any other portion of the building, occupied by a person for the purposes of transacting business including the provision of institutional services and the provision of accommodations for the travelling public.

Café means an establishment primarily serving coffee or tea and may also serve light meals, sandwiches and/or desserts.

Carport means an open-ended automobile shelter by the side of a building.

Catering Establishment means a building where food is prepared for distribution and consumption outside the

premises and does not include a Restaurant, Café, or Drive Through Facility.

Club (Including Commercial, Private or Service Clubs) means a building or part of a building used as a meeting place and activity centre for members of an organization.

Cluster or Clustering means a site-planning technique that concentrates buildings and structures in specific areas on a lot, site, or parcel to allow the remaining land to be used for recreation, open space, and /or preservation of features and/or structures with environmental, historical, cultural, or other significance. The techniques used to concentrate buildings may include, but shall not be limited to, reduction in lot areas, setback requirements, and/or bulk requirements, with the resultant open space being devoted by deed restrictions for one or more uses.

Cluster Residential Development means a land development project for more than two residential use buildings on the same lot in which the site planning technique of clustering dwelling units is employed.

Commercial Brewery means a brewery or cidery engaged in the production of more than 15,000 hectolitres per year of beer or other related beverages where the primary business function is to sell packaged product to the Nova Scotia Liquor Commission and thence to the general public through retail liquor stores or for export.

Commercial Distillery means a distillery engaged in the production of more than 75,000 litres per year of liquor and spirits, other than wine or beer, where the product is blended or bottled for sale to the Nova Scotia Liquor Commission and

thence to the general public through retail liquor stores or for export.

Commercial School means a school conducted for gain, and includes, but is not limited to, a secretarial school, language school, or driving school, but does not include a public school.

Commercial Motor Vehicle means any motor vehicle which is used for a business activity and which has as its main purpose financial gain and includes taxis, ambulance, trucks, tractors, tractor trailers, buses, delivery vehicles, and oil trucks, which has three or more axels.

Community Centre means a facility used for recreational, social, educational and/or cultural activities.

Community Garden means an area of land where volunteers develop, manage and operate a small-scale garden that may contain vegetables, fruit, herbs, flowers, native and ornamental plants. A Community Garden shall not be operated as a commercial garden. Produce grown within a Community Garden is intended for the personal use and consumption of the individual(s) working the Community Garden. No vehicle, equipment, building or structure of any sort, including an arbour or other such supporting structure, is permitted within 1.5 metres of a public street.

Convenience Store means a building or part of a building which is used as a store that serves the primary needs of the adjacent neighbourhood and includes the sale of a limited line of groceries, confectionery items, magazines, and a snack bar provided that any eating facility is within a wholly enclosed building.

Corner Vision Triangle means that part of a corner lot adjacent to the intersection of the exterior lot lines measured

from such intersection a distance of 5 metres along each such lot line and joining such points with a straight line. The triangular shaped land between the intersecting lines and the straight line joining the points the required distance along the street lines shall be known as the “corner vision triangle”.

Council means the Town Council of the Town of Wolfville.

Craft Beverage Facility means a place where craft beer, cider, and spirits are produced and may include the following:

- **Microbrewery** means a craft brewery or cidery engaged in the production and packaging of less than 15,000 hectolitres per year of specialty or craft beer, ale, cider or other related beverages.
- **Microdistillery** means a craft distillery engaged in the production and packaging of less than 75,000 litres per year of liquor and spirits, other than beer or wine.
- **Nanobrewery** means a craft brewery or cidery engaged in the production and packaging of less than 2,000 hectolitres per year of specialty or craft beer, ale, cider or other related beverages.

Craft Products means products made by hand or small custom production processes including but not limited to potters, pewterers, goldsmiths, silversmiths, jewellers, toymakers, leatherworkers, upholsterers, woodworkers, furniture makers, musical instrument makers, clothing designers and makers, shoemakers, antique refinishers, glass or stained glass workers, sailmakers, small distilleries, and similar skilled craftspeople.

Cultural Facility means a building or part of a building that documents and interprets the social and religious structures,

and the intellectual and artistic manifestations that characterize a society, including archives, libraries, museums, galleries, theatres, studios, botanical and zoological gardens of a natural, artistic, historic, educational, or cultural interest.

Daycare Facility means a place where four or more persons are cared for on a temporary daily basis without overnight accommodation but does not include a school.

Developer means any person, incorporated body, partnership or other legal entity which undertakes a development.

Development means any erection, construction, alteration, replacement, or relocation of or addition to any structure and any change or alteration in the use of land, buildings or structures.

Development Agreement means an agreement made between the Town and an applicant pursuant to the provisions of the Municipal Government Act.

Development Officer means the person or persons appointed by Town Council to administer the Land Use Bylaw.

Development Permit means the permit issued by the Development Officer certifying that a proposed development complies with the provisions of the Land Use Bylaw.

Distillery A place where alcoholic spirits are made by distilling fermented ingredients. The use may also include tasting, retail sales, or tours related to the products made on-site.

Drive Through Facility means a business which provides automobile line up space, and which enables transactions to be conducted with a client while the client remains within an automobile. This includes Drive Through Restaurants.

Dwelling means a building or a portion thereof, used or intended to be used for residential occupancy. A Dwelling shall not include a recreational vehicle or travel trailer.

Dwelling, Grade-Related Unit means a dwelling unit within a multi-unit dwelling use that is accessible by pedestrians from a private entrance that fronts and faces a streetline.

Dwelling, Multi-unit means a building consisting of at least three dwelling units within a single structure which share facilities such as amenity areas, parking and driveways.

Dwelling, Single-detached means a detached building used or intended to be used as a single dwelling unit.

Dwelling, Townhouse means a vertically divided building consisting of three or more dwelling units where each unit has its own dedicated exterior entrance and where each unit is designed to exist independently if subdivided.

- **End Unit Townhouse** means a townhouse dwelling unit located at either end of a row of three (3) or more townhouse dwelling units, having one (1) exterior side wall with no abutting townhouse dwelling unit on that side, and sharing a common party wall with only one (1) adjoining townhouse dwelling unit.
- **Interior Unit Townhouse** means a townhouse dwelling unit within a row of three (3) or more townhouse dwelling units that has townhouse dwelling units abutting on both sides, with no exterior side wall other than the front and rear walls.

Dwelling, Two Unit means a building containing two dwelling units.

Dwelling, Two Unit (Duplex) means a horizontally divided building consisting of two dwelling units.

Dwelling, Two Unit (Semi-detached) means a vertically divided building consisting of two dwelling units sharing a common wall where each unit has its own dedicated exterior entrance and where each unit is designed to exist independently if subdivided.

Dwelling Unit means living quarters within a dwelling that are accessible from a private entrance, either from outside the building or from a common area within the building, that are occupied or, if unoccupied, are reasonably fit for occupancy, that contain kitchen facilities within the unit, and that have toilet facilities within the unit for the exclusive use of the occupants.

Dwelling Unit, Accessory - Internal means an independent dwelling unit built within the structure of an existing dwelling unit.

Dwelling Unit, Accessory - Detached means a detached building used or intended to be used as a single dwelling unit in an accessory building.

Educational Facilities means any building or part of a building designated for learning or instruction, including public, private and commercial schools, daycares and nursery schools, colleges, and universities. Educational uses may include classrooms, laboratories, or research facilities.

Emergency Services means any building or part of a building that houses an organization whose purpose is to provide police, ambulance, firefighting, or search and rescue services. These uses may also include, but are not limited to, the storage of emergency vehicles until they are dispatched,

overnight accommodations for personnel directly related to the use, and associated training facilities.

Erect means to build, construct, reconstruct, alter or relocate, and without limiting the generality of the foregoing, shall include any preliminary physical operation such as excavating, grading, piling, cribbing, filling, or draining, and structurally altering any existing building or structure by an addition, deletion, enlargement, or extension.

Established Grade means, with reference to a building, the elevation of the finished grade of the ground where it meets the exterior of such building and when used with reference to a structure shall mean the average elevation of the finished grade of the ground immediately surrounding such structures, exclusive in both cases of any artificial embankment; and when used with reference to a street, road, or highway means the elevation of the street, road, or highway established by the Town or other designated authority.

Existing means existing as of the effective date of the bylaw, unless otherwise noted.

External Staircase means a stair, stairway, or stair structure, including any associated landings, platforms, guards, or supports, that is located outside the exterior wall of a building and is constructed or installed to provide primary access to an upper storey of a building, whether attached to or detached from the building, and includes a stair that provides direct access to a separate entrance serving an upper-floor dwelling unit.

EV Ready: A parking space supplied with conduit and electrical capacity to a designated electrical panel capable of

supporting a minimum 120-volt (Level 1) charging circuit for future installation of an EV charging outlet.

Farm Animal means horses, cattle, sheep, goats, swine, fowl, mink or fox.

Farm Market means a building or part of a building in which farm produce; crafts and/or baked goods make up the major portion of items offered for sale.

Financial Institution means any chartered bank, trust company, credit union, or similar business.

Flood Plain means the area of land adjoining a river, stream, or ocean which has been or may be hereafter covered by flood water and shall include land subject to flooding by tidal action.

Flood Tolerant means remedial measures undertaken to reduce flood risk on buildings in the flood plain area.

Floor Area means the aggregate surface area of a building or defined space, as follows:

- **Commercial Floor Area** means the total usable floor area within a building used for commercial purposes, but excludes washrooms, furnace and utility rooms, and common areas between stores.
- **Dwelling Floor Area** means the aggregate floor area of all floors contained within the outside walls of a dwelling, excluding any private garage, porch veranda, sunroom; unfinished attic, basement or cellar, or other room not habitable at all seasons of the year.
- **Total Floor Area** means the aggregate area of all dwelling or commercial floor areas or other floor areas contained within the exterior wall of a building.

Grading means the alteration of land levels, including the addition or removal of topsoil or other material of any kind;

Green Roof means a roof consisting of vegetation and soil planted over a waterproofing membrane. (Canada Green Building Council).

Ground Floor means the lower most storey of a building which has more than one half of its height above the average finished grade level adjacent to the exterior walls of the building.

Hard Surface means any surface on a lot that is impervious to water (70% or greater run-off) and includes a building, asphalt paving, concrete paving, brick paving, and compacted granular surfaces.

Health Centre means a building used for the treatment of persons afflicted with or suffering from sickness, disease, or injury; and administrative offices for health care agencies and individuals.

Height means the vertical distance of a building between the streetline grade and one of the following:

- The highest point of the roof surface or the parapet, whichever is the greater, of a flat roof;
- The decline of a mansard roof; or
- The mean level between eaves and ridges on a gabled, hip, gambrel, or other type of pitched roof.
- Exemptions from these Height Requirements are contained in Section XX.

Home based business means the accessory use of a dwelling for gainful employment involving the production, sale, or provision of goods and services on a small scale.

Home Occupation – Restricted means a room or rooms in a Dwelling Unit used for the operation of a business, where a maximum of one client may be on the premises simultaneously, without signage, and in which no employees, other than the resident, are employed.

Hospital means a building used for the treatment of persons afflicted with or suffering from sickness, disease, or injury.

Hostel means an establishment providing transient, overnight accommodations, typically characterized by low cost, shared use of a self-service kitchen, common areas, sleeping rooms, and bathroom facilities.

Hotel means a building or establishment which provides accommodation for the travelling public for financial remuneration and may include other facilities such as meeting rooms, restaurants and entertainment facilities.

Household means one or more persons living together as a single non-profit, independent housekeeping unit, sharing all areas of the Dwelling Unit.

Innovative Development means a development type that does not meet the zone requirements for as-of-right or Site Plan Approval permissions but is still consistent with the overall intent of the municipal planning strategy and may be considered by Development Agreement.

Institutional Use means a non-profit, religious, or public use, such as a religious building, library, public or private school, hospital, or government owned or operated building, structure, or land used for public purpose.

Interpretation Centre means an establishment, building or structure, where knowledge of historical, cultural, or natural heritage, most often of local or regional significance, is disseminated or conveyed to visitors and residents.

Interpretive Display means an outdoor structure, exhibit or display where knowledge of historical, cultural or natural heritage, most often of local or regional significance, is conveyed to visitors and residents.

Landscape Architect means a person who is a member in good standing in the Atlantic Provinces Association of Landscape Architects (APALA);

Landscaping means any combination of living plants, such as trees, shrubs, vines, ground covers, flowers, or grass; natural features such as rock, stone, bark chips or shavings; and structural features, including but not limited to fountains, reflecting pools, outdoor art work, retaining walls under X in height, screening walls, fences, or benches; which are designed to enhance the visual amenity of a property or screen any objectionable features which may detrimentally affect adjacent land.

Laundromat means a business that provides home-type washing, drying and/or ironing machines for hire to be used by customers on the premises.

Level 1 Charging uses a standard 120v outlet for charging electric vehicles.

Level 2 charging is defined by SAE International's J1772 standard and includes:

- **Charge Method:** AC Level 2
- **Nominal Supply Voltage (V):** 208V to 240V AC, single phase

- **Maximum Current (Amps-continuous):** Equal to or less than 80A The amperage rating for EV circuits required by most Level 2 EVSE is 40A, although this may differ depending on the particular system design.

Light Industrial Use means the use of a building or part thereof for research and development facilities; small scale processing and fabrication operations; or small-scale light manufacturing operations.

Limited Commercial Use means a convenience store, laundromat, farm market or small-scale commercial use aimed at a local neighbourhood clientele.

Limited Institutional Use means the small scale use of land, or building by an incorporated body or society for promoting a particular purpose or for providing a service, including private schools, daycare facilities, medical clinics, places of worship, nursing homes, private non-profit clubs, and residential care facilities for five to ten persons.

Livestock Operation means a structure for the keeping and rearing of farm animals for agricultural uses.

Loading Space means a vacant area of land provided and maintained upon the same lot or lots upon which the principal use is located which is suitable for the temporary parking of at least one commercial motor vehicle while merchandise or materials are being loaded or unloaded from such vehicles and which is not upon or partly upon any street or highway.

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

- **Corner Lot** means a lot situated at the intersection of and abutting on two or more streets.

- **Flag Lot** means a lot situated at the rear of another lot having normal street frontage and depending on a narrow strip of land which is part of the lot, for access to a street.
- **Interior Lot** means a lot situated between two lots and having access to one street.
- **Through Lot** means a lot bounded on two opposite sides by streets or highway provided, however, that if any lot qualifies as being both a corner lot and a through lot as herein before defined, such lot shall be deemed a corner lot for the purpose of the bylaw.

Lot Area means the total horizontal area within the lot lines of a lot.

Lot Coverage means the percentage of the building area to the lot area.

Lot Depth means the horizontal distance between the front and rear lot lines. Where these lot lines are not parallel, the lot depth shall be the length of a line joining the midpoints of the front and rear lot lines.

Lot Frontage means the horizontal distance between the side lot lines. Where the side lot lines are not parallel, the Lot Frontage shall be measured perpendicularly to the line joining the middle of the front lot line with either the middle of the rear lot line or the apex of the triangle formed by the side lot lines and at a point therein equal in distance to the minimum applicable front yard. In the case of a corner lot with a corner vision triangle, the exterior lot lines (street lines) shall be deemed to extend to their hypothetical point of intersection for the purpose of calculating the frontage. <INSERT FIGURE>

Lot Line means the boundary line of a lot.

- **Front Lot Line** means the line dividing the lot from the street; in the case of a corner lot, either boundary line abutting the street may be deemed the front lot line providing it meets the frontage requirements of the bylaw for the proposed use; in the case of a through lot, either boundary dividing the lot from the street shall be deemed to be the front lot line; in the case of a lot that does not abut a street, the front lot line is wherever a registered access easement crosses a lot line
- **Flankage Lot Line** means any line dividing the lot from the street that is not a front lot line.
- **Rear Lot Line** means the lot line farthest from or opposite to the front lot line, and which is not a flankage lot line.
- **Side Lot Line** means a lot line other than a front, flankage, or rear lot line.

Lounge means a premise that is licensed under the Nova Scotia Liquor Control Act as a lounge but does not include a billiards club licensed as a lounge under the Nova Scotia Liquor Control Act.

Low Impact Development means the definition provided in the Town of Wolfville Stormwater Management Design Guidelines.

Main Building means that building on a lot wherein the principal use of that lot is carried out.

Main Wall means the exterior front, side, or rear wall of a building and all structural members essential to the support of a fully or partially enclosed space or roof.

Medical Clinic means a building used wholly for the medical, dental, surgical, or therapeutic treatment of human beings and includes pharmacies, medical equipment suppliers, health care offices and other professional and commercial uses related to medical care but does not include a hospital.

Mixed-use Neighbourhoods means neighbourhoods that contain a variety of land uses and services.

Neighbourhood Commercial Use means a small-scale commercial development inside an existing building designed to serve the immediate surrounding residential areas, featuring small storefronts, buildings located close to the street, and smaller scale than larger commercial properties in the Downtown area.

Non-Commercial School means a public or private academic, religious, or philanthropic school not conducted for monetary gain.

Nova Scotia Land Surveyor means a registered or licensed member, in good standing, of the Association of Nova Scotia Land Surveyors.

Nursing Home means a building wherein nursing care, room and board are provided to individuals incapacitated in some manner for medical reasons but does not include a hospital.

Nursing Home Bed means a bed space within a Nursing Home intended and available for the accommodation and care of one (1) resident, together with the resident's proportional share of common areas and accessory service spaces customarily provided in a nursing home. For the purpose of this bylaw, three (3) Nursing Home Beds shall be deemed equivalent to one (1) Dwelling Unit when determining permitted uses, density, or unit counts on a lot.

Obnoxious Use means a use which, from its nature or operation, creates a nuisance or is offensive by reason of noise or vibration or the emission of gas, fumes, dust, oil or objectionable odour or by reason of the unsightly storage of goods, wares, merchandise, salvage, refuse, waste, or other material.

Office (Business, Professional or Government) means a room or rooms where business may be transacted a service performed or consultation given, including but not limited to physicians, surgeons, dentists, lawyers, architects, engineers, accountants, real estate agents, insurance agents, massage therapists, photographers, optometrists, chiropractors, eye specialists and similar uses, and may include retail sales or dispensing of goods associated with and incidental to the main use.

Outdoor Wood Furnace / Water Stove means any individual furnace designed to burn untreated wood and wood products and used for the purpose of heating liquid or air where the furnace is located outside the structure into which the hot water or air is produced or piped.

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 land or a building,
- (b) In the 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
- (c) Mortgagee in possession or a person having the care or control of the land or building,

- (d) A person who occupies shores, beaches or shoals, and
- (e) In the absence of proof to the contrary, the person assessed for the property;

Park means an open area devoted to passive recreational uses or conservation uses and may include ornamental gardens and lawns, botanical gardens, outdoor furniture, accessory structures, children’s playgrounds, and on-site parking areas which support park uses.

Parking Lot or Area means an open area, other than a street, containing parking spaces for multiple motor vehicles, available for public use or as an accommodation for clients, customers or residents and which has access to a street or highway by means of driveways, aisles or manoeuvring areas where no parking or storage of motor vehicles is permitted.

Parking Space means an area use for the for the temporary parking or storage of motor vehicles of not less than 15.13 square metres and measuring 2.75 metres by 5.5 metres.

Pavilion means a building or temporary structure used as a shelter in a park or large garden that is usually open and ornamental and may include a tent.

Personal Office means a room or rooms in a Dwelling Unit used for the operation of a business, where a maximum of one client may be on the premises simultaneously, without signage, and in which no employees, other than the resident, are employed.

Personal Service Shop means a building or part of a building in which persons are employed in furnishing services and otherwise administering to the individual and personal needs of persons, and includes but is not limited to barber shops, hairdressing shops, shoe repair, tanning salons, aesthetician

shops and electrolysis shops but excludes any manufacturing or fabrication of goods for sale.

Place of Assembly means a building or facility where people congregate for deliberation, entertainment, cultural, recreation or similar purposes, including but not limited to auditoriums, places of worship, clubs, halls, meeting halls, community facilities, open spaces, restaurants, galleries, and recreational fields, courts or facilities.

Place of Entertainment means a wholly enclosed building or facility where people assemble in order to engage in passive or active activities for the sake of being entertained. These uses may include but are not limited to cinemas/movie theatres, bowling alleys, arcades, billiards or pool halls, laser tag, etc. but exclude Adult Entertainment Uses and Lounges.

Place of Worship means a building used for religious worship, study, and instruction, including but not limited to churches, monasteries, mosques, synagogues, temples, etc. A place of worship may also include an auditorium, hall, daycare facility or nursery operated by the place of worship.

Professional Engineer means a registered or licensed member in good standing of the Association of Professional Engineers of Nova Scotia;

Post Office means an institution which organizes and handles the delivery of mail, possibly with associated retail.

Public Authority means His Majesty The King in the Right of Canada or the Province of Nova Scotia, the Town, or anybody authorized by any or all of the above.

Public Façade means that part of the exterior of a structure which can be seen from public property including but not limited to public streets.

Public Park means a park owned or operated by a Public Authority.

Qualified Professional means a person who is authorized to practice in Nova Scotia within their field of expertise and who is in good standing with their applicable regulatory body, including, without limitation, a Registered Architect, a Professional Engineer, and a Licenses Professional Planner, and includes any other person who, in the opinion of the Town, possesses the training, qualifications, and experience necessary to prepare, sign, and seal the required plans, reports, or studies for the purposes of this bylaw.

Recreational Facility means a facility, either publicly or privately owned, that is designed and equipped to support sport, leisure, and recreational activities, including but not limited to: Arenas, Community Centres, Curling Rinks, Gyms and Fitness Centres, Skate Parks, Spas, Sports Fields, Swimming Pools, Tennis Courts, and other similar uses.

Recreational Uses means the public or private use of land for parks, playgrounds, tennis courts, lawn bowling greens, indoor and outdoor skating rinks, athletic fields, golf courses, picnic areas, swimming pools, day camps, community centres, and other similar uses, together with necessary and accessory buildings and structures, but not including a track for the racing of animals or any form of motorized vehicles.

Repair Shop means any building or part thereof used for the repair of household articles including but not limited to radio, television, and appliance repair shops, plumbing repair shops, electrical repair shops, furniture repair shops, shoe repair shops and not including industrial or manufacturing, motor vehicle repair shops or auto body repair shops.

Residential Care Facility means a single-unit dwelling in which accommodation is provided for persons who receive nursing and/or personal care and related supervision, and which is operated as a supportive residential living arrangement with a resident manager. For the purposes of this By-law, a Residential Care Facility shall provide nursing and/or personal care to no more than four (4) persons.

Restaurant means a building or part thereof where food and drink are prepared and served to the public for consumption within the building or attached outdoor patio or for takeout.

Retail Store means a building or part thereof in which goods, wares, merchandise, substances, articles or things are offered or kept for sale to the public.

Setback means a required distance to a specified lot line or a transportation reserve boundary from an exterior wall of a building or a use at, above, or below grade.

Secondary Containment means surrounding one or more primary storage containers to collect any hazardous material spillage in the event of loss of integrity or container failure.

Service Industries include a printing establishment, a laundry or cleaning establishment, a paint shop, plumbing shop, sheet metal shop and similar uses.

Short-term Rental means the rental of a dwelling unit or part thereof for overnight stay to the travelling public for a period of 28 days or less and includes a bed and breakfast or similar use.

Sidewalk Café means a group of tables and chairs, and other accessories belonging to an Owner, situated and maintained upon a public sidewalk for the use and consumption of food

and beverages sold to the public, from or in, the Owner's adjoining indoor food and beverage establishment.

Sign means any letter, marks, symbols, or pictorials placed on a structure, and includes the structure on which the letter, marks, symbols, or pictorials are placed.

- **Canopy / Awning Sign** means any sign attached to or forming part of a canopy or awning.
- **Combined Sign** means a ground sign or a facial wall sign which refers to more than one business premise.
- **Fascia Wall Sign** means a sign attached to or erected against a wall of a building, with the face horizontally parallel to the building wall and with no space between the back of the sign face and the building wall.
- **Ground Sign** means a sign erected on a free-standing frame, mast or pole and not attached to any building with a maximum of two sides used for copy area.
- **Illuminated Sign** means any sign which emanates light through transparent or translucent material from a light source within the sign and includes a neon light sign but does not include a sign placed on a lighted awning.
- **Portable Sign** means a ground sign no greater than 0.56 square metres (6ft²) in area which is not permanently affixed to or in the ground, including sandwich board signs.
- **Projecting Sign** means a sign, other than a facial wall sign, which is attached to and projects from a structure or building face.
- **Off Premises Sign** means a sign that is related to a business premise that is not located on the building or lot on which the sign is placed.

- **Reader Board Sign** means a sign designed with removable letters, marks, symbols, or pictorials or any combination of these to allow for periodic revisions of the sign message, but does not include:
 - » Signs used by theatres, art galleries, arenas, churches or similar premises, for the purpose of identifying a program or event that will take place at the premise.
 - » Signs used by a farm market to denote availability of seasonal products.

Sign Area means the area of the smallest triangle, rectangle, circle or semi-circle which can wholly enclose the display area of one (1) side of the sign but not including any portion of the support structure. For canopies and awnings, sign area is considered to be the area of the smallest triangle, rectangle or circle or semi-circle which can wholly enclose the surface area of the elements which convey information.

Single Room Occupancy means a housing type wherein one or two people are housed in single rooms, wherein tenants typically share bathrooms and a kitchen in a single unit dwelling.

Sleeping Area means the aggregate area within a dwelling unit of all bedrooms measured from the inside walls of each bedroom and shall include the area of closets within bedrooms, but shall not include hallways, bathrooms or linen closets associated with the bedrooms.

Site Specific means rules or permissions that apply only to one particular property, rather than to all properties in the same zone.

Stepback means a horizontal recess that breaks the vertical plane of an exterior wall on a building

Storey means that portion of a building which is situated between the top of any floor and the top of the floor next above it, excluding a mezzanine or loft, and if there is no floor above it, that portion between the top of such floor and the ceiling above it.

Street or Road means the whole and entire right-of-way of every highway or road vested in the Province of Nova Scotia or the Town of Wolfville.

Street Intersection means the area embraced with the prolongation or connection of the lateral boundary lines of two or more streets which join one another at an angle, whether or not street crosses the other.

Street Line means the boundary line of a street (including sidewalks).

Streetline Grade means the elevation of the finished surface of the curb, sidewalk, or roadway at the streetline, as established by the Municipality. Where no grade has been established, the streetline grade shall be determined by the Engineer or Development Officer.

Streetwall means the wall of a building, or the portion of a wall of a building, that:

- (a) faces the street line or a transportation reserve, and is located below the height of a specified stepback; or
- (b) where no specified stepback is required, the streetwall is the wall facing the streetline or a transportation reserve.

Streetwall Stepback means the required setback of the portion of a building above a streetwall, measured from the face of the streetwall.

Structure means anything that is erected, built or constructed of parts joined together or any such erection fixed to or

supported by the soil or by any other structure. A structure shall include buildings, walls, and signs as well as fences exceeding 2 metres in height.

Studio means a building or part thereof used for the study, or instruction of any fine or commercial art including photography, music, visual arts, and commercial design or the sale of craft products.

Swimming Pool means an artificial body of water outside a building, excluding ponds, having more than 10 square metres of surface area that is designed or intended to be used for swimming purposes and contains or is capable of containing a water depth of more than 60 centimetres.

Theatre means a building or part of a building used for showing motion pictures or live dramatic performances and shall include an open-air theatre.

Town means the Town of Wolfville.

Unique means having distinct characteristics, circumstances, or conditions that differentiate a property, use, or development from others, and that may justify special consideration or site-specific regulation within this bylaw.

Use means the purpose for which any land, building or structure is utilized, and also means the purpose for which any land, building or structure is designed, arranged, or intended, or the purpose for which any land, building or structure is occupied or maintained.

Utility Equipment Building means a building containing any public or private utility system, works, plant, and equipment including but not limited to sewage pumping stations and telephone switching stations.

Veterinary Clinic means a building or part of a building used for the medical, surgical or therapeutic treatment of animals.

Warehouse means a building where wares or goods are stored but shall not include a retail store.

Waste Bin means a building used to store solid waste or resource materials for a period of time until they are collected for disposal.

Watercourse means every river, stream, lake, creek, pond, spring, lagoon, swamp, marsh, wetland, ravine, gulch, or other natural body of water within the jurisdiction of the Province.

Workshop means a building or part of a building where craft products are produced and where craft instruction may be offered.

Yard means an open, uncovered space on a lot adjacent to a building or structure. In determining yard measurements, the minimum horizontal distance from the respective lot lines shall be used and for greater certainty:

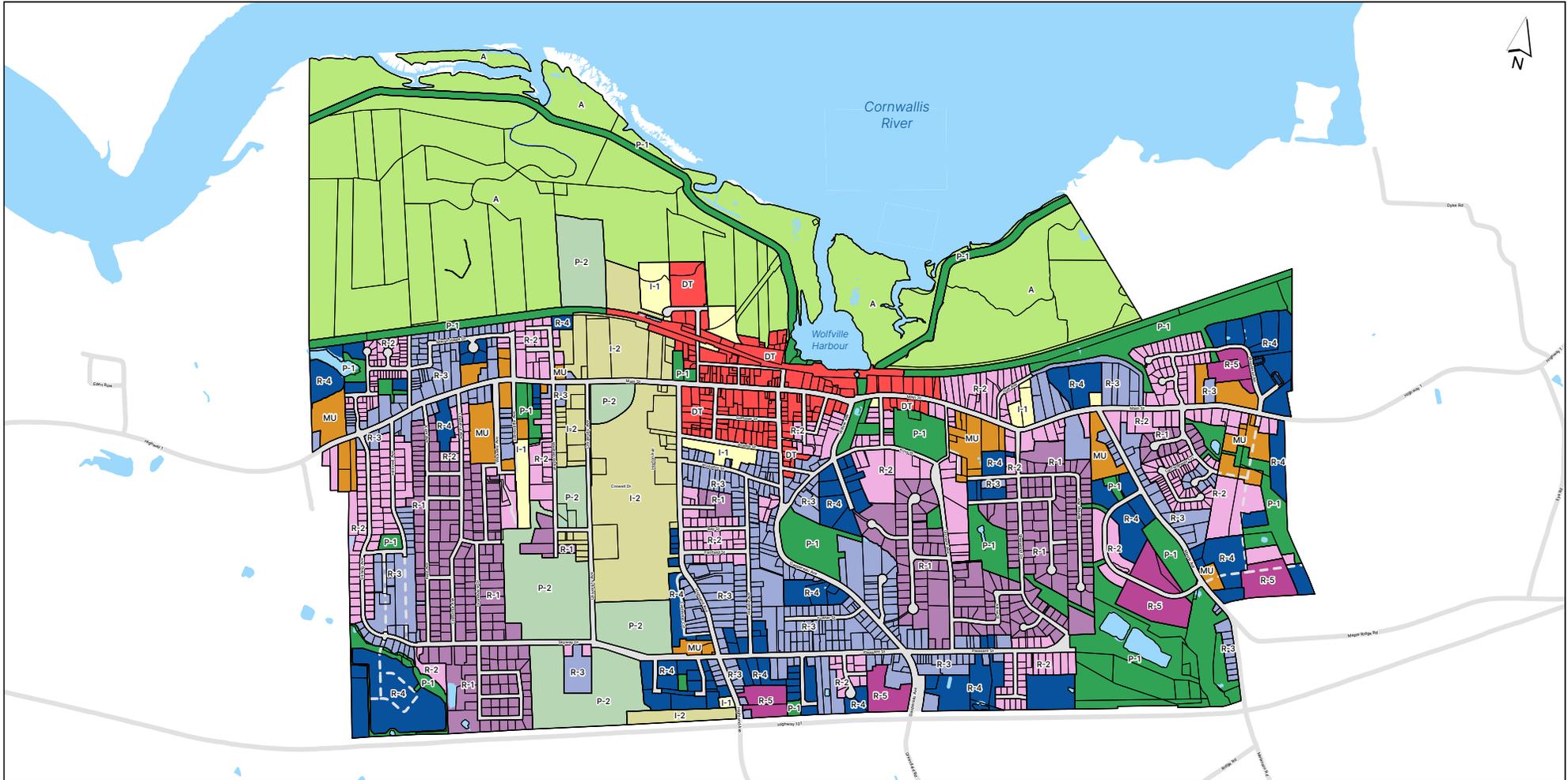
- **Flankage Yard** means the side yard of a corner lot which side yard extends from the front yard to the rear yard between the flankage lot line and the nearest main wall of any structure. Minimum flankage yards means the smallest allowable distance a flankage yard can be measured.
- **Front Yard** means a yard extending across the full width of a lot between the front lot line and the nearest wall of any building or structure on the lot. Minimum front yard means the smallest allowable distance a front yard can be measured.
- **Rear Yard** means a yard extending across the full width of a lot between the rear lot line and the nearest wall of any main buildings or structure on the lot. Minimum rear yard means the smallest allowable distance a rear yard can be measured.

- **Side Yard** means a yard extending from the front yard to the rear yard of a lot between the side lot line and nearest wall of any building or structure on the lot. Minimum side yard means the smallest allowable distance a side yard can be measured.

Zone means a specific area of land shown on Schedule “A” of this bylaw and more particularly referred to in Part 3 of this bylaw.

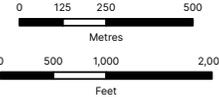
Schedule A:

LAND USE ZONING MAP



The Town of Wolfville Schedule A Land Use Zoning Map

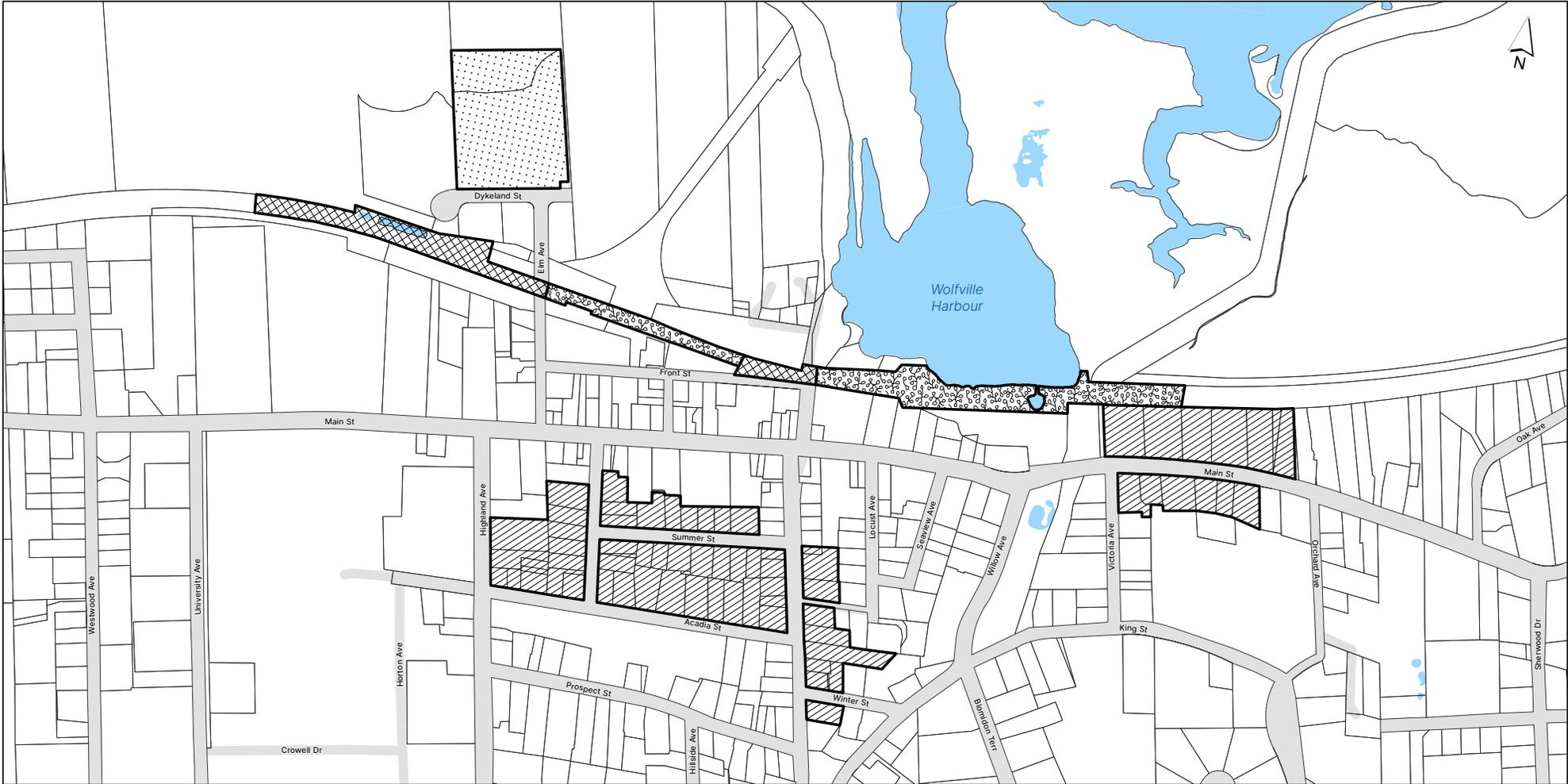
- Low Density Residential – Restricted (R-1)
- Institutional General (I-1)
- Downtown (DT)
- Low Density Residential (R-2)
- Institutional University (I-2)
- Mixed-Use (MU)
- Medium Density Residential (R-3)
- Parks and Open Space (P-1)
- High Density Residential (R-4)
- University and Open Space (P-2)
- High Density Residential – Site Specific (R-5)
- Agriculture (A)
- Water Bodies
- Future Streets
- Existing Streets



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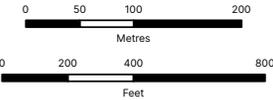
Schedule A1:

DOWNTOWN SPECIAL AREAS



The Town of Wolfville
Schedule A1
Downtown Special Areas

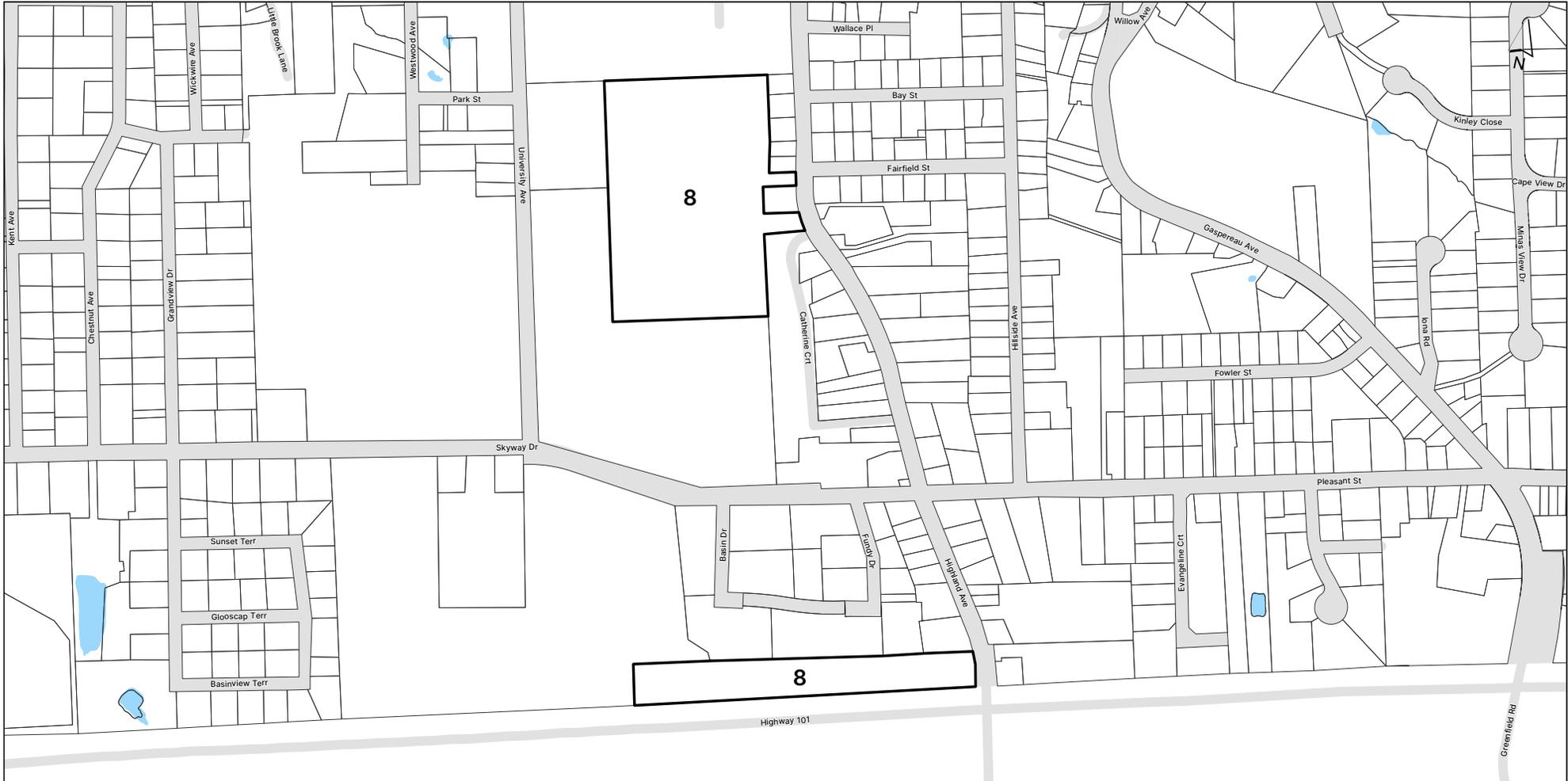
-  Area A
-  Area B
-  Area C
-  Area D
-  Property Boundaries
-  Water Bodies
-  Streets



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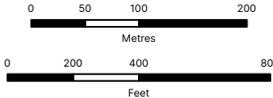
Schedule A2:

MAXIMUM HEIGHT PRECINCTS



The Town of Wolfville
Schedule A2
Maximum Height Precincts

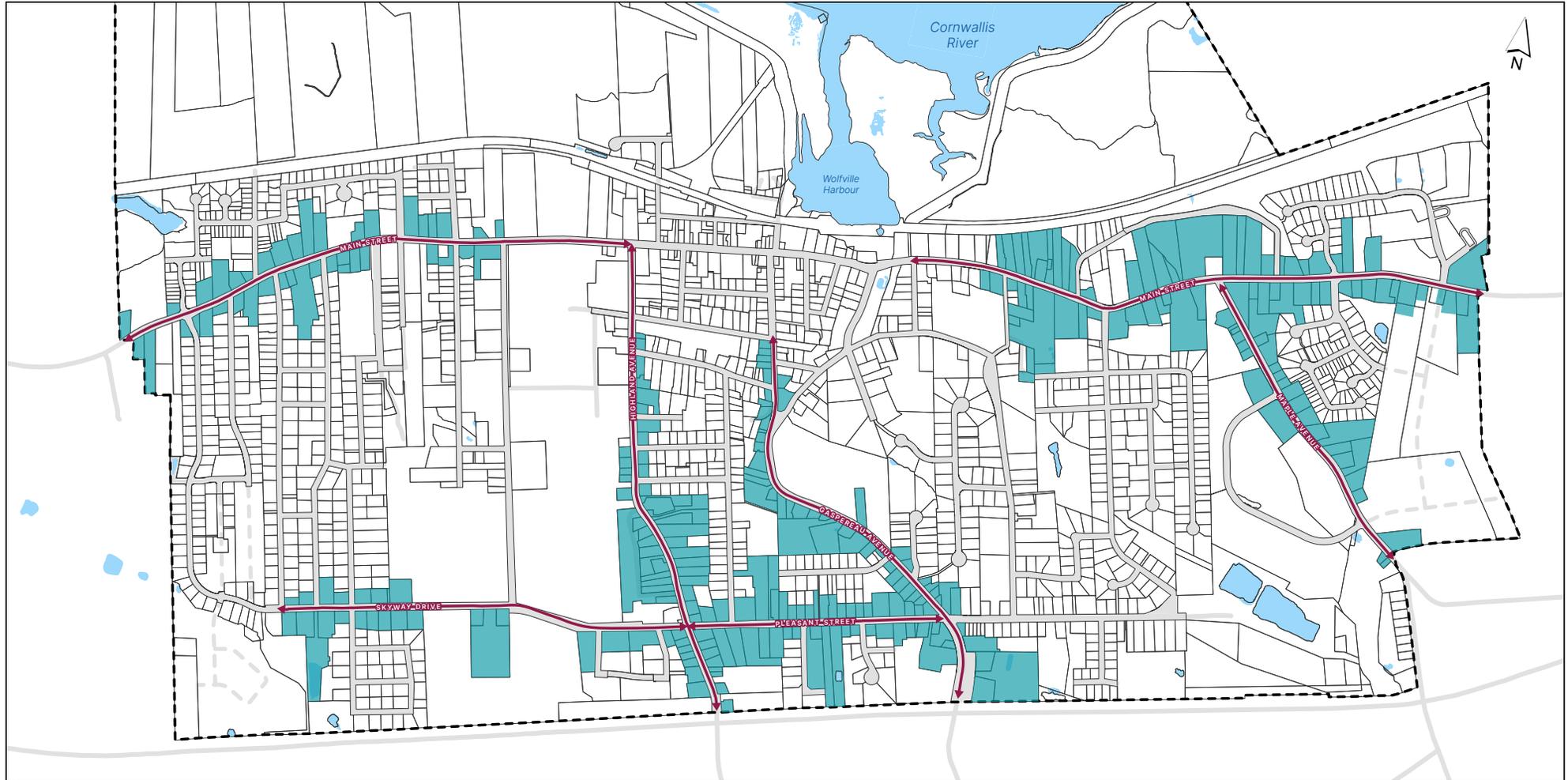
- X Maximum Height Precincts (Storeys)
- Property Boundaries
- Water Bodies
- Streets



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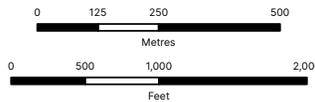
Schedule A3:

NEIGHBOURHOOD COMMERCIAL CORRIDORS



The Town of Wolfville
Schedule A3
Neighbourhood Commercial Corridors

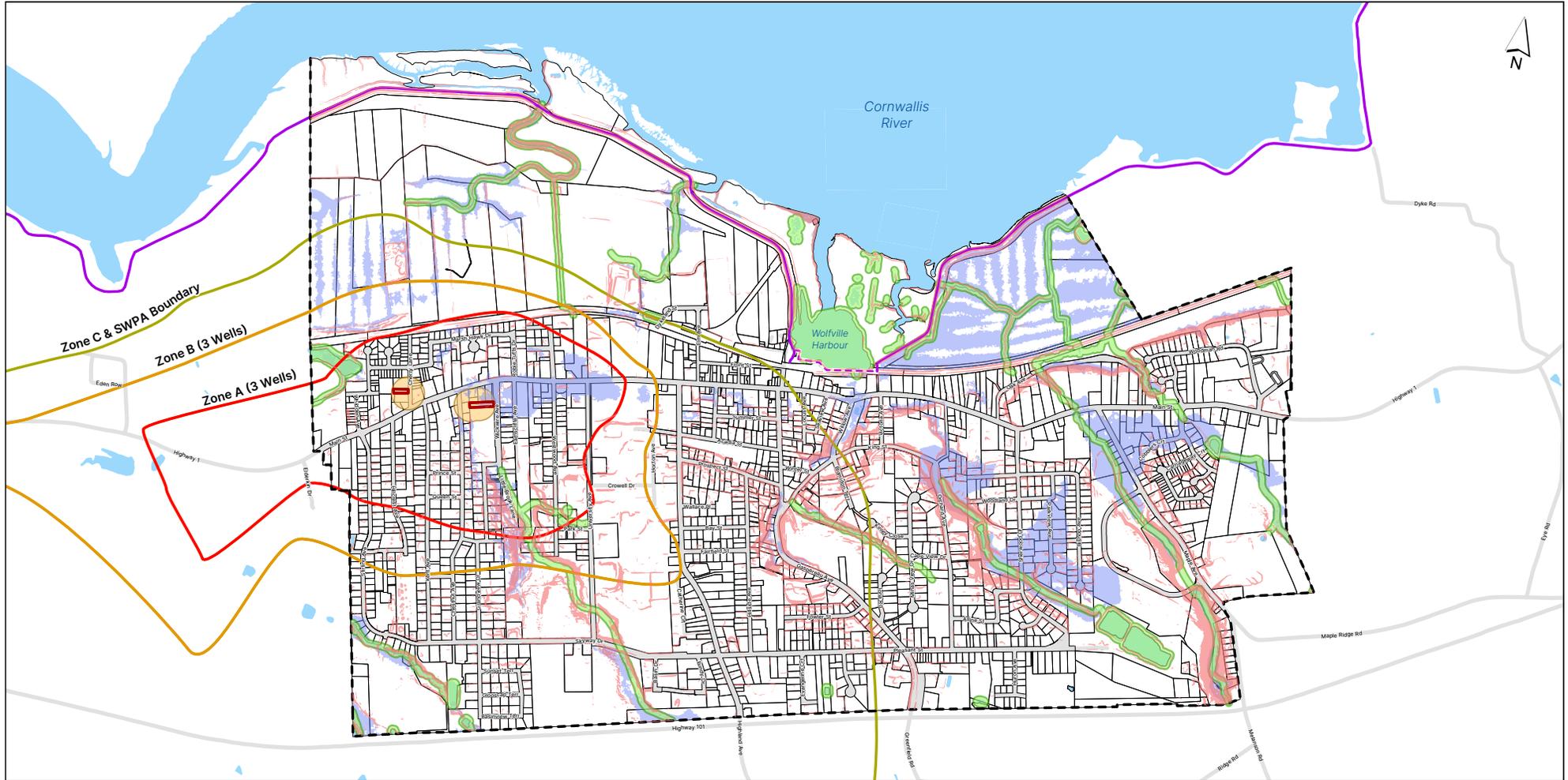
- Neighbourhood Commercial Corridors
- Neighbourhood Commercial Enabled
- Property Boundaries
- Town Boundary
- Water Bodies
- Streets



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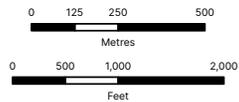
Schedule B:

DEVELOPMENT CONSTRAINTS MAP



The Town of Wolfville Schedule B Development Constraints Map

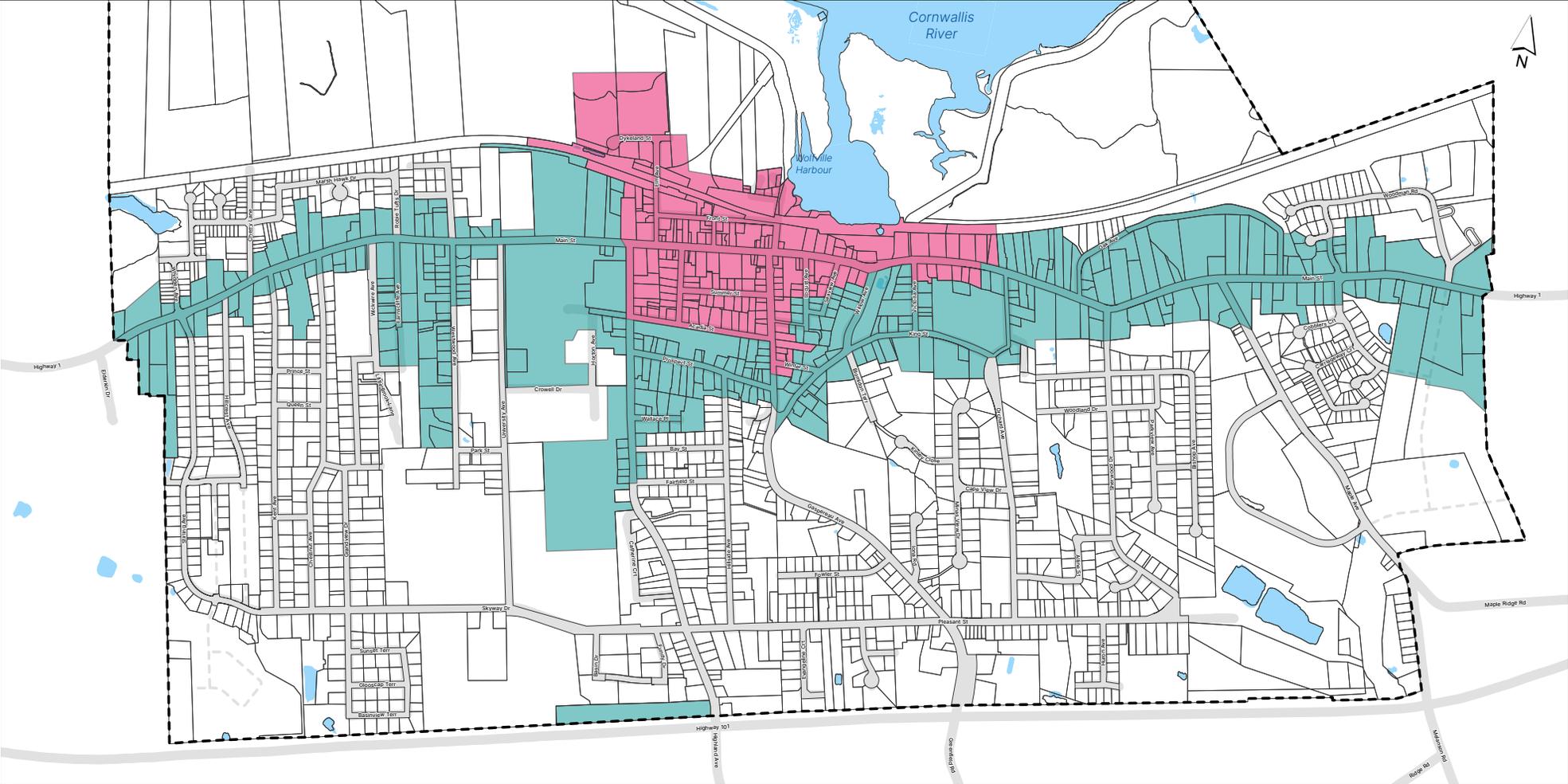
- Town Boundary
- Dyke (Future Raised)
- Future Waterfront Dyke
- 8 Metre Watercourse Buffer
- 15 Metre Watercourse Buffer
- Future Flood Risk Area (Assumed Future Raised Dykes)
- Slope (±20%)
- Well Head 60m Buffer
- Exclusion Zone
- Zone A (3 Wells)
- Zone B (3 Wells)
- Zone C & SWPA Boundary



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Schedule C:

DOWNTOWN AND NEIGHBOURHOOD DESIGN AREAS



The Town of Wolfville
Schedule C
Design Guidelines Areas

Design Areas

Downtown

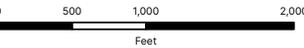
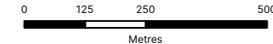
Neighbourhood

Property Boundaries

Water Bodies

Streets

Town Boundary



This map was created or compiled by the Town of Wolfville ("Town") with the intent of using the map for local government related activities, and not necessarily with the intent of use of the map recipient ("Recipient") in mind. By nature, maps are a graphical representation of real world conditions, with issues of accuracy, resolution, and thematic display determined with the anticipated use of the map in mind. Although the Town strives to maintain an accurate and precise inventory of maps in order to perform government-related tasks, this map may contain errors, may not be current, and may omit important information. This map is solely a representation of real-world conditions and is made available to the Recipient for informational purposes only. THE TOWN MAKES NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE CHARACTER, FUNCTION, OR CAPABILITIES OF THE MAP OR THE SUITABILITY OF THE MAP FOR ANY PARTICULAR PURPOSE BEYOND THOSE ORIGINALLY INTENDED BY THE TOWN.

Schedule D:

COMPREHENSIVE DEVELOPMENT DISTRICT ZONE 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 applicant 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.

THE FOUR GUIDING PRINCIPLES

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.

Connectivity

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 consideration 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.

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 consideration the Town of Wolfville's unique demographics and community culture.

INSTRUCTIONS

Developers and their consultants are important partners in maintaining and improving Wolfville's high quality of life and unique character that make our Town a destination in Atlantic Canada. By outlining sustainability criteria and engaging with developers in the earliest stages of site design and planning, enable the project to achieve its highest level of success in line with the Town's guiding principles. By outlining the criteria in such a way, the checklist allows developers to engage with the planning process and self-evaluate how their design and development reflects the future vision for the Town of Wolfville.

Self-Scoring

Applicants are to review and complete the checklist on their own. The applicant may ask any questions or seek direction if necessary during the application process. Any score received on the checklist does not determine whether a development will ultimately be approved or not, it is simply one component of the application process. The highest possible score is 260 points.

Each individual criterion should be ranked on a scale from 0-5 in the box provided preceding the component,

0 - indicating the component has not been addressed,

3 - it has been addressed to some extent, and

5 - the applicant feels they exceed what the checklist is asking.

* Where scoring is not relevant write response in the space provided.

Although it is not necessary, applicants are encouraged to submit any additional documents, reports, or certifications that may be relevant to the checklist criteria.

1) 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.

Community Centre	Score	Description
Incorporate community social gathering places (village square, halls, youth and seniors facilities, community boards)?		

Mixed Land Uses	Score	Description
Promote diversification of the local economy via business type and size that is appropriate for the area?		
Please list the neighbourhood stores or amenity opportunities proposed on the site (i.e. school, daycare, library, community centre, health facilities, etc.).		

Community Plans	Score	Description
Describe the existing neighbourhood character (i.e. historic, single family, mixed use, etc.) and how the proposed development will enhance the adjacent neighbourhood		
Does the project enhance local identity and character consistent with government policy and plans (i.e. through architectural style, landscaping, colours, project name)?		
Contain elements of community pride and local character, such as public art?		

Leveraging Existing Infrastructure	Score	Description
Does the project contribute to heritage revitalization through the reuse, relocation, or rehabilitation of an existing structure, feature, or natural resource?		
Utilize pre-existing roads and services?		
Use locally sourced materials?		

2. CONNECTIVITY

Green and grey networks weave through the neighbourhood connecting the proposed site to surrounding neighbourhoods and the Town at large. Connections are clearly marked to implicitly guide pedestrians into and out of the site. Residents and visitors can travel easily through the neighbourhood despite their mode of transportation or accessibility.

Active Transportation	Score	Description
Incorporate community social gathering places (village square, halls, youth and seniors facilities, community boards)?		

Mixed Land Uses	Score	Description
Promote and improve trails and active transportation amenities?		
Provide additional support for alternative transportation use (walkways, cycling)?		

Green and Grey Networks	Score	Description
Link amenities such as school, trails, daily needs, public transit, and neighbourhoods through smart street and pedestrian design?		
If the property is adjacent to existing park space, open space, paths or trails, is a visual and pedestrian connection provided?		
Does the street layout and design encourage walking and cycling, while providing for personal and commercial vehicle use?		
Is there a interconnected road system with direct street connections, short block lengths, no cul-de-sacs?		

Alternative Forms of Transit	Score	Description
Accessible by multiple modes of transport, emphasizing public transit including future planned connections?		
Include a car share program?		
Strategic consideration for parking space requirements and placement within site (slanted/ shared spaces, rear parking)?		

Connected Green Network of Natural Assets	Score	Description
Create green spaces or strong connections to adjacent natural features, parks, and open space		

3. ENVIRONMENTAL + ECONOMIC SUSTAINABILITY

Environmental Sustainability refers to the provision and respect of the natural features that exist on the site, while considering innovative practices and solutions to harness new environmental opportunities. Developers shall consider existing natural assets on the site and exhibit time and consideration was paid to their best use and incorporation into the site.

Economic Sustainability refers to the financial viability of the proposed development for the CDD site. Developers must demonstrate consideration of residential density versus public infrastructure costs have been considered and the neighbourhood is fiscally feasible for future residents and the Town at large.

Environmental and Economic Sustainability are interlinked, as we live within a world of finite resources. Developers are encouraged to recognize the cost-effective ecosystem and municipal services already in place and consider how a project impacts services that make up local, regional, and national sustainability.

Environmental Consideration	Score	Description
Avoid contamination during construction?		
Provide on-site composting facilities?		
Provide an area for a community garden?		
Conduct an environmental assessment of the property prior to the commencement of design with a qualified professional?		

Working Landscapes	Score	Description
Cluster development on appropriate land to contain construction disturbance?		
Design attempts to maximize exposure to natural sun light (i.e. direction of rooms, placement of green space)		
Provide conservation measures for sensitive lands beyond those mandated by legislation?		

Low Impact Infrastructure	Score	Description
Reduce construction waste and enhance durability of materials used?		
Utilize environmentally sensitive or recycled materials?		
Plan to recycle water and waste water on-site?		

Stormwater Management	Score	Description
Use rocks and other materials in landscaping design that are not water dependent?		
Provide for zero stormwater run-off?		
Utilize natural systems for stormwater?		

Enhancing Natural Environment Features of High Ecological Value	Score	Description
Conserve, restore, or improve habitat (retention of trees, green space, and natural habitat)?		
Are there any significant existing environmental features that are maintained or enhanced on the site (trees, shrubs, sunlight, streams)?		
Account or attempt to mitigate light pollution within surrounding areas?		

Density	Score	Description
Anticipated price range of units (note price range for both commercial and residential units if applicable) - average price per square foot.		
Net increase to property tax base.		

Local Economy	Score	Description
Are there any commitments of direct employment created by this project during construction (number and duration of jobs)?		
Will the project provide direct employment (on the site) after the project is completed?		
Does this project have any features that will reduce the long-term costs to the community of operating and maintaining public services and infrastructure (i.e. reduce roads and pipes for servicing that will have to be maintained by the Town)?		
Are there any other financial components of economic sustainability advanced by this proposal?		

4. 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 consideration the Town of Wolfville’s unique demographics and community culture.

Education Opportunities	Score	Description
Increase community opportunities for training, education and recreational activities?		
Does the project provide enhanced waste		

Mixed Housing Types	Score	Description
Does the project include rental housing units?		
Does the site include an array of housing forms relevant to the Town’s needs? If yes, please list relevant forms, approximate numbers, and target population.		

Affordable Housing Supply	Score	Description
Does the project include rental housing units?		
Does the site include an array of housing forms relevant to the Town’s needs? If yes, please list relevant forms, approximate numbers, and target population.		

Mixed Housing Types	Score	Description
Include provisioning for affordable housing units? If yes, please address the following points: - Percentage and number of units anticipated - Affordability time-frame guarantee (in years) - How will affordability be determined? - Anticipated price range of units (note different housing tenures)?		

Accessible Design and Built Form	Score	Description
Does the project incorporate features to enhance adaptability and accessibility within the proposed design standard for people with disabilities (i.e. wider door openings, reinforced walls in bathrooms for future installations, ground-oriented entrances)?		
Does the project and development account for the potential of repurposing units in the future (i.e. residential to commercial or home-occupancy)?		

Prioritize Active Shared Spaces	Score	Description
Does the development incorporate spaces for people of all different physical abilities?		
Are there public amenities (water fountains, washrooms, leisure infrastructure) provided in the development?		
Are residents, community stakeholders, and end-user groups involved in the planning and design process??		

Summary	Score	Description
Please calculate your final score and convey any final remarks, concerns, or additional information that you do not believe is addressed in the Checklist criteria, that you believe are an asset of pertinence to the proposed site design.		

Schedule E:

ENVIRONMENTAL STUDY REQUIREMENTS

In cases where an environmental study is required, the study shall include the following information:

INTRODUCTION AND PROJECT DESCRIPTION:

- Property owner and abutting owners
- Zoning
- Description of project
- Total land area of project
- Site plan, to scale, showing distances to watercourses, ponds, drainage channels, and existing and proposed slope of lands.

IMPACT DESCRIPTION:

Potential project affects upon:

- Susceptibility of flooding and potential floodwater flows
- Stormwater drainage and storage features on property and abutting properties
- Bearing capacity of soils
- Unstable slopes
- Other development constraints

MITIGATION MEASURES:

- A description of measures to overcome the constraints which are found to exist at the site.

DECLARATION:

- Time period study was conducted
- Date study was submitted
- Signature of property owner(s) and study author(s)
- Contact information for property owner(s) and study author(s)

ATTACHMENTS

- Attach any supporting documents

FLOODPLAIN

New development in areas within the floodplain as shown on Schedule "B", are required to sign a "*Floodplain Development Undertaking Form*".

Schedule F:

DOWNTOWN & NEIGHBOURHOOD DESIGN GUIDELINES



Town *of* Wolfville

DESIGN GUIDELINES

FINAL DRAFT MAR 3, 2026

Contents

Chapter 1.0	Introduction.....	1
Chapter 2.0	Design Review Areas.....	5
Chapter 3.0	Downtown Design Review	7
Chapter 4.0	Neighbourhood Design Review	13
Chapter 5.0	Heritage Architecture Style Guide.....	19

INTRODUCTION



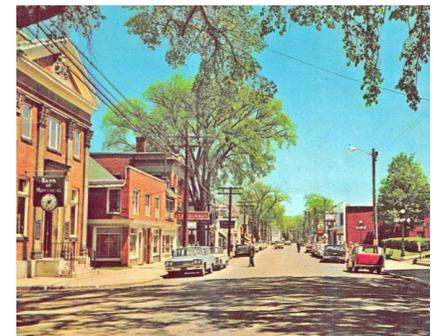
Chapter 1.0 Introduction

Wolfville takes great pride in its ability to shape its future and quality of life for residents and visitors to the Town. A sense of continuity in architectural style and thoughtful design is highly valued by residents and is immediately apparent to visitors.

The architectural history of the early Planter buildings remains from the late 1700s, whereas Mi'kmaw and Acadian heritage are not immediately evident in our built forms. Victorian buildings were added during the 19th Century, and the 1920s saw storefront architecture and several examples of the art deco and art nouveau styles and accommodated a surge of contemporary design from the post-war period to the present. The built form on the Acadia University Campus (past, present, and future) influences how people experience the Town and contributes to the overall experience. While there is respect for the Town's built heritage through a rich collection of Provincially and / or Municipally registered buildings (see Heritage Style Guide), there is nevertheless an eclectic nature

to the Town's built form born of its diverse historical and contemporary influences.

The 2025 Town of Wolfville Design Guidelines draw from the previous Residential Architectural Guidelines (1992), Downtown Architectural Guidelines (1992) and most importantly, take the experience from using the updated 2019 Design Guidelines to move stronger requirements into the Land Use By-Law while focusing on principles that will guide the review of development applications in both the Downtown and Neighbourhood Design areas.



1.1 DESIGN REVIEW WORKING GROUP

1.3.1 REVIEW PROCESS

The Design Review Working Group (as per the Town’s Committees of Council Policy) advises Staff when reviewing applications in areas shown on the Design Review Areas Map, and any development with more than eight units, or with a repetitive pattern of design within the application. The Working Group also advises Staff on policy or regulatory change, from a design perspective.

With the Housing Accelerator Fund supported updates to the LUB in 2026 a new Terms of Reference for the Design Review Working Group has been adopted to support the increased use of thier expertise in reviewing applications for development in the Town.



DOWNTOWN DESIGN CHECKLIST

All quantitative aspects of the LUB and the following checklist shall be considered when an applicant in the Downtown area is being assessed against these guidelines.

- ✓ WELL DEFINED STREETWALL
- ✓ VISUAL RICHNESS
- ✓ PEOPLE-CENTRED DESIGN
- ✓ HERITAGE

NEIGHBOURHOOD DESIGN CHECKLIST

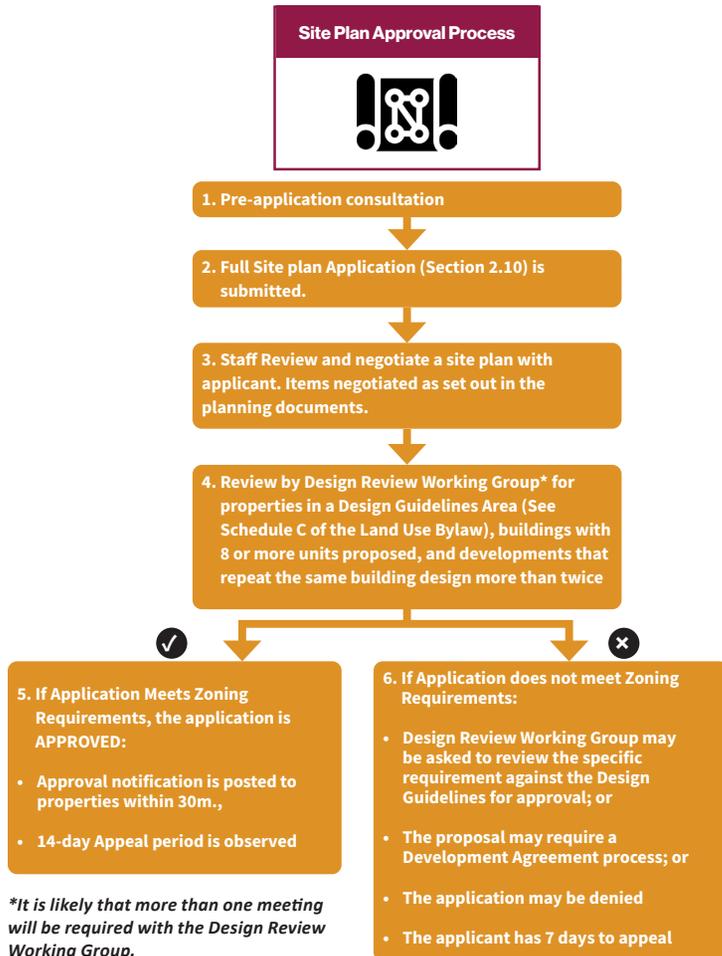
All quantitative aspects of the LUB and the following checklist shall be considered when an applicant in the Neighbourhood area is being assessed against these guidelines.

- ✓ EMPHASIZE NATURAL SETTING
- ✓ INFILL APPROPRIATELY
- ✓ ACCESS, UTILITY, PARKING
- ✓ NEIGHBOURHOOD HERITAGE

1.2 APPLICATION PROCESS

1.2.1 SITE PLAN

For Site Plan applications, Staff use the Working Group to support the negotiation of desired outcomes.



1.2.2 DEVELOPMENT AGREEMENTS

For Development Agreements, Staff package the Working Group feedback into the Planning Advisory Committee reporting, which informs recommendations to Council.



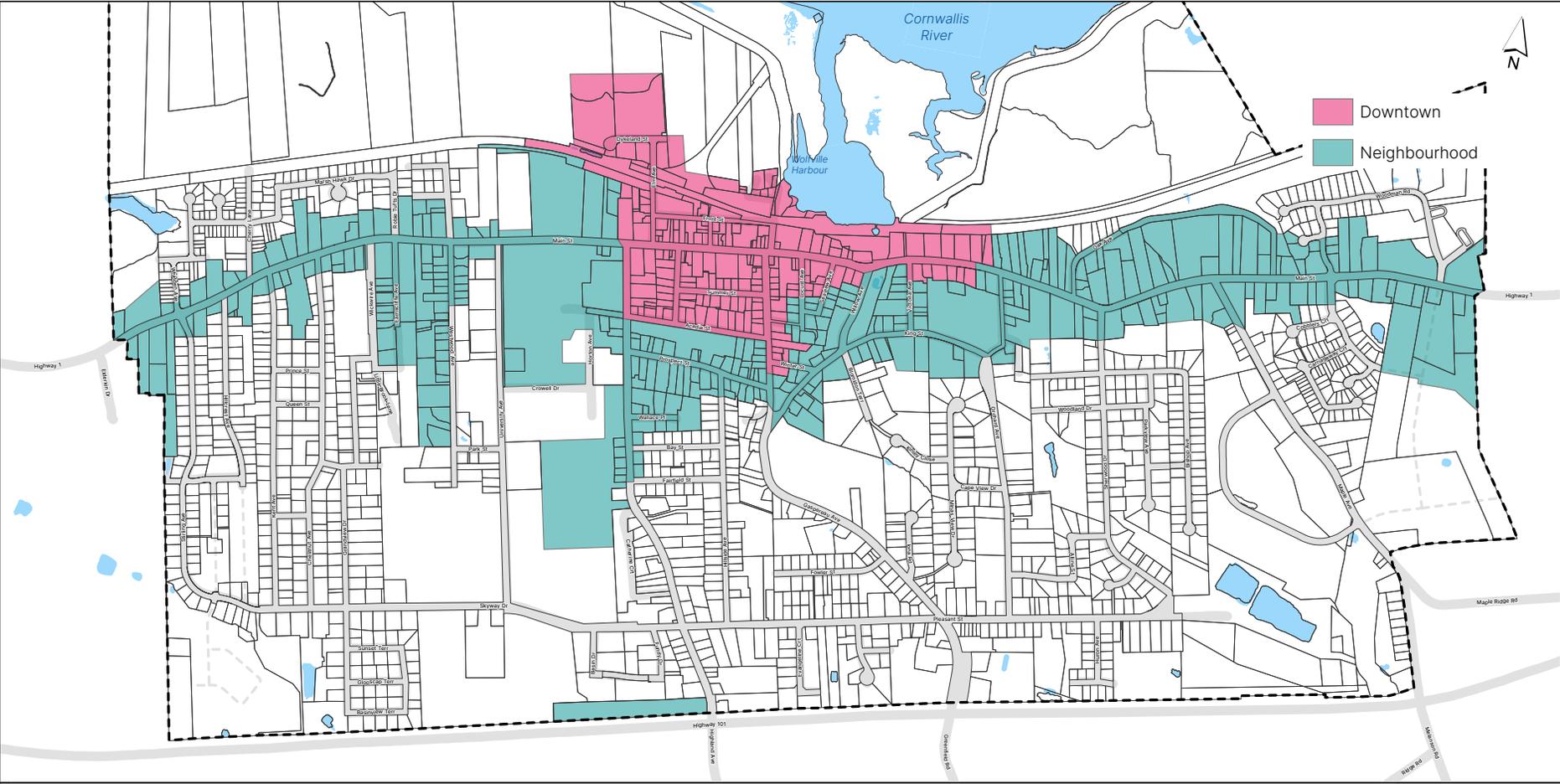
See the Municipal Planning Strategy and Land Use By-Law for more information on application processes.

An aerial photograph of a town, likely Wolfville, showing a mix of residential and commercial buildings, streets, and parking lots. The image is overlaid with the text "DESIGN REVIEW AREAS" in a large, white, sans-serif font, centered horizontally across the middle of the frame. The overall color palette is a muted, sepia-toned brown.

DESIGN REVIEW AREAS

Chapter 2.0 Design Guidelines Areas

These design guidelines apply in a variety of ways throughout the Town; in the Downtown and the Neighbourhood areas as identified in Schedule C of the Land Use Bylaw, all applicatitons in those areas are assessed against these Guidelines. Additionally, all developments with more than eight units in the Town (including in areas outside of the Design Guidelines Areas) are reviewed against these Guidelines. Finally, at the discretion of the Development Officer, these Guidelines may be used on applications in any area of Town where circumstance warrant their use.





DOWNTOWN DESIGN REVIEW

Chapter 3.0 Downtown Design Review

These Design Guidelines are grounded in principles of design that help support staff as they review applications. It is recognized that there are various ways a project may respond to these principles through good, thoughtful design in the Downtown context.

3.1 DOWNTOWN DESIGN PRINCIPLES



WELL-DEFINED STREETWALL

New buildings should align with existing buildings to create a streetwall that defines the edge of the public realm.

Streetwalls should be sympathetic to the scale of the traditional Main Street architecture where there is generally a three storey (or less) streetwall. Depending on the location, buildings taller than three storeys should look to integrate a step back or other tools above the second or third storey and along the street to maintain the pedestrian scale of the downtown.



VISUAL RICHNESS

Blank walls facing the public realm are not permitted.

Buildings facades should include colour, articulation, and fine-grain detailing that builds on vernacular examples in the vicinity of the site.

Commercial store fronts should allow access at regular intervals to encourage regular access into commercial businesses along the Street.

Create space outside of the Right of Way for landscape features such as flower boxes, decorative plants, and / or trees.



PEOPLE-CENTRED DESIGN

Building design can improve the quality of the environment for people while they take in the Town at a walking pace.

Building facades should be principally occupied by windows that allow connection between private commercial space and the public realm (e.g. non-opaque glazing).

Mechanical and other utility equipment shall be located away from the public realm.

Upper storey uses that form part of the streetwall should contribute to the life of the street. Recessed patios, window bays, operable windows, and the associated architectural detail of these features can enhance the connection between the public realm and the private uses (residential or commercial).



HERITAGE

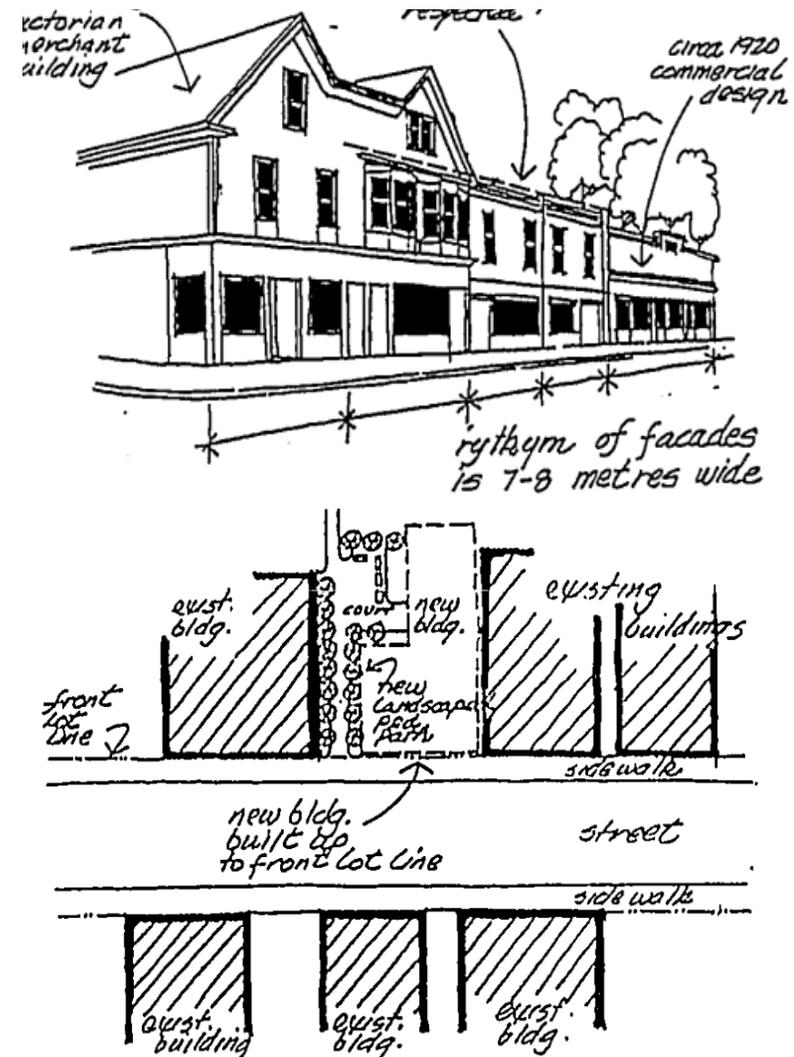
Where applicable draw on design motifs from the street. Take note of decorative brackets, corner boards, horizontal articulations lines, and entry pediments as examples that could be utilized appropriately.



3.2 DOWNTOWN DESIGN AREA DETAIL

3.2.1 WELL DEFINED STREETWALL

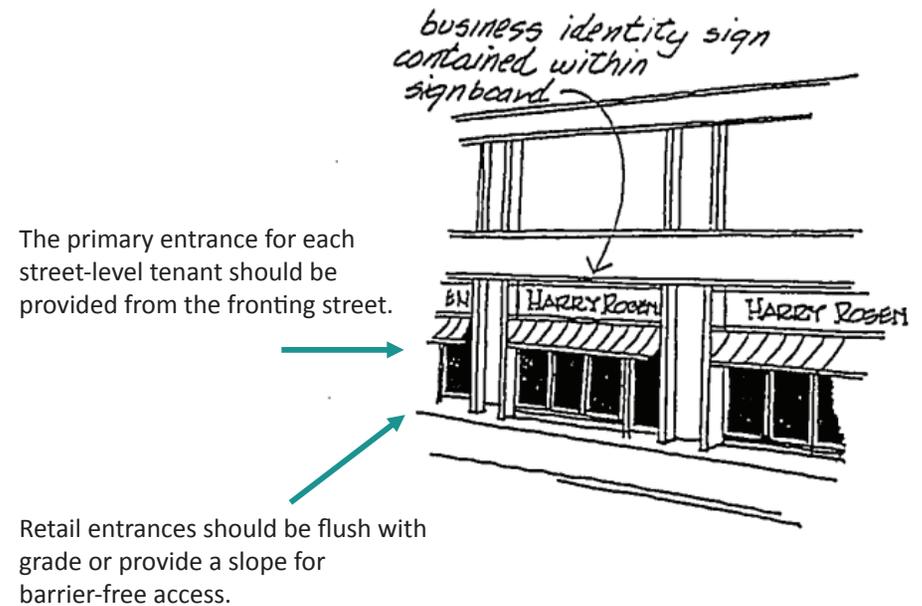
- New buildings should reflect the local spatial arrangement and separation distances of the existing street wall.
- New development should reflect the existing streetwall height, through overall building height or building setbacks.
- New buildings and major additions should be constructed to the front lot line.
- Orient and position buildings to define the streetscape on public streets and internal driveways to assist in creating active pedestrian environments.
- Large side yards in the streetscape should be avoided as they can create undesirable gaps within the streetscape.
- Sites with a change of grade should not be limited as long as the street-facing façade and massing adheres to these guideline.
- The floor-to-floor height of the ground floor should be 4.5 metres to support retail usage at grade, although this standard can be adjusted to support special conditions (e.g. high slope streets).
- Common height lines of adjacent structures should be respected so that new construction can blend within the existing streetscape.
- If new development exceeds the height of adjacent buildings, setbacks will be used for an appropriate transition of scale.
- The primary entrance for each street-level space should be provided from the fronting street.





3.2.2 VISUAL RICHNESS

- Building façades should be designed with a variety of architectural elements including wall planes and roof lines, human scale proportions, large windows and porches/entryways. Avoid minimizing retail views and frontage with large columns and building extrusions.
- New construction should respect the traditions of first floor base lines, large storefront windows, recessed entries, and vertical window orientation on the second and third floors.
- The tradition of approximately 75% of the wall surface being occupied by windows should be respected for the principle façades at the ground floor level.
- For active commercial and retail uses at grade include transparent glazing 0.5 metres above grade and at least 2.5 metres in height.
- In corner conditions, where active uses are required, commercial or office uses should wrap the corner.
- Ensure retail entrances are located at or near grade and meet all accessibility standards. Avoid split level, raised or sunken retail entrances except where necessary due to sloping conditions.
- Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies and fenestration in pattern, scale and proportion that relate to neighbouring buildings and engage the pedestrian realm.
- Long monolithic façades should be avoided with a maximum horizontal width of 7-8 metres wide.
- If the façade exceeds 7-8 meters include a series of bays defined by vertical elements such as changes in materials, building projections, columns or other vertical architectural elements.

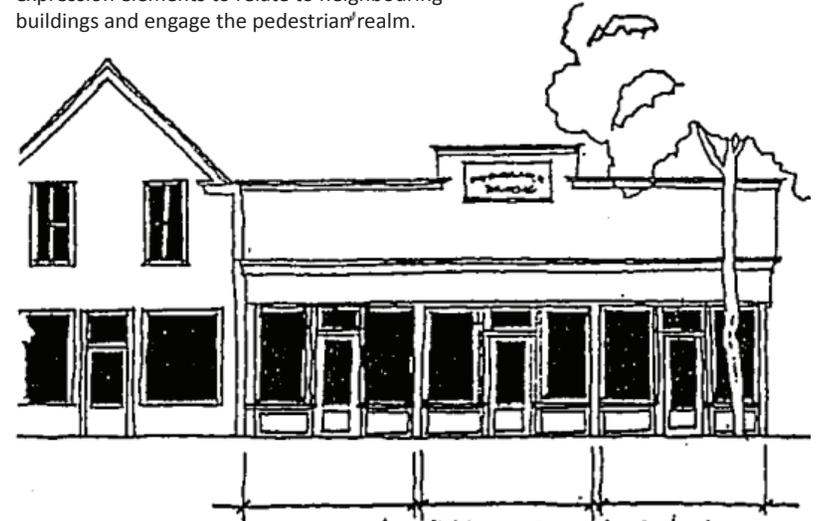




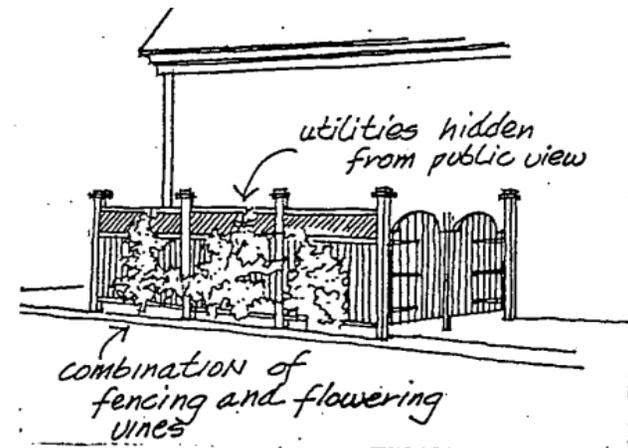
3.2.3 PEOPLE CENTRED DESIGN

- Along commercial / retail street frontages, avoid projecting balconies on the front façade of the building.
- Wherever possible, locate surface parking areas behind buildings and screened from the view of the public realm.
- Parking areas should be organized into small bays, rather than large surface lots.
- Rear lane access to parking amenities is preferred with the number of vehicular entrances held to a minimum. Vehicular access shall be from an alley or mid-block connection on a connecting street and curb cuts and vehicular entries should be limited to the minimum width required.
- Inset or partially inset balcony arrangements which are integrated into the façade of the buildings are required.
- Minimize blank walls through the use of clear glazing on all public facing facades.
- Enhances personal safety by ensuring continuous visibility between residents and the public realm. Avoid large garage entrances and blank walls facing public areas.
- Prioritize the pedestrian experience, establish clear building orientation, and prevent entrances from being obscured by garages or landscaping, thereby enhancing the legibility and safety of the street.
- Integrate permanent awnings, canopies, or colonnades that project over the public sidewalk for pedestrian protection from sun and rain. The design and height must accommodate pedestrian flow and street trees and not conflict with other regulations.
- Window placement, size, material and style should help define architectural style and integrity.

Include vertical window orientation and architectural expression elements to relate to neighbouring buildings and engage the pedestrian realm.



Long monolithic facades should be broken up by a series of vertical architectural elements and projections.





3.2.4 HERITAGE

WINDOWS AND DOORS

- The original windows and doors should be repaired and enhanced if possible. If they must be replaced, the new windows and doors should replicate the existing configuration and materials used in the original construction while adhering to model energy requirements.
- The proportion of glazing areas in heritage infill should respect the pattern of windows of its neighbouring buildings

CORNICES

- Cornices and roof lines should be repaired using similar materials to the original structure.
- Cornices of neighbouring buildings should be mirrored or referenced in new construction if relevant.

MATERIALS

- Repairs and renovations to existing heritage buildings should use the same or similar materials to the original structure.
- Complimentary accent materials include: steel, copper, glass and painted or unpainted wood.
- Materials that should be avoided are: stucco, vinyl siding, exterior insulation systems (EIFs), artificial stone, and highly reflective or tinted glass.
- Infill buildings should respect the neighbouring historic material uses by using similar or complimentary materials in construction.
- Complimentary accent materials include: steel, copper, glass and painted or unpainted wood.
- Historic materials in the Core Commercial Area include: brick, wood detailing, wood siding, and stone.





NEIGHBOURHOOD DESIGN REVIEW

Chapter 4.0 Neighbourhood Design Review

These Design Guidelines are grounded in principles of design that help support staff as they review applications. It is recognized that there are various ways a project may respond to these principles through good, thoughtful design in the Neighbourhood context.

4.1 NEIGHBOURHOOD DESIGN PRINCIPLES



EMPHASIZE NATURAL SETTING

Buildings should be oriented and positioned in a way to maximize the advantage of existing and new tree canopy.

Position and design buildings to respect the existing terrain, minimizing the need for extensive grading or large retaining walls.

Use materials and colours that harmonize with the local environment.

Public views to the Harbour should be maintained and enhanced from neighbourhoods where those views are present today.



INFILL APPROPRIATELY

New accessory and main buildings shall be located in side and rear yards. These buildings should not be permitted in front or flankage yards, except on large “estate size” lots (e.g. > 2000 square metres).

Encourage infill that offers a diversity of housing types (e.g., laneway housing, duplexes, or small-scale multiplexes) that are compatible in scale, providing options for different household sizes while maintaining the low-density feel.

Require new construction to use durable, attractive, and contextually appropriate materials and architectural details to ensure longevity and seamless integration with the existing neighbourhood aesthetic and vernacular architecture.



ACCESS, UTILITY, PARKING

Require off-street parking to be located in the rear or side yard (e.g., via laneways or tucked-under garages) to prevent garage doors and driveways from dominating the streetscape.

Screen driveways from neighbouring properties, and screen mechanical and utility equipment from public view and screen from neighbouring properties.



NEIGHBOURHOOD HERITAGE

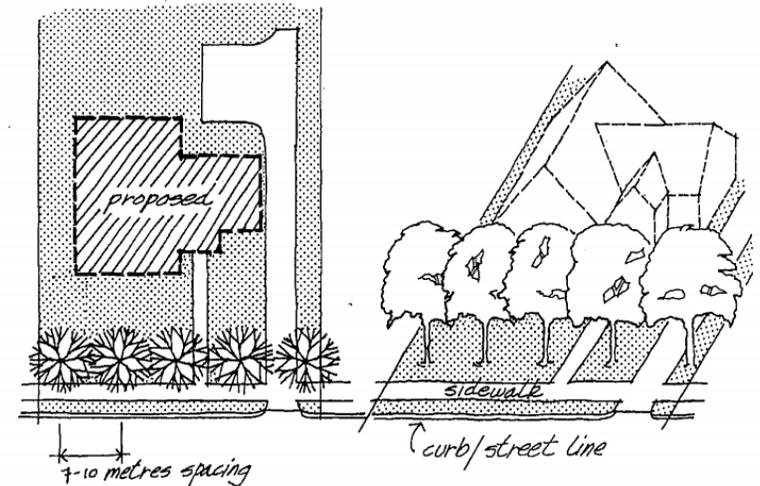
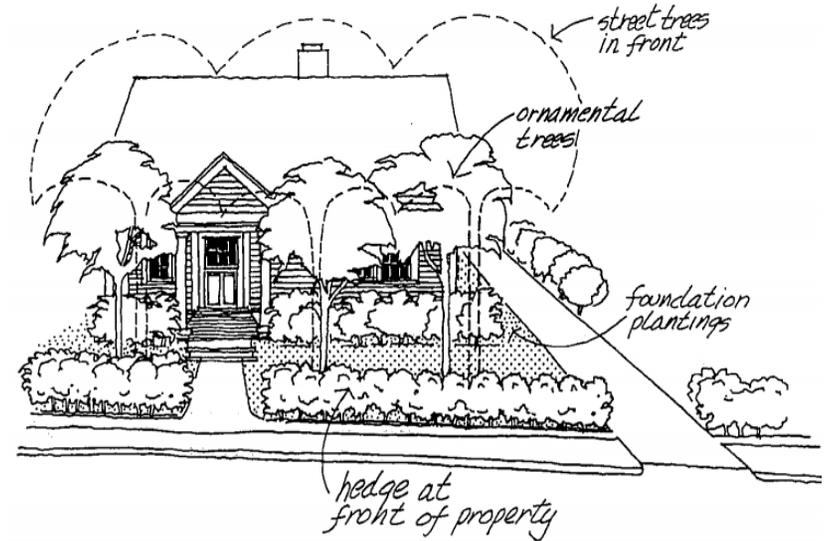
Encourage the adaptive reuse of existing heritage structures, allowing them to gain new functional lives while preserving their architectural integrity, rather than defaulting to demolition.



4.2 NEIGHBOURHOOD DESIGN AREA

4.2.1 EMPHASIZE NATURAL SETTING

- Prioritize the retention and protection of all healthy, mature trees on your property, especially those in the front yard. Implement construction zone fencing to prevent root damage during construction.
- Minimize the total area covered by impervious surfaces (driveways, patios, large roof extensions). Aim to maximize the soft-landscaped green space available for rainwater absorption.
- Ensure your front yard remains primarily green space, limiting the encroachment of parking and maximizing the area of grass, garden beds, and trees.
- Front yards should be landscaped using native or regionally adapted plants in your landscaping to minimize water consumption, reduce the need for fertilizers, and support local ecology.
- Consider street-trees and foundation plantings around structures.
- Use trees, hedges, or shrubbery to define street edge (see image to right)
- Design your project to minimize the need for massive excavation or infill. Use construction techniques, such as step-down foundations, that allow the building to follow the natural contours of the land.





4.2.2 INFILL APPROPRIATELY

- When building new or significantly expanding, align front setback (distance from the street) to be consistent with the established pattern of your direct neighbours to maintain a unified street face.
- Design infill buildings to be good neighbours by minimizing shade, shadow and overlook onto adjacent properties.
- Design buildings for durability and sustainability.
- Ensure the garage does not dominate the pedestrian experience.
- Consider windows in the attic of the garage or shed, where a loft or second suite can be located.
- Select high-quality, long-lasting exterior materials (e.g., wood siding, brick, natural stone) that complement the texture and finish of older homes in the neighbourhood.
- Ensure the size, shape, and vertical orientation of your windows relate proportionally to those on nearby heritage homes. Avoid large, uninterrupted sheets of glass on the primary facade.
- Design the height of your main floor and the height of your eaves/roofline to either match or transition respectfully to the corresponding elements on adjacent buildings.
- Where possible, and where appropriate, maintain a scale of development that is compatible with neighbouring context. Infill projects will introduce modern design and materials but consideration to scale can mitigate risks associated with large new infill projects.





4.2.3 ACCESS, UTILITY, PARKING

- Ensure the main path from the public sidewalk to your front door is clear, direct, and universally accessible. Make this route feel more important than the route to the garage.
- Where possible, utilize a shared driveway with a neighbour or restrict your driveway to a single-vehicle width to minimize pavement and the number of breaks in the curb/sidewalk.
- Long-term parking should be located in the side or rear of the lot.
- Driveway widths should be minimized to preserve the street-edge.
- Break-up or hide parking areas with vegetation to enhance the pedestrian realm.
- Locate all service elements (waste bins, utility meters, HVAC units) in the side or rear yard and use high-quality, opaque screening (fencing or landscaping) to shield them from public view.
- Minimize exterior stairs to upper storeys, and work to locate them in the rear yards or where they are not visible from the public realm.
- Incorporate direct barrier-free and convenient pedestrian circulation routes within surface parking lots.
- Accessible parking spaces should be available in close proximity to barrier-free access ways.
- Barrier-free building entrances should be provided within new construction.





4.2.4 NEIGHBOURHOOD HERITAGE

- Before making major changes, consult building department and determine if property has any heritage designation or recognized value.
- When maintaining or renovating a heritage feature (e.g., original windows, porch railings, siding), always choose repair and conservation using traditional methods and materials over full replacement.
- Protect and retain the character-defining elements of your historic home (e.g., trim, siding pattern, chimneys) as these are the features that give the property its historic value.
- Protect and maintain any historic landscape features such as stone walls, large specimen trees, or original plantings that contribute to the setting of the heritage home.
- The preference is for use of traditional materials such as wood, brick or stucco.



HERITAGE ARCHITECTURE STYLE GUIDE

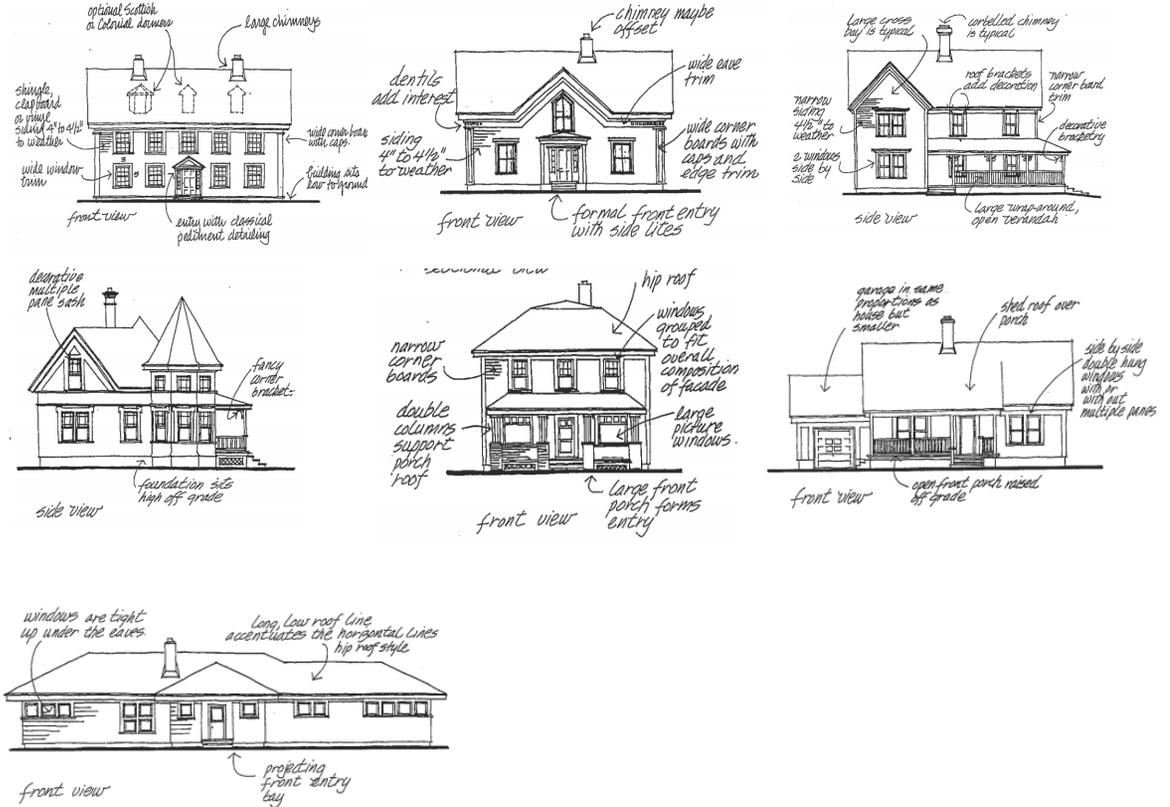
Chapter 5.0 Heritage Architecture Style Guide

4.1 HISTORY OF HERITAGE

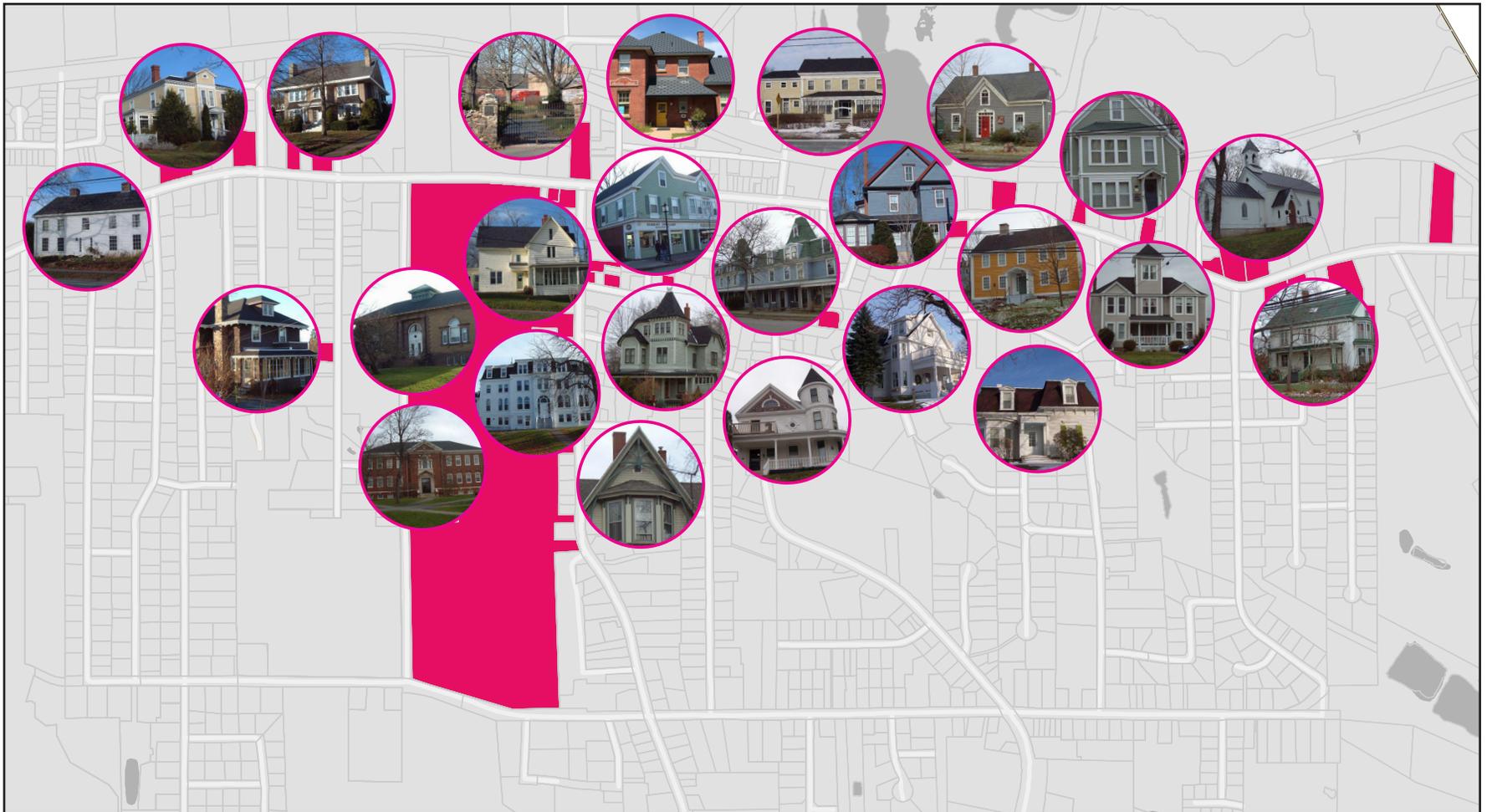
The Town of Wolfville’s heritage buildings and cultural built forms are recognized as a contributor to the unique character of the Town.

The work completed for the 1992 Design Guidelines represent a wealth of community interest and knowledge of heritage forms and recognizes the diverse architectural change that occurred in Wolfville, sometimes down to the decade.

This style guide is included to educate individuals on the historic built forms frequently found in Wolfville.



5.1.1 EXISTING REGISTERED HERITAGE PROPERTIES



5.1.2 GEORGIAN (1750-1850'S)



Proportion/Scale Large, simple rectangular proportions. Pure forms without additions or variations in shape. One and one half to two and one half storeys. Exception: Many on East Main Street have large additions.

Materials Heavy timber construction, finished in shingles or wood siding. Exception: One such house on Main Street has vinyl siding.

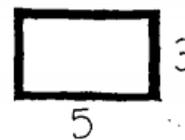
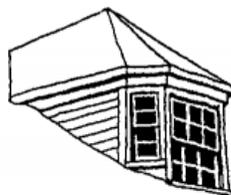
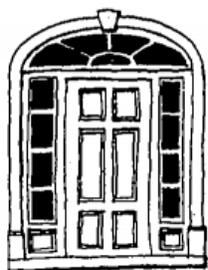
Roof Pitches Broad roof with moderate pitch. Exception: Some roofs are truncated and some are hipped.

Windows Six over six double-hung windows. Exception: The Georgian house on Main Street has had the original windows replaced by contemporary windows. Exception: The Georgian house on Westwood Avenue has Scottish dormers.

Porches/Verandahs One of the few examples of housing styles in Wolfville that did not originally have a front porch or verandah.

Decorative Elements Classically detailed wide corner boards and cornices, with transoms and sidelights at the front doors. The Georgian house on Westwood Avenue and Alumni Hall on Main Street have shutters.

Colours Painted traditional white. Exception: One such house on Main Street has white and grey vinyl siding. Georgian houses on east Main are painted an array of colours such as peach and grey.

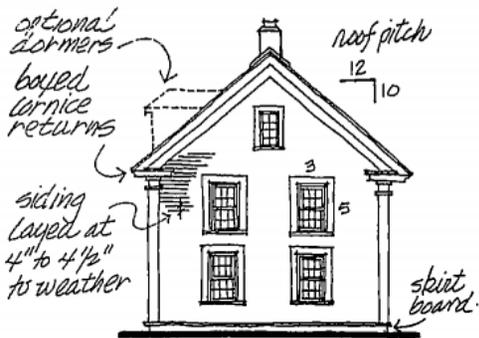


5.1.3 GEORGIAN (1750-1850'S)

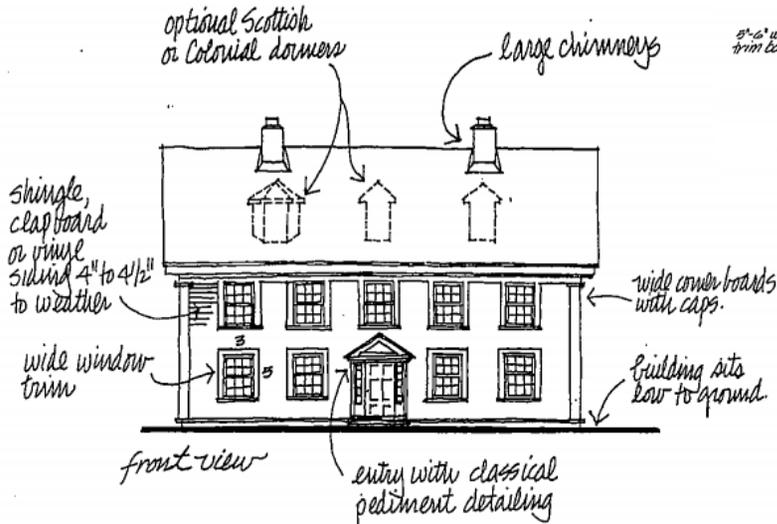


height of Georgian house is normally 2 1/2 storeys but maybe 1 1/2 storeys.

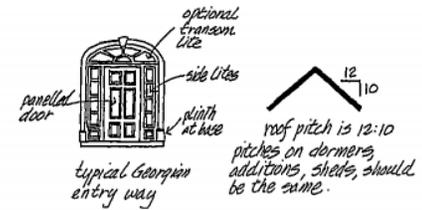
sectional view



end view

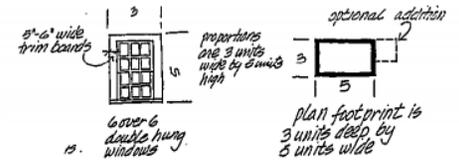


front view



typical Georgian entry way

roof pitch is 12:10 pitches on dormers, additions, sheds, should be the same.



6 over 6 double hung windows

plan footprint is 3 units deep by 5 units wide

5.1.4 VICTORIAN GOTHIC (1855 – 1875)



Proportion/Scale Simple rectangular proportions. One and one half to two and one half storeys.

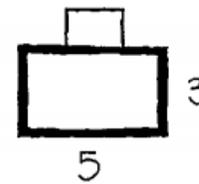
Materials Heavy timber construction, finished in shingles or wood siding.

Roof Pitches Main roof is broad with a moderate pitch with steep pitches on the front gables.

Windows Six over six double hung windows. The narrow pointed windows in the front gables is a distinguishing Gothic feature.

Porches/Verandahs Covered front porches. Some are enclosed.

Decorative Elements Brackets under the eaves, and wide corner boards Classically detailed. Some have shutters on the windows.

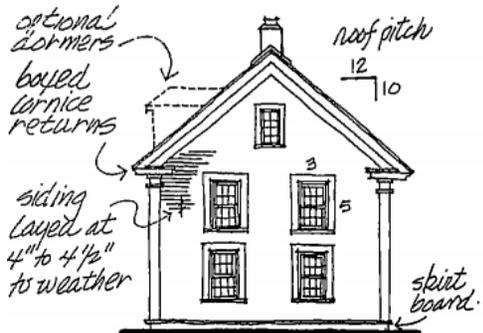


5.1.5 VICTORIAN GOTHIC (1855 – 1875)

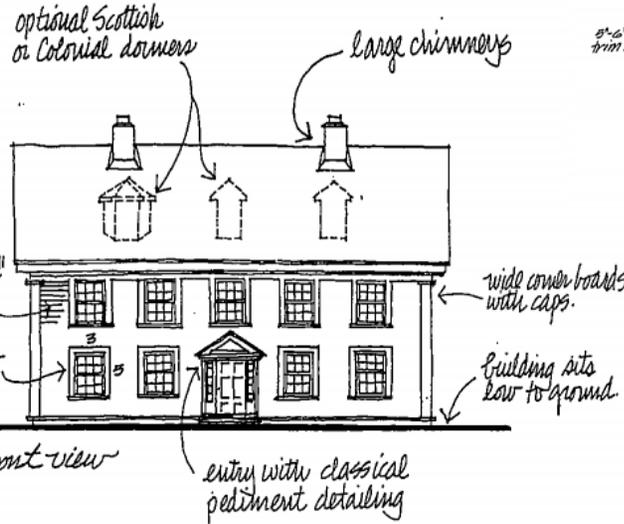
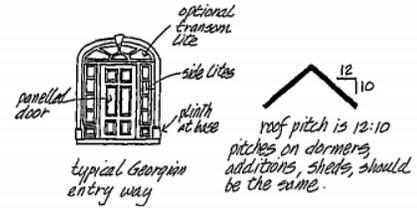


height of Georgian house is normally 2 1/2 storeys but maybe 1 1/2 storeys.

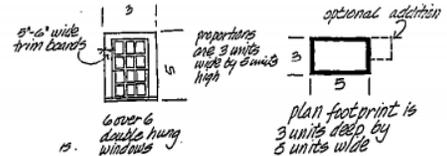
optional view



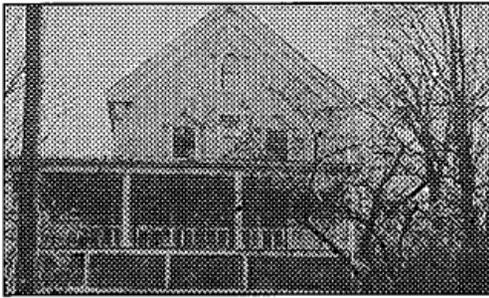
end view



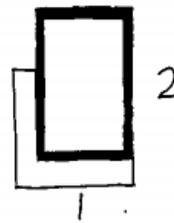
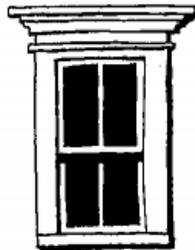
front view



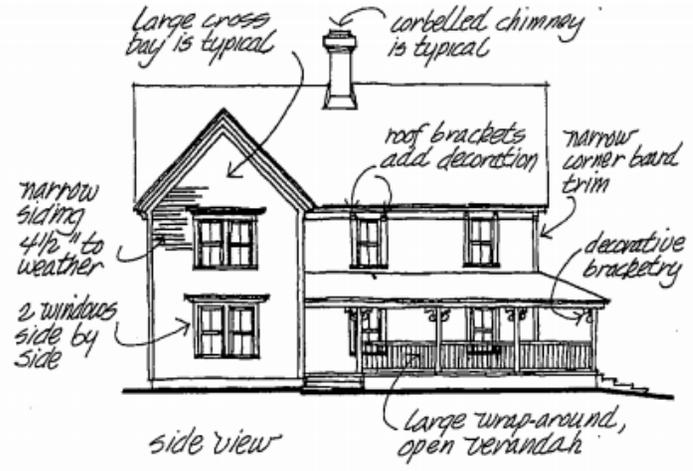
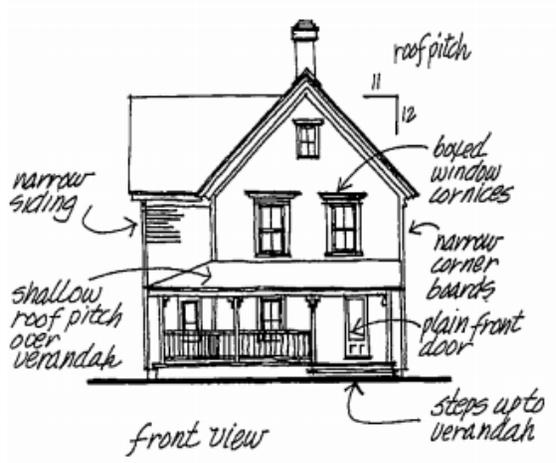
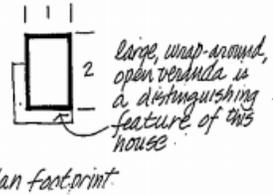
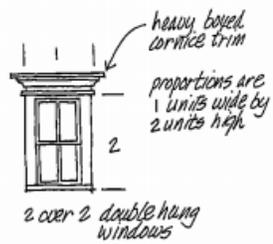
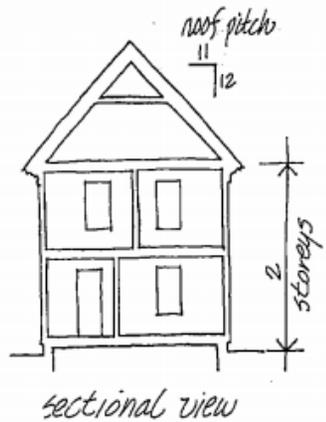
5.1.6 CLASSICAL REVIVAL (1880 – 1900)



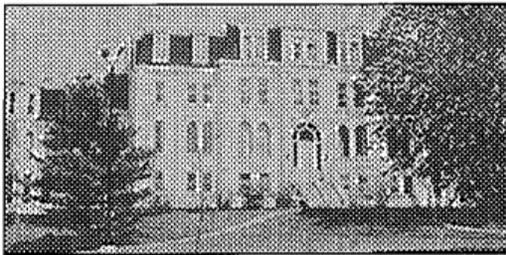
- Proportion/Scale** Two and one half storeys.
- Materials** Wood siding. Exception: Vinyl siding.
- Roof Pitches** High pitched with full height attics.
- Windows** Large one over one or two over two double hung windows.
- Porches/Verandahs** Large open covered porches, across the front or wrap around two sides of the house. Exception: Some porches have been removed.
- Decorative Elements** Wide column like corner boards that are topped with capitals. Pediments over the windows.
- Colours** Often white, but some are blue, green, yellow, pink or brown.



5.1.7 CLASSIC REVIVAL (1880 – 1900)



5.1.8 MANSARD (1870 – 1885)



Proportion/Scale Wide and rectangular with a symmetrical shape. Two to three storeys.

Materials Wood construction with wood siding.

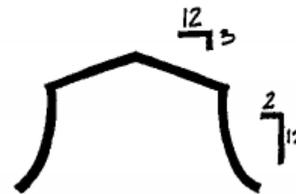
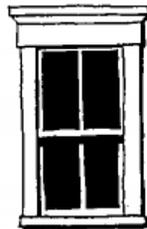
Roof Pitches A double roof pitch, with the lower pitch concave and very steep, and the upper pitch very shallow or moderate. This roof shape defines the style of Mansard.

Windows One over one or two over two double hung windows.

Porches/Verandahs Many covered verandahs, often wrapping around the house.

Decorative Elements Heavy cornice details, with intricate Victorian detailing on the verandahs. Horizontal banding through the upper portions on the main and second floor.

Colours Peach, white or grey.



5.1.9 QUEEN ANNE REVIVAL (1890 – 1900)



Proportion/Scale Several elements of different sizes that are arranged in an asymmetrical composition. Massing is stretched vertically. Two to three storeys.

Materials Wood construction with wood siding. Exception: Vinyl siding.

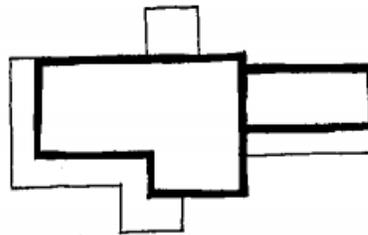
Roof Pitches Many converging roofs of different sizes and steep pitch.

Windows One over one or two over two double hung windows. There is some stained glass.

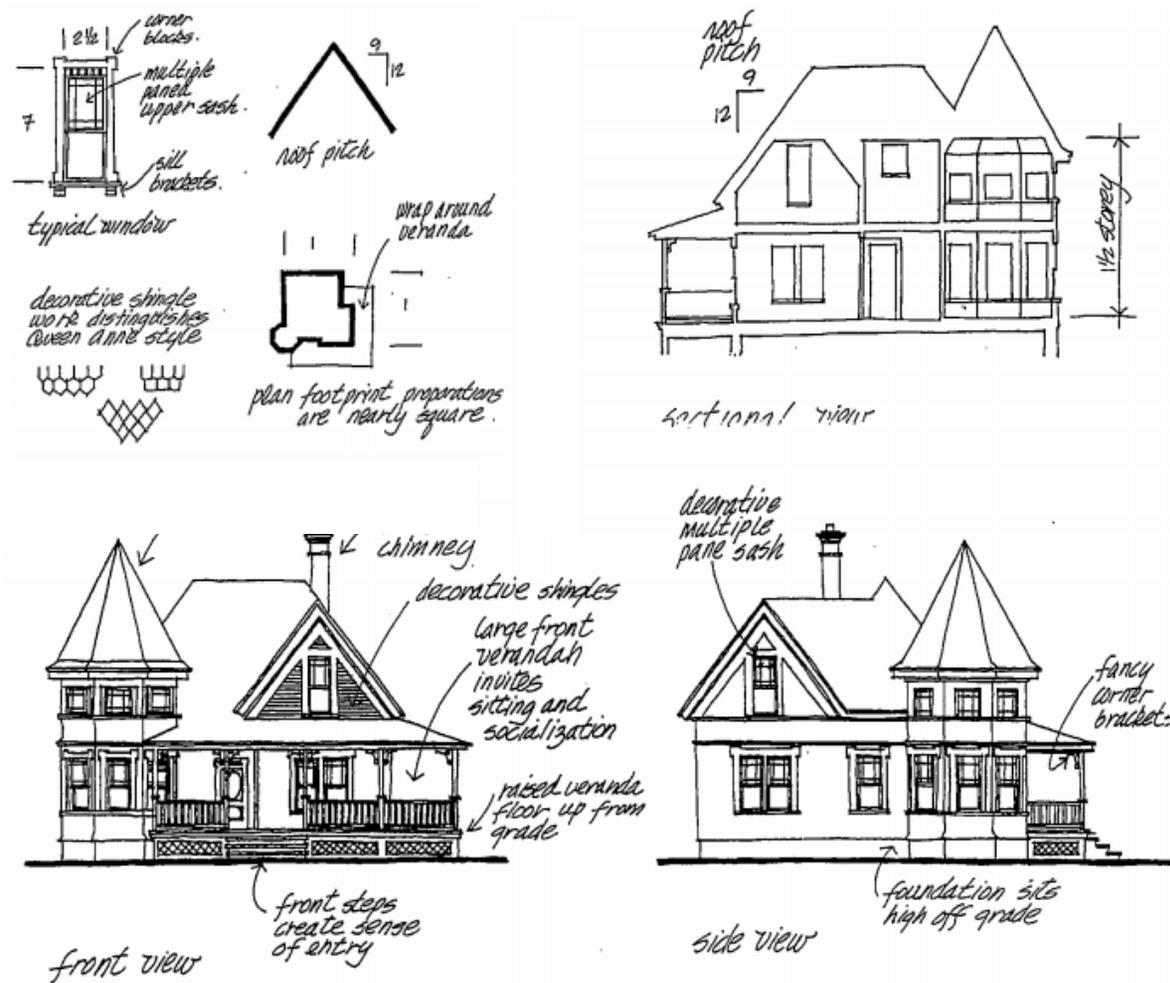
Porches/Verandahs Many covered verandahs, often wrapping around the house.

Decorative Elements Gingerbread trim and corner towers are common. Patterned shingle work.

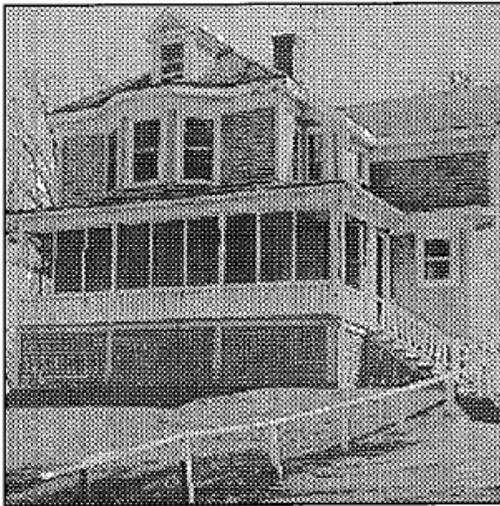
Colours Multiple colours with a dark colour for the body of the house. Exception: Some are painted white.



5.1.10 QUEEN ANNE REVIVAL (1890 – 1900)



5.1.11 MODIFIED QUEEN ANNE (1900-1930'S)



Proportion/Scale Large and rectangular with often exaggerated overhangs. Formal composition with a central main door. Two to two-and-one-half storeys.

Materials Wooden shingles, sometimes in alternating row widths. Exception: Some are veneered in stucco or vinyl sided.

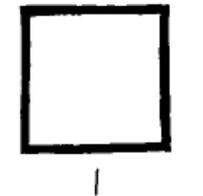
Roof Pitches Moderate, often four sided roofs.

Windows Windows are large and wide, often with divided lights in the upper portions of the windows, and a singular large pane in the bottom. Also a variety of double hung windows.

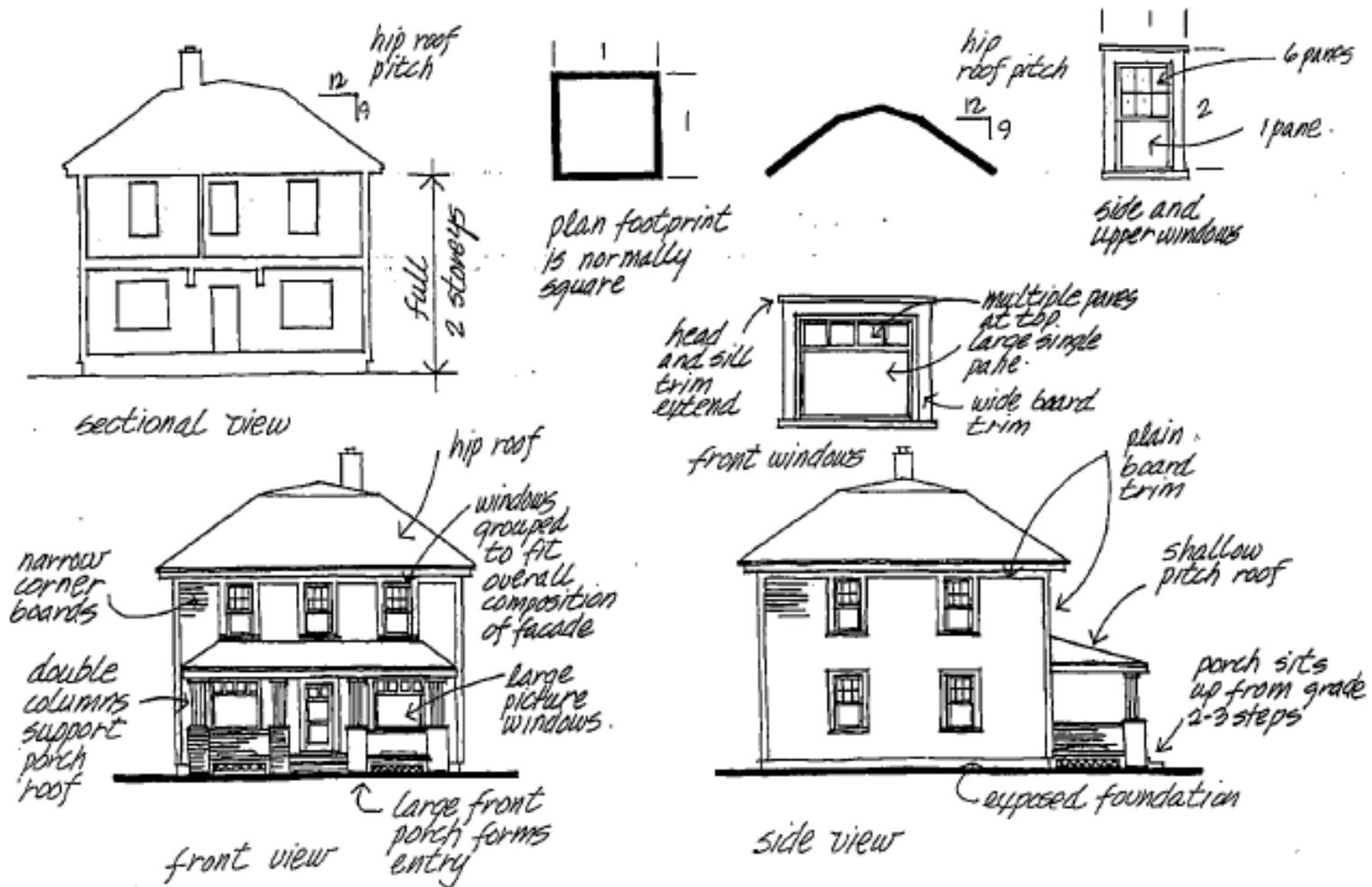
Porches/Verandahs Wide open porches that often stretch across the entire front of the house.

Decorative Elements Large eave brackets on the later houses of this period. As a reaction against decoration of the Queen Anne period, the Queen Anne Modified has little or no decoration.

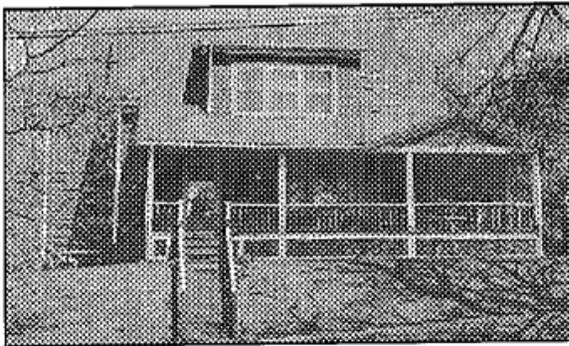
Colours Often white, brown, grey or sandy colours.



5.1.12 MODIFIED QUEEN ANNE (1900-1930'S)



5.1.13 POST WAR (1945 – 1955)



Proportion/Scale Modest in scale. Range from one to two storeys.

Materials Wood siding with a wide profile. Exception: Vinyl siding.

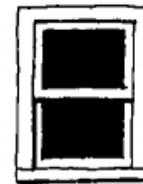
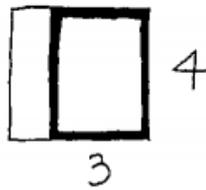
Roof Pitches 12:12 pitches or shallower. Some are hipped.

Windows Wide double hung, with a range of numbers of lights. Some picture windows.

Porches/Verandahs Many have small enclosed porches on the front.

Decorative Elements Often no corner boards, and no decoration other than shutters.

Colours White, brown, blue, yellow or green.



5.1.14 MODIFIED CAPE COD (1950-1970)



Proportion/Scale One and one half storeys.

Materials Wood siding with a wide profile. Exception: Vinyl siding.

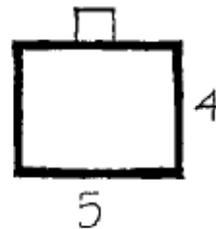
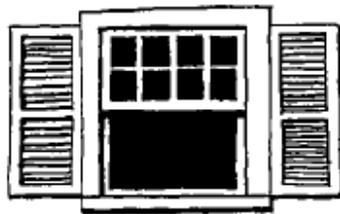
Roof Pitches 12:12 pitches or shallower.

Windows Wide double hung, with a range of numbers of lights. Some picture windows.

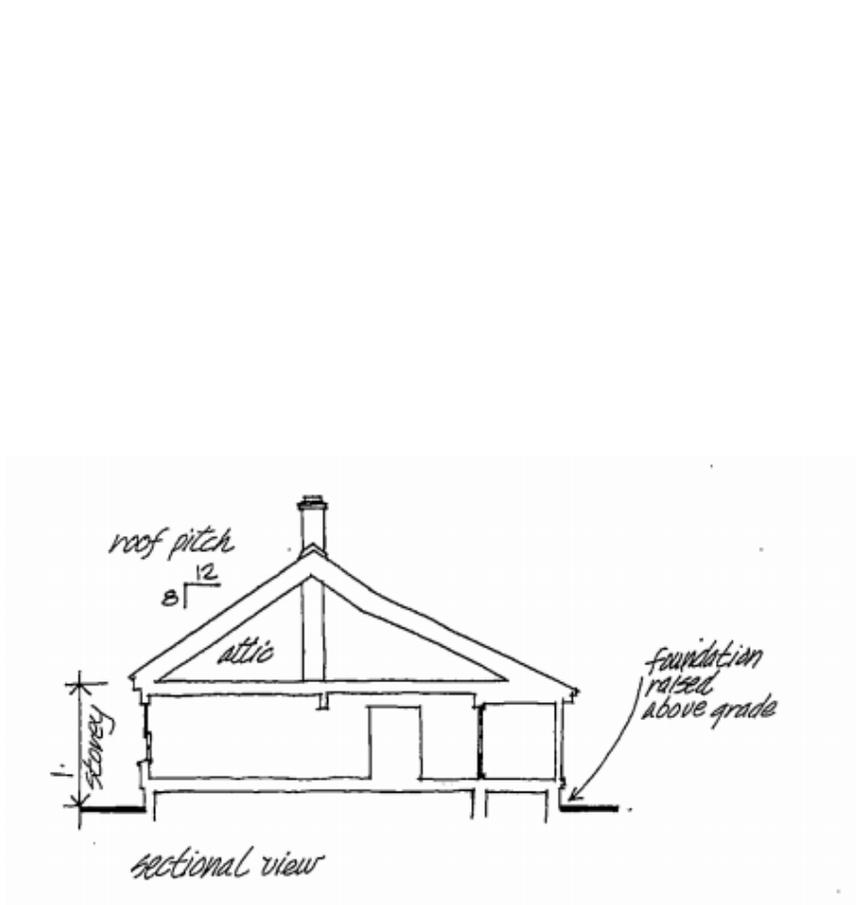
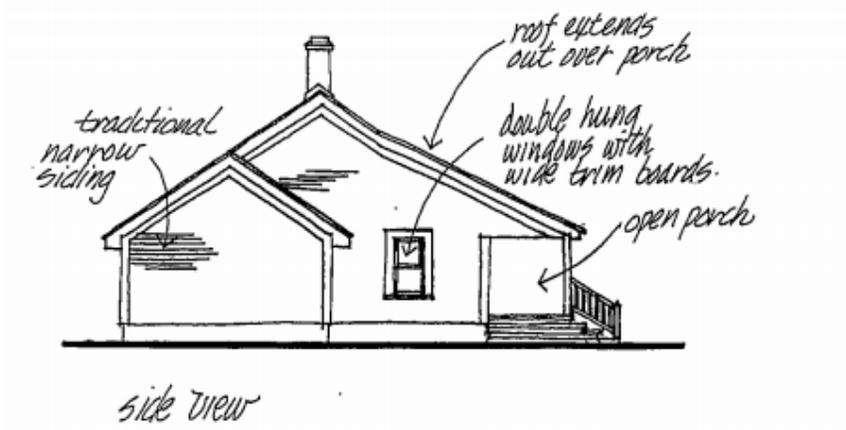
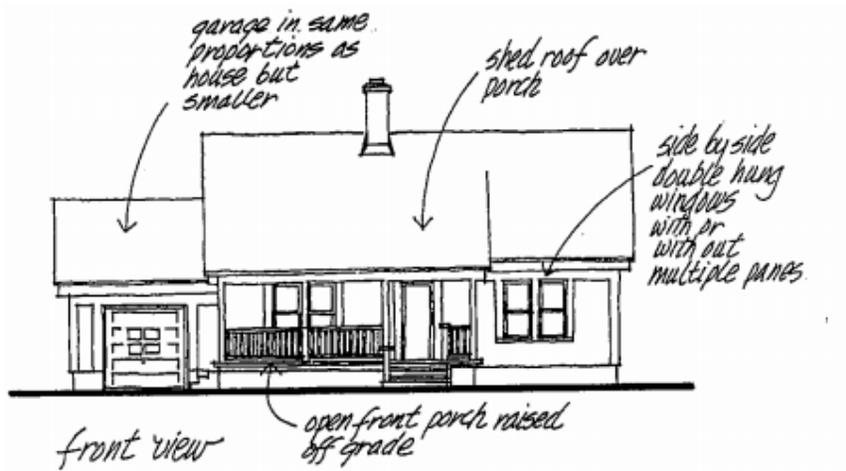
Porches /Verandahs Many have small enclosed porches in the centre of the front.

Decorative Elements Often no corner boards, and have no decoration other than shutters.

Colours White with black shutters.



5.1.15 MODIFIED CAPE COD (1950-1970)



Composite Cottage Style

5.1.16 RANCH STYLE BUNGALOW (1950-1975)



Proportion/Scale Long and low, often "L" shaped. One storey.

Materials Wide profile wood siding. Exception: Vinyl siding.

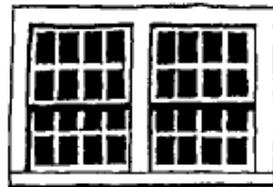
Roof Pitches Very shallow to moderate, often four sided, with broad overhangs.

Windows Wide, one over one double hung windows. The later ones have horizontal sliding windows.

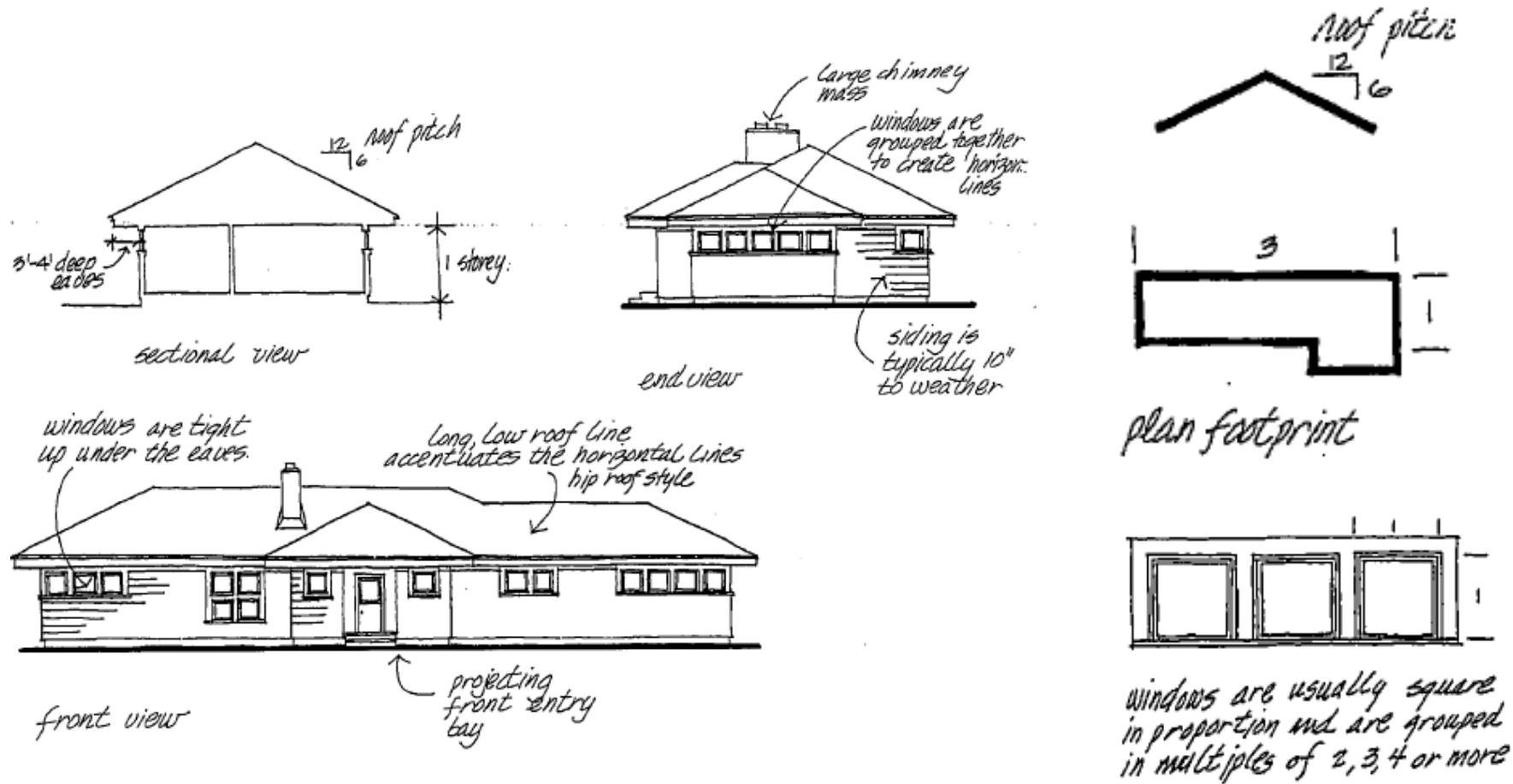
Porches/Verandahs Earlier ones have large covered porches. Many have recessed doorways. Exception: Porch with Classical portico.

Decorative Elements Often no corner boards, and no decoration other than shutters.

Colours White, blue or pastels

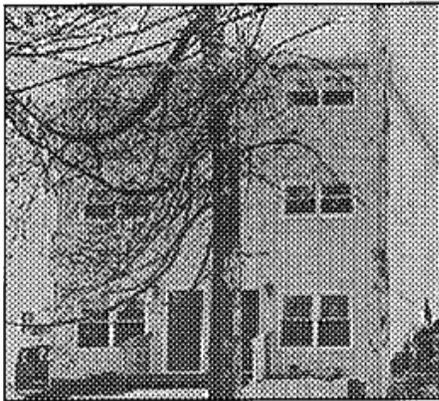


5.1.17 RANCH STYLE BUNGALOW (1950-1975)



windows are usually square in proportion and are grouped in multiples of 2, 3, 4 or more

5.1.18 MODERN (1970-PRESENT)



Proportion/Scale Long and low, sometimes "L" shaped. Range from one to two and one half storeys. Exception A multiple unit apartment building of three floors.

Materials Vinyl siding on the houses and brick facing on the apartment building.

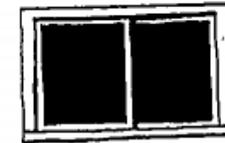
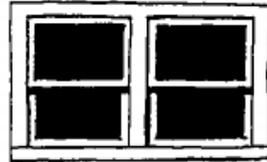
Roof Pitches Moderate to flat with little or no overhangs.

Windows Varying sizes of horizontal sliding windows.

Porches/Verandahs Recessed doorway on the houses, and a covered porch on the apartment building.

Decorative Elements None.

Colours White, blue or pastels.





Town *of* Wolfville
MUNICIPAL PLANNING
STRATEGY

FINAL DRAFT MAR 3, 2026

CONTENTS

INTRODUCTION	4	CLIMATE CHANGE and THE ENVIRONMENT	36
1.1 Purpose	5	4.0 The Defining Issue of Our Time	37
1.2 Review Process and Plan Structure	7	4.1 Energy Transition	38
1.3 Community Past & Present	9	4.2 Development Constraints	39
1.4 Provincial and Regional Coordination	13	4.3 Agriculture and Greenbelt	42
		4.4 Food Systems	43
		4.5 Urban Forest Management	44
OUR SHARED FUTURE AND COMMUNITY PRIORITIES	16	MOBILITY	45
2.1 Sustainability and Resilience	17	5.0 Providing for Mobility Options	46
2.2 Our Shared Future	18	5.1 Streets	47
2.3 Community Priorities	19	5.2 Parking and Loading	50
		5.3 Downtown Parking	52
INVESTMENT FOR SUCCESS	30	PARKS and OPEN SPACES	53
3.0 Creating Conditions for Success	31	6.0 Recreation and Quality of Life	54
3.1 Asset Management	32	6.1 Parkland Dedication	56
3.2 Revenue to Meet Financial Needs	33	6.2 Park and Open Space Classifications	57
3.3 Non-Market Housing	34	6.3 University Open Space	58
3.4 Culture, Heritage and Economic Development	35		

MUNICIPAL ASSETS and SERVICES	59	DOWNTOWN	84
7.0 Sustainable Service Delivery	60	9.0 Downtown Designation	85
7.1 Water Supply	61	9.1 Downtown Zone	87
7.2 Sewer Collection and Treatment	62	9.2 Mixed-Commercial and Large-Format Commercial Areas	88
7.3 Stormwater Management	63	9.3 Downtown Rail Line Corridor	89
7.4 Service and Utility Use	65	9.4 Downtown Heritage	90
7.5 Servicing Beyond Our Borders	66	9.5 Development Incentives	91
7.6 Solid Waste	67	9.6 Placemaking	92
7.7 Police, Fire Protection, and Regional Emergency Management	68	ACADIA UNIVERSITY INSTITUTIONAL	93
NEIGHBOURHOODS	69	10.0 Town and Gown	94
8.0 Where We Find Ourselves	70	IMPLEMENTATION	97
8.1 Neighbourhood Residential Designation	71	11.1 Municipal Government Act (MGA)	98
8.2 Low Density Residential	72	11.2 Municipal Planning Strategy (MPS)	99
8.3 Medium Density Residential	73	11.3 Secondary Planning Strategies and Area Specific Plans	101
8.4 High Density Residential	74	11.4 Land Use Bylaw and Development Agreements	102
8.5 High Density Residential – Site Specific	75	11.5 Subdivision Bylaw and Lot Access	108
8.5 Mixed Use Zone	76	11.6 General Development	109
8.6 Comprehensive Development District (Future Neighbourhoods)	77	11.7 Public Engagement	114
8.7 Neighbourhood Focus Areas	78	MONITORING and REPORTING	115
		12.0 Evaluating the Planning Strategy	116
		SCHEDULES	117
		01. FUTURE LAND USE MAP	118
		02. STREET CLASSIFICATIONS	119
		03. PARKS AND TRAILS	120

PART 1

INTRODUCTION

1.1 Purpose

This Municipal Planning Strategy (MPS) has been prepared in accordance with the provisions of the Municipal Government Act Chapter 18 of the Statutes of Nova Scotia, 1998, as amended in 2025. Application of this MPS and the associated Land Use Bylaw, Design Guidelines and Subdivision Bylaw relate to land within the bounds of the incorporated Town of Wolfville, as shown in Figure 1.



Figure 1 — Bounds of the Town of Wolfville

The MPS is Council’s principal guide for decisions on land use and development matters within the Town and is critical to the municipality’s long-term strategic direction. The MPS serves as a guide for residents and interested citizens, in particular for those engaged in residential or commercial development, to gain a more thorough understanding of the Town’s growth management approach.

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

This Municipal Planning Strategy aims to:

1. **Guide Town decisions:** By guiding growth and change in accordance with the community’s priorities, needs and vision for the future.
2. **Provide clarity for managed growth:** By providing clarity on where, and what type of growth should occur in the Town and how it can be supported. It is intended to provide direction for businesses, land owners, developers, organizations, community groups and residents regarding future development.
3. **Influence the Town’s built form:** By informing public realm improvements, street enhancements, park and open space plans, and other municipal land and design decisions. It also provides clear Downtown built form parameters detailed in the Land Use Bylaw and Design Guidelines.
4. **Improve development decision making:** This plan introduces different tools and provides clear parameters. Processes should respect all involved in moving the Town toward its stated community priorities.

The Municipal Government Act (S. 213) outlines the purpose of a Municipal Planning Strategy as follows:

- To provide clear policy direction to guide the development and management of the municipality.
- Address problems and opportunities concerning the development of land and the effects of development;
- Provide a framework for the environmental, social and economic development within a municipality;
- Are consistent with the intent of the statements of provincial interest; and
- Specify programs and actions necessary for implementing the municipality planning strategy.



Figure 2 — Factors affecting the MPS and its evolution moving forward

To be effective, the Town’s Municipal Planning Strategy informs the Town’s 5 year Capital Investment Plan; is influenced by Asset Management realities; informs Committee and Administrative (Staff) workflows; aligns with other Town Strategies and plans; and is considered regularly for alignment with Council’s Strategic Plan and priorities.

To ensure it remains relevant, this Municipal Planning Strategy is meant to be a living document. Amendments to this plan may be necessary to respond to complex challenges or take advantage of emerging opportunities.

IT SHALL BE THE POLICY OF COUNCIL THAT:

1. This Municipal Planning Strategy (MPS) supersedes the MPS approved by the Minister of Municipal Affairs on June 20, 2023 (including amendments up to the adoption of this plan).
2. This Municipal Planning Strategy shall serve as the Towns Integrated Community Sustainability Plan (ICSP).
3. Council shall have regard to the policies contained within the MPS and no development shall be permitted which is contrary to the overall intent.

1.2 Review Process and Plan Structure

1.2.1 REVIEW PROCESS

In 2024, the Town of Wolfville began a major update to its Municipal Planning Documents. This review was driven by the federal Housing Accelerator Fund agreement, signed in 2024, and the housing crisis. The review also ensures the Town’s plans reflect current community needs, growth trends, and priorities. The update focuses on enabling more housing development, simplifying planning processes, and providing clear direction to help the Town meet its housing targets. Council also undertook a Strategic Plan which is included through this document.

Goals of the Review Included:

- Promote economic vitality
- Embrace the Town’s culture and heritage
- Foster a dynamic and livable Downtown
- Inspire high quality design
- Encourage social and environmental sustainability
- Expedite housing approvals to alleviate housing crisis
- Reduce barriers to affordability and homeownership
- Support growth of the non-market housing sector

An extensive community engagement program was undertaken and a large number of background reports and studies were produced or reviewed in developing this Municipal Planning Strategy.

The importance of quality process, analysis and community engagement are at the forefront of policy development in Wolfville.

This plan aims to improve land use policy and process to meet the goals of the review and align with the shared future and community priorities outlined in Part 2.

1.2.2 PLAN STRUCTURE

This Plan consists of policies and maps that are implemented through the Land Use Bylaw, Design Guidelines and Subdivision By-law (implementing documents). While this Plan is organized into distinct parts, for any part to be properly understood it must be read in the context of the whole document, implementing documents, and mapping.

Although not exclusively a land use document, the Town is striving to effectively deal with the three primary aspects of land use through this MPS and implementing documents:

1. **the Arrangement of the Town** — the design of the parcel, block, and transportation (streets, trails, etc) network. These are the ‘bones’ of the Town and without good ones, it is difficult to realize a vision, adapt to changing conditions, and create places that lend to a high quality of life.
2. **the Use of land** — the purpose for which land is utilized (e.g. residential, commercial, mixed use, agriculture, etc). This is the root of the traditional land use zoning approach. The Town will continue to use this approach but be open to new ideas (e.g. form based) and other tools (e.g. secondary planning strategies) to better manage community expectations.



3. **the Form of land improvements**—the design of improvements on a property (e.g. attached or detached buildings, setbacks, height, etc) are often the details that make the difference between a successful development and something that seems ‘out of place.’ The Town will continue to use design guidelines, which will form a part of this plan’s implementation documents.

Mapping and other graphical communication tools such as design guidelines are essential to illustrate and contextualize land use policy. The Maps included as Schedules or in the body of this Municipal Planning Strategy or Land Use By-law include: a Future Land Use Map, Street Classifications, Future Parks and Trails, and Pedestrian Infrastructure. These maps are a legal part of these planning documents and are required to properly interpret policy.

ACTIONING OUR COMMUNITY PRIORITIES

To provide clear linkages to the Town’s stated Community Priorities, a policy key / legend has been prepared. Policy in the document has been linked back to themes related to the Town’s stated community priorities. Also included are indications where future work or partnerships will be essential. The policy key is included here for reference.

POLICY KEY

EP	Economic Prosperity	LU	Land Use and Design
SE	Social Equity	CA	Climate Action
P	Partnership	FW	Future Work

1.3 Community Past & Present

1.3.1 WOLFVILLE'S PAST

Where Wolfville stands today, where the Cornwallis (Jijuktu'kwejk) River meets the Minas Basin, was originally inhabited by aboriginal tribes leading a migratory and nomadic existence driven by available sustenance. The Mi'kmaq became the dominant culture in A.D. 1400 and continued to live nomadic lifestyles in the region. By 1650, an estimated 3000 Mi'kmaq peoples resided in the maritime provinces, yet by 1841 only an estimated 1166 remained and were being located on reserves (Mud Creek, J. Davison, 1985).

In 1650, the first Europeans (French Acadians) began to settle in this region at Port Royal and began moving up the Bay of Fundy into the Minas Basin area. From this time until their expulsion by the British in 1755, the Acadians developed dykes and the aboiteau wooden sluice system that transformed brackish floodplains into rich farmland, giving Wolfville and Grand Pre (now a UNESCO Cultural Landscape) their distinctive agricultural fields and dykelands.

After the expulsion of Acadians, New England Settlers arrived to inhabit the vacant land. These settlers founded and developed the community of Mud Creek, now known as the Town of Wolfville, around shipbuilding, various forms of agriculture and supporting industry and commerce. Acadia University (founded 1838) first opened as Horton Academy and has developed into a world class educational institution (Mud Creek, J. Davison, 1985). Mud Creek was renamed Wolfville in 1830, and recognized as "the world's smallest port".

After confederation in 1867, The Windsor and Annapolis Railway (later the Dominion Railway) connected Wolfville through the Annapolis Valley, making Wolfville Harbour a seaport that shipped Annapolis Valley apples across the world.

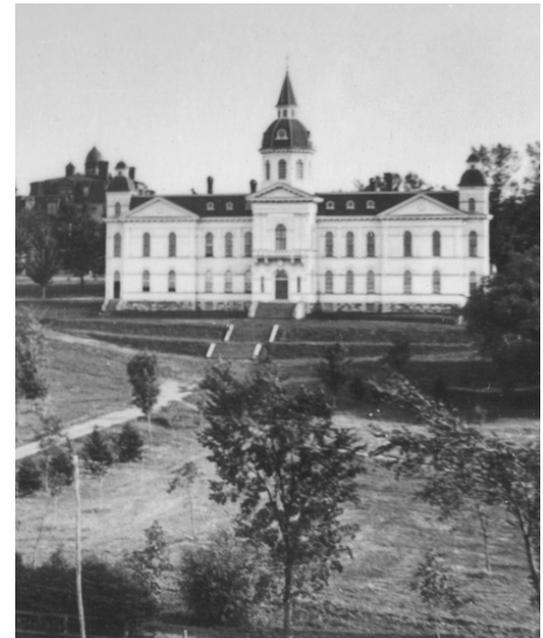
IT SHALL BE THE POLICY OF COUNCIL:

FW P

1. To acknowledge that we are in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People. This territory is covered by the "Treaties of Peace and Friendship" which Mi'kmaq and Wolastoqiyik (Maliseet) People first signed with the British Crown in 1725. The treaties did not deal with surrender of lands and resources but established the rules for what was to be an ongoing relationship between nations.
2. To update the Community Profile, Housing Needs Assessment and Non-Market Housing Inventory every 4 years or as needed.
3. To have regard for the Community Profile, Housing Needs Assessment and Non-Market Housing Inventory when considering land use planning.



Watercolour painting depicting traditional Mi'kmaq settlement c.1791 (Nova Scotia Museum)



1.3.2 WOLFVILLE PRESENT

Wolfville now represents a cultural centre within the County of Kings offering historic and contemporary built forms, community and international events, and strong ties with Acadia University. The active, educated, residents have worked to proclaim Wolfville a nuclear free zone in 1985, declared Canada’s first fair trade town in 2007, and joined other Canadian communities in declaring a Climate Emergency in 2019. The Town has been, and continues to be, an aspirational community and an important educational and cultural centre in the region.

To ensure the Town of Wolfville’s sustainable future requires an equitable balance of many factors in decision making. Understanding opportunities and challenges is critical, as is recognizing possible disruptions that may directly influence, or change, our community. It is important to be able to adapt to these changes while maintaining stability, innovation and the ability to pursue a unique path so Council can take actions that reflect the values of the community. Council endorses a sustainable and socially equitable community development approach to these factors and the implementation of this approach is enabled through the policies of our Municipal Planning Strategy.

1.3.3 OPPORTUNITIES AND CHALLENGES

CLIMATE CHANGE AND THE ENVIRONMENT

Wolfville encompasses an array of environmental features that define the Annapolis Valley. Wetlands, watercourses, agricultural fields, and undisturbed natural areas surround the town and flow through its downtown. The Town is surrounded by a greenbelt of forested and agricultural lands and bordered by the Minas Basin and Bay of Fundy to the north. The waters are home to whales, unique ecosystems, and the bordering cliffs and foreshore contain ancient fossils. The dykelands, an iconic piece of Nova Scotia’s heritage, were constructed to capture nutrient-rich sediment in low-lying coastal areas, and the rich salt marshes created ideal agricultural conditions provided in part by water carried by steep southern slopes that border the commercial areas.

Wolfville’s unique environmental features continue to play an important agricultural role for the Annapolis Valley, and should be protected and maintained as they contribute to the ecosystem services and resources required for economic sustainability and resilience.

Opportunities and Challenges:

- Environmental conservation and protection
- Ecosystem services
- Climate Change adaptation and mitigation efforts.



DEMOGRAPHICS

Wolfville is home to approximately 5,057 residents, as outlined by Statistics Canada's 2021 Census. Between the 2016 and 2021 Census, Wolfville saw record population growth of 20.5% overall, or 4.1% per year. This population increase was driven primarily by the COVID-19 pandemic, which resulted in a higher number of people relocating to Nova Scotia and to rural and small towns where there were fewer COVID cases, more open spaces and lower housing prices. For comparison, the Town grew by only 2% annually between 2011-2016. The Town's Community Profile projects population growth to slow in the coming years and suggests a 5.9% population growth from 2024-2034.

There is a mismatch between available housing types in Wolfville and what residents need. Roughly 40% of houses have 3 or more bedrooms, but only 20% of households have 3 or more people. A large portion of the permanent population in Wolfville are retirees, a population that has their own set of residential and social needs such as age-friendly infrastructure and accessible transit. In contrast, approximately half of Wolfville's residents are university age, a trend constant in all census years.

Each fall Wolfville becomes a seasonal home to 1500 additional residents living in Acadia University residences. Wolfville also receives an estimated 1000 commuting students each day, based on data retrieved from Acadia University. Total enrolment for 2023-2024 was approximately 4,325 students.

Each summer Wolfville welcomes an estimated 191,000 visitors. 25,000 of those visitors stay for an average of three nights, as identified in Nova Scotia Tourism survey-data.

Opportunities and Challenges:

- Variety of housing options
- Age-friendly infrastructure
- Demand for housing of all types
- Opportunities for cross-cultural connections
- Tourism
- Balancing environmental economics



ECONOMICS

The dykelands from the Bay of Fundy and lands flowing from the Gaspereau Valley have presented ideal agricultural opportunities, which have shaped the local economy for centuries. Educational Services is the largest sector in Wolfville largely thanks to Acadia University, representing 19.6% of the total labour force in the Town according to the 2021 Census. 13.9% of the labour force is based in accommodation and food services, and 13.3% is centered in Health care and social assistance sector. Retail trade makes up 11.9% of total labour force. Education and local medical service providers are major contributors to the local economy, servicing local and regional needs while attracting international residents and students. Tourism, including retail and accommodations providers, are another major contributor to the local economy.

Despite these areas of growth, unemployment in Wolfville continues to climb. The unique needs and socioeconomic mix of students, retirees, tourism workers, agriculturalists, and professionals requires a concerted effort to balance a variety of economic opportunities with a growing need for housing and employment options for those under or unemployed.

Opportunities and Challenges:

- Affordable housing options
- Urban agriculture
- Renewable energy sources
- Seasonal demand for tourism services
- Commercial and Retail opportunities

GLOBAL INFLUENCES

The Town of Wolfville has enjoyed the benefits of a high quality of life, a diverse economy, and a wide range of temporary and permanent residents of all ages and ethnicities due in part to regional, national and global influences. These global trends can dramatically shift due to circumstances outside of our control, such as global politics, climate change, national population changes, immigration, new technologies, regional policies and even other unknown factors. In recent years, trends in Nova Scotia continue to indicate growing populations of retirees in relation to younger populations, ever-increasing impacts of climate change and erratic weather patterns, the growing costs and impacts of fossil fuels, and a long-term need to attract younger Canadian and International residents. These trends are not unique to the Town of Wolfville, yet impact Wolfville uniquely and should be considered as we consider how they impact the quality of life for Wolfville residents today, in the near future, and in the lives of future generations.

Opportunities and Challenges:

- Climate change
- Canadian Migrations
- Technology
- Fossil Fuels
- Generational and Social Equity
- Artificial Intelligence



1.4 Provincial and Regional Coordination

1.4.1 PROVINCIAL COORDINATION

A Municipal Planning Strategy provides the policy framework for land use and development control. The Municipal Government Act (MGA) provides Council with the power to make statements of policy with respect to a broad range of activities including future development, land use, public lands, transportation, municipal services, municipal development, coordination of public programs, and any other matters related to the physical, social or economic development of the town.

Alongside the MGA, the Province provides Statements of Provincial Interest to ensure municipalities are complying with issues of province-wide significance. Municipalities must take the statements into account when creating or reviewing land use planning policies and regulations. The Statements of Provincial Interest address the areas of Drinking water supplies; Flood Risk Areas; Agricultural Land; Infrastructure; Housing and The Nova Centre. Each Statement has a set of provisions that dictate how municipal planning documents must respond to the goal of the Statement. The Nova Centre Statement is excluded as it is specific to a development in the Halifax Regional Municipality.

IT SHALL BE THE POLICY OF COUNCIL: FW P

1) To create Municipal Planning Strategy Policy that complies with the Statements of Provincial Interest:

-  **STATEMENT 1: DRINKING WATER SUPPLIES**
GOAL: To protect the quality of drinking water within municipal water supply watersheds.
-  **STATEMENT 2: FLOOD RISK AREAS**
GOAL: To protect public safety and property and to reduce the requirement for flood control works and flood damage restoration in Flood Risk Areas by restricting exposure to flood risk.
-  **STATEMENT 3: AGRICULTURAL LAND**
GOAL: To protect agricultural land for the development of a viable and sustainable agriculture and food industry.
-  **STATEMENT 4: INFRASTRUCTURE**
GOAL: To make efficient use of municipal water supply and municipal wastewater disposal systems.
-  **STATEMENT 5: HOUSING**
GOAL: To provide housing opportunities to meet the needs of all Nova Scotians.

In 2024, the Province introduced Minimum Planning Requirements for all municipalities. These requirements, included in this document are:

- Background and contextual information supporting the strategy’s goals and objectives.¹
- A map illustrating intended future land uses across the municipality.
- Policy statements covering:
 - Residential land use.
 - Commercial and industrial land use.
 - Institutional land use.
 - Land for recreation and public open space.
 - Resource land use (if applicable).

1.4.2 REGIONAL COORDINATION

The core message of the One Nova Scotia report “The Ivory Report” (2014) by the Nova Scotia Commission on Building Our New Economy is that Nova Scotia, particularly rural Nova Scotia, faces a crisis of economic and demographic viability. This is not inevitable, but leveraging the province’s assets to change its economic outlook will demand a shared vision and a commitment to economic growth and renewal.

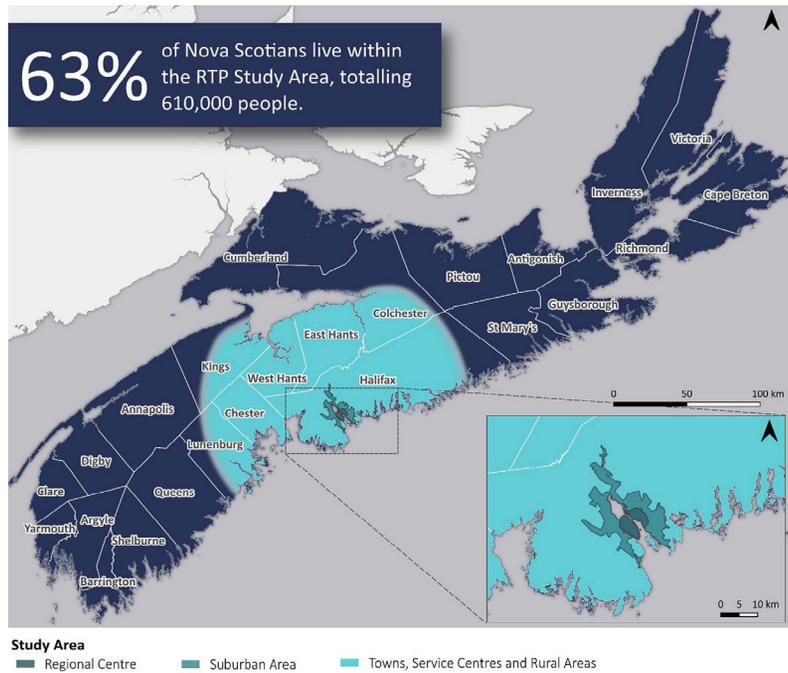
The County of Kings has its own Municipal Planning Strategy (MPS) and Land Use Bylaw that provide a regional perspective beyond the Town of Wolfville. This regional context is important to consider as Wolfville evaluates its options for future growth.

The County of Kings has its own Municipal Planning Strategy (MPS) and Land Use Bylaw that provide a regional perspective beyond the Town of Wolfville. This regional context is important to consider as Wolfville evaluates its options for future growth. Kings County adopted the Kings 2050 initiative in 2020 in collaboration with the Towns of Berwick, Kentville and Wolfville. This initiative provides a joint vision for the future of the region. The Town of Wolfville recognizes the importance in maintaining a collaborative relationship with the County, particularly with respect to transportation, wellfield protections, climate change, sea level rise and flooding.

While the MGA does not currently outline the requirement for a Municipal Planning Strategy to demonstrate consistency with Statements of Regional Interest, a best practice approach would still have regard to their intent.

IT SHALL BE THE POLICY OF COUNCIL: FW P

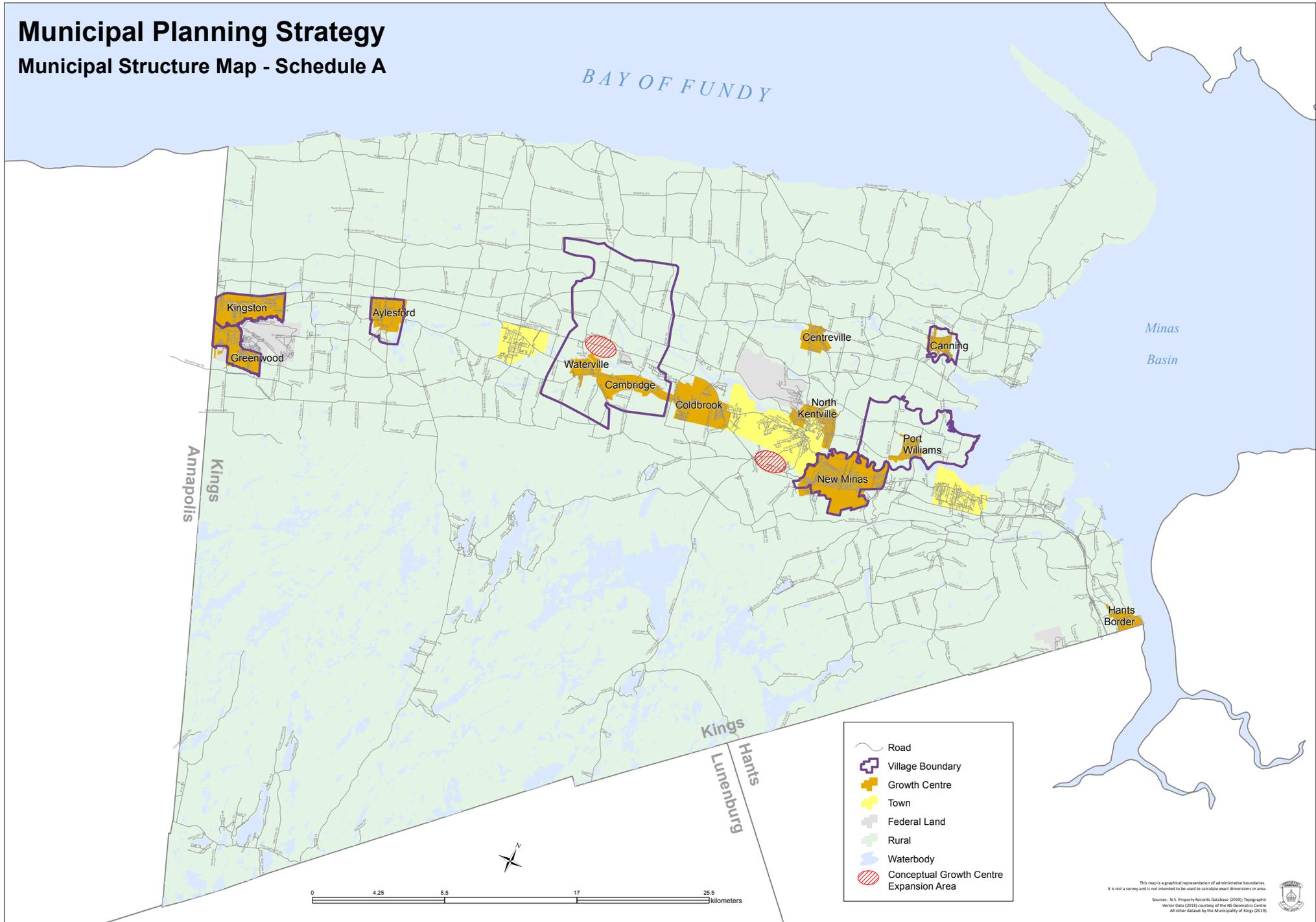
1. To be open to collaborating with the County of Kings and other regional partners on regional land use planning, climate change mitigation and adaptation, environmental protection, recreation, transit, economic development and other matters.
2. To include in the Town’s Public Participation Program Policy provisions to ensure engagement with abutting municipalities as required by the MGA.
3. To have regard for the Link Nova Scotia Regional Transportation Plan in land use and transportation planning to ensure consistency with broader regional planning directions.



Link Nova Scotia Regional Transportation Plan Study Area

Municipal Planning Strategy

Municipal Structure Map - Schedule A





PART 2

OUR SHARED FUTURE AND COMMUNITY PRIORITIES

2.1 Sustainability and Resilience

The Town of Wolfville is a leader in the pursuit of improved community well-being and is regarded as one of the most progressive small towns in the country.

The Town of Wolfville embraces sustainability as a lens to create an integrated and effective approach to addressing current and future challenges. The figure to the right illustrates the ‘nested circle’ sustainability framework and supports Council’s belief that social and economic activity occur within ecological limits. This concept of sustainability contrasts with the ‘three legs’ (or other approaches) based on the premise that the social, ecological and economic aspects are equally important. The nested circle framework recognizes that social and economic activity occurs within ecological limits.

The Town of Wolfville is also committed to being a resilient community where ‘disruptions’ can be managed effectively. It will be important to adapt to change while maintaining stability into the future. Community stability allows for innovation and the ability to pursue a unique path where Council can take actions that reflect the values of the community.

Council and Staff will be bold to forge a path that is in the best interests of both current and future generations of our Town and region.

IT SHALL BE THE POLICY OF COUNCIL:



To institutionalize and promote the “Nested Circle” Sustainability Framework in both municipal operations and the overall community.

Core Concept:

“Nested Circle” Sustainability Framework



2.2 Our Shared Future

Wolfville is an aspirational community. “Our shared future” is a declaration of the Town’s desired outcome during the lifetime of this plan. It is what we want to be, what we’re currently doing and our reason for existing. In the context of a Municipal Planning Strategy, the “shared future” is the Town’s desired outcome from a growth management perspective.

In 2025, Town Council adopted this vision statement through a facilitated Strategic Planning exercise:

Our Shared Future is...

An inclusive and vibrant community where natural beauty, heritage, innovation and well-being bloom.



2.3 Community Priorities

Community priorities are specific statements of what the Town intends to achieve during the life of this plan. They are the WHAT and the HOW — split into 4 priorities with objectives and anticipated results associated with each. The priorities fall into 4 categories that together provide a road map to achieving ‘Our Shared Future.’ The community priorities are guided by the Town’s commitment to sustainable community development, resilience, community consultation, and evidence-based decision making.

The policies of this Plan shall be consistent with and supportive of these priorities. Council acknowledges that priorities and/or specific objectives must be monitored and may change over time. Council is committed to monitoring the effectiveness of these policies and making changes as appropriate — this is a living document. It is important to acknowledge that some of these priorities will and do compete with each other. The challenge for Council will be finding an appropriate balance, consistent with our overarching sustainability aspirations.

ACTIONING OUR COMMUNITY PRIORITIES

To provide clear linkages to the Town’s stated Community Priorities (See Part 2), a policy key / legend has been prepared. Policy in the document has been linked back to themes related to the Town’s stated community priorities. Also included are indications where future work or partnerships will be essential. The policy key is included here for reference.

POLICY KEY

EP	Economic Prosperity	LU	Land Use and Design
SE	Social Equity	CA	Climate Action
P	Partnership	FW	Future Work

2.3.1 LAND USE AND DESIGN

The Town believes that creating and preserving places where people want to be — to live, work, play, and visit — is critical for the long-term prosperity of the Town. Land Use and Design decisions are important to the quality of life the Town can offer and plays a critical role in resident’s overall health. Our unique sense of place captures the imagination of long-time residents and visitors alike. Looking forward, Council will strive to encourage innovative design and housing options while honouring existing character and heritage. The Land Use and Design objectives guide policies of this Municipal Planning Strategy and are identified with a symbol throughout this MPS. 

CORE CONCEPT: HEALTHY COMMUNITIES

The design of our communities influence how physically active we are, how we travel through our communities, how socially connected we are, the kinds of foods we have access to, how exposed to the natural environment we are, and ultimately, how we experience health and wellness.

CORE CONCEPTS

Complete Communities

Meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure, schools, recreation, open space, and mobility options.

Human Scale

To see the Town as the people who use and experience it at eye level and to optimize the pedestrian experience by taking the possibilities and limitations dictated by the human body into account.

Pedestrian First

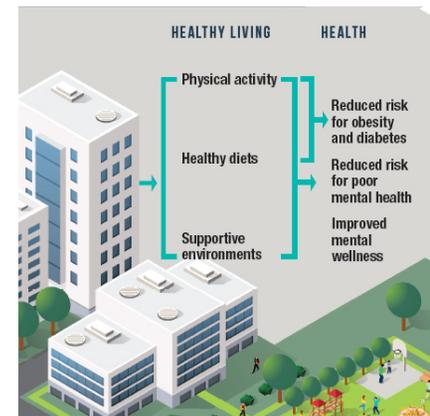
Providing safe, comfortable, direct and attractive walking and rolling routes separated from motor vehicle traffic for pedestrians to enjoy the surrounding amenities.

Neighbourhood Character

A subjective measure that combines public and private realms and the cumulative impact of all contributors (property, public place, infrastructure) that create a unique character.

New Urbanism

Approach based on the principles of walkable streets, amenities in close proximity, accessible and well-designed public spaces that create sustainable, human-scaled places where people can live healthy and happy lives.



Source: The Chief Public Health Officer’s Report on the State of Public Health in Canada 2017 – Designing Healthy Living.

<p>OBJECTIVE LU</p> <p>To create complete neighbourhoods to maximize our infrastructure and promote community health.</p>	<p>OBJECTIVE LU</p> <p>To ensure a full range of housing options for Wolfville residents of all ages and incomes.</p>	<p>OBJECTIVE LU</p> <p>To respect and strengthen existing neighbourhood character, while encouraging quality, inclusive urban design.</p>	<p>OBJECTIVE LU</p> <p>To preserve and enhance our architectural and cultural heritage assets.</p>	<p>OBJECTIVE LU</p> <p>To support public art and cultural programming.</p>
<p>ANTICIPATED RESULTS</p> <ul style="list-style-type: none"> • Create and incentivize neighbourhood commercial to create convenient access to services for all residents. • Focus on walkability improvements. • Strive to integrate Asset Management and Planning. 	<p>ANTICIPATED RESULTS</p> <ul style="list-style-type: none"> • Increase housing options based on community needs. • Encourage affordable housing options (including non-market). • Adopt a Non-Market Housing Strategy and monitor over time. 	<p>ANTICIPATED RESULTS</p> <ul style="list-style-type: none"> • Improve processes and requirements for infill development. • Create tools for improved social inclusion of all residents. • Policies to support innovation. 	<p>ANTICIPATED RESULTS</p> <ul style="list-style-type: none"> • Identify and register heritage properties. • Carry out a Heritage and Culture Study for the Town. • Better establish roles for the Town’s Heritage Advisory Committee and Historical Society. 	<p>ANTICIPATED RESULTS</p> <ul style="list-style-type: none"> • Work to implement more public art in the Town and enhance public art appreciation in the Town. • Work with and support public art action by community groups, non-profits and other partners.

2.3.2 ECONOMIC PROSPERITY

To grow its economy, Wolfville is focused on enhancing its position as an educational and cultural hub, a destination for tourism, niche/boutique retail, and professional services while further developing offerings around food, libations (wine, cider, beer, etc) to leverage the Town’s brand proposition. The Economic Prosperity objectives guide policies of this Municipal Planning Strategy and are identified with a symbol. 

CORE CONCEPTS

Strategic/Managed Growth

Using municipal assets such as land, infrastructure and water resources efficiently; building more compact, walkable communities with adequate infrastructure; encouraging infill development Downtown; encouraging missing-middle and gentle density in residential neighbourhoods; and planning neighbourhoods near amenities such as schools, jobs and recreation to encourage sustainable community development.

Fiscal Sustainability

To achieve a fiscal stance that allows the Town to service public debt, without the need to undertake policy adjustments that are implausible from an economic or political standpoint, given financing costs and conditions we face.

Wolfville Business Development Corporation

To foster a diverse and resilient local economy that supports entrepreneurship and innovation by maintaining a partnership with the Wolfville Business Development Corporation (WBDC).

Valley Regional Enterprise Network (REN)

To support innovation and entrepreneurship by partnering with the Valley REN to support Town goals including a prosperous economy and graduate retention.

<p>OBJECTIVE EP</p> <p>To encourage growth and manage land use with a goal of balanced economic and environmental sustainability.</p>	<p>OBJECTIVE EP</p> <p>To ensure a vibrant local economy by supporting economic development, creative entrepreneurship, and home based business endeavours that further the Town’s position as a regional cultural, tourism, and educational centre.</p>	<p>OBJECTIVE EP</p> <p>To enhance and strengthen the Downtown as the focal point of commercial and community activity.</p>	<p>OBJECTIVE EP</p> <p>To encourage a range of local and regional partnerships that enhance economic development within the Town.</p>	<p>OBJECTIVE EP</p> <p>To support what works and encourage new opportunities and investments.</p>
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ANTICIPATED RESULTS

- Expand neighbourhood commercial opportunities.
- Focus on infill development and gentle density
- Focus investments in public services that are reflective of community need.

ANTICIPATED RESULTS

- Strive for top quality facilities and services.
- Further our brand as a hub of tourism, food and libations through additional opportunities along Main Street and in the expanded Downtown.

ANTICIPATED RESULTS

- Design Guidelines and visioning specific to the Downtown.
- Better manage parking
- Create a unique pedestrian experience

ANTICIPATED RESULTS

- Strengthen partnerships with Acadia, the County of Kings, other Towns/ Municipalities, the Wolfville Business Development Corporation, Devour, Deep Roots and other partners and events.

ANTICIPATED RESULTS

- Better development approvals process (e.g. fewer development agreements, more site plan approvals).
- Focus on walkability and the Downtown.

2.3.3 CLIMATE ACTION

The Town of Wolfville intends to lead the way in community well-being and environmental health by balancing short-term needs with long-term investments in more sustainable neighbourhoods that will continue to support our community in the future. Building on the adoption of the Climate Plan, the Town is advancing a range of climate initiatives, including planned upgrades to the waterfront that will connect and strengthen the dykes to improve resilience to sea level rise and flooding, the successful SWITCH Wolfville PACE program delivered through PACE Atlantic, the ongoing implementation of the Active Transportation Network, and the urban forest management policy and work plan. Together with other climate-related projects, these initiatives demonstrate Wolfville's commitment to climate action and guide the policies of this Municipal Planning Strategy, with Climate Action objectives identified by a symbol throughout this MPS.

CA

CORE CONCEPTS

CA

Adaptation

Strategies and Actions that manage the impacts of climate change, including climate variability and extremes.

Mitigation

Strategies and Actions that reduce the emissions that cause climate change.

Ecological Footprint

The impact of human activities measured in terms of the area of biologically productive land and water required to produce the goods consumed and to assimilate the waste generated.

Energy Poverty

Individuals who are unable to afford the energy/fuel needed to maintain their life (a household that spends more than 10% of their income on home energy).

Clean Energy

Energy sources including solar, wind, water, geothermal, and bioenergy.

Active Transportation

Any form of human-powered transportation through many modes such as walking and cycling that encourage less vehicle transportation.

OBJECTIVE CA	OBJECTIVE CA	OBJECTIVE CA	OBJECTIVE CA
<p>To control land use in a way that preserves, enhances and protects the natural environment to ensure open space opportunities for all residents.</p>	<p>To promote clean energy and reduce greenhouse gases (Climate Mitigation) by maximizing energy efficiency through conservation, local renewable energy opportunities, partnerships, and the use of sustainable infrastructure and green building design.</p>	<p>To undertake climate adaptation and mitigation measures to create a community resilient to disruptors.</p>	<p>To create a leading sustainable transportation network that supports non-vehicular transportation modes and improves connectivity.</p>

ANTICIPATED RESULTS

- Update and enhance environmental constraints.
- Preservation of ecosystem services, including Agricultural land.
- Implementing an Urban Forest Policy and Work Plan to increase canopy cover throughout Town.
- Ensure source water protection and reduce water consumption.

ANTICIPATED RESULTS

- Work toward advancing our position in the Partners for Climate Protection Program through GHG emissions reduction and energy planning work.

ANTICIPATED RESULTS

- Work with partners to preserve and enhance resilience to sea level rise.
- Work with community partners and volunteers to enhance greenspace and protect biodiversity.
- Requirements for buildings in flood prone areas.
- Educate the community about climate change implications and initiatives.

ANTICIPATED RESULTS

- Better leverage our partnership with Regional Transit Authorities.
- Prioritize the creation of walkable and bikeable infrastructure.
- Explore community/micro transit options and implement.

2.3.4 SOCIAL EQUITY

Throughout the process of developing this plan, ‘Social Inclusion’ and ‘Equity’ have been key themes. The objectives reflect support for social and economic development of the town, and community members whose lives are affected by change, while trying to respect the Community’s vision of how we develop. The Town encourages contributions to community development and social wellbeing through policy by reflecting on current social structures and actively communicating with the public. The policies of this Municipal Planning Strategy are informed in part by the Town’s Accessibility Plan 2025-2028, which commits the Town to ensuring that all people can take part in community life and in society. The Social Equity objectives guide policies of this Municipal Planning Strategy and are identified with a symbol throughout this MPS. SE

CORE CONCEPTS SE

Universal Design

Design and composition that can be accessed, understood and used to the greatest extent possible by all people regardless of age, size, ability or disability.

Community Engagement

Providing participation opportunities for community members to voice opinion and have input on current municipal events and decision making, while providing inclusivity and transparency throughout the community-level planning process.

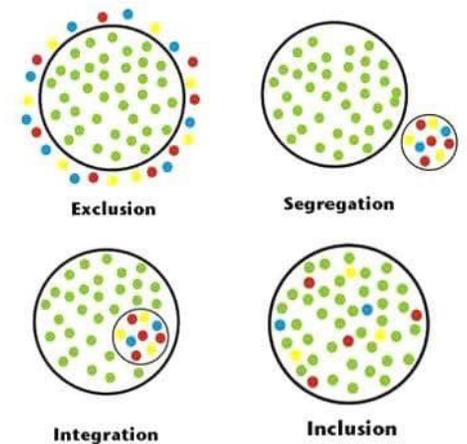
Age Friendly

A place that has an inclusive and accessible urban environment that promotes active aging and influences health and quality of life by providing the ability for older adults to age, in place.

In 2025 the Town adopted the 2025-2028 Accessibility Plan to ensure that all people can take part in community life and in society, whatever their abilities. This Plan has 5 areas of focus: built environment, information and communication, employment, goods and services, and transportation.

CORE CONCEPT: SOCIAL INCLUSION

When building new housing that promotes social inclusion the United Nations states “housing is not adequate if it is cut off from employment opportunities, health-care services, access to transit, schools, childcare centres and other social facilities, or if located in polluted or dangerous areas.



Source: Government of Canada- National Housing Strategy—“A Place to call Home”

OBJECTIVE	SE	OBJECTIVE	SE	OBJECTIVE	SE	OBJECTIVE	SE	OBJECTIVE	SE
To make land use processes understandable, transparent and efficient.		To ensure an inclusive community through bold leadership, community education and inclusive engagement in the development and implementation of land use planning policy.		To work in alliance with our regional partners.		To provide age friendly, accessible, and affordable housing options for a mix of demographics to encourage social inclusion.		To ensure that all public facilities and infrastructure provide access to all potential users, and encourage other organizations to follow these standards.	

ANTICIPATED RESULTS

- Clearly articulate development requirements.
- Provide clear parameters around community involvement in development applications.

ANTICIPATED RESULTS

- Robust engagement during policy planning.

ANTICIPATED RESULTS

- Strengthen partnerships with NS Department of Seniors, Housing NS, NS Department of Health, Acadia University, and other partners.

ANTICIPATED RESULTS

- Ensure variety and adaptability in our housing options.

ANTICIPATED RESULTS

- Work with the Accessibility Advisory Committee to meet Accessibility goals as established in the Town's Accessibility Plan for 2025-2028.

*Our planning strategy is
how we, as human beings,
organize ourselves.*

*It's how we physically embody
our values in the built environment.*



PART 3

INVESTMENT FOR SUCCESS

3.0 Creating Conditions for Success

This Municipal Planning Strategy emphasizes the importance of the public realm in creating an environment that attracts and supports growth, consistent with the Town’s community priorities. Municipal investments in public buildings, water and wastewater systems, streetscapes, active transportation infrastructure, parks and open space, and other public infrastructure and facilities will be needed and should be coordinated with the policies of this plan to effectively work toward the Shared Future envisioned.

The Town of Wolfville is a municipal corporation managing a growing community that must balance change and innovation with ongoing support for existing infrastructure — physical and social.

The Municipal Planning Strategy is the Town’s primary tool for managing growth and change yet this task requires us to understand how municipal assets, our economic development opportunities, and our culture and heritage assets are balanced so we can spend our resources (e.g. time, limited financial resources, etc.) toward achieving our shared future.

The way the Town invests in infrastructure assets, including natural assets, will have a significant impact on whether we move toward becoming more sustainable and resilient. Because of this, Council is committed to better integrating Land Use Planning and Asset Management, starting with the policies of this plan and focusing on improvements, over time, to ensure our Municipal, Economic, and Cultural success.

IT SHALL BE THE POLICY OF COUNCIL:

FW P

1. To incorporate policies and provisions of this Strategy into the capital budgeting and operational planning processes of the Town.
2. To ensure that the Town’s capital budgeting and operational planning process for streets and sidewalks give consideration to projects based on the condition of the asset, risk rating, desired growth, pedestrian activity and community priorities.
3. To incrementally integrate asset management and land use planning for municipal, economic and cultural success.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

3.1 Asset Management

In 2017-2018 R.V. Anderson Associates Ltd. was contracted to prepare an Asset Management Plan for the Town. The objective was to establish an initial plan that provides the information necessary for staff to ensure Town infrastructure is safe, sustainable and addresses the needs of the residents and businesses of Wolfville.

The Town of Wolfville currently operates two distinct sets of asset inventories. One is the Water Utility, composed of water facilities (water treatment facility, wells, and a concrete reservoir), water mains, and equipment. The other is the General Fund, composed of land improvements, buildings and structures, equipment, IT infrastructure, traffic lights and poles, sewer systems, sewer plants, sidewalks, streets and curbs, and vehicles and heavy equipment. These assets are not funded for long term sustainability which will directly affect resident's quality of life in the event of a failure. It is critical to work towards ensuring these assets are maintained and funded for the future.

The Town will continuously improve and refine its asset data and management plan over time. Doing so will allow the Town to ensure the Town can accommodate growth, consistently provide the services residents expect, and become more financially resilient over time.

IT SHALL BE THE POLICY OF COUNCIL:

FW P

1. To adopt and apply recognized asset management practices by:
 - a. Maintaining an inventory of the Town's existing infrastructure.
 - b. Forecasting future infrastructure costs, including for maintenance, replacement, and expansion.
 - c. Identifying revenue sources to address these costs, including through future growth.
2. To consider Asset Management and the Town's infrastructure deficit when considering development proposals where new infrastructure is proposed.
3. To consider the policies of the Municipal Planning Strategy and other Town plans when making decisions on Municipal Building Assets.
4. To recognize the value of Natural Assets in the overall management of Town infrastructure (e.g. dykelands as Flood control, watercourses as stormwater management, our drinking water from wells as a groundwater source, etc).
5. To recognize the significant challenges that unmitigated Climate Change could impose on Municipal Assets and how taking action on Climate Change (mitigation and adaption) is linked to Asset Management and the Town's long-term sustainability.
6. To adopt an Asset Management approach to support the Town's commitment to ensuring the sustainable delivery of services.

CORE CONCEPT – ASSET MANAGEMENT

Asset management enables local governments to strategically plan for community sustainability and resilience by:

- Proactively managing assets throughout their life cycle to deliver services sustainably to the community now and into the future.
- Prioritizing infrastructure decisions that balance costs, risks and services.
- Delivering services more efficiently and effectively.
- Ensuring long-term affordability of services.
- Meeting sustainability targets.
- Effectively working toward meeting targets for greenhouse gas emissions reduction.
- Integrating natural and built environments.
- Reducing deficits and debt.
- Attracting business and investment.

(from FCM's "Building Sustainable and Resilient Communities with Asset Management")

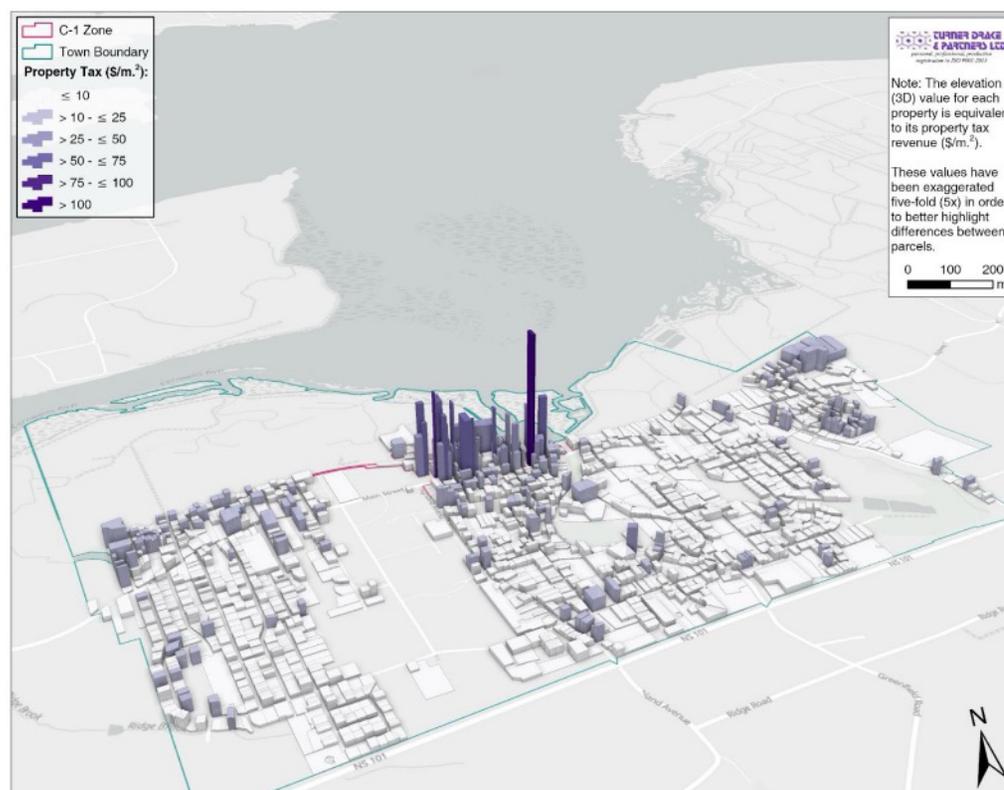
3.2 Revenue to Meet Financial Needs

This plan seeks to strengthen Wolfville’s financial revenue so that it can meet its increasing infrastructure needs. Strengthening Wolfville’s financial position is critical to ensure the Town can continue to provide and expand the services it provides residents. It is also critical for ensuring Wolfville can prepare for, and respond to, climate risks, such as flooding. Wolfville seeks to strengthen its financial resilience to minimize the risk of insolvency in the face of such challenges.

This plan will therefore encourage growth on existing streets and infrastructure, so that the Town can grow its taxbase while minimizing additional costs. Downtown growth is particularly important for financial resilience. Already, it generates 14% of the Town’s tax revenue (excluding special cases, such as Acadia), while comprising only 5% of its land. It is also important, however, to encourage appropriate growth throughout Wolfville neighbourhoods — such as accessory dwelling units, duplexes, triplexes, courtyard housing, and other missing middle development — to increase tax revenue on existing streets without increasing the tax burden on current residents.

IT SHALL BE THE POLICY OF COUNCIL:

1. To strengthen the Town’s financial resilience by encouraging growth in areas with available infrastructure capacity.



Source: Turner Drake & Partners Ltd., Town of Wolfville, and the Province of NS | Basemap sourced through ESRI ArcPro v3.4.3.

Figure 3 — Land Value Map, showing tax revenue generated per square metre

3.3 Non-Market Housing

Growth can only benefit all Wolfville residents if all residents can find a home. It is especially important to provide affordable housing inside a walkable community like Wolfville, because when residents live close to shops and services, they enjoy higher rates of employment, greater long-term upward mobility, stronger social ties, and improved health. Often, people are priced out of walkable downtowns because these areas are some of the most desirable for all residents and there is considerable competition for housing.

A key aspiration for this plan is to build support for non-market housing. Wolfville will work with non-market housing providers to find opportunity for dedicated units for those who need them. The plan focuses on non-market solutions with the goal of providing deeply affordable prices that a broader group of residents can afford.



IT SHALL BE THE POLICY OF COUNCIL:

1. To maintain a non-market housing strategy and work to implement the strategy over time.
2. To create a grant program to support non-market housing development, growth and retention.
3. To create a disposal process for disposing of town owned land to non-market housing providers as allowed by the Municipal Government Act.
4. To explore other financial assistance to this sector including property tax adjustments.
5. To waive building and permit fees for non-market housing development applications.

3.4 Culture, Heritage and Economic Development

The economic potential of the municipality needs to be encouraged for residents to be able to live, work, shop and play locally and affordably. Supporting resident initiatives in cultural and small business activities enable Wolfville to adapt to a changing world with economic success. Strategic public investments; supportive partnerships with business, other orders of government, and institutions; and other incentives can act as catalysts for further economic growth and job creation while supporting local cultural activities.

Planning for culture incentivises opportunities for creative-economic activity, increases access and exposure to culture, and preserves and celebrates built and living heritage. Empowering individuals and organizations, and supporting those initiatives is key to fostering the culture and heritage of Wolfville. Residents and visitors bring value and contribute significantly to our rich and evolving cultural fabric through the creation of events, art, restoration of heritage, as patrons, by registering heritage properties, and many other methods.

Individuals are key to economic diversification and supporting culture. One of the best ways to support individuals is to develop the Town of Wolfville as a destination for visitors, new residents and talented workers by investing in high quality education, commercial areas, accessible public infrastructure and cultural activities within the municipality.

IT SHALL BE THE POLICY OF COUNCIL

FW P

1. To work toward all people in our community having equal access to decent livelihood and quality standard of living including equal access to:
 - a. Buildings,
 - b. Infrastructure and Public Spaces,
 - c. Information and Communications,
 - d. Employment,
 - e. Delivery of Goods and Services and Transportation.
2. 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.
3. To consider rezoning to any zone for registered heritage property, as outlined in the Land Use Bylaw.
4. To use the Nova Scotia Heritage Property Act to preserve our built heritage and advocate for the strengthening of the Act over time.
5. To conduct a detailed heritage and culture study to better understand heritage assets to protect and tools for heritage protection.
6. 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 community character.
7. To help business succeed through supportive policies and simplified procedures, including timely responses or approvals.



PART 4

CLIMATE CHANGE and THE ENVIRONMENT

4.0 The Defining Issue of Our Time

In 2019 the Town of Wolfville declared a climate emergency and has taken steps toward local adaptation and mitigation action, including setting carbon emission reduction targets and adopting a Climate Action Plan in 2021. As local responses to the issue are better formulated, Council acknowledges that it may be necessary to amend this Municipal Planning Strategy to better align with Climate Change Mitigation and Adaptation planning.

IT SHALL BE THE POLICY OF COUNCIL:



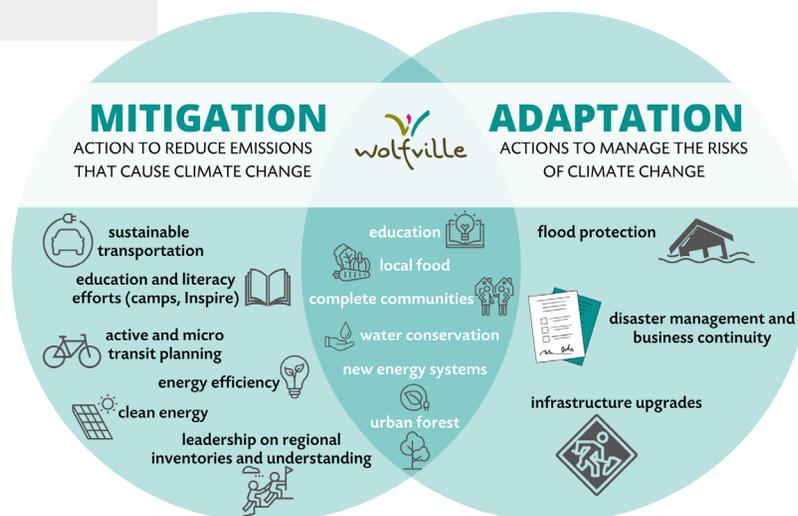
1. To recognize climate changes jeopardize the future of our planet and creates generational inequities.
2. To prioritize Climate Change adaptation and mitigation in the Town’s Capital and Operating Plans.
3. To manage Town owned land in an ecologically sustainable manner that reduces our individual, corporate, and community ecological footprints consistent with best practice.

4. To investigate means of land protection other than outright ownership, such as conservation easements, expropriation, land trusts, etc.
5. To improve air quality by protecting, replacing and enhancing the urban forest canopy.
6. To seek out and implement opportunities to reduce Greenhouse Gas emissions arising from the town’s operations and facilities.
7. To educate, encourage, empower, and enable the Town’s residents, businesses, and institutions to reduce their energy use and environmental impact.
8. To prioritize the Town’s dykes and other barriers as a means of flood protection and to study and monitor flood risk into the future.
9. To explore solutions to the residual long-term risk of coastal water levels exceeding the top of the dykes such as a flood warning system (and/or other measures) where an emergency response plan would be triggered.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.



4.1 Energy Transition

Most of our energy today comes from fossil fuels. Fossil fuels exacerbate climate change and create incidental issues such as social inequity and increasing poverty due to rising costs of gasoline, heating fuel and electricity due to the limited resource of fossil fuels that we rely on. A sustainable and more equitable energy future will include full use of renewable, clean sources of energy, and eliminate needless waste. As a result, energy will be more affordable for all people in our community, and secure energy sources will sustain a thriving economy.

IT SHALL BE THE POLICY OF COUNCIL:

CA FW P

1. To work toward a future where all residents can better afford energy for their homes, businesses and transportation needs.
2. To prioritize GHG emissions reduction and energy planning in the Town, and recognize that dedicated resources are required.
3. To collaborate with regional and federal partners in energy efficiency and climate change mitigation efforts.
4. To enable the development of low-carbon and renewable energy sources in the Land Use By-law (solar, geothermal, district energy, etc), and to be open to innovative proposals from the community.



Council recognizes that the transition towards low-carbon energy sources can aid in issues of wellhead protection, ecological sustainability, and long-term economic growth.



4.2 Development Constraints

Unique landscape features pose constraints for development, such as wetlands, watercourses and sensitive natural areas. Environmental impacts and change can lead to significant erosion of environmental services, such as disruption of water-systems, lowered air quality, and the destruction of natural habitats. Erosion and change in the natural and built environment increases with unmitigated change in climate, which creates increased frequency of extreme weather events, increased sea levels, and other changes.

Natural areas of the Town of Wolfville vary greatly in slope, watercourses and hydrology, natural habitats, and flood potential. Council recognizes the need to regulate development in environmentally-sensitive areas.

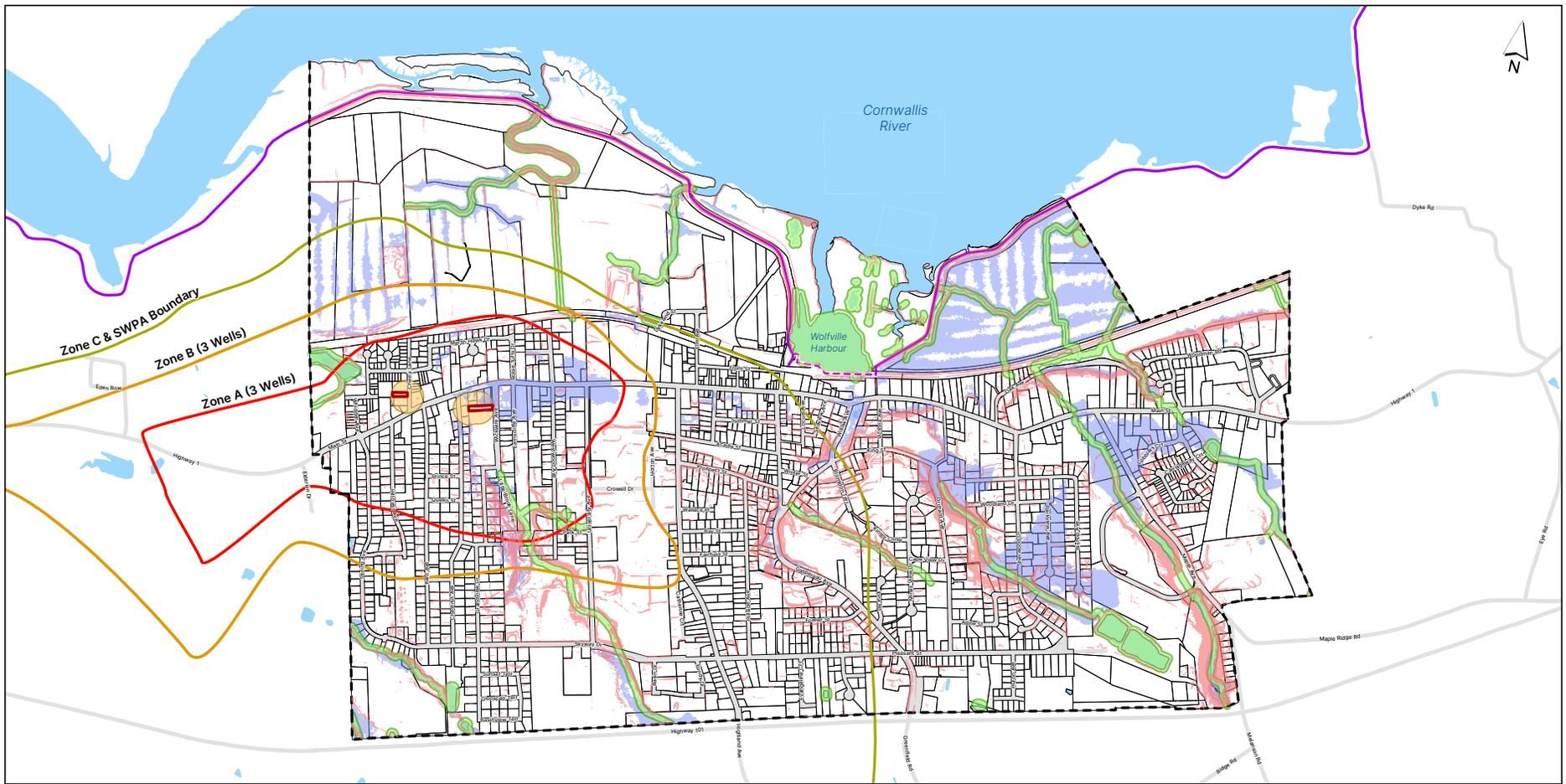
The Province of Nova Scotia plans to increase the height of the dykes to prepare for climate change. The Wolfville Waterfront does not currently have dykes, and the Town is working with the province to identify solutions to block seawater encroachment in the Waterfront area.

Schedule “B” of the Land Use Bylaw outlines development constraints.

IT SHALL BE THE POLICY OF COUNCIL:



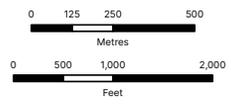
1. To spatially define and regulate development constraints in the Land Use Bylaw.
2. To require that new developments not adversely affect existing built form by giving particular regard to proper drainage, erosion control and site grading in the Land Use Bylaw.
3. To ensure that no development results in the following locations where flooding or development constraints could pose a significant threat to safety of Town of Wolfville residents or environment:
 - a. a residential institution such as a hospital, senior care facility, special care facility, school, essential service; or
 - b. a use associated with the warehousing or production of hazardous materials.
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.
5. To require all new developments on or immediately adjacent to environmentally sensitive areas, as outlined in the Land Use Bylaw, conduct environmental studies, by qualified professionals, that show no negative environmental impacts, and may address:
 - a. natural drainage systems and watercourses;
 - b. flooding;
 - c. pollution of soils, water or air;
 - d. erosion or sedimentation;
 - e. geotechnical report;
 - f. stormwater management plan;
 - g. drainage;
 - h. erosion and sediment control plan.
 - i. other studies as listed in the Land Use Bylaw and/or Subdivision Bylaw, or as required by the Development Officer.
6. To design the dykes and other flood control measures in a way that improves quality of life, including by enhancing their value as trails and public spaces.
7. To protect view corridors as outlined in the Land Use Bylaw and identified on Schedule B: Development Constraints Map of the Land Use Bylaw.



The Town of Wolfville

Schedule B Development Constraints Map

- Town Boundary
- Dyke (Future Raised)
- Future Waterfront Dyke
- 8 Metre Watercourse Buffer
- 15 Metre Watercourse Buffer
- Future Flood Risk Area (Assumed)
- Future Raised Dykes
- Slope ($\geq 20\%$)
- Well Head 60m Buffer
- Exclusion Zone
- Zone A (3 Wells)
- Zone B (3 Wells)
- Zone C & SWPA Boundary



This map was created or compiled by the Town of Wolfville ("Town") with the intent of using the map for local government related activities, and not necessarily with the intent of use of the map recipient ("Recipient") in mind. By nature, maps are a graphical representation of real world conditions, with issues of accuracy, resolution, and thematic display determined with the anticipated use of the map in mind. Although the Town strives to maintain an accurate and precise inventory of maps in order to perform government-related tasks, this map may contain errors, may not be current, and may omit important information. This map is solely a representation of real-world conditions and is made available to the Recipient for informational purposes only. THE TOWN MAKES NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE CHARACTER, FUNCTION, OR CAPABILITIES OF THE MAP OR THE SUITABILITY OF THE MAP FOR ANY PARTICULAR PURPOSE BEYOND THOSE ORIGINALLY INTENDED BY THE TOWN.

4.3 Agriculture and Greenbelt

The Annapolis Valley contains some of the best arable land in the province. The preservation of agricultural land in and around the Town of Wolfville provides benefits such as local food production, food security, adjacent wildlife resources, ensuring pastoral view-planes, and preservation of the rural

character of the surrounding countryside. Farmland in the Town of Wolfville, as well as farmland east and west of the Town boundary constitute the active agricultural land that benefits Wolfville now and into the future.



IT SHALL BE THE POLICY OF COUNCIL:

FW P CA EP LU

1. To designate as Agriculture (A) areas located on the Dykelands, excluding areas within the Downtown Designation, on Map 1- The Future Land Use Map.
2. To establish an Agriculture (A) zone in the Land Use Bylaw, as shown on Schedule A: Land Use Zoning Map of the Land Use Bylaw where only Agricultural uses shall be permitted.
3. To discourage the re-zoning of land within the Agriculture Designation, except in areas identified on the Future Land Use Map, subject to approvals of the relevant Marshbody pursuant to the Agricultural Marshland Conservation Act.
4. To enable the exchange of farmland with Town-owned land to ensure the total amount of available farmland remains constant or expands, while making current farmland available for other strategic uses, such as public parking.
5. To encourage co-operation with the Municipality of the County of Kings in the protection and preservation of agricultural land in the areas adjacent to the Town boundary.
6. To regulate uses permitted in Agriculture (A) zone areas, as per the Land Use Bylaw.
7. To encourage and support the development of community gardens and other innovative agricultural activities, within the agriculture zone.
8. To encourage and support stewardship efforts that seek to educate the public about the history and ownership of the dykelands and the challenges faced by those practicing agricultural activities in an urban landscape.
9. To encourage and support conservation partnerships involving government, institutions, business, conservation organizations, landowners and individuals in the preservation and protection of agricultural land and/or significant wetlands.
10. To encourage the reduction of chemical fertilizers and pesticides on all agricultural lands and ensure that land owners follow a nutrient management plan in accordance with the Nova Scotia Department of Agriculture current "Best Practice" and/or Guidelines.
11. To work toward an active transportation trail on the upgraded dykes adjacent to the Town and along with waterfront.

4.4 Food Systems

Food is a basic human need and one that shapes the Town of Wolfville in many ways. Council recognizes that access to nutritious, affordable food is critical to the health and well-being of all citizens. Markets, restaurants and cafés animate our community and bring people together. Farms in and around

town provide fresh, local food and contribute to our sense of place. Our food systems have major impacts on transportation patterns, employment, the environment, and waste management – locally, regionally, and worldwide.



IT SHALL BE THE POLICY OF COUNCIL:

FW CA LU P SE EP

1. To work towards enhanced food security:
 - a. At the individual level, ensuring that all citizens have access to healthy, affordable food;
 - b. At the community level, ensuring the resilience of local food system infrastructure; and
 - c. Without undermining the needs and boundaries of ecological and social systems.
2. To support efforts to increase food literacy and the adoption of healthy, sustainable diets.
3. To support the production and consumption of local food.
4. To work to reduce food waste and its impact.
5. To support a diverse, healthy, and vibrant food culture.
6. To consider developing a Wolfville Food Policy that captures and operationalizes all of these principles.

4.5 Urban Forest Management

The Town of Wolfville faces an important balancing act in its urban development. As the Town continues to grow and evolve, the need for an urban forest policy becomes increasingly urgent. Without a proactive approach to managing and preserving its urban forest, Wolfville risks losing its unique abundance of trees and high canopy cover. Wolfville's trees are threatened by certain development forms, climate change, and urbanization. If these trees are lost, a reduction in forested area and canopy cover can lead to decreased air quality, increased flood risk, and a loss of biodiversity. By establishing an urban forest policy, Wolfville can protect these natural assets, mitigate the impacts of climate change, and ensure a healthy, sustainable, and resilient forest community for generations. A forward-thinking urban forest policy is crucial to preserving Wolfville's character as a vibrant, tree-rich Town.

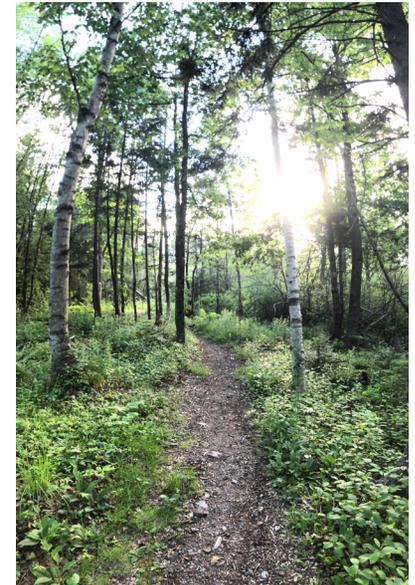
Urban forests can sequester carbon dioxide, reduce urban heat islands, and provide habitat for wildlife, while also enhancing community resilience and well-being. Street trees and urban woodlands can help improve air quality, reduce noise, offer opportunities for education and recreation, and increase residents' physical/mental health, property values, and quality of life (for a comprehensive list of urban-forest benefits, see the

papers by Canadian Urban Forest Research Group, 2013; and Duinker and others, 2015). Well established trees and vegetation systems can also form part of a stormwater management system by reducing overland flow and minimizing damage from significant storm events.

Globally, we are dealing with consequences of climate change and biodiversity loss, with far-reaching impacts on ecosystems, human health, and the economy. Rising temperatures and extreme weather events are altering ecosystems, leading to biodiversity deficiencies. By acting locally, Wolfville can contribute to global solutions and create a resilient forest community. By prioritizing the preservation and expansion of our urban forest, Wolfville can help protect biodiversity and enhance the natural environment that its residents interact with most often.

IT SHALL BE THE POLICY OF COUNCIL:

1. To adopt an Urban Forest Policy and Work Plan to guide tree related work within the Town.
2. To work with community groups and volunteers in the management of our urban forest.
3. To include tree planting requirements in the Land Use Bylaw.
4. To include landscape buffering.
5. To provide an approved tree species planting list including native species.



PART 5

MOBILITY



5.0 Providing for Mobility Options

Transportation systems include the needs of drivers, cyclists, pedestrians and transit users. These needs include transportation infrastructure (walking paths, car lanes, and bicycle lanes) and how to transition transportation choices towards less fossil fuel reliance, regardless of ability, age or income.

Pedestrian and bike friendly streets, accessible and efficient transit as well as innovative car share programs are envisioned for the future of Wolfville. It should be possible for anyone to live comfortably in Wolfville and beyond without owning a private automobile. This Municipal Planning Strategy includes sustainable transportation policies that support and encourage that vision.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

Council recognizes that demand for specific transportation options is significantly reduced where there is little or no infrastructure to support it, and that providing infrastructure for specific transportation options induces demand for said option.

IT SHALL BE THE POLICY OF COUNCIL:



1. To build cost-effective infrastructure that increases participation in active transportation and discourages reliance on private 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;
 - 2.1. active transportation (walking, biking)
 - 2.2. public transportation options
 - 2.3. other shared mobility options
 - 2.4. private vehicles
3. To establish and maintain an active transportation network of bike lanes, sidewalks, trails and paths throughout the Town of Wolfville, as outlined on Schedule 3: Parks and Pedestrian Infrastructure Map, dedicated to connecting existing services and parks with areas of residential dwellings.
4. To adopt Schedule 2: Street Classification Map and Schedule 3: Parks and Pedestrian Infrastructure Map as part of the Municipal Planning Strategy and use these maps as a guide in the approval of transportation networks in future developments.

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, Harvest Moon Trail access points and elsewhere as required.
7. To collaborate with residents and stakeholders towards a cost-efficient and useful public transit service dedicated to connecting existing compact residential areas, services and parks with each other and other regions.



5.1 Streets

It is recognized that in any transportation network each road provides a certain level of service to local and regional traffic and pedestrians. Road classifications allow the Town to dictate the inclusion of pedestrian and cycling infrastructure as well as on-street parking and landscaping provisions within the municipal right-of way. This also helps plan maintenance and ensure efficient transportation service is provided.

The Town has adopted a three-tiered roadway system of shared street, collector street and local streets for public right of ways and identifies specific policies for private laneways.

Schedule 2: Future Streets Map of the Municipal Planning Strategy indicates the location of future street development and the hierarchy of the existing road network to ensure an integrated long-term street development pattern. Council also seeks to reduce the dominance of the automobile within Town environs and promote public transit and active modes of transportation as viable alternatives.



IT SHALL BE A POLICY OF COUNCIL:

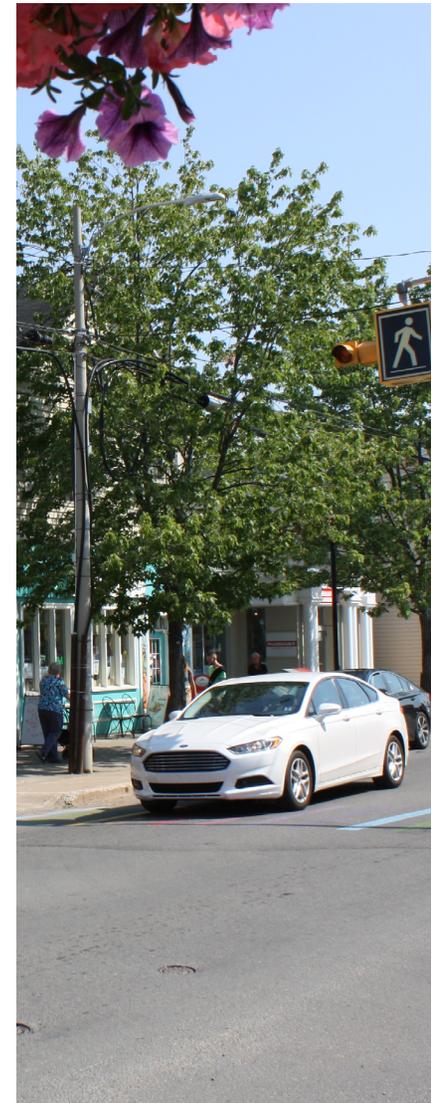


1. To adopt Schedule 2: Street Classification Map as part of the Municipal Planning Strategy, and use this map as a tool in supporting Schedule 3: Parks and Pedestrian Infrastructure Map, in the approval of transportation networks in future developments.
2. To recognize that streets, including sidewalks, must accommodate a variety of transportation options and strive to prioritize in the following order:
 - a. active transportation (walking, biking)
 - b. public transportation options
 - c. other mobility options
 - d. private vehicles
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:
 - 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.
4. To enable and implement traffic calming measures to support the quiet and safe enjoyment of neighbourhoods
5. To establish a Street Network Structure, as shown on Schedule 2: Street Classification Map, to guide investments in future streets, traffic calming, active transportation, and street reconstruction by establishing a set of street classifications. Each classification will have its own distinct design principles and elements based on a complete streets model, and form part of the overarching transportation network. The Street Network Structure throughout the Town of Wolfville is as follows:
 - a. Connector Streets
 - b. Destination Streets
 - c. Local Streets
 - d. Living Streets
6. To designate as **Future Streets** all areas designated for future road development, including access easements, as

shown on Schedule 2: Street Classification Map. These streets are anticipated to become local roads, unless otherwise specified.

7. To designate as **Living Streets** those that carry a moderate volume of local traffic, such as parks, schools, and shopping areas, where a high degree of multimodal conflicts is anticipated. The focus of these streets is contributing to enjoyment of and access to key Town destinations. These streets should feature high levels of traffic calming to achieve speeds of 10-20 km/h, which can help discourage through traffic. Living Streets are excellent candidates for investments in placemaking, playful elements, and public art, including street murals.
8. To consider Living Streets for improvements to accommodate:
 - a. Wider sidewalks
 - b. Brick road surface or coloured pavement (including street murals)
 - c. Street furniture, public art, and streetscaping
 - d. Parklets or café extensions
 - e. On-street parking
9. To designate as Connector Streets the main routes connecting in and around Wolfville. Connector Streets also link the Town with rural areas beyond the Town limits, providing access to the Town from other areas of the county. While these streets operate as higher-speed rural roads beyond the built-up area, within the Town limits they should be designed for speeds of 40-50 km/h. Their right-of-way is generally wider than the standard local right-of-way, to accommodate dedicated facilities for people cycling and walking.
10. To consider Connector Streets for improvements to accommodate:
 - a. Transit and goods movement;
 - b. Higher traffic volumes;

- c. Higher intensity land uses;
 - d. Pedestrian facilities on both sides of the street;
 - e. Dedicated facilities for cycling such as bike lanes or multi-use paved paths;
 - f. Regular designated crossings for pedestrians that are aligned with desire lines;
 - g. Intersections which are further apart;
 - h. Limited private accesses; and
 - i. Limited on-street parking.
11. To designate as Local Streets those that pass through residential areas and are intended to carry only vehicle traffic originating or terminating on the street. To enhance liveability for residents and safety for people walking and cycling, local streets should be designed for speeds of 30 km/h using traffic calming measures, which can also help to deter cut-through traffic. Some local streets can be designed as main routes for cycling, which includes wayfinding features.
 12. To consider **Local Streets** for improvements to accommodate:
 - a. shared lanes of automobile and bicycle uses;
 - b. low vehicular traffic;
 - c. two way vehicle travel lane width of less than 7m;
 - d. limited or no transit service; and
 - e. on-street parking.



14. To designate as Transition Zones (as indicated on Schedule 2 Street Classification Map) locations where significant changes in street context and desired travel speed occur. At these locations, especially where target speed decreases, design interventions should be used to signify and reinforce the change in context such as chicanes, visual lane narrowing, roadside plantings, high-visibility crosswalks, roundabouts, speed tables, and pavement markings. Gateway features may be used at these locations, including landscaping, scenic elements, and placemaking. Types of transition zones include:

- a. Rural-to-urban transitions, where high-speed (60-70km/h) rural roads transition to moderate-speed (40-50 km/h) Connector Streets entering the Town limits.
- b. Downtown transitions, where moderate speed (40-50 km/h) Connector Streets transition to low-speed (10-30 km/h) Activity Streets entering areas with a high level of multimodal and curbside activity.

15. To designate as Destination Streets those that traverse areas with an intense sense of place and high levels of diverse user activity, where accommodation of through traffic remains a consideration. These streets should be designed to contribute to an exceptional pedestrian environment, with frequent crossing opportunities and traffic moving a maximum of 30 km/h. Destination streets are excellent candidates for investments in placemaking and streetscaping.

16. To consider for Destination Streets for improvements to accommodate:

- a. Wider sidewalks
- b. On-street parking
- c. Transit and goods movement
- d. Higher traffic volumes
- e. Higher intensity land uses
- f. Removal of private accesses
- g. Curb extensions and raised crosswalks at intersections
- h. Parklets or café extensions
- i. Shared lanes of automobile and bicycle uses
- j. Frequent designated pedestrian crossings
- k. Street furniture, public art, and streetscaping

17. To make changes to speed limits on streets within the Town consistent with Schedule 2 Street Classifications Map to encourage safer transportation for all users.

5.2 Parking and Loading

The Town of Wolfville must rely on effective and accessible infrastructure to accommodate the needs of people shopping, living and working downtown.

As the Town of Wolfville transitions to a less fossil fuel reliant future, Council wishes to support a more walkable community through the creation of infrastructure dedicated to walking and biking while managing parking appropriately.

Removing or reducing minimum parking requirements simplifies the path to increasing housing supply and allows the market to determine the appropriate parking ratios for new residential and commercial development.

Enhancing municipal-infrastructure for managing walking, biking and parking can be supported through new multi-modal transportation options and through negotiation of new development where onsite structured parking forms part of the development.

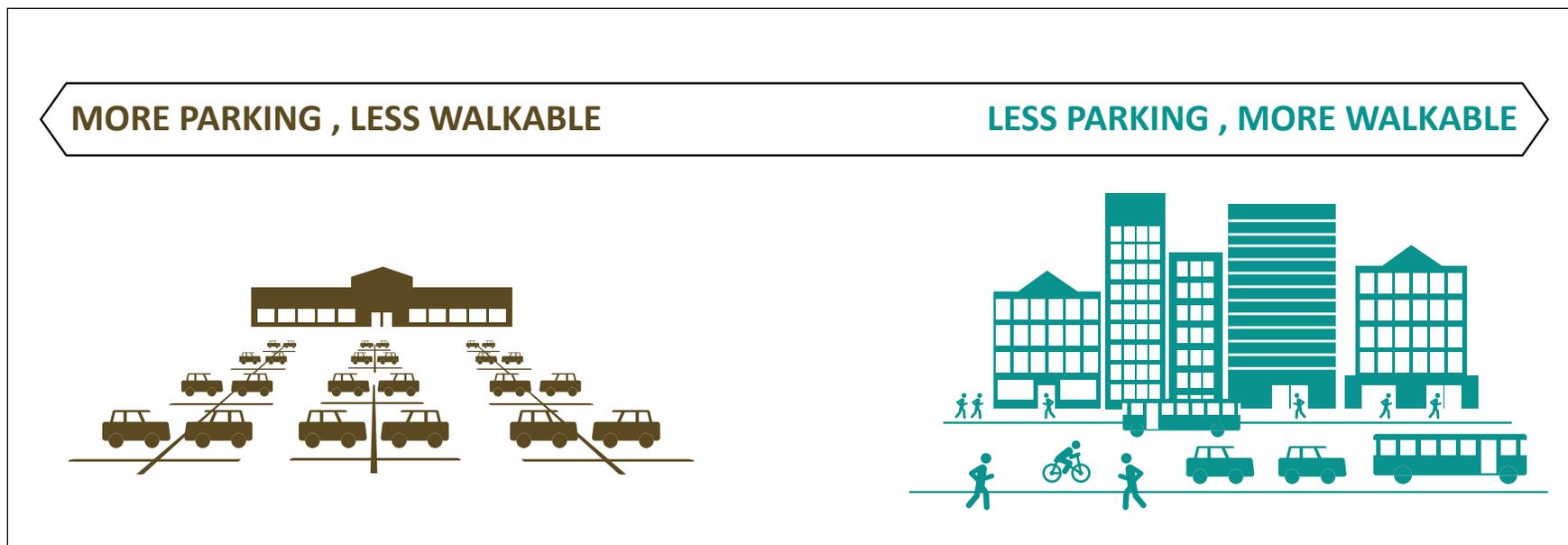


Figure 4 — Relationship between walkability and parking

IT SHALL BE THE POLICY OF COUNCIL:

CA LU FW P

1. To establish minimum off-street bicycle parking requirements for commercial, mixed-use, institutional and multi-unit residential development permitted as-of-right, in accordance with the Land Use Bylaw.
2. To ensure that all developments permitted by site plan approval and development agreement include well designed automobile and bicycle parking to serve the development.
3. To establish design standards and other parking regulation for all development in accordance with the Land Use Bylaw.
4. To establish minimum off-street loading requirements for certain uses in accordance with the Land Use Bylaw.
5. To encourage alternatives to impermeable surfaces on parking areas.
6. To permit temporary parking uses associated with a construction site, special occasion or a holiday, as established in the Land Use Bylaw.
7. To acknowledge that the Town will continue to play a key role in owning, managing, and maintaining public parking in the Downtown.
8. To consider implementing a paid “variable priced” parking management system and to ensure that money collected is reinvested in the parking system and other Downtown placemaking initiatives.
9. To improve parking security and management to reduce the chance for overflow parking to surrounding streets and between Acadia and Downtown.
10. To build additional public parking facilities and re-purpose some existing parking as development opportunities or public space.

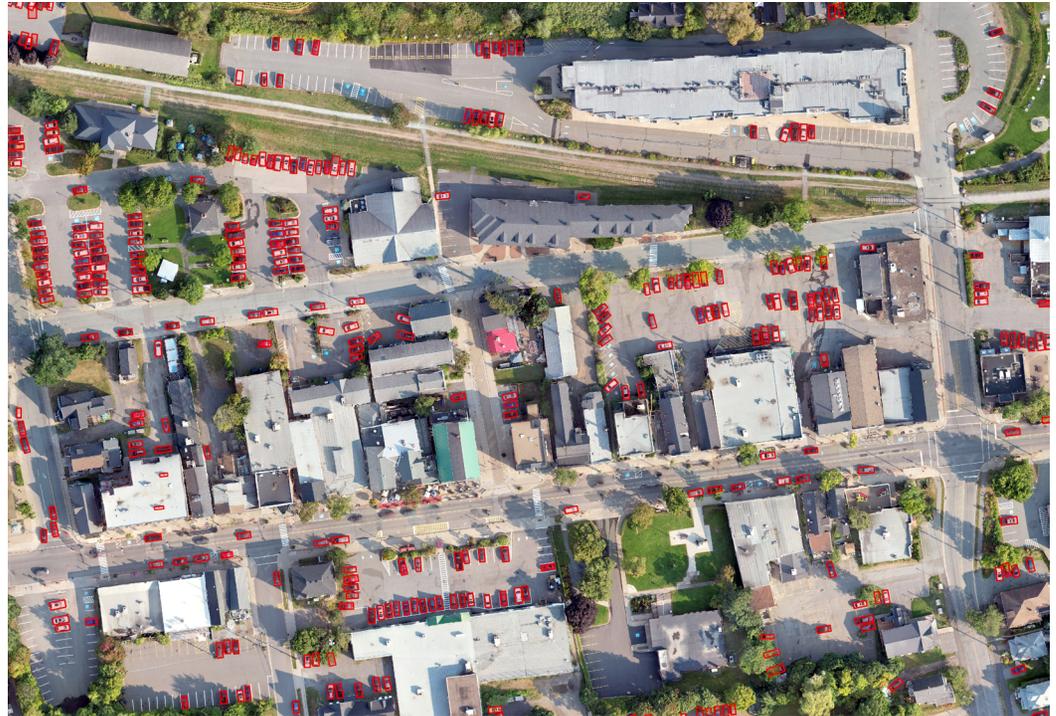


Figure 5 — Core Concept for New Town Owned and Operated Parking (Implementation Framework), this also supports policy direction in the Investment for Success section of this MPS (Part 3)

5.3 Downtown Parking

Parking will remain central for Wolfville’s economic success for the foreseeable future. However, large parking lots also impose costs. They undermine the pedestrian experience and generate less street life, tax revenue, and social value than homes, businesses, or parks would on the same land. Currently, 10% of Downtown’s land is devoted to parking.

There are opportunities to better use existing parking. Some on-street parking spots are occupied by a single vehicle all-day. Some parking areas are underutilized. Visitors often struggle to find available parking, which increases traffic, as visitors circle blocks looking for empty spots.

The Town aims to manage parking in a way that provides easy, desirable options for parking; that maximizes the value of each parking spot for drivers; and that makes greatest use Downtown land for the economy and quality of life.

The Town will explore opportunities for building more public parking in the Downtown area in locations that will minimize their visual impact on existing streets. Wayfinding tools will be used to better direct visitors to public parking.

Paid parking is being explored for the Downtown to encourage greater turnover. “Performance parking” strategies will be

explored, meaning the price of parking may adjust over-time on each block with the goal of ensuring one parking space is available on all blocks at all times, to minimize traffic created by people looking for spots. This combination of strategies will provide ample free parking for those who want it, while ensuring spots on Main Street are consistently available for those who prefer to pay.

IT SHALL BE THE POLICY OF COUNCIL:

1. To pursue opportunities for the creation of new public parking lots downtown in locations that will minimize their visual impact on Downtown streets.
2. To introduce paid parking in high-demand areas of downtown to encourage greater turnover.
3. To improve parking security and management to reduce the chance for overflow parking to surrounding streets and between Acadia and Downtown.
4. To invest in wayfinding to ensure visitors can easily find parking options that best meet their needs.
5. To improve parking enforcement.
6. To explore options to manage parking impacts on residential streets, such as permit parking



PARKING. IT’S ALL ABOUT SPACE

There are often trade-offs between the amount of **available parking**, the **cost of homes and businesses**, and the **ability to walk** to destinations in your neighbourhood.



PART 6

PARKS and OPEN SPACES

6.0 Recreation and Quality of Life

Public open space is important to the physical, social, cultural and ecological fabric of the community. The Town of Wolfville has a total of 28 existing parks and open spaces in 30 hectares (75 acres) of Town-owned, or leased, land developed or dedicated to park or open space purposes (5% of total land in Wolfville). Acadia University and the Rotary Club of Wolfville also provide park and open space lands in Town.

The availability of parks and open space areas that provide opportunities for leisure activity is regarded by Council as necessary for the health and well-being of residents of the Town, and Council will continue to play a key role in providing space and facilities where the need is identified, and as financial circumstances dictate.

IT SHALL BE THE POLICY OF COUNCIL: FW P LU

1. Identify current and future parks and open space areas on Schedule 3: Parks and Pedestrian Infrastructure Map.
2. Permit the development and use of land in all designations and zones for park, playground and open space uses.
3. Recognize the established park types/classifications which include: Neighbourhood Park; Community Park; Active Sports Park; Linear Park; and Priority Park (see Figure 6) and use this as a guide to determine future parkland needs.
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.
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.
6. Employ accepted design principles, as warranted, to guide the layout of the park and the provision of park equipment, such as CSA standards for playgrounds, Rick Hansen Accessibility Standards, and Crime Prevention Through Environmental Design (CPTED) guidelines. Park

proposals will be evaluated with respect to their contribution to other approved municipal planning documents.

7. Additional open space will 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: Parks and Pedestrian Infrastructure Map as future park.
8. Within Lands zoned or previously zoned Comprehensive Development District (CDD), additional open space shown on Schedule 3: Parks and Pedestrian Infrastructure Map is conceptual in nature and would be subject to further refinement.
9. If areas are identified as having unique environmental, heritage, or cultural significance, Council shall explore options to protect the land through mechanisms other than land acquisition, which may include, but is not limited to, a long term lease, conservation easement or other legal means, including expropriation.
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.

Community Priorities

- EP **Economic Prosperity**
- SE **Social Equity**
- CA **Climate Action**
- LU **Land Use and Design**

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

11. To consider the development of a Parks and Open Space Investment Plan.
12. To consider, over time, the recommendations of the "Framework for Relational Recreation in Wolfville" document as a guide to the Town's approach to parks and recreation efforts and consider amendments to the MPS to better implement the recommendations where required.

13. To work in cooperation with Acadia University and other government bodies in the provision of recreation and cultural opportunities for Town residents.
14. That Public Engagement shall take place during Parks and Open Space planning and redevelopment efforts.

The provision of both public and private recreation facilities within the Town of Wolfville offers an extensive choice of recreational opportunities in a small Town environment. These facilities range from arenas and an indoor pool to small playgrounds, family parks and sports fields. An extensive trail system throughout Town interconnects residential neighbourhoods with the central downtown area and the University campus and provides residents with a variety of opportunities to choose active transportation options over the automobile.

Council recognizes the importance of providing physically active alternatives to the automobile and will endeavor to expand the Town's existing trail system and work with Acadia University to link Town trails with University trails.

Parks and open spaces also play a vital role in protecting wildlife habitat, maintaining biodiversity and hydrological balance, filtering pollutants and providing public access to natural areas. Public parks and open spaces often provide a buffer between the natural and the built environment as well as protection for environmentally sensitive areas.

The Town of Wolfville has adopted a park classification system to assist with the planning of its parks and open space resources. The classification system forms the foundation for building a Town-wide community park system. It provides guidance on the anticipated use of the park or the functional requirements that should be reflected in the park's planning and design.

Park classification	Features
Community parks	<ul style="list-style-type: none"> • Passive recreation space (public) • Major indoor and outdoor facilities with amenities (lighting, seating, shaded areas, etc.) • Accessible to pedestrian and/or bicycle circulation system
Neighbourhood parks	<ul style="list-style-type: none"> • Located in/near residential neighbourhoods • Amenities to serve non-organized recreational facilities (playgrounds, multi-purpose court, etc) • Accessible to pedestrian and/or bicycle trail system
Non-municipal active sports park	<ul style="list-style-type: none"> • Sports fields (private) • Community programming
Linear parks	<ul style="list-style-type: none"> • Recreation trails (public), • Recreation lands (public) • Accessible to pedestrian and/or bicycle trail system
Special open space areas	<ul style="list-style-type: none"> • Passive lands (public) • Community purpose areas (heritage sites and squares, civic gardens, etc) • Educational/limited recreational activities
Non-recreational open space area	<ul style="list-style-type: none"> • Storm retention ponds • Vegetated areas

Figure 6 — Park & Open Space Classification

Core Concept

Goals of Recreation Nova Scotia:
Active Living—To foster active, healthy living through recreation.

Inclusion and Access—To Increase inclusion and access to recreation for populations that face constraints to participation.

Connecting People and Nature—To help people connect to nature through recreation.

Supportive Environments—To ensure the provision of supportive physical and social environments that encourage participation in recreation and build strong, caring communities.

Recreation Capacity—To ensure the continued growth and sustainability of the recreation field.

6.1 Parkland Dedication

Ensuring the provision of future public open space is enabled by the Municipal Government Act and embodied in Municipal Planning Strategy policy and the Town’s Subdivision Bylaw. The Subdivision Bylaw requires that every developer of new lots

contribute either useable land or a cash-in-lieu equivalent to 10% of the area/value of land shown on the final plan of subdivision exclusive of streets, roads, walkways and the residue of land owned by the sub-divider.



IT SHALL BE THE POLICY OF COUNCIL:

FW P LU

1. To require the provision of parkland with all new lot creation in accordance with the provisions under Section 271 (3h) 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.
 - a. Any lands not generally identified on Schedule 3: Parks and Pedestrian Infrastructure Map may not be accepted unless the property in question has unique economic, environmental, heritage, connectivity or cultural significance.
3. That notwithstanding Policy 6.1(2), new lots created in the Downtown zone shall not be subject to open space requirements or cash-in-lieu provisions.
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:
 - a. Be useable land, or equivalent value, and be identified on Schedule 3: Future Parks and Trails Map; or
 - b. In the view of Council, have demonstrated cultural, environmental, connectivity, or historical value; or
 - c. If the land being subdivided has frontage on a public amenity must maintain public access.
6. To adopt the following as a guide for parkland dedication processes in Secondary Planning and CDD areas:
 - 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.

6.2 Park and Open Space Classifications

Parks include both neighbourhood parks, community parks and other typologies described in Schedule 6: Park Classification Systems. They are public spaces which serve their immediate neighbourhood, provide for general community needs and can

be venues for a wide range of activities and interests, such as sports. Other areas for socializing, walking, exercising, or gardening are also appropriate. These parks accommodate a range of interests at the neighbourhood or community level.

IT SHALL BE THE POLICY OF COUNCIL:



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:
 - 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; and
 - i. Non-recreational open spaces
2. To locate Neighbourhood Parks within a 500-600 metre walking distance of residential areas with safe pedestrian access.
3. Uses permitted in the P-1 zones will vary and the zone standards will be flexible to reflect that these park types can have irregular shapes and may have limited opportunity for road frontages.
4. To consider the completion of a masterplan prior to undertaking any long-term new or re-development of Parks and Open Space, which demonstrates:
 - a. Multiple opportunities for the public to access the site, particularly for linear parks.
 - b. Passive shaded areas and amenities for passive activities (benches, picnic tables).
 - c. Where there are environmental constraints, the plan should consider how to mitigate the impacts of people on the landscape and ecosystem.
 - d. Access from major roadways and connection to trail systems and other parts of the open space system where possible.
 - e. Integration and use of Crime Prevention Through Environmental Design principles, Rick Hansen Accessibility Standards and other relevant guidelines in the design of the spaces.
5. To recognize a portion of the former rail line has been zoned Parks and Open Space (P-1) and a portion has been zoned Downtown (DT), and appropriate regulation for these areas is outlined in the Land Use Bylaw.



6.3 University Open Space

Significant open green-space areas within the Town of Wolfville are owned and managed by Acadia University. These open space or park amenity areas are accessible to the public and contribute to the quality of life to residents of Wolfville and the region – at times attracting thousands of visitors to the Town of Wolfville for local, regional and national events.

IT SHALL BE THE POLICY OF COUNCIL:

P FW LU

1. To create a zone “Parks and Open Space - University” (P-2) within the Land Use Bylaw.
2. To work with Acadia, through a partnership agreement (memorandum of understanding), to ensure public benefit of these lands.
3. To permit uses as outlined in the Land Use Bylaw, which may include uses accessory to University functions or park functions.



PART 7

MUNICIPAL ASSETS and SERVICES

7.0 Sustainable Service Delivery

Council recognizes that our Municipal Assets and Public Services are the foundation that enables the Town to thrive; however, like all Canadian municipalities, Council realizes we will face significant social, economic and environmental challenges that will affect the Town’s ability to manage assets and deliver services sustainability over the long term. The way the Town invests in infrastructure assets, including natural

assets, will have a significant impact on whether we move toward becoming a more sustainable and resilient community. Because of this, Council is committed to better integrating Land Use Planning and Asset Management, starting with the policies of this plan and focusing on improvements over time.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

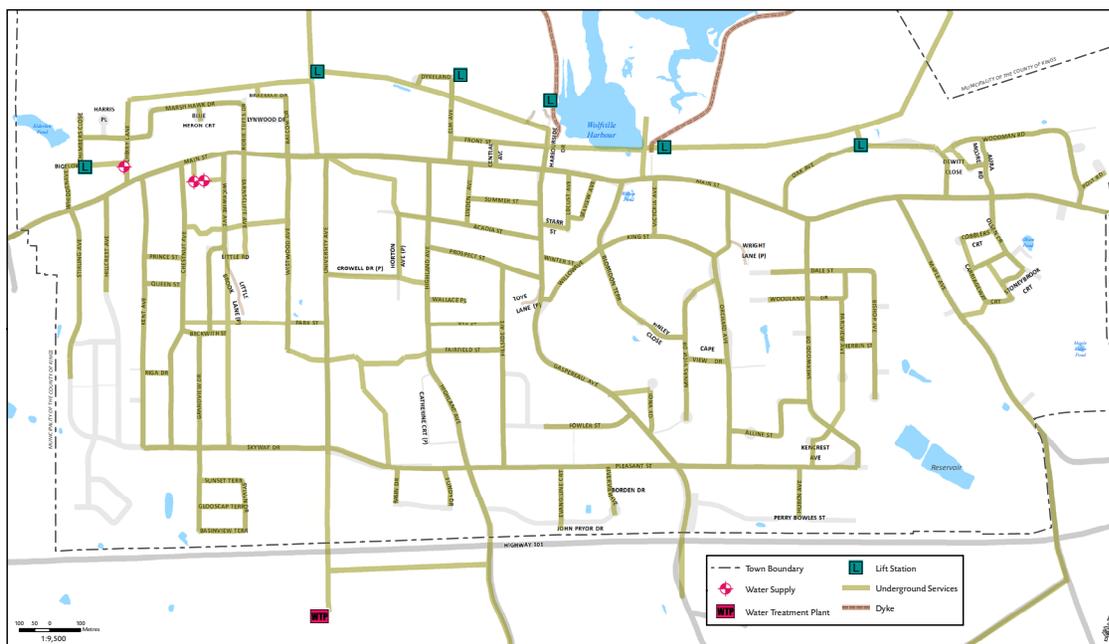


Figure 7 — Town Asset and Public Service overview map

7.1 Water Supply

A safe and reliable water supply is essential to public health and community stability. Water is the foundation of a viable social and economic community structure. In fact, the abundance and quality of a community's water supply is a definitive indicator of sustainable development. Council wishes to help protect this vital resource and the public investment in the central water supply and distribution services owned and operated by The Town of Wolfville. The Town has ensured the continued availability of the historic watershed lands, in perpetuity, which are protected by a conservation easement between the Nova Scotia Nature Trust and the Town. Wolfville's current water supply consists of two wells constructed in the surficial sand and gravel glacial deposits in the area of West Main Street. The groundwater from these two wells is abundant in supply and of good quality. Protection of the well head areas and controls on the types of land use that occur in close proximity to these well heads is provided in this Municipal Planning Strategy and the Land Use

Bylaw. The Town's Source Water Protection Plan has been integrated into this document and is the first step in better managing and protecting this vital resource.

The water utility is a separate corporation from the Town and is funded through water rates. There are approximately 41 kilometres of water distribution lines throughout Town that supply potable water daily to residents and customers. Water that originates in the aquifer is pumped to a 12 million litre concrete storage reservoir located just beyond Town boundaries on the Ridge Road. It is then fed by gravity to the water distribution lines throughout Town. In order to ensure that the water supply is safe and potable it must meet rigorous standards and guidelines. The water treatment facility uses chlorination to ensure that the water is safe from bacterial contamination. Regular testing and monitoring occur in order to ensure that Wolfville's drinking water meets or exceeds the required government standards with respect to water quality.



IT SHALL BE THE POLICY OF COUNCIL:

LU CA FW

1. To identify areas in proximity of the wellheads as development constraint areas and restrict land use activities in these areas in the Land Use Bylaw;
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;
3. To recognize the role of the Source Water Protection Advisory Committee in advising on the management and protection of the Town's water source.
4. To monitor risks and future needs of the Town's water supply in Wolfville and Kings County.
5. To develop a third production well for the Town.

7.2 Sewer Collection and Treatment

One of the foremost environmental considerations of any community is how waste is managed. All areas of the Town are serviced by a sanitary sewage collection system. All sanitary sewage is collected by a piped system which collects the sewage and directs it, via a pumping station, to a treatment plant on the eastern boundary of the Town on the Dykelands. This plant is an aerated lagoon system, which is a common system for the Annapolis Valley, and has been in operation

since 1978. The treated effluent is discharged to the Minas Basin. In response to capacity issues and future demands on the Town's infrastructure, Phase 1 of upgrades to the Waste Water Treatment Plant added new influent screens and replaced the disinfection system between 2019-2021. Phase 2 began in 2025, which will implement aeration upgrades and the construction of a third aerated lagoon cell to improve performance.

IT SHALL BE THE POLICY OF COUNCIL:

1. To provide efficient and responsive sanitary collection and treatment programs for the Town.
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.
3. To require all sanitary sewer systems to be designed and constructed to meet the standards set out in the Subdivision By-law, sewer By-law or service agreement.



7.3 Stormwater Management

Wolfville is located on the north slope of the Wolfville Ridge. All rainfall within the Town has historically been directed north down this slope to the Cornwallis River via a series of small brooks or natural watercourses. As the Town has developed, this basic pattern has not changed, however a system of piped and daylighted storm sewers now directs drainage from the developed areas to these watercourses.

Upgrading of storm water system has been ongoing, in conjunction with other infrastructure, on a strategic basis. Although the piped storm water collection system is for the most part separate from the sanitary sewer collection system, there are some instances where storm water is discharged into the sanitary sewer. This results in an unnecessary load on the sewage treatment plant and wasted energy. These

connections should be removed as part of a regular maintenance and upgrading program.

DEVELOPMENT

Council also recognizes the need to implement new stormwater management policies which provide clear direction on the development of individual properties in order to help minimize the impact that development can have on the Town's stormwater drainage system. Council therefore is interested in exploring small-scale stormwater management measures through the Town's Land Use Bylaw. Low Impact Development approaches - particularly those that are aimed at maximizing stormwater retention and infiltration - will form an integral part of any development project.



IT SHALL BE THE POLICY OF COUNCIL:

1. To provide efficient and responsive stormwater management programs for the town.
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).
3. To require a developer to install stormwater management features at the developer's cost within the proposed development and negotiate the cost of providing stormwater and sanitary sewers outside of the footprint of the development, as needed to ensure the safe drainage of stormwater and sanitary flows as well as a

suitable connection to the town's existing stormwater and sanitary sewer systems.

4. To require all the proposed stormwater and sanitary systems to be designed and constructed according to the standards set out in the Subdivision Bylaw, servicing agreement, to meet or exceed all legislative requirements with respect to the protection of the natural environment and its associated habitat.
5. To continue a program of removing storm sewer discharges to the sanitary sewer system.
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

CA LU

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.

7. To develop a stormwater management plan and standards which have regard for the anticipated impacts of climate change. They may include quantitative, performance standards for:
 - a. sediment concentrations (total suspended solids);
 - b. chemical concentrations, such as phosphorous or nitrogen;
 - c. peak flow rates and total stormwater volumes.
 - d. storm water management education program.
8. To develop and maintain Stormwater Management Design Guidelines for the Town.
9. To encourage development that either maintains, reduces or, if not technically feasible, minimizes impact to the pre-development hydrologic regime. No increase in peak flows or runoff volume will be permitted. This can be achieved through innovative site design and engineering techniques aimed at infiltrating, filtering, evaporating, harvesting and retaining runoff on site.
10. To adopt performance standards for each land use zone that specifies a maximum percentage for impervious surface in the Land Use Bylaw. Development that exceeds the maximum percentage of impervious surface will be permitted, up to a specified limit, where development implements on-site stormwater retention and maximizes infiltration by incorporating design elements as described in the Town's Stormwater Management Design Guidelines, such as:
 - a. permeable pavement;
 - b. infiltration trenches/chambers and bio-retention;
 - c. rainwater harvesting systems in building design;
 - d. green roofs; and
 - e. roof drains directed to permeable areas with stormwater infiltration measures in place. To encourage the use of existing natural drainage systems and the integration of stormwater management infrastructure into the context of the surrounding land uses.
11. Where requested by the Town Engineer or Development Officer, require that a grading and stormwater drainage plan be submitted as part of any new multiple lot subdivision or development.
12. To enable additional stormwater treatment facilities to be located on municipal lands.
13. To enable stormwater treatment facilities to be located on municipal lands.

7.4 Service and Utility Use

Service and utility uses differ from other uses in that they provide the infrastructure for all other development. The majority of these uses use rights-of-way which must cross zone boundaries. Sometimes these same uses often have offices, facilities and supply or storage structures.

IT SHALL BE THE POLICY OF COUNCIL:

CA LU

1. To permit service and utility linear facilities throughout the Town.
2. To permit service and utility facilities, other than rights-of-way but including storage, sewage treatment facilities, water treatment facilities, water reservoirs, etc. only in accordance with the Land Use Bylaw.
3. Where financially sustainable, shall maintain, improve, and expand municipal service facilities and programs.



7.5 Servicing Beyond Our Borders

There is merit to provide municipal services (e.g. water, sewer) outside Wolfville's borders when linked to health and safety issues or to stimulate economic development opportunities. Services must be extended in a considered manner to avoid development that is not in the best interest of Wolfville and the broader region. Service extensions must also be done in cooperation with our neighbouring municipal unit.

IT SHALL BE THE INTENTION OF COUNCIL:



1. To complete a review of the Town boundary and any extensions.
2. To consider any services outside of the Town Boundary on a case-by-case basis and require a detailed study before any services are provided.

The Town is a partner with other Municipalities in the Annapolis Valley in the Valley Solid Waste Management Authority. This Authority has established a world class solid waste collection and disposal system which has seen a reduction in the amount of waste going to landfills. All recyclable and compostable materials are collected and used as resources and hazardous waste can be dropped off at local management centres for appropriate disposal. The Town is proud to be a partner in this initiative and will continue to support the sound environmental waste management practices of this Authority.



7.6 Solid Waste

IT SHALL BE THE POLICY OF COUNCIL:

CA P FW

1. To continue to support the economically efficient and environmentally responsible management of solid waste.



7.7 Police, Fire Protection, and Regional Emergency Management

Twenty-four hour police protection is currently provided to the Town by the Royal Canadian Mounted Police (RCMP). Police protection is recognized by Council as an essential service and Council is committed to providing the best possible and most cost-effective police protection for the Town.

In 1890 Wolfville took steps to organize a fire service known as the Wolfville Fire and Protection Commission. In the 1940's this service was reorganized and re-named the Wolfville Volunteer Fire Department. The Wolfville Volunteer Fire Department is a member of the Valley Mutual Aid Association through which all fire departments in the Valley region have made provision for reciprocal firefighter and equipment assistance.

As with police protection, Council acknowledges that fire protection is an essential service. Council will continue to support the Wolfville Volunteer Fire Department in its efforts to provide fire protection to properties within the Town, while giving the department the authority that will enable it to function as a self-regulating group.

Council recognizes that fire prevention is an important component of a comprehensive fire protection program. As required by section 19 of the Fire Safety Act 2003, the Town employs a Fire Inspector who is responsible for identifying potential fire hazards and for informing property owners of appropriate fire prevention techniques.

IT SHALL BE THE POLICY OF COUNCIL:

P FW

1. To continue to support effective police, fire, and emergency services for the Town.



PART 8

NEIGHBOURHOODS



8.0 Where We Find Ourselves

Wolfville’s Housing Needs Assessment is central to guiding appropriate growth across the Town’s neighbourhoods. Council’s Housing Accelerator Fund Action Plan acknowledges the need to provide a wider range of housing options for residents, students, and seasonal visitors, while also strengthening the Town’s financial resilience through an expanded tax base. This enables better investment in infrastructure, high-quality services, and preparation for future risks

To meet the community’s needs in a holistic and equitable manner, neighbourhood policies are organized into four Focus Areas: Housing Choice and Affordability, Land Use Compatibility and Placemaking, Sustainable and Resilient Development, and Neighbourhood Entrepreneurship. These Focus Areas align with Wolfville’s Community Priorities—Economic Prosperity, Land Use & Design, Climate Action, and Social Equity—and provide the policy guidance needed to shape development patterns toward Our Shared Future.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

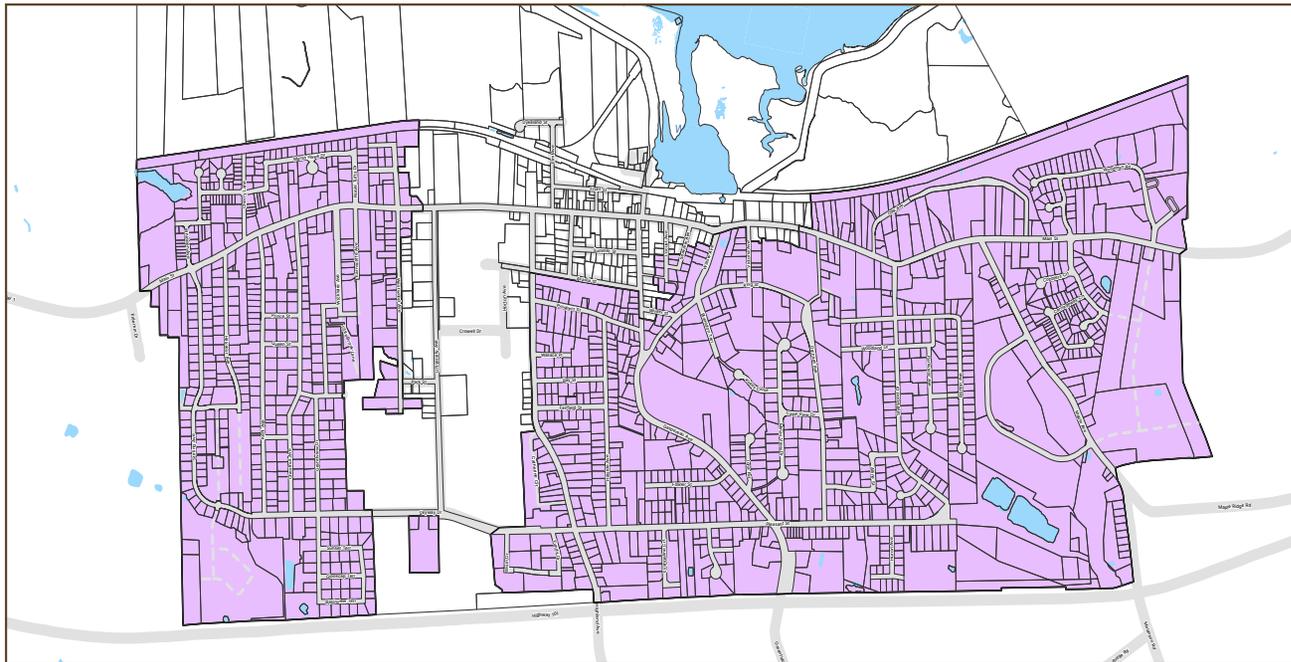


Figure 8 — Neighbourhood Designation

8.1 Neighbourhood Residential Designation

The Neighbourhood area designation primarily represents the Town’s residential neighbourhoods which also contain a number of other uses such as home occupations, parks and open space, home based businesses, neighbourhood commercial uses and Institutional uses such as cemeteries and small scale community buildings.

Population growth and additional development are important for the long-term viability of the Town yet Council recognizes that growth must

be managed and considered appropriately. The policies contained in this Municipal Planning Strategy provide Council with tools to achieve a balanced approach to development that enhances and complements the existing quality of life with infill development and intensification of dwellings to improve community harmony, housing choice, walkability while making sustainable use of municipal services.

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish the Neighbourhood Designation in this Plan and that it be reflected on Schedule 1: Future Land Use Map.
2. To enable the following zones within the Neighbourhood Area Designation and that they be reflected on the Zoning Map of the Land Use Bylaw:
 - a. Low Density Residential- Restricted (R-1)
 - b. Low Density Residential (R-2)
 - c. Medium Density Residential (R-3)
 - d. High Density Residential (R-4)
 - e. High Density Residential - Site Specific (R-5)Mixed-use (MU)
 - f. General Institutional (I-1)
 - g. Comprehensive Development District (CDD)
 - h. Parks and Open Space (P-1, P-2)
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.
4. To limit the rezoning of properties in the residential designation from the Low Density Residential - Restricted (R-1) zone to another zone.
5. To enable the rezoning of properties within the Low Density Residential (R-2) zone to the Medium Density Residential (R-3) zone. The criteria of Section 11 – Implementation is used to evaluate rezoning proposals.
6. To enable the rezoning of properties under Development Agreement to various residential zones that have similar densities and that enable similar uses. The criteria to remove a Development Agreement or replace a Development Agreement with a similar size in Section 11 – Implementation is used to evaluate rezoning proposals.
7. To consider new General Institutional uses in the Neighbourhood Designation through a rezoning to the General Institutional (I-1) zone of the Land Use Bylaw.
8. To work toward discharging existing Development Agreements, once developments are complete, and applying the appropriate zoning category.
9. To allow but not require parking in most new development.



Core Concept: Housing Choice

The Council recognizes that:

- Providing a variety of housing options allows residents to choose a dwelling that suits their lifestyle.
- A variety of dwelling unit types and sizes can improve affordability.
- Better social sustainability can be achieved within mixed neighbourhoods.
- Housing choice can improve population attraction, retention, and aging in place.
- Missing middle, gentle density, and infill development can make more sustainable use of existing municipal services and land.

8.2 Low Density Residential

Over 40% of residential land in the Town of Wolfville is low density. Most is between 1-to-6 units per acre, which is a very low for a town with centralized services. This plan enables “gentle density” in these areas, meaning housing that fits the low-rise physical form of existing neighbourhoods while enabling more units. Examples include secondary suites, duplexes, townhouses, and cluster homes.

By enabling gentle density, this plan aims to provide a wider range of options for people seeking homes, offer homeowners more options, and increase the Town’s tax base without increasing the tax burden on individual households. In particular, the plan aims to enable elderly homeowners to subdivide large houses into smaller, more manageable units, and to provide them with rental income, to help them age-in-place.

This plan establishes two variations of the Low Density Residential zones. The Low Density Residential - Restricted (R-1) zone allows only 1 main dwelling unit plus an Accessory Dwelling Unit per lot and limits commercial uses to home occupations (personal offices). The Residential Low Density (R-2) zone enables up to 3 dwelling units per lot, home-based businesses, and cluster housing.

IT SHALL BE A POLICY OF COUNCIL:

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1. To establish 2 categories of Low Density Residential zoning, Low Density Residential – Restricted (R-1) and Low Density Residential (R-2), which permit a range of low density residential uses.
2. To permit 1 dwelling unit plus an Accessory Dwelling Unit in the Low Density Residential - Restricted (R-1) zone and up to 3 dwelling units in the Low Density Residential (R-2) Zone, with conditions.
3. To permit townhomes and small-scale multi-unit dwellings in the Low Density Residential Low Density (RL) zone, with conditions.
4. To enable cluster housing in the Low Density Residential - Restricted (R-1) zone by site plan approval.
5. To consider innovative housing types that require unique, unusual, or site-specific considerations by development agreement in the Low Density Residential (R-2) zone.
6. To regulate accessory dwelling units in the land use bylaw to ensure their compatibility with nearby homes.
7. 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.
8. To enable the rezoning of properties within the Low Density Residential (R-2) zone, but not the Low Density Residential - Restricted Zone (R-1), to the Medium Density Residential zone (R-3). The criteria of Section 11 – Implementation is used to evaluate rezoning proposals. The Medium density residential areas outside of Wolfville’s core are generally focused around key transportation corridors – Main Street, Maple Avenue, Skyway Drive and Pleasant Street running east–west, and areas between Gaspereau and Highland Avenues running North-South. Medium density areas face more pressure for redevelopment and change as they are located close to amenities found at the University or the Core area and at the east and west end of the Town.

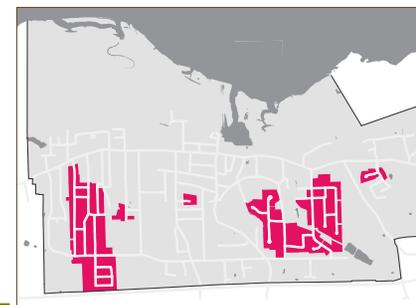


Figure 9 — R-1

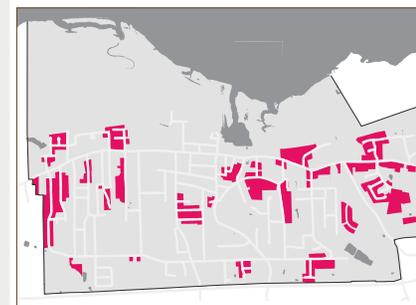


Figure 10 — R-2



8.3 Medium Density Residential

The Medium density residential areas outside of Wolfville’s Downtown are generally focused around key transportation corridors – Main Street, Maple Avenue, Skyway Drive and Pleasant Street running east–west, and areas between Gaspereau and Highland Avenues running North-South. Medium density areas face more pressure for redevelopment and change as they are located close to amenities found at the University or the Downtown and at the east and west end of the Town.

This Plan encourages more infill and missing middle housing forms such as townhouses, low and mid rise apartments, and cluster developments by enabling additional units on existing serviced lands. Allowing additional units makes increased housing choice possible, contributes to the diversity and vitality of neighbourhoods, and contributes to housing affordability. 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 Bylaw that permits a range of medium density residential uses including, but not limited to, single unit dwellings, townhouses, cluster housing and low-rise multi-unit dwellings, parks and playgrounds, short-term rentals and home based businesses as outlined in the Land Use Bylaw.
2. To enable townhomes, cluster housing, and multi-unit dwellings with up to 8 units as-of-right, and other uses outlined in the Land Use Bylaw, in the Medium Density Residential (R-3) zone by site plan approval.
3. To consider certain uses that require unique, unusual, or site-specific considerations, and projects with up to 50 dwelling units in the Medium Density Residential (R-3) zone by development agreement.
4. To enable the rezoning of properties within the Medium Density Residential (R-3) zone to the High Density Residential (R-4), Multi-Unit Residential (R-5), Mixed Use (MU), and the Institutional General (I-1) zone. The criteria of Section 11 – Implementation is used to evaluate rezoning proposals.

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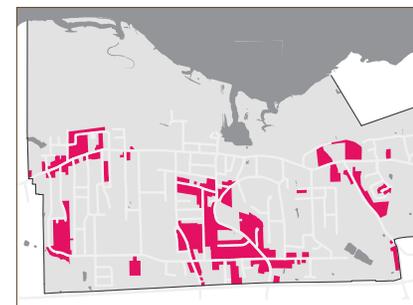


Figure 11 — R-3



8.4 High Density Residential

Wolfville contains a number of large lots that offer an opportunity to build higher-density housing types. Such development can help Wolfville increase its housing stock and offer a wider range of price points. Multi-unit buildings also tend to be more energy efficient than other housing types, and can also help reduce the average environmental footprint of Wolfville residents.

Most of these opportunity sites are within a twenty-minute walk of Downtown. Enabling safe and accessible infrastructure to

encourage walking, biking, trail connections, and transit between these development sites and Downtown to ensure residents enjoy a variety of options to reach work and other destinations is important.

The design of high-density buildings is guided by regulations on height limits, landscaping, amenities, parking design, and active transportation connectivity, so that these buildings are compatible with their surroundings and benefit the community.

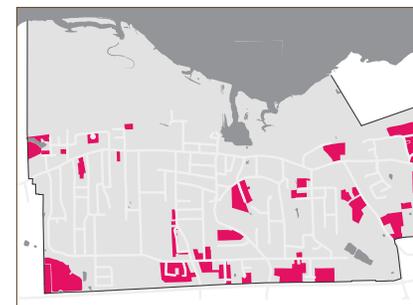
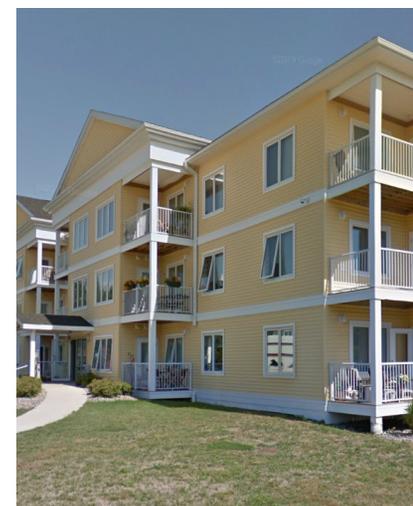


Figure 12 — R-4

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish High Density Residential (R-4) zoning in the Land Use Bylaw that permits a range of high density residential uses, including but not limited to townhomes, multi-unit dwellings, short-term rentals, home-based businesses, neighbourhood commercial, short-term rentals and parks and playgrounds as outlined in the Land Use Bylaw.
2. To enable multi-unit residential buildings up to 60 units and cluster housing in the High Density Residential (R-4) zone by site plan approval.
3. To consider certain uses that require unique, unusual, or site-specific considerations in the High Density Residential (R-4) zone by development agreement.
4. To include in the Land Use Bylaw special regulation for high density residential uses related to parking areas, landscaping, massing, amenity space, and other matters to ensure neighbourhood compatibility.
5. To utilize the Design Review Working Group as needed.



8.5 High Density Residential – Site Specific

The Multi-Unit Residential (R-5) zone is generally located in areas where large undeveloped parcels of land are located along the edges of Town and along key transportation corridors – Main Street, Maple Avenue, Skyway Drive and Pleasant Street, Gaspereau and Highland Avenues.

Allowing multi-unit dwellings makes increased housing choice possible, contributes to the diversity and vitality of neighbourhoods, and contributes to housing affordability. Additional provisions have been instituted to ensure developments are compatible with neighbourhood character and developments of a scale specified in the Land Use Bylaw are subject to the Design Guidelines and review by the Design Review Working Group.

IT SHALL BE A POLICY OF COUNCIL:

1. To establish Multi-Unit Residential (R-5) zoning in the Land Use Bylaw that permits a range of medium to high density residential uses including, but not limited to, two unit dwellings, townhouses, cluster housing and low-rise multi-unit dwellings, parks and playgrounds, short-term rentals and home based businesses as outlined in the Land Use Bylaw.
2. To enable two-unit dwellings and multi-unit dwellings with up to 24 units in the Multi-Unit Residential (R-5) zone As-of-Right.
3. To enable multi-unit dwellings containing 50 - 120 dwelling units and Cluster Housing in the Multi-Unit Residential (R-5) zone by Site Plan Approval.
4. To consider certain uses that require unique, unusual, or site-specific considerations in the Multi-Unit Residential (R-5) zone by development agreement.
5. To enable the rezoning of properties within the Multi-Unit Residential (R-5) zone to the Mixed Use (MU) zone. The criteria of Section 11 – Implementation is used to evaluate rezoning proposals.

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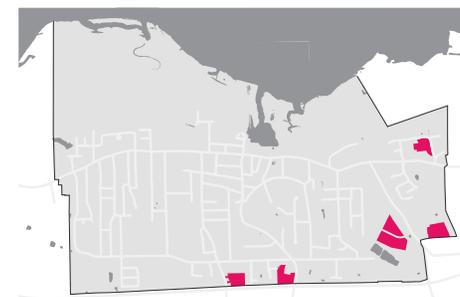


Figure 13 — R-5

8.5 Mixed Use Zone

The mixed-use zone aims to enable a variety of institutional, commercial, and residential uses to expand the variety of assets available in Wolfville neighbourhoods. These uses may include private schools, inns, nursing homes, shops, and apartments. The zone aims to be flexible so that a variety of building sizes and usage types are viable.

The Mixed Use Zone is the only area outside the Downtown Zone that allows full-time short-term rentals. This policy seeks to enable sufficient accommodations for the tourism industry while preserving the majority of dwelling units, in the majority of neighbourhoods, as housing. Certain buffering requirements for new developments in the Mixed Use zone may be required when abutting low density residential zones as outlined in the Land Use Bylaw.

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a Mixed Use (MU) zone in the Land Use Bylaw within the Neighbourhood Designation of the MPS.
2. To enable a range of low density residential uses within the Mixed Use (MU) zone As-of-Right.
3. To enable medium and high density residential up to 60 dwelling units in the Mixed Use (MU) zone by Site Plan Approval.
4. To consider certain uses that require unique, unusual, or site-specific considerations in the Mixed Use (MU) zone by development agreement.
5. To enable developments in the Mixed Use (MU) zone to feature a mix of commercial, institutional, park, open-space, accommodations, and residential uses, in a variety of forms.
6. To enable full-time short-term rental units and short-term bedroom rentals in the Mixed-Use (MU) zone.
 - a. To discourage parking lots between the building and the street in favour of:
 - i. below ground parking; or
 - ii. rear yard or side-lot parking; or
 - iii. on street parking.
7. Reduce impact on abutting low density residential properties by requiring buffering for certain uses as outlined in the Land Use Bylaw.
 - a. To enable the rezoning of properties within the Mixed Use (MU) zone to Institutional General (I-1) where the property can meet the requirements of the Land Use Bylaw and the criteria of MPS Section 11- Implementation.

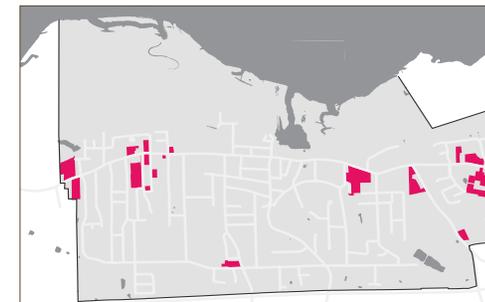


Figure 14 — MU Zone

8.6 Comprehensive Development District (Future Neighbourhoods)

Previously, the Comprehensive Development Districts in Wolfville were assigned to four large land holdings including the “West End lands”, the “Kenny Farm lands”, the “Maple Avenue lands”, and the “Woodman’s 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 zoned to low, medium, mixed use or high density depending on neighbourhood context.

No land is currently zoned as CDD. The Town would like to maintain this zone to allow consideration of future CDD zones on lands greater than one hectare in the future.

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a Comprehensive Development District (CDD) zone in the Land Use Bylaw for any lands that may be obtained by the Town through an expansion of the Town boundary.
2. To require secondary plans and/or development agreements to enable development within a Comprehensive Development District (CDD) 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 (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.
6. To enable future consideration of CDD zoning on properties greater than one hectare which could be subjected to the zone requirements and secondary planning processes.
7. To enable the rezoning of CDD areas once a 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. 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).

8.7 Neighbourhood Focus Areas

The following four sections address neighbourhood focus areas and associated policies: Housing Choice and Affordability; Sustainable and Resilient Neighbourhoods; Land Use Compatibility and Placemaking; and Neighbourhood Entrepreneurship. These subsections directly support our Community Priorities (Economic Prosperity, Land Use and Design, Environmental Sustainability, and Social Equity) outlined in Part 2.3 of this Plan and provide actions - in the form of policies that shape our development patterns - to move toward Our Shared Future.



ACTIONING OUR COMMUNITY PRIORITIES

To provide clear linkages to the Town's stated Community Priorities (See Part 2), a policy key / legend has been prepared. Policy in the document has been linked back to themes related to the Town's stated community priorities. Also included are indications where future work or partnerships will be essential. The policy key is included here for reference.

POLICY KEY

EP	Economic Prosperity	LU	Land Use and Design
SE	Social Equity	CA	Climate Action
P	Partnership	FW	Future Work

8.7.1 HOUSING CHOICE AND AFFORDABILITY

The Community Profile and Housing Needs Assessment provides an overview and analysis of Wolfville’s housing needs, growth trends, and points to policy action that can address our community priorities and move us toward the goals outlined in Part 2 of this MPS, Our Shared Future. These documents will be updated over time. Key housing challenges can be addressed through appropriate municipal and other strategies, as outlined in Figure 8.7. These challenges are interconnected to multiple factors and provide many opportunities to improve our quality of life and housing needs.

Council recognizes that certain types of housing require policy interventions to take action on our Community Priorities and address the housing challenges outlined in Figure 8.7. The

policies of this plan are directly linked to the identified priority housing types/forms outlined in Figure 8.7.

These policies are founded on the assumption that increasing the availability of all forms of housing, especially smaller units and ground-oriented attached housing forms, will increase affordability and choice for all residents. With importance placed on age-friendliness and accessibility, the policies also seek to encourage more residential development in areas that are in close proximity to existing or future neighbourhood amenities. Innovative development models, including smaller lot sizes and cluster development or group dwellings, are also a means of increasing housing choices in existing neighbourhoods.

Housing and quality of life issues are complex and require a multi-pronged approach

Housing Supply and Choice

The 2024 Community Profile and Housing Needs Assessment recommends Wolfville focus its policy efforts on increasing missing middle housing forms and a mix of market and non-market housing options at appropriate densities, to better meet the needs of students, young workers, families and a rapidly growing senior population.

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

Figure 15 — Key Housing Challenges

IT SHALL BE A POLICY OF COUNCIL:

FW P LU SE

1. Update the Community Profile and Housing Needs Assessment every 4 years or as needed.
2. To encourage the majority of new growth to be missing middle housing to better meet the Town’s current housing needs.
3. To set a target for 5% of new dwelling units to be non-market housing. “Non-Market Housing” means housing that is owned, operated, or managed by a non-profit entity that is intended to serve households whose incomes are insufficient to secure adequate housing in the private market.
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.
5. To work in partnership with the County, Regional Housing Authority, Provincial partners, government agencies, the private sector and other stakeholders to encourage the development of housing that is affordable for low and moderate income households or individuals.
6. To work within Wolfville to encourage the development of housing that is affordable for low and moderate income households or individuals by:
 - a. Supporting incorporated housing 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 by offering 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 the development of non-market housing when disposing of municipally-owned surplus lands.

8.7.2 SUSTAINABLE AND RESILIENT NEIGHBOURHOODS

Wolfville aims to be a more sustainable community and to enhance its environmental, economic, social and cultural strengths to create an unmatched quality of life for both current and future generations. Building compact development within Wolfville is essential for supporting these goals because it reduces development on natural landscapes elsewhere, encourages walking and biking and improves the average energy efficiency of housing. Simultaneously, compact growth strengthens the Town's economic resilience by bringing more

customers to local businesses, and by increasing the tax base on existing infrastructure.

Wolfville cannot meet its environmental, fiscal, and social goals if low-density residential development remains the dominant form for new development. This section establishes neighbourhood policies that require better use of our existing infrastructure; contribute to healthy, walkable neighbourhoods; reduce our share of GHG emissions; and preserve valued natural areas.

IT SHALL BE THE POLICY OF COUNCIL:

1. 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.
2. To encourage infill development throughout all residential areas in Wolfville, with the aim of creating inclusive mixed income neighbourhoods, contributing to the community's vibrancy, increasing housing choice, and improving the Town's financial resilience, by:
 - a. Working with landowners of properties with very large parcels to encourage infill development.
 - b. Enabling in the Land Use Bylaw a range of Secondary Suites (attached/in-home and detached).
3. To limit the size of future residential street blocks to promote efficient development patterns and a walkable transportation network.
4. 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.
5. To seek opportunities to establish new streets or paths to reduce the size of large blocks, with the aim of making the street network more walkable.
6. To encourage urban agriculture on residential properties, and if community interest is shown, consider expanding the permitted uses beyond laying hens for affordability, food security, and sustainability reasons.
7. To consider other means of land protection other than outright ownership, such as conservation easements and land trusts.
8. To ensure integration of land use planning and energy/ GHG emissions reduction, consider amendments to this Plan upon the adoption of a GHG emissions reduction, community energy, or similar plan for the Town.
9. To work with other agencies, institutions, organizations and levels of government to ensure the protection of environmentally sensitive and ecologically significant areas.
10. To manage Town owned and leased land in an ecologically sustainable manner according to best management practice and in compliance with applicable legislative requirements

FW P CA LU

8.7.3 LAND USE COMPATIBILITY AND PLACEMAKING

Council wishes to ensure Wolfville’s neighbourhoods remain healthy, vibrant, safe and people-oriented places to live. The continued success is attributed to the continued growth, and the continued preservation of community character within the Town. To ensure these factors continue in a compatible way, a carefully managed response is required. This response must appropriately recognize impacts of infill or intensification on neighbours balanced with needs of the community for growth and change.

This plan addresses compatibility by focusing on the look and feel from the street, important urban design elements, as well as uses. A development may read as lower density from the street but is provided with the flexibility to provide additional density or use (e.g. home based business or secondary suite) if certain conditions can be met and potential issues mitigated.

IT SHALL BE THE POLICY OF COUNCIL:



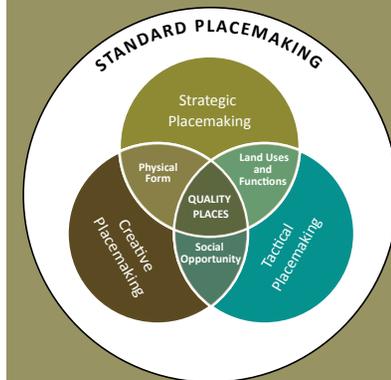
1. To set height limits that preserve the low-rise character of Wolfville neighbourhoods.
2. To introduce the Land Use of ‘Single Room Occupancy’ in the Land Use Bylaw and enable this use in certain zones.
3. To encourage a variety of housing types, designs, sizes and styles.
4. To recognize that compatibility comes in many forms and a particular architectural style or element does not dictate compatibility but rather the overall project and neighbourhood context.
5. 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.

6. To encourage the creation of public spaces that demonstrate:
 - a. clustering of public uses to create a community hub and improve access to services for all residents; and
 - 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.
7. To encourage Social Inclusion by striving to develop a framework to consider specific small scale projects (including art) that align with the priorities of Council and/ or that present an innovative and diverse approach to the temporary or permanent use of space in parks/public spaces.

Core Concept: PLACEMAKING

Compatibility and Social Integration cannot be achieved without Placemaking—the process of creating quality places that people want to live, work, play and learn in. Core Placemaking principles include:

- clustering public uses;
- distributing smaller attractions/ points of interest throughout the town;
- providing municipal support for low-cost, community-led projects;
- allowing more diverse temporary uses in parks/public spaces.



8.7.4 NEIGHBOURHOOD ENTREPRENEURSHIP

Council recognizes that there is a need to create new commercial spaces and studios in Wolfville that can attract and retain entrepreneurs and small business that add value to our local economy. Council also recognizes the need to add additional walkability and density to neighbourhoods. Fostering home-based or live-work opportunities in existing

Neighbourhood areas can support these goals. Allowing shops and services on Connector streets offers an opportunity to give residents more convenient access to their needs, without attracting car traffic or other potential nuisances onto local streets.

IT SHALL BE THE POLICY OF COUNCIL:



1. To enable Neighbourhood Commercial uses in the Schedule A3 - Neighborhood Commercial Corridor areas as outlined in the Land Use Bylaw.
2. To use Site Plan Approval for the consideration of new “Home Based Commercial” uses, as outlined in the Land Use Bylaw.
3. To regulate “Home Based Commercial” uses in the Land Use Bylaw to ensure their compatibility with surrounding neighbourhoods.
4. To enable economic development opportunities in the Neighbourhood Designation (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.
5. To permit “Home Occupations” anywhere in the Neighbourhood and Downtown Designations.
6. To permit “Home Based Businesses” within the neighbourhood designation, save and except the Low Density Residential - Restricted (R-1) zone, subject to the specific provisions of the Land Use Bylaw.
7. To establish General Institutional (I-1) zoning in the Land Use Bylaw that permits a range of Local Institutional Uses that are compatible with the Neighbourhood Designation area.
8. To use Site Plan Approval in the General Institutional (I-1) zone of the Neighbourhood Designation as outlined in the Land Use Bylaw for the consideration of certain uses that require additional regulatory considerations.
9. To use Development Agreements in the General Institutional (I-1) zone of the Neighbourhood Designation as outlined in the Land Use Bylaw for the consideration of certain uses that require unique and site-specific considerations.
10. To enable the rezoning of properties within the Neighbourhood Designation, to the General Institutional (I-1) zone where the property can meet the requirements of the Land Use Bylaw and the criteria of MPS Section 11 - Implementation.
11. General Institutional (I-1) rezoning shall not be considered in the Low Density Residential – Restricted (R-1) zone.
12. To include provisions in the Land Use Bylaw to balance impacts on abutting residential properties.

PART 9

DOWNTOWN

9.0 Downtown Designation

Downtown Wolfville has a unique sense of place, with a mix of colourful buildings, architectural styles, parks, amenities and businesses, all within an easy walk or roll of each other. The street is rich in visual variety, in part because it is composed of many smaller buildings and shops. The Town’s charming Main Street continues to be a destination for residents and tourists to shop, eat, drink, socialize, and enjoy the Nova Scotian lifestyle.

Encouraging growth in the Downtown area meets multiple needs. It will help provide more housing in the area of Town with the most services. It will help meet the need for commercial

and office space, which is currently lacking. It will also strengthens the Town’s fiscal resilience, because the Downtown generates a disproportionate share of the Town’s tax revenue. Growth will also help create more street life and vibrancy, and provide more destinations for visitors and local residents.

The Downtown Designation in the Future Land Use Map covers the same area as the Downtown Zone. This Designation includes some neighbourhoods where commercial uses are allowed, but where commercial uses are not yet prominent. These areas are regulated by the Mixed Commercial Overlay, which allows greater flexibility to match the existing built form.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

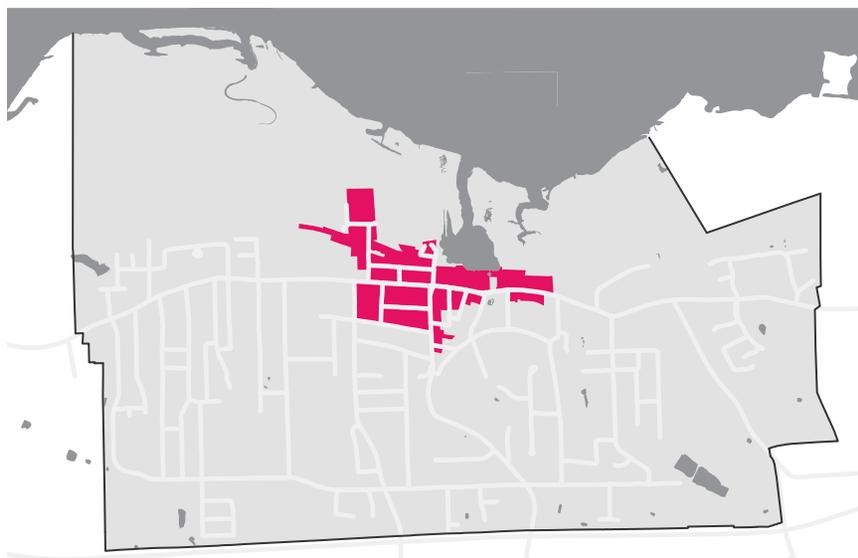


Figure 16 — Downtown Designation

9.0 DOWNTOWN DESIGNATION POLICIES

IT SHALL BE A POLICY OF COUNCIL:

FW P LU CA EP SE

1. To establish the Downtown Designation within the Municipal Planning Strategy and reflect that on Schedule 1 – Future Land Use Map.
2. To enable the following zones within the Downtown Designation and that they be reflected on Schedule A - Land Use Zoning Map of the Land Use Bylaw:
 - a. Downtown (DT)
 - b. General Institutional (I-1)
 - c. All Parks and Open Space Zones (P-1, P-2, etc)
3. To establish a maximum building height in the Town as defined in the Land Use Bylaw.
4. To prohibit drive through facilities and adult entertainment in association with a commercial use in the Downtown Designations and zones.
5. To allow for directed studies, specific Bylaws, incentives, design guidelines and priority funding to be targeted to this area, specifically:
 - a. To support necessary directed studies or area specific planning for the Downtown Designation, specifically, but not limited to, the area around the Wolfville Memorial Library, Farmer’s Market, and Active Transportation Corridor Lands.
 - b. To support the implementation of Nova Scotia Legislature Bill 177 to provide commercial development incentives in defined areas including parking lots and underused land, but not including the Main Street’s character-defining historic buildings.
6. To support the creation and incremental enhancement of both the east and west end gateways in an effort to punctuate the sense of arrival into the Downtown and consider integration of, and compatibility with, these gateways when evaluating development proposals in close proximity.
7. To encourage and support the use of transit and provide safe and accessible transit stops within the Downtown.
8. To maintain Design Guidelines for the Downtown Designation, as outlined in the Land Use Bylaw.
9. To require the front yard setbacks for all new development within Wolfville’s Downtown Designation be limited in depth, as set out in the Land Use Bylaw and Design Guidelines, except where explicit exceptions are identified in that Bylaw, to provide for a sense of enclosure and pedestrian interest on the street and sidewalks.
10. To encourage appropriate light permeability throughout the Downtown to ensure sufficient sunlight and minimize shadow impacts on the public realm.
11. To encourage the provision of mixed use and residential attached development opportunities throughout the Downtown Designation in an effort to encourage contextually appropriate intensification in proximity to the Town’s primary service area, and increase the number of adequate, appropriate and affordable housing options.
12. To encourage the growth of the non-market housing sector.
13. To encourage and support placemaking initiatives and public art in the Downtown (DT) zone.

“Wolfville’s Downtown is alive, inviting and connected.

It is a place for everyone—with streets full of busy shops, cafes, entertainment and thriving business.

It is a hub for both commerce and creativity.

It is connected to the broader community through a series of trails, walkways and parks.

It provides gathering spaces and an overall sense of identity for the Town.”

9.1 Downtown Zone

9.1 DOWNTOWN ZONE POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

FW P LU CA EP SE

1. To establish Downtown (DT) zoning in the Land Use Bylaw that permits a broad range of commercial and service uses of a certain size, residential and mixed-use development, parks and playgrounds.
2. To recognize other zones may be warranted to address future land use issues and would be considered by amendment to this plan and/or the Land Use Bylaw, as per Part 11 – Implementation of this Plan.
3. To enable development as-of-right that meets the requirements of the Land Use Bylaw.
4. To use the Site Plan Approval process in the Downtown zone for the consideration of certain uses that require additional regulatory considerations.
5. To use Development Agreements in the Downtown Designation for the consideration of certain uses that require unique and site-specific considerations.
6. To establish specific criteria in the Land Use Bylaw for new or expanded large format commercial development related to items such as parking, landscaping, loading, signage, access, and outdoor storage, and where such stores are allowed.
7. To establish Design Guidelines for the Town as outlined in the Land Use Bylaw, that recognize the importance of historical forms of architecture and inform future developments in the Downtown.
8. To provide special abutting zone requirements in the Land Use Bylaw where a commercial zone abuts a residential zone.
9. To require a commercial or other active use on the ground floor of buildings in the Downtown as defined in the Land Use Bylaw, including any exceptions.
10. To investigate potential reuse and redevelopment options for vacant Town owned commercial properties including the possibility of preparing conceptual development plans for

these parcels and taking the necessary steps to have these lands pre-approved for development.

11. To support the creation of small lots through the reduction of minimum lot sizes and frontages in the Downtown, to enable the creation of new lots and the construction of dwelling units and/or mixed uses in appropriate locations, as outlined in the Land Use Bylaw and Subdivision Bylaw.

9.2 Mixed-Commercial and Large-Format Commercial Areas

The Downtown Zone is being expanded to enable more housing, offices, and commercial uses. Some of the newly included areas are residential in nature, and these areas are likely to remain partly residential for the foreseeable future. A Mixed-Commercial Area has been established for these areas to enable a smooth transition over time into a more commercial character, which offers builders more flexibility to blend the design of their projects with surrounding buildings. The Schedule enables buildings to be residential-only, requires less window coverage and enables a greater setback from the street, among other policies.

There are multiple motivations to expand the downtown into nearby neighbourhoods. It will help provide more compact housing to meet Wolfville’s housing goals. It will help Wolfville

remain financially secure in the face of future risks, given that the Downtown generates a disproportionate share of the Town’s tax income. A larger downtown will also better meet the need for more commercial space and for offices. Today, there is little space for entrepreneurs to open new businesses, or for professionals— such as for lawyers, accountants, and dentists— to offer their services.

The Downtown also includes a large-format commercial property that sells building materials. This property cannot meet the design guidelines of the rest of the Downtown due to the nature of the business. A Large-Commercial Format Area has been established to enable its distinct needs.

9.2.1 MIXED COMMERCIAL & LARGE FORMAT COMMERCIAL AREAS POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a Mixed-Commercial Area in Schedule A1 - Area A of the Downtown Zone of the Land Use Bylaw.
2. To allow greater flexibility in the Mixed-Commercial Area to enable buildings to better match the design of existing built environment, if desired, with policies in the Land Use Bylaw that enable:
 - a. Residential-only buildings
 - b. Larger setbacks from the sidewalk.
 - c. A lower proportion of windows on the streetwall.
3. To encourage existing buildings in the Mixed-Commercial Area to be repurposed as businesses, professional offices, live-work spaces, and for other commercial or semi-commercial uses.
4. To encourage business types in the Mixed-Commercial Area that will attract street life and vibrancy, including cafés, restaurants, and patios.
5. To establish a Large-Format Commercial Area in Schedule A1 - Area B of the Downtown Zone of the Land Use Bylaw.
6. To allow greater flexibility in the Large-Format Commercial Area including with policies in the Land Use Bylaw that enable:
 - a. Unlimited setback from the street.
 - b. Parking lots between the sidewalk and the building.
 - c. Unlimited building dimensions.
7. To consider eliminating Schedule A1 - Area B in the future if its current land use changes, or if the opportunity emerges to better integrate the area into the Downtown.

9.3 Downtown Rail Line Corridor

The Wolfville portion of the Harvest Moon trail is a former rail line that now acts as an active transportation route, connecting Grand Pre and Wolfville to destinations all the way to Annapolis Royal. The trail is a tourist destination and one of the Downtown's greatest strengths. Council recognizes the importance of protecting this active transportation corridor and enhancing the area with improvements.

The former rail corridor is privately owned and leased by the Town. The owner has been supportive of working with the Town on enhancing the space through surface improvements, placemaking initiatives and other efforts to add more safety, vibrancy and creativity to this important part of the downtown.

The former rail line has been zoned in the Land Use By-law as 'Downtown' where it is appropriate and 'Park' on the eastern and western ends of the corridor. The construction of new buildings along the wider sections of the downtown portion have been contemplated since at least 2009 and could help create safety and more eyes on the trail, better meet the needs of trail users, grow the Town's business community and add unique residential space in a walkable location. Enabling new buildings along this corridor requires careful consideration given the context, servicing requirements, views to the dykelands, and the broader public interest in certain parts of the corridor. The Land Use By-law has been detailed to recognize the evolving nature of this important corridor and aims to balance the public and private interest through specific regulation and requirements to guide future change.

9.3.1 DOWNTOWN RAIL LINE CORRIDOR POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To recognize the former rail line is privately owned and that a lease arrangement has been an effective tool for the Town to facilitate a trail and other public space improvements along this corridor.
2. To work with the former rail line owner on future lease amendments or other agreements to enable desirable development and an appropriate level of control over matters of the public interest – including but not limited to views, flood risk, and proximity to existing public buildings or other Town-owned property.
 - a. To regulate in the Land Use By-law specific areas where more oversight and collaboration with the Town is required to guide change along this corridor.
3. To divide the rail corridor into segments, as shown on Schedule A1 of the Land Use By-law and define development rights and approval process for each (e.g. Site Plan, Development Agreement).
 - a. To enable in the Land Use By-law new buildings through the Site Plan approval process where the corridor has sufficient width and other criteria can be met.
 - b. To enable greater flexibility on frontage and access requirements for new buildings so that they may face laneways, trails, and/or parking lots rather than streets.
 - c. To allow water, sewer, power and other building services across easements or other arrangements to the satisfaction of the Development Officer.
 - d. To enable the Development Officer to require other studies or analysis when reviewing site plan approval in this area.
4. To require any new building proposal (Site Plan or Development Agreement) to respond to the Downtown Guidelines and be reviewed by the Design Review Working Group.
5. To acknowledge that land subdivision and/or consolidation with adjacent lands may make certain areas of the corridor more feasible for future development and this type of process may be best facilitated through a Development Agreement process.

9.4 Downtown Heritage

Heritage is essential for the long-term growth and prosperity of Wolfville’s Downtown. It is the Main Street’s unique heritage streetscapes that draw visitors to Wolfville, and that gives new residents reason to live here. Heritage also plays a central role in defining local identity and pride.

The top priority area of the Downtown to preserve heritage is on Main Street, between Highland Ave. and Victoria Ave, as

shown on the map. This is also the central economic engine of Wolfville. It is therefore critical to establish policies that enable growth and investment in this area of Main Street while also preserving and enhancing its heritage value.

9.4.1 DOWNTOWN HERITAGE POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To conduct a Heritage Study for the Downtown Main Street area to identify heritage assets and to explore tools for preserving these features.
 - a. To consider identifying properties, based on this study, where development should receive greater regulatory scrutiny due to their heritage significance.
2. To work with the Heritage Committee and other Heritage groups in designating additional Heritage properties in the Downtown Designation, under the Nova Scotia Heritage Property Act and work with them and property owners to find sites to designate.
3. To explore incentives to encourage landowners to register their properties under the Heritage Property Act.
4. To strive to document Heritage Assets and encourage proposals in proximity to registered properties to be appropriately regulated in the Land Use Bylaw, informed by the Design Guidelines.
5. To consider creating a fund to help landowners invest in preserving and enhancing heritage assets along the Downtown Main Street Area.



9.5 Development Incentives

In 2016, the Province of Nova Scotia passed Bill 177, which enables municipalities to incentivize development in identified “commercial development districts” by phasing in commercial property taxes over a set period of up to ten years. Such a tool could help Wolfville attract infill development for its Downtown in strategic places.

These incentives can help encourage investment in the new expanded Downtown, where there are currently few or no businesses. An incentive can help establish an initial critical mass of commercial activity to attract street life, which can then provide customers to attract new businesses. Similarly, incentives could be used to encourage mixed-use development along the Rail Corridor to encourage greater vibrancy on the trail and in neighbourhood commercial areas.

These incentives would also be valuable to encourage land owners to redevelop parking lots other underused land with the goal of providing more housing and commercial space in the downtown. In particular, the incentives could help attract development to Front Street, where large parking lots undermine the pedestrian experience. Figure 9.4 provides an illustration of what this commercial development district may include, though this may be updated during the process of writing the enabling bylaw.

There is also an opportunity to encourage private investment on Front Street by making investments in publicly-owned land on the street. If a new free public parking lot is built, it creates an opportunity to explore the potential to repurpose public parking on Front Street for new buildings, affordable housing, or expanded public space.

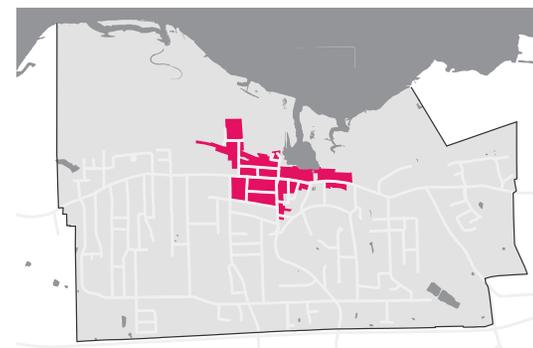


Figure 17 — Areas to apply development incentives under Bill 177.

9.6.1 DEVELOPMENT INCENTIVE POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To establish a bylaw to enable a commercial property tax phase-in incentive for certain areas of the Downtown, which will outline at minimum:
 - a. The objectives of the tool.
 - b. The “commercial development district” where the incentives apply, and the justification for its boundaries.
 - c. The eligibility parameters for incentives.
 - d. The phase-in period for commercial property taxes, and the formula for phasing in property taxes.
 - e. The mechanism for reducing commercial property taxes.
2. To not include historic buildings on Main Street in the incentives program.
3. To consult property owners, the business community, and the public on the enabling bylaw for these incentives before enacting it.
4. To explore investing in new buildings, non-market housing, and/or expanded parks on public parking spots on Front Street to help encourage investment on this street.
5. To time public investments on Front Street with the proposed new public parking lot to avoid reducing available parking downtown.

9.6 Placemaking

Downtown Wolfville benefits from beautiful, vibrant streets and public spaces, including Main Street, Waterfront Park, Harvest Moon Trail, and the Farmer’s Market (on relevant days). However, many of the streets and paths that connect these destinations offer much less to see or do. Streetlife exists in pockets in the Downtown, but is separated by large gaps. There is also little visual connection between these destinations. A visitor standing on Main Street may not realize that the trail, waterfront, and market are there, and vice versa.

The Town of Wolfville will explore the potential to establish a placemaking program to make small, incremental, yearly investments in the Downtown to bring more life and activity,

and to help create visual connections between destinations. Such investments have the potential to attract development in strategic places, such as Front Street. A yearly program would also offer residents, business owners, and other stakeholders the opportunity to regularly participate in selecting and implementing these improvements, strengthening local social ties and cooperation.

Current examples of placemaking in the Downtown include the Waterfront hammocks and the Willow park splashpad. The Town will explore potential sources of funding for such a yearly investment program, such as parking revenue or future tax uplift in the area.



9.7.1 PLACEMAKING POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

1. To explore the potential to create a program for yearly placemaking investments.
2. To explore potential funding sources including paid parking to ensure that such a program is financially sustainable.
3. To use placemaking interventions to better connect destinations throughout the Downtown, including, but not limited to, Main Street, the Waterfront, the Harvest Moon Trail, and the Farmer’s Market.
4. To involve the public, business owners, and other stakeholders in selecting and implementing placemaking projects.
5. To encourage and participate in the beautification and upgrading of the Downtown through streetscaping and public art initiatives to create intrigue and comfort for pedestrians at street level.
6. To encourage and support initiatives aimed at increasing pedestrian traffic and fostering “life on the street” such as sidewalk cafés, outdoor markets, concerts and entertainment.



PART 10

ACADIA UNIVERSITY INSTITUTIONAL

10.0 Town and Gown

Acadia has offered exemplary learning opportunities in a historic, small town environment since it's creation in 1838. The University owns more than two hundred acres of land that stretches from the Dykelands, north of the former rail line, southward to Highway 101 and from Westwood Avenue to Highland Avenue. One hundred and twenty acres of this land holding is developed.

The presence of the University exerts a substantial influence on the economic, cultural and social fabric of the community by providing employment and identity to the region. The identity, ongoing vitality and economic prosperity of both the town and the University are intrinsically linked through shared uses, places and populations. The future of the Town of Wolfville is reliant on a shared understanding of the needs and capacity of both the University and the Town.

New development on Acadia campus could offer a variety of benefits, including new income streams for the university, and new shops and services for students and residents. Additional housing would also better meet the campus's housing needs while helping to address the Town's overall housing shortage. This plan therefore seeks to encourage investment in new buildings on Acadia campus.

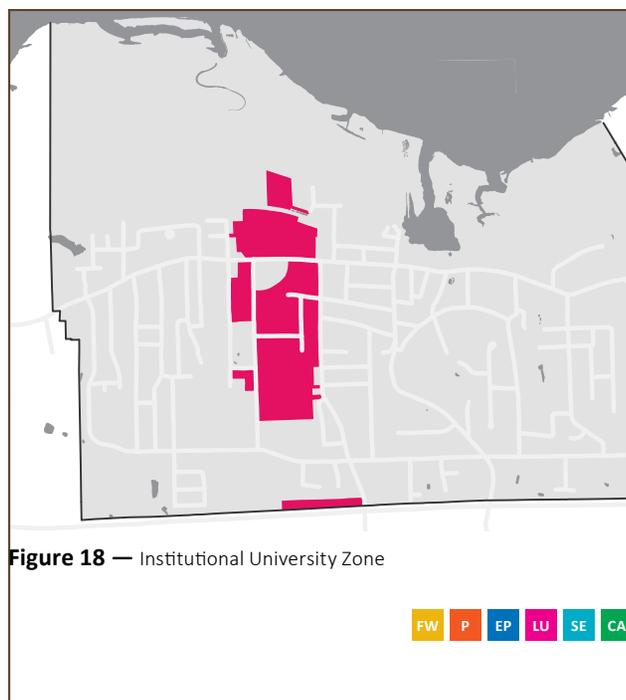


Figure 18 — Institutional University Zone

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

IT SHALL BE THE POLICY OF COUNCIL:

1. To maintain a 'Partnership Agreement' with Acadia University in order to address areas of mutual concern and benefit, including Land Use Planning.
 - a. to recognize Acadia University as a distinct community of interest that is dispersed throughout the Town;
 - b. to foster co-operation between the Town and the University in terms of such matters as the provision of parking, student housing, servicing, conservation of
2. To support the following objectives with respect to Acadia University:

- heritage buildings and areas, access and development proposals;
- c. to support the growth and redevelopment of the University and to encourage its long-term vitality within the Town;
 - d. to encourage, in particular, the construction of new student housing on Acadia-owned lands;
 - e. to minimize any adverse effects the University may have as a major activity centre on adjacent and surrounding neighbourhoods;
 - f. to recognize the various University areas as having different land use mixes, land use characteristics, locational factors, and different surrounding uses; and
 - g. to encourage Acadia University to protect and conserve their various heritage properties whether designated or not.
3. To designate as University those lands of Acadia University and currently being used for University purposes and generally bounded by Westwood Ave, Highland Ave, The Dykelands and Highway 101 as shown on Schedule 1 - Future Land Use Map.
 4. To establish an Institutional University (I-2) zone in the Land Use Bylaw. This zone is intended to include existing University uses.
 5. To recognize the role the University campus plays in the provision of Wolfville's public open spaces and to zone open space portions of the campus Parks and Open Space – University (P-2) as outlined on Schedule A of the Land Use ByLaw.
 6. To use Site Plan Approval in the Institutional University Designation for the consideration of certain uses that require additional regulatory considerations, as outlined in the Land Use ByLaw.
 7. To use Development Agreements in the Institutional University Designation for the consideration of certain uses that require unique and site-specific considerations as outlined in the Land Use Bylaw.
 8. To establish appropriate regulation for the uses permitted (as-of-right) or enabled for consideration in the Institutional University (I-2) zone of the Land Use Bylaw.
 9. To permit, in the Land Use Bylaw, building heights in the Institutional University (I-2) zone congruent with the type of use and scale of present buildings located in the core of the University campus.
 10. To restrict the setbacks of new buildings in the Institutional University (I-2) zone as outlined in the Land Use Bylaw, on those properties which abut residential zones or have frontage on Main Street to ensure greater architectural compatibility.
 11. To establish abutting yard requirements in the Land Use Bylaw, which may include but is not limited to fencing, screening, parking lot location and standards where any yard in the Institutional University zone abuts a residential zone.
 12. To recognize that the University development on the Dykelands area is intended to be used for accessory and utilitarian uses that support the University and not to accommodate principal University buildings or residences, as outlined in the Land Use Bylaw.
 13. To recognize that complementary land uses to those permitted on Institutional University (I-2) land area those which allow the University to function as a community and shall be enabled through the Land Use Bylaw. These uses may include, but not be limited to:
 - a. classrooms, laboratories and similar educational and research facilities
 - b. residential buildings for the primary use of housing students and faculty
 - c. places of assembly
 - d. foodservice facilities for the primary use of students



- e. sport facilities
 - f. University offices
 - g. bookstores for the primary use of students
 - h. student services buildings
 - i. convention facilities as a secondary use of any other facilities
 - j. public and community gardens
14. To recognize that housing accommodation for post-secondary school students has specific land use characteristics and impacts on surrounding areas that require regulation through zoning and other means.
 15. To recognize that the Town shares a responsibility, along with Acadia University, and private landowners for ensuring that students have access to accommodation that is affordable, safe, accessible and sanitary.
 16. To support Acadia University to create an update to the most current Acadia University Campus Masterplan (2003) which establishes the location for:
 - a. Recreational and Active Sports Parks;
 - b. Open Spaces;
 - c. New residential uses;
 - d. Access road onto the public road network and Active Transportation opportunities; and
 - e. Community Buildings.
 17. That if campus areas currently designated University become available for non-University development, to undertake the completion of a secondary plan for redevelopment that includes analyses of transportation, infrastructure, and financial implications to be reviewed by the Town.
 18. To recognize the role of the University in Core Area management and consider this during development applications as outlined in the Land Use Bylaw.



PART 11

IMPLEMENTATION



11.1 Municipal Government Act (MGA)

This Plan will be implemented through a variety of means including the Land Use Bylaw, Design Guidelines, Subdivision Bylaw, development approvals (as-of-right, site plan , development agreement), rezonings, incentives (e.g. Bill 177), secondary or small area planning, public engagement and other mechanisms. It will be necessary for the Town to make investments necessary to support growth while maintaining a high quality of life for residents.

This plan is meant to be a living document that will be monitored for its effectiveness in achieving our community priorities.

The Municipal Government Act (MGA) is the Provincial legislation that sets out the regulations that govern municipal planning and development in Nova Scotia. The MGA describes the various methods of development control available to Nova Scotian municipalities for regulating development and land use decisions within their jurisdiction.

Community Priorities

- EP** Economic Prosperity
- SE** Social Equity
- CA** Climate Action
- LU** Land Use and Design

The policies of this plan action our Community Priorities and move us toward Our Shared Future.

IT SHALL BE THE POLICY OF COUNCIL:

1. To ensure planning processes meet the requirements of the MGA when considering development agreements, making amendments, and other planning decisions.
2. To work with the Province and other partners to improve Provincial planning legislation, policy and procedures.
3. To ensure that all implementation tools (LUB, Subdivision Bylaw, Design Guidelines, Development Agreements, Site Plan Approval) are applied in ways that advance climate adaptation, accessibility, public safety, social equity, cultural well being, and long term financial sustainability.
4. To review planning processes and documents regularly to ensure ongoing compliance with current and emerging Provincial legislation, including new housing supply requirements, Statements of Provincial Interest, and climate change mandates.
5. To participate in Provincial initiatives regarding digital permitting, open data, and development reporting, and to align municipal systems with Provincial standards as they evolve.

11.2 Municipal Planning Strategy (MPS)

The Municipal Planning Strategy is the main document through which the future growth and development of the Town shall be encouraged, controlled and co-ordinated. The policies of the Municipal Planning Strategy will be implemented through the powers provided Council in the Municipal Government Act and other relevant statutes. The principle regulatory documents that are used to implement the policies of the Municipal Planning Strategy are the Land Use Bylaw, Design Guidelines and the Subdivision Bylaw.

This Municipal Planning Strategy and any subsequent amendments shall be reviewed pursuant to Subsection 214(2)

of the Municipal Government Act when deemed necessary by the Minister of Municipal Affairs or by Council. The policies of this Municipal Planning Strategy will be monitored as to their effectiveness in achieving the stated community priorities and amendments made, as needed. Council is committed to ensuring this is a living document.

The Municipal Planning Strategy approved by the Minister of Municipal Affairs in September 2020, and subsequent amendments thereto is repealed upon the date of coming into force and effect of this Municipal Planning Strategy.

IT SHALL BE THE POLICY OF COUNCIL:

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 Working Group.
2. To evaluate the effectiveness of MPS policies and their enabling regulations with regard to the implementation of the 'Shared Future' (Vision), Community Priorities and Objectives established in this plan. Any evaluation process must:
 - a. establish indicators for each objective in Part 2 of this Plan.
 - b. involve consultation with the public and other stakeholders.
 - c. establish an ongoing feedback process that communicates the findings of the evaluation to Council and the public.
3. To consider having regular evaluations corresponding to regular macro events such as Municipal elections or the release of census data.

4. To consider the Municipal Planning Strategy a living document and require an amendment:
 - a. where any policy intent is to be altered; or
 - b. where a text or map amendment to the Land Use Bylaw would conflict with the text or maps of the Municipal Planning Strategy; or
 - c. where an amendment to the Subdivision Bylaw would conflict with the text of the Municipal Planning Strategy; or
 - d. where a future land use map change is deemed appropriate; or
 - e. 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; or
 - f. 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; or
 - g. 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; or
 - h. where housekeeping/minor amendments are required.
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.

11.3 Secondary Planning Strategies and Area Specific Plans

A Secondary Strategy is a Town-led planning approach ideally suited for areas of the Town where there are unique and diverse planning issues that need to be considered. A Secondary Strategy (or area-specific plan) should, as much as possible, be consistent with the policies in the general municipal-wide Strategy to eliminate any confusion between

the two documents. The policies may differ, to address unique circumstances in the Secondary Strategy area. If appropriate, the Secondary Strategy would form part of the Town-wide MPS and be referenced in the document, once adopted by Council.

IT SHALL BE A POLICY OF COUNCIL:

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.
5. To consider new secondary or small area plans be prepared prior to approval of development in other complex areas of Town (e.g. along the Active Transportation Corridor).

11.4 Land Use Bylaw and Development Agreements

The Land Use Bylaw shall be the principal means for implementing the policy statements included within this Municipal Planning Strategy (MPS), pursuant to Sections 219 and 220 of the Municipal Government Act. The Land Use Bylaw sets out zones, permitted uses, general provisions, and development standards that reflect the policies of this

Strategy, as provided for by the MGA. The Zoning Map of the Land Use Bylaw shows graphically and specifically the area to which the provisions of individual zones shall apply. Development Agreements are negotiated contracts between the Town and a Land owner to create site-specific land use controls.

IT SHALL BE THE POLICY OF COUNCIL:

1. To adopt a comprehensive Land Use Bylaw, setting out specific requirements to implement this Municipal Planning Strategy.
2. To appoint a Development Officer to administer the Land Use Bylaw and Subdivision Bylaw to issue, deny, or revoke any permit or approval under the terms of these Bylaws.
3. To require in the Land Use Bylaw that any development permit issued shall lapse and become null and void if the development has not begun within one (1) year of the date of issue of the permit. Any development permit issued may be revoked by the Development Officer where there is reason to believe that the development permit was issued as the result of mistaken or false information.

11.4.1 LAND USE BYLAW (LUB) AMENDMENTS

Proposals for rezonings, text amendments to the Land Use Bylaw and/or development agreements may be required to ensure community needs and desires are being met. Specific

policy criteria are outlined in this section to ensure a standard and uniform approach is taken by Council in responding to these requests.

IT SHALL BE THE POLICY OF COUNCIL:

1. To consider amendments to the Land Use Bylaw provided the amendment is consistent with the intent of the Municipal Planning Strategy.
2. To consider zone-specific considerations for rezonings, including locational criteria or street hierarchy requirements, in the Land Use Bylaw.
3. To use the general criteria, outlined in Section 11.4.3, as a guide in the evaluation of Land Use Bylaw amendments.
4. To consider an application for amendment to the Land Use Bylaw (rezoning) only if the application has identified a proposed use for the property. Council shall give consideration to both the proposed use and to the impact of other uses permitted in the requested zone.
5. To consider an application for amendment to the Land Use Bylaw only if the site meets all of the lot size and zone standards for the zone sought.

11.4.2 DEVELOPMENT AGREEMENTS

Development agreements are primarily intended to be used for developments proposed beyond the limits of the applicable Land Use Bylaw requirements, particularly in instances where Council believes land use conflicts are more likely to occur. For example, these may be developments of large scales, alternative design, a comprehensive nature, or uses of a particularly sensitive or potentially high-impact nature.

Development agreements are also useful in providing Council with the ability to negotiate terms and conditions of a project, while retaining the approval authority. This is important in ensuring large scale and sensitive developments are carried out in a manner that keeps the overall benefit of the community and the Town in mind.

IT SHALL BE THE POLICY OF COUNCIL:

1. To indicate uses considered by development agreement in the Land Use Bylaw.
2. To enter into a development agreement pursuant to the Municipal Government Act on the terms and conditions set forth in this Municipal Planning Strategy and a development agreement shall:
 - a. specify the development, expansion, alteration, or change permitted; and
 - b. specify the conditions under which the development may occur; and
 - c. set forth the terms by which Town Council may terminate the agreement.
3. To have the provisions of the Land Use Bylaw prevail after discharge of any development agreement.
4. To enable the Development Officer to bring certain as-of-right and site plan applications forward to Council for consideration by Development Agreement where the application meets the intent of this planning strategy but is unable to meet specific, prescriptive requirement(s) of the Land Use Bylaw.

11.4.3 CRITERIA FOR LUB AMENDMENTS AND CONSIDERATION OF DEVELOPMENT AGREEMENTS

IT SHALL BE THE POLICY OF COUNCIL:

1. That, where warranted, the developer shall be responsible for providing further study of specific issues identified in the development review process, and/or implementing mitigation measures to address anticipated issues such as flooding and erosion threats.
2. That designation and/or zone specific development agreement and rezoning requirements shall be included in the Land Use Bylaw.
3. That when considering any proposed development agreement or amendment to the Land Use Bylaw, it shall be a policy of Council to have regard for the following matters:

GENERAL CONSIDERATIONS

4. The financial ability of the Town to absorb any costs relating to the proposal; and
5. The proposal's conformance with the intent of the Municipal Planning Strategy and to all other applicable Town Bylaws and regulations.
6. The proposal's conformance with relevant portions of the Town's 'Sustainability Checklist', where applicable.

COMPATIBILITY OF THE DEVELOPMENT

7. Compatibility of the proposed land use with adjacent land uses; and
8. Compatibility of the development with adjacent properties in terms of height, scale, lot coverage, density, bulk, and architectural style; and
9. Compatibility of the development with adjacent properties in terms of lighting, signage, outdoor display, outdoor storage, traffic impacts, and noise; and
10. Integration of the development into the surrounding area by means of appropriate landscaping, with screening provided by existing and new vegetation and fencing as required; and
11. The proposal protects and preserves matters of public interest such as, but not limited to:
 - a. historically significant buildings;
 - b. public access to shorelines, parks, and public and community facilities; and
 - c. important and significant cultural features, natural land features and vegetation.

SERVICING CONSIDERATIONS

12. The adequacy of sanitary services, water services, and storm water management services; and
13. Contribution of the proposal towards an orderly and compact development pattern that makes efficient use of existing and new municipal infrastructure and services.

MOBILITY CONSIDERATIONS

14. The adequacy of the road network in, and adjacent to, or leading to the development, regarding connectivity, congestion and traffic hazards; and
15. The adequacy of site access as determined by the Traffic Authority; and
16. The ability of emergency services to respond to an emergency at the location of the proposed development; and
17. The adequacy of active transportation infrastructure to support walking and cycling to and from the proposed development; and
18. The provision of off-street vehicle and bicycle parking to prevent significant congestion, nuisance and inconvenience in the area.

ENVIRONMENTAL CONSIDERATIONS

19. Consideration of any previous uses of the site which may have caused soil or groundwater contamination; and
20. Suitability of the site in terms of slope and flood and erosion risk in accordance with Schedule E of the Land Use Bylaw; and
21. Consideration of any anticipated environmental impacts resulting from the development, such as air and water pollution, soil contamination, and potential for the

contamination or sedimentation of watercourses. Where Council determines, on the advice of a qualified person, that there is a significant risk of environmental damage from any proposed development, an environmental impact assessment shall be carried out by the developer for the purpose of determining the nature and extent of any impact and no agreement shall be approved until Council is satisfied that the proposed development will not create or result in undue environmental damage; and

22. The application of sustainable design principles and energy efficient technology, including but not limited to renewable energy infrastructure; and
23. Environmentally friendly paving alternatives, provision of alternative transportation parking, integration of landscaping into the design of parking lots, green roofs, etc.
24. The impact on the existing trees on the property, protection plans for trees being maintained and replanting equivalents for necessary tree removals, as negotiated by the Development Officer.

11.4.4 DESIGN GUIDELINES

Council intends to control or influence certain aspects of the Town's built form and the impacts on the public realm by using Design Guidelines in certain areas of the Town. The Guidelines are also meant to educate the public, developers and other stakeholders on the Town's Architectural Heritage and general design principles.

Built form requirements (must dos) are included in the Land Use Bylaw or Development Agreements while the Guidelines are tools (encouragement and guidance) used during the

application process to inform specific aspects or entire projects.

Council also recognizes that the Town is never finished and ever evolving and that design and architectural innovation must be accommodated and encouraged. The Design Guidelines and a Map outlining the areas of the Town where the guidelines are applicable, shall be included as schedules to the Town's Land Use Bylaw and aid in the implementation of this plan.

IT SHALL BE THE POLICY OF COUNCIL:

1. To guide the design and appearance of the Town's built form through mapping and guidelines included as Schedules of the Land Use Bylaw.
2. To use the Design Guidelines to inform Town built form projects (buildings, streets, sidewalks, etc), where applicable.
3. To involve the Design Review Working Group for pre-application meetings for all significant development proposals, as determined by the Development Officer.

4. To recognize that the Design Guidelines are used to inform development processes and that they are not prescriptive in nature. Mandatory requirements shall be defined in the Land Use Bylaw for Site Plan Approval and Development Agreements.
5. To regard the Heritage Property Bylaw as the principal means of control for substantial alteration, demolition and other matters under the Heritage Property Act, to registered heritage buildings, streetscapes and areas.
6. To incorporate special provisions in the Land Use Bylaw for the lands where the Design Guidelines are applicable, including how and when the Guidelines and Design Review Committee will be used for different development consideration mechanisms.
7. To require that all developments located within a designated Design Guidelines Area respond to the design principles and guidelines of the Design Guidelines and that the Design Review Working Group and a Design Guidelines Checklist be used in certain circumstances, as defined in the Land Use Bylaw and Design Guidelines (Schedules of the Land Use Bylaw).
8. To encourage the preservation of the cultural and built heritage of Wolfville through cooperation with the Wolfville Historical Society and other similar heritage organizations that contribute to a sustainable built heritage in Wolfville.
9. To maintain Town owned registered heritage buildings in a state of good repair and carry out any alterations in a manner which enhances the historic character of the Town.
10. To encourage and enable the use of solar panels and alternative forms of energy for both existing and new buildings located within a Design Guidelines Area.
11. All developments located within the Design Guidelines Areas are considered by Site Plan Approval process. In considering proposals, the Development Officer may seek the advice and opinion of the Town's Design Review Working Group concerning matters defined in the Design Guidelines, including but not limited to the following matters:
 - a. the proposal's response to the design review checklist;
 - b. aspects where a range of design options may meet the overall intent of the MPS and Land Use Bylaw or where site conditions require some form of negotiation or discretion be applied by the Development Officer in a Site Plan approval situation;
 - c. the proposal's architectural design and its compatibility with heritage architectural styles found in the neighbourhood;
 - d. the compatibility of the proposal with any abutting registered heritage properties in terms of its height, bulk, and scale;
 - e. the location of any proposed parking areas and how well they are screened from neighbouring properties and from the street; and
 - f. the suitability of any signage, lighting, fencing, landscaping or other elements.
12. Site Plan Approval applications within the Design Guidelines Areas will require submission of detailed drawings as outlined in the Land Use Bylaw. Additional studies or other information may be required, as determined by the Development Officer.

11.4.5 SITE PLAN APPROVAL

Site Plan Approval is a development control tool in the Municipal Government Act that enables a municipality, through its planning process, to negotiate certain site specific items with a developer as a condition of receiving a development permit. The Site Plan Approval process is a way of dealing with site related issues in a less formal way than the typical development agreement process.

As a planning tool, the Municipal Government Act s.231(4) describes the aspects of an application that can be determined through Site Plan Approval. Council will support the use of Site Plan Approval through the policies of this plan.

The Site Plan Approval process will be used as a tool in Wolfville for applications of a certain scale, to provide greater transparency and clarity for the public and streamline the application process for municipal staff and applicants. In addition, while Council still supports the use of development agreements for significant development applications, the triggers for where and when they are required have been revised in this Plan, in effort to create a better development consideration process where requirements and expectations are clear for all stakeholders. The MGA enables an appeal process, to Council, in applications considered by Site Plan.

IT SHALL BE A POLICY OF COUNCIL:

1. To assess various land uses, in all designations and zones, through the Site Plan Approval process and to create clear requirements for the use of this process in the Land Use Bylaw. This process will apply to any development within the Design Guidelines Areas, and for large projects outside these boundaries as defined in the Land Use Bylaw.
2. To require future land owners who wish to change the land use approved under Site Plan Approval, to revisit the original negotiated site-plan.
3. To inform the applicant early in the process that a Site Plan Approval is specific to the property and will continue to apply in the event the property is sold unless discharged by Development Officer.
4. To establish site plan notification, approval and appeal pursuant to and in excess of the requirements of the Municipal Government Act and policies of this MPS.
5. To enable the Design Review Working Group to be used by the Development Officer when considering applications by Site Plan Approval.
6. To enable the Design Review Committee to be used by the Development Officer when considering applications by Site Plan Approval.

11.5 Subdivision Bylaw and Lot Access

The Municipal Government Act and the Provincial Subdivision Regulations set out the basic requirements for information that must be shown on plans of subdivision as well as the essential procedures which must be followed in reviewing and in approving plans of subdivision. The subdivision of land is closely related to the provision of streets and services as well

as the orderly progression of land development. Within this framework, the Subdivision Bylaw deals with matters such as lot size, access to lots, the extension of sewer and water lines to any new lots, and the provision of recreation space. The Subdivision Bylaw must be closely linked to the Land Use Bylaw, especially in the matter of lot size and access to lots.

IT SHALL BE THE POLICY OF COUNCIL:

1. To adopt a Subdivision Bylaw, setting out specific requirements to implement this Municipal Planning Strategy.
2. To specify in the Land Use Bylaw minimum lot areas and frontages required for new lots created by subdivision within the various zones established by the Land Use Bylaw.
3. To provide that all new lots created by subdivision shall satisfy the requirements for lot area and lot frontage as specified in the Land Use Bylaw, with the following exceptions:
 - a. lots created by the consolidation of two (2) or more lots;
 - b. lots which, having been expanded or made larger, but are nonetheless below the minimum requirements;
 - c. lots created around a main building, where the main building was built or placed on the land prior to April 16, 1987, the date of validation of real property transactions under the Municipal Government Act, and where the lot is serviced with central sewer and has a minimum lot frontage of 6 metres (20ft) on a public street;
 - d. two lots created where the lot dimensions and area are not less than 90 percent of the required minimum in accordance with section 279 of the Municipal Government Act.
 - e. new lots created through a Development Agreement process.
4. To specify in the Land Use Bylaw the uses of land and the location of structures permitted upon lots in the various zones and enable those uses and structures on lots which do not meet the minimum requirements for lot area or lot frontage or both, provided:
 - a. such undersized lots were created prior to April 16, 1987, the date of validation of real property transactions under the Municipal Government Act; or
 - b. such undersized lots were created after 16 April, 1987, the date of validation of real property transactions under the Municipal Government Act, by any instrument to which the Municipal Government Act does not apply.
5. That prior to approval of a Final Plan of Subdivision, the subdivider fulfill the open space dedication requirements in accordance with MPS Section 6: Parks and Open Space.
6. To work toward including in the Subdivision Bylaw 'Municipal Specifications' that outline requirements for the construction of sanitary sewers, storm water drainage, and water supply systems to service new lots created by the subdivision of land.
7. To work toward including provisions for the establishment of infrastructure charges, pursuant to Section 274 of the Municipal Government Act.
8. To enable Flag lots in accordance with the Land Use Bylaw.
9. To enable variation to lot frontages, as outlined in the Land Use and Subdivision Bylaws.

11.6 General Development

11.6.1 NON-CONFORMING STANDARDS

Non-conforming standards address how to treat land use, structures and other features of development that were legal when established, but are no longer permitted under current Land Use Bylaw regulations. These standards allow for certain

“grandfathering” of nonconformities, while prohibiting or strictly limiting the expansion, renovation or reconstruction of the development in an effort to protect the overall interests of the community.

IT SHALL BE THE POLICY OF COUNCIL:

1. To regulate non-conforming structures or uses in accordance with Sections 238 – 241 of the Municipal Government Act.
2. To prohibit the recommencement on a non-conforming development that has been discontinued for a period of one (1) year or more.
3. To consider expansion, alteration, or extension of non-conforming uses or structures only by Site Plan Approval.

11.6.2 VARIANCE

Section 235 of the Municipal Government Act allows the Development Officer to grant variances in circumstances where a proposed development may not be able to meet the requirements of the Town’s Land Use Bylaw or a development agreement. A variance is a relaxation of certain zoning

requirements where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the zoning requirement would result in unnecessary and undue hardship.

IT SHALL BE THE POLICY OF COUNCIL:

1. To allow the Development Officer to grant variances in accordance with Sections 235-236 of the Municipal Government Act and the Land Use Bylaw.
2. To allow the Development Officer to grant variances to sidewalk cafe provisions established in the Land Use Bylaw.
3. To allow the Development Officer to grant variances for lot standards for Non-Market Housing.

11.6.3 ACCESSORY BUILDINGS AND STRUCTURES

An accessory structure is a structure or building that is normally incidental, subordinate, secondary or ancillary to the main use, structure or building and is exclusively devoted to that main use, structure or building and located on the same property. Accessory structures may include but are not limited to storage buildings, warehouses, garages, pools, sheds, mechanical buildings, workshops, and gazebos. Town Council recognizes the demand and need for various accessory structures in town, but also recognizes the need to limit their

impact on adjacent properties, particularly in residential neighbourhoods.

In an effort to promote the use of affordable housing alternatives, and to promote the concept of “aging in place”, Council shall permit the use of accessory buildings as dwelling units in residential neighbourhoods where the zoning so provides. Accessory structures may also be used for small-scale business uses permitted, where the zoning provides (restricted in the R-1 zone).

IT SHALL BE THE POLICY OF COUNCIL:

1. To regulate the use, size, number and location of accessory structures in the Land Use Bylaw.
2. To enable in certain zones, the use of an accessory building as a dwelling or other compatible use such as home based businesses or studios.

11.6.4 LANDSCAPING AND FENCING

Sensitive landscaping can reduce the negative impact of new development on nearby properties and can improve the living environment such as preventing erosion, controlling dust, screening unattractive elements, or managing other development issues. Fencing is valuable for a variety of

purposes including privacy, screening, security and aesthetics. Council recognizes that landscaping and fencing can also produce negative impacts if left unregulated. As a result, Council has established policies to manage these issues.

IT SHALL BE THE POLICY OF COUNCIL:

1. To require landscaping in all development subject to site plan approval and development agreement, in order to enhance or preserve the character of the areas, to provide screening and buffers, or to reduce conflict with surrounding land uses.
2. To use the Design Guidelines for landscaping and fencing requirements for development located in a Design Guidelines Area.

3. To encourage the use of native plant species (native trees listed in Urban Forest Policy) and plants selected for their water efficiency in all landscaping proposals.
4. To limit the area of impermeable surfaces in all residential development permitted as-of-right in order to reduce heat-island effect and to promote the natural infiltration of stormwater, in accordance with the Land Use Bylaw.

5. To require fencing in any development permitted by site plan approval and development agreement, where Council believes fencing will help preserve the character of the area, provide necessary screening, or help to reduce potential conflicts with surrounding land uses.

11.6.5 OUTDOOR LIGHTING

Outdoor lighting, useful for safety and security reasons, can create a nuisance if it is improperly directed. Excessive lighting can also contribute to light pollution and increased energy use. Where lighting is proposed in a development,

consideration will be given to the type and location of lighting and its proper installation to avoid interference with nearby properties.

IT SHALL BE THE POLICY OF COUNCIL:

1. To regulate the type and location of outdoor lighting in all new developments in order to minimize the impact

lighting creates on wildlife and properties in the surrounding area.

11.6.6 SIGNAGE

Signs and public displays of advertising are a component of many types of development. Signs have the potential for creating public nuisance and hazards. Signs are also a subject of frequent debate because they raise concerns about appearance, maintenance standards and compatibility with

nearby architecture and neighbourhood character. This Municipal Planning Strategy intends to regulate signage to help ensure traffic safety and to promote positive community aesthetics.

IT SHALL BE THE POLICY OF COUNCIL:

1. To prohibit signs that create hazards to traffic or pedestrians, constitute a public nuisance, or are incompatible with the character of Wolfville, in accordance with the Land Use Bylaw and Design Guidelines.

2. To regulate the height, maximum area, illumination and location of signs throughout the town in order to minimize hazards and nuisances, in accordance with the Land Use Bylaw and Design Guidelines.

3. To control the impact of signs on the landscape, streetscape and skyline; and ensure that the nature, size and location of signs permitted in the various zones are

appropriate and compatible with the character of the areas within those zones, in accordance with the Land Use Bylaw.

11.6.7 TEMPORARY DEVELOPMENT

A variety of temporary uses and structures will be permitted in all zones when operated on a temporary basis. Examples range from model suites associated with development projects, large tents, markets, fairs, festivals and more. The

types of temporary uses permitted shall vary according to zone type, to ensure that existing residential neighbourhoods are not adversely impacted.

IT SHALL BE THE POLICY OF COUNCIL:

1. To regulate temporary uses and structures in accordance with the Land Use Bylaw.

11.6.8 OUTDOOR STORAGE + DISPLAY

Outdoor display of goods for sale and the outdoor storage of raw materials, supplies and equipment can be unsightly and create nuisance and hazards. In order to reduce the impact of

this type of land use, controls will be placed on outdoor storage and display.

IT SHALL BE THE POLICY OF COUNCIL:

1. To regulate the outdoor display and storage of goods and materials in all residential and commercial areas, in

accordance with the zoning provisions and the abutting zone requirements of the Land Use Bylaw.

11.6.9 TELECOMMUNICATIONS INFRASTRUCTURE

Industry Canada is the federal licensing authority for all forms of telecommunication facilities. Health Canada provides advice on safe levels of exposure to radio frequency fields to Industry Canada. Industry Canada requires that all radio stations/communications towers are operated within the guidelines established by Health Canada. The Federal Government does recognize that municipalities may have an interest in the location of antenna structures and has therefore instituted a policy to allow for community review and

comment. The intent is that municipal concerns may be taken into consideration when determining whether to issue a license or any conditions that may be imposed.

In an effort to inform citizens and landowners of any such proposed infrastructure within town limits, upon notification of intent of the proponent to construct such utilities, the Town will notify all adjacent landowners and advise them of the proposal details, the proponent, and the Federal agency responsible for regulating the industry.

IT SHALL BE THE POLICY OF COUNCIL:

1. To notify landowners within 305m (1,000ft) of the location of a proposed communications facility with the following information:
 - a. The intent of the proponent; and
 - b. The relevant details of the proposal; and
 - c. The contact information for the Federal authorities responsible for regulating the proposed infrastructure; and
 - d. The procedure involved in processing such applications; and
 - e. Details on how the general public can influence the decision making process.

11.7 Public Engagement

A Municipal Planning Strategy is the articulation of a community’s values and principles regarding future growth and development. Council commits to ensuring that the MPS is informed and guided by the process where the public is engaged in meaningful and effective ways.

Council adopted a Public Participation Program and has designed a development approval process that provides for clear expectations and outcomes. Emerging technologies are allowing for even more engagement of the public in new and different ways, all with the goal of informed and progressive

development policies that will allow Wolfville to grow and prosper toward an agreed upon vision for the future.

The Municipal Government Act identifies various types of development control techniques available to municipalities to regulate and plan for future development. The MGA recognizes that community engagement is required for the approval of policies that guide specific regulations. Council also recognizes that public engagement is essential in effective and transparent decision making and that public education and awareness of policy and development decisions is important.

IT SHALL BE THE POLICY OF COUNCIL:

1. To follow notification requirements and process outlined in the Public Participation Program policy (610-006), effective 2020-06-30.
2. To adhere to all public engagement (e.g. development notification and other planning requirements) as outlined in the Municipal Government Act and establish clear processes that enable additional public input, where appropriate.
3. To consider a Public Information Meeting as an initial step in Development Agreement and Amendment applications to provide an early opportunity to identify issues and outline policy and process for all stakeholders.
4. To strive for plain language in documents to ensure process is understood by all stakeholders.



PART 12

MONITORING and REPORTING

12.0 Evaluating the Planning Strategy

As the town continues to grow and change over time, it is necessary to regularly review the Town’s growth strategy to ensure that it continues to reflect the priorities and objectives of the community and Council. To monitor and evaluate progress, priorities within this Plan should be broken down by metrics to track progress and measure success while also revealing possible constraints to the goals of the Town. While some goals and metrics may be more influenced by external forces, only by monitoring the progress of this Plan and adapting can we evaluate this planning strategy effectively.

To do this, Council aims to “measure what we treasure” and focus on achieving the community goals we value.

IT SHALL BE THE POLICY OF COUNCIL:

1. To work on formalizing a more robust Measuring and Reporting framework for the Town.
2. To update and maintain a Housing Needs Assessment for the Town on a regular review cycle.
3. To update and maintain a Community Profile for the Town on a regular review cycle.
4. To review the Municipal Planning Strategy in accordance with Section 11 Implementation, and:
 - a. Consider a housekeeping review 1 year after implementing this strategy.

PART 13

SCHEDULES

01. FUTURE LAND USE MAP

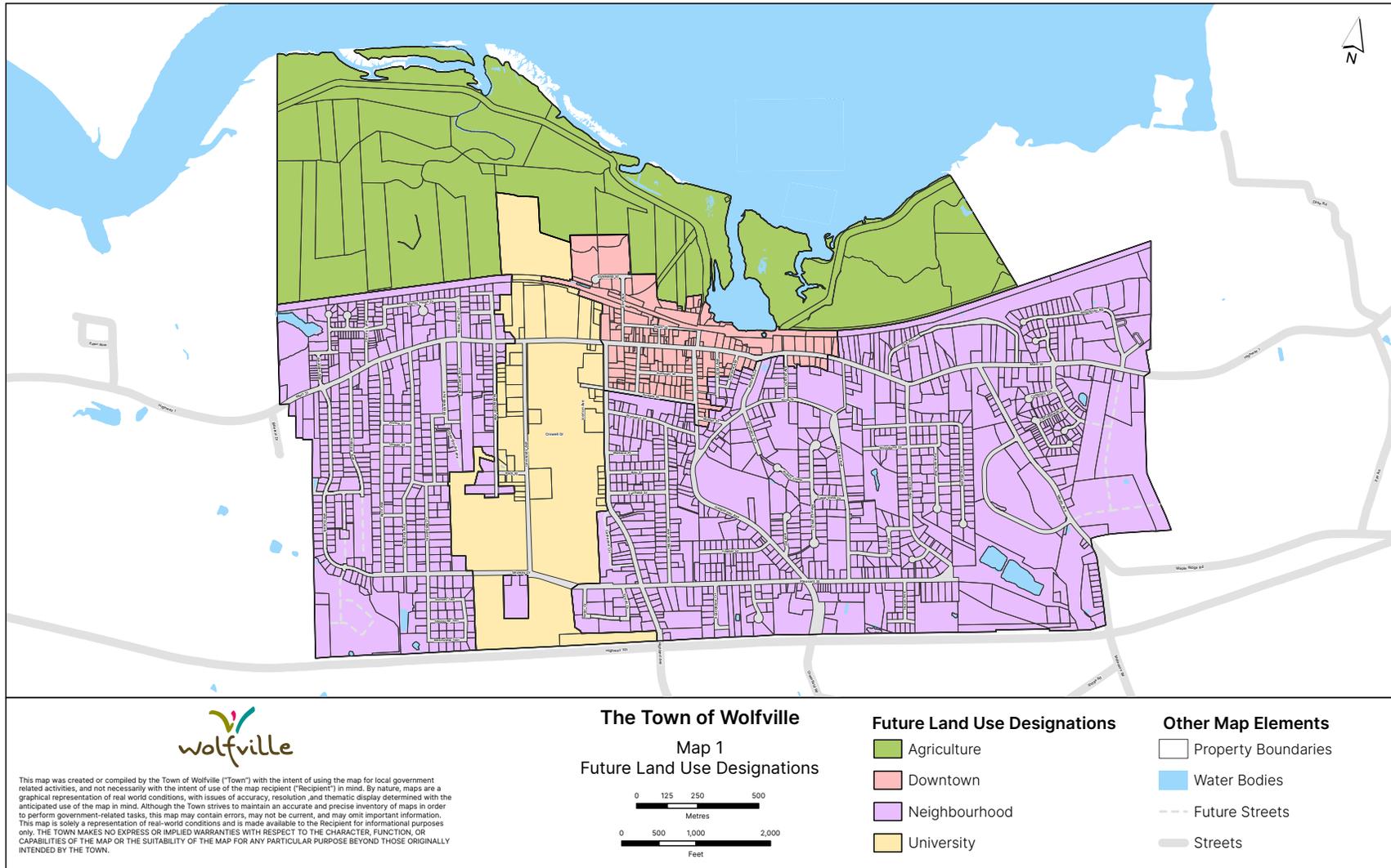


Figure 19 — Future Land Use Map

02. STREET CLASSIFICATIONS

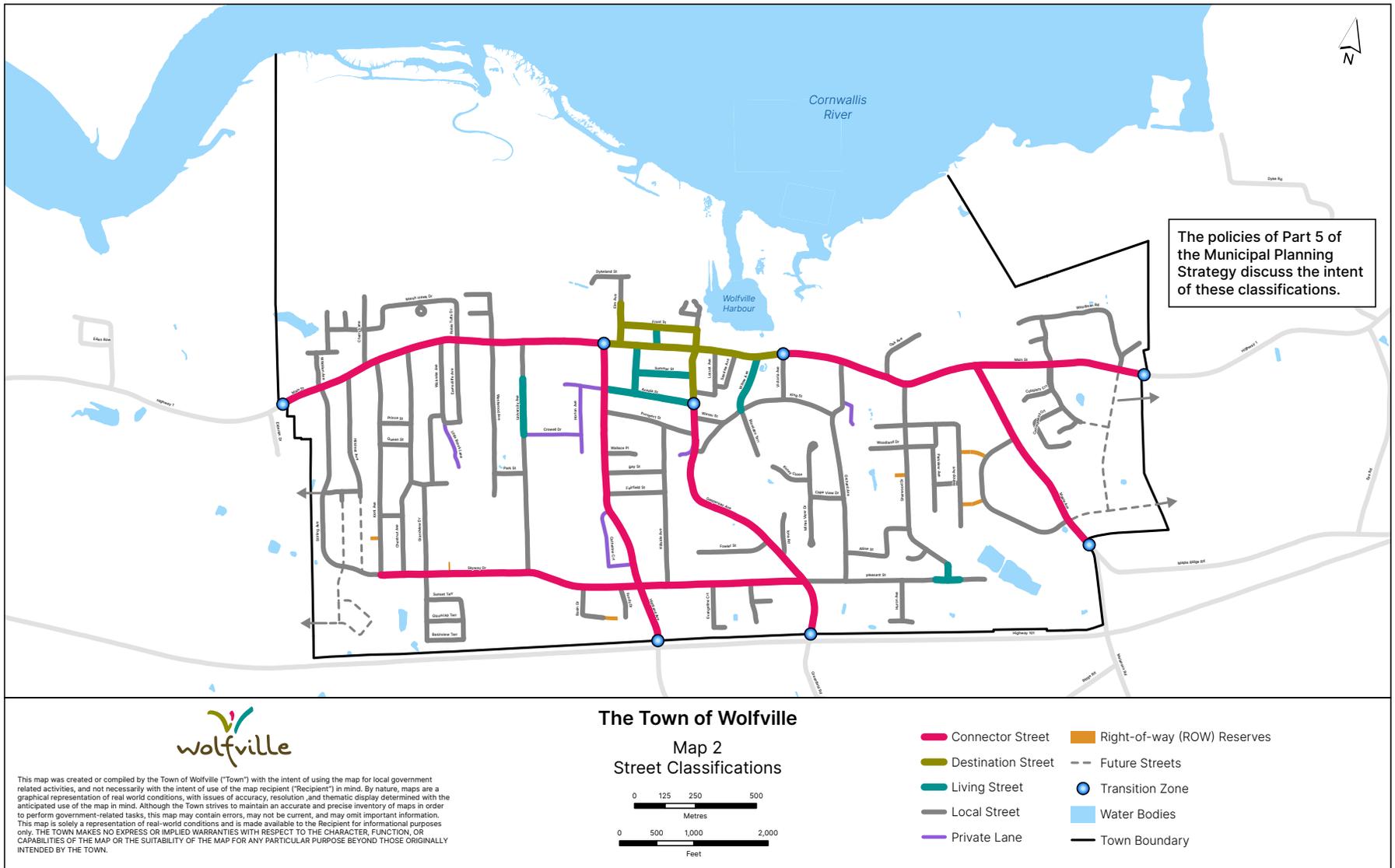


Figure 20 — Street Classifications Map

03. PARKS AND TRAILS

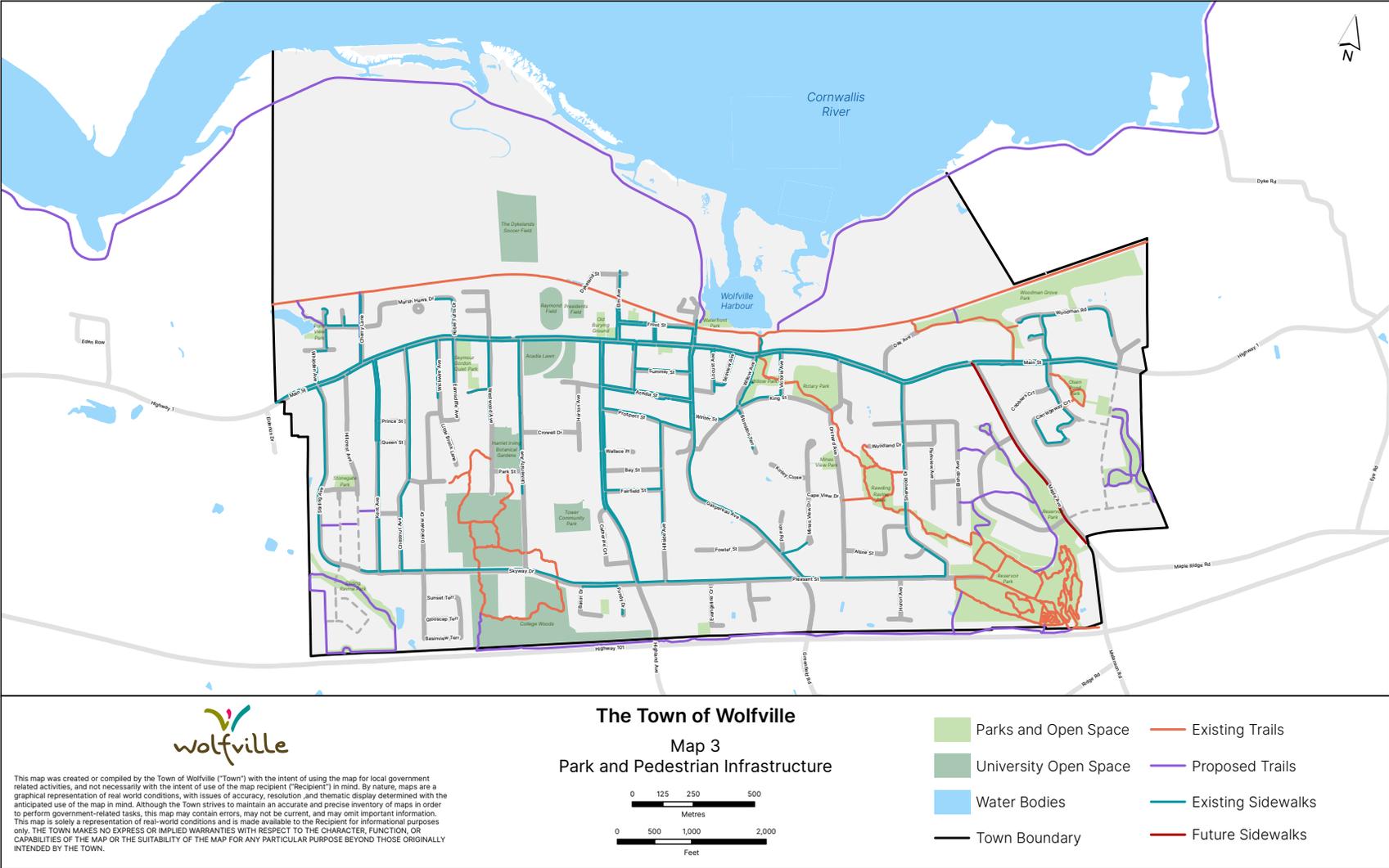


Figure 21 — Parks and Trails Map


wolfville





Sustainable Environment * Inclusive Community * Prosperous Economy * Fiscal Responsibility

Celebrating volunteers

Wolfville has some amazing volunteers who serve on our committees, who support Town programs and there are countless folks who support initiatives and organizations that make our community an amazing place to live.

In early March, staff will be putting out a call for nominations for Wolfville's volunteer of the year. We will be looking for stories about those who volunteer in Wolfville or the stories of those who live in Wolfville but make an impact through volunteerism outside of our borders.

Wolfville will be celebrating volunteers on Sunday, April 19 at the Wolfville Farmers' Market and Wolfville's Volunteer of the Year will be announced at that event.

Call for Strategic Partners

Call for [Expressions of Interest in becoming a Strategic Partner](#) of the Town for 2026-2030 has been circulated to current partners and advertised via Town channels. The deadline to respond is March 20, after which Council will be invited to evaluate submissions and a process for selecting a slate of partners will be provided.

Corporate Services Updates

Corporate Services welcomed our new Finance Clerk, Kelly Hatcher, on February 2. Kelly works next to Annette on the main floor of Town Hall.

The Corporate Services team has been working with Kentville and Berwick on drafting a Request for Information for a new Financial Management Software and will hopefully be releasing this publicly over the coming weeks.

This is being completed as our current Financial Management Software has released an end-of-life notice and will no longer be usable after April 1, 2031, and more urgently, no longer usable for payroll purposes after December 31, 2030.

Community Safety and Compliance Updates

Staff met in late February with partners at Acadia to chat about plans for the upcoming party weekends anticipated for March. Acadia is considering offering some on-campus activities to keep students diverted from off-campus hot spots.

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Staff continue to work with RCMP on a community safety approach for these weekends. Staff are requesting a higher level of enforcement, to prevent nuisance parties from growing to a size where safety is a concern.

Fire Services

- January – 18 incidents logged
- Incident Hours Logged (January 2026) – 195 Hours
- Year to Date – 29 incidents logged
- Incident Hours Logged (Year to Date) – 217 Hours
- Final Call total in 2025 – 287 Incidents

The Fire Department will receive new safety books through a partnership with Community Safety Net as part of a local initiative where businesses in the area provided financial support to have the books customized for our department. These books will be distributed to local children.

Housing Accelerator Fund

Council will consider the documents at the March Committee of the Whole (March 3) and make a recommendation for First Reading, to be considered at the March 17 Council meeting. Once First Reading is given – final documents will be prepared and advertising/notification for the Public Hearing will be sent. Council will consider approving the updated documents after a Public Hearing is held.

Active Transportation

Staff are working with the Province on finalizing the changes to our Active Transportation approach and funding agreement that were endorsed by Council (through the process with Mobycon). Costing for the potential 2026 projects is ongoing and more certainty on what will be accomplished this coming season will be brought to Council as part of the budget process.

General Planning and Public Works Updates

- Park investments for 2026 are being costed and planned
- Landscape planning and design work underway for area around Reservoir park washroom

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- Signage options being explored in Old Burying ground
- Old Burying Ground archeology work beginning with Jonathan Fowler - early 2026
- Grocery Store public art - concept developed and spring 2026 install date
- Waterfront Park - elevation indicators added at 9.5m to match future dyke wall – these markings will be signed and used as public education over the next month
 - A public process for waterfront park will be proceeding in 2026

Development Updates

Recently approved <https://wolfville.ca/current-planning-applications>

- 5 units at 250 Main
- 28 units between 65 and 73 Highland Ave

Open planning applications

- 8-unit at 90 Highland Ave
- Site Plan approval PA 76 Highland Ave – 6 units
- 12-unit Development Agreement on Hillside Ave - Student Housing NS. PIM was held on Feb 12 and will proceed to Planning Advisory Committee in March/April

Parks Operations

- Snow removal of crosswalks, accessible parking and bus stops have been quite frequent so far this season. Though there are no great amounts at once, there are still many days that require maintenance.
- One of the bike trail bridges was repaired. It had deteriorated over time and a rebuild was required. The other structures will be coming up for repair or replacement as the structures are aging.
- Trail maintenance and tree removal is ongoing (Reservoir Park, Nature Preserve, other trails)

Public Works Operations

- Fire hydrants check complete (200+)
- Ongoing snow operations, a lot of ice events (crew have been Salting/plowing street since Nov 28/25)
- 2x water main breaks and 1x service lateral repair
- Cold patching of potholes ongoing



Sustainable Environment * Inclusive Community * Prosperous Economy * Fiscal Responsibility

- Harvest Moon Trail open, plowed and salted on concrete section
- Actively cleaning storm ditches throughout town
- Highland Avenue Crosswalk light has been repaired / is back online
- East Main Street at Woodman Grove Crosswalk light repaired / is back online
- Crosswalk light at University Ave is being worked on – repair pending. Crosswalk flags will be installed until the repair is complete
- Landmark East crosswalk light has been repaired / is back online

Building Approvals, December/January Overview

- 20 Inspections, site visits or consultations since last report (Dec. 19)
- 292 Main Street 3-phase power installation nearing completion to allow for final electrical installs, incl elevator.

COMMITTEE UPDATE

Title: Audit

Date: March 3, 2026 COW

Department: Committee of the Whole



Meeting was held on February 20, 2026, in Wolfville council chamber.

Minutes of January 16, 2026, approved as circulated.

Diana Gibson, Director of Corporate Services, presented IR 010-2026, Third Quarter Financial Update for approval. Motion passed to approve report and send to March Committee of the Whole.

Director of Corporate Services presented Q2 and Q3 Expense Report. Motion passed to receive Expense Report as presented.

Open discussion on where the Town is on open contracts. Director Gibson brought up the point that salt consumption, year to date, has exceeded budget by \$19,000.

Next meeting date TBD as some information required back for Auditors prior to meeting.

Respectfully Submitted

Ian Palmeter

Summary of Meeting based on February 18, 2026, Valley Regional Services Board Meeting at 10:00am in the Valley Waste-Resource Management Board room with virtual attendance option

TIDAL TRANSIT AUTHORITY (Kings Transit)



General Manager Updates - Under the leadership of General Manager Meg Hodges, the following items are underway: The official *Tidal Transit Authority* name has been approved and administrative updates are in progress

Buses

- The G2 route remains suspended until in-service fleet levels increase but stabilization progress continues.
- Bus 74 (New Flyer) is being commissioned and is expected in service in April while Bus 63 (ex-HRM) will be retired.
- Bus 59 is in Dartmouth awaiting full engine replacement.

ICIP Project Updates

- ICIP Phase 1 extension submitted & ICIP Phase 2 scope change approved. Hybrid electric bus RFP expected early March 2026.

Ridership

- January 2026 ridership down from January 2025 due to G2 route suspension, weather disruptions, and aging fleet.
- Ridership increased from December 2025, consistent with historical seasonal trends.

Administration

- Draft logo concepts for Tidal Transit expected in March/April.
- Improved communication processes - timely updates across social media, website, and onboard posters.
- Halifax film production company rented a bus for two days in February.
- GM and Fleet Manager visited Metrobus in St. John's to gather insight on hybrid buses, procurement, tech, training, and safety.
- Ongoing discussions with LinkNS to stabilize long-term PTAP funding to align with new 10-year \$5.1M federal baseline.
- Free period products launched on buses in partnership with Annapolis Valley Regional Library.
- Onboard ticket and pass sales end March 1, 2026. Public reminders are underway.
- Public Transit Appreciation Day is March 18.

Onboard Communications

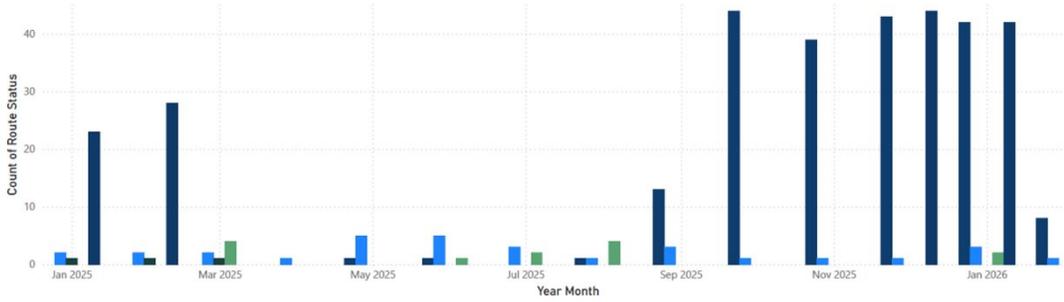
<p>Service Animals</p> <p><small>You are permitted to bring your service animal on board if it is trained to assist with a disability. Please do not bring dogs or other animals on board.</small></p>	<p>A Respectful Ride for All</p> <p><small>We are committed to a safe, friendly, and respectful bus environment. To keep our buses safe, Operators may refuse service to anyone showing aggressive or unsafe behavior. We have more about our policy please visit: www.kingstransit.ca</small></p>	<p>Stay Hydrated</p> <p><small>Remember to stay hydrated on your bus ride. Please do not drink alcohol or use recreational drugs on board.</small></p>
<p>Scent Free-Zone</p> <p><small>We are happy to help you with your scent-free zone. Please do not use scented products on board.</small></p>	<p>Safe Travels!</p> <p><small>Not everything can ride on the bus. The following items are not allowed onboard:</small></p> <ul style="list-style-type: none"> • Smoking and other • Explosives • Flammable and other • Flammable liquids • Other weapons or • Firearms or other • Liquids and aerosols • Liquids and aerosols • Anything that creates • Hazardous gas or • Hazardous 	<p>Be Seen in the Dark</p> <p><small>Please use a flashlight while at your bus stop to make sure our Operators see you.</small></p>
<p>Winter Weather</p> <p><small>Stay up to date with winter weather information by visiting www.kingstransit.ca</small></p>	<p>Move on Back</p> <p><small>Please move on back if the bus is full. We have more about our policy please visit: www.kingstransit.ca</small></p>	<p>Live Track the Bus!</p> <p><small>Download the Transitic App today.</small></p>
<p>HotSpot Transit App</p> <p><small>Buy tickets and passes on your phone!</small></p>		

Fiscal 2026-2027 Operating and Capital Budget Presentation

The Tidal Transit Authority Fiscal 2026-2027 Operating and Capital Budget was presented to the Board for discussion and approval.

Success Rate of Scheduled Shifts

Route Status ● Breakdown-Bus Shortage ● Breakdown-Interrupted Schedule ● Driver-Delay ● Driver-Shortage ● Weather Conditions



Route Status	2025-01	2025-02	2025-03	2025-04	2025-05	2025-06	2025-07	2025-08	2025-09	2025-10	2025-11	2025-12	2026-01
Breakdown-Bus Shortage					0.29%	0.31%		0.30%	3.86%	12.57%	12.38%	12.29%	12.24%
Breakdown-Interrupted Schedule	0.57%	0.65%	0.61%	0.30%	1.45%	1.55%	0.86%	0.30%	0.89%	0.29%	0.32%	0.29%	0.87%
Driver-Delay	0.29%	0.32%	0.30%										
Driver-Shortage			1.22%			0.31%	0.57%	1.22%					0.58%
Holiday	4.00%	4.55%							4.15%	4.00%	4.44%	11.43%	4.08%
Successful	88.57%	85.39%	97.87%	99.70%	98.26%	97.83%	98.57%	98.18%	91.10%	83.14%	82.86%	63.43%	69.97%
Weather Conditions	6.57%	9.09%										12.57%	12.24%
Total	100.00%												

Fiscal Year	Total Ridership
FY 2026	229,840
FY 2025	311,198
FY 2024	355,008
FY 2023	307,115
FY 2022	202,409
FY 2021	130,829
FY 2020	349,024
FY 2019	345,038
FY 2018	347,299
FY 2017	349,352
FY 2016	360,848
FY 2015	392,035
FY 2014	406,196
FY 2013	31,950
Total	4,118,141

Multi-year View of KTA Ridership



Diesel Average Cost

Includes Taxes Expensed (not posted price)

FY 2026	\$1.17
FY 2025	\$1.34
FY 2024	\$1.39
FY 2023	\$1.59
FY 2022	\$0.97
FY 2021	\$0.64

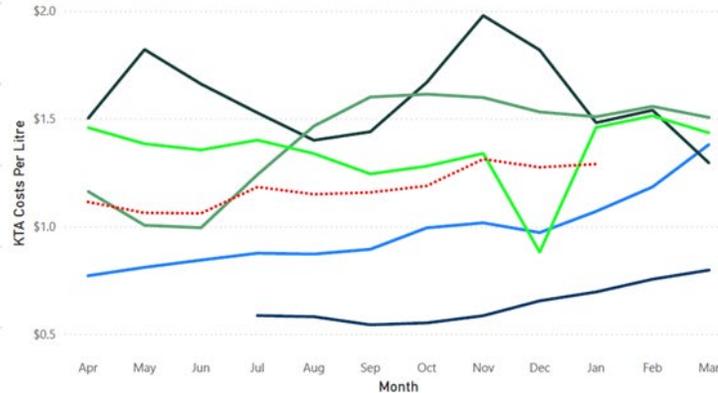
Total Diesel Cost

Includes Taxes Expensed

FY 2026	\$375,591
FY 2025	\$562,205
FY 2024	\$566,538
FY 2023	\$672,054
FY 2022	\$411,623
FY 2021	\$176,067

KTA Costs Per Litre by Month and Fiscal Year

Fiscal Year ● FY 2021 ● FY 2022 ● FY 2023 ● FY 2024 ● FY 2025 ● FY 2026



VALLEY WASTE - RESOURCE MANAGEMENT



General Manager Updates - Under the leadership of General Manager Andrew Garrett, the following items are underway:

Administration

- RFP for Janitorial Services (five-year contract for all staff spaces at Valley Waste facilities) closes February 19th and will require Board approval in March.
- Transition of banking services to BMO is 50% complete, with cheques, staff training, and new credit cards still pending.
- Temporary Borrowing Resolution are needed for three outstanding capital projects from prior years and funded by debenture funding that has expired. The Province advised the best approach is for new TBR requests.

Capital Projects & Operations

- Funding request for the Eastern Management Centre expansion was not approved under the Canada Housing Infrastructure Fund. Staff will pursue new funding opportunities through the provincial Housing Infrastructure Fund and the federal Build Communities Strong Fund, focused on the Western Management Centre expansion.
- Roscoe Construction Ltd. was selected for the Eastern Management Centre expansion.
- Construction & demolition yard expansion at the Eastern Centre is nearly complete; final work scheduled for spring.
- Canaan Jim & Sons will complete repairs to the Eastern Centre's interior push wall.
- New press for the Western Management Centre is almost ready and will be installed late February or early March.
- Hazardous waste facility steel structure in Lawrencetown is delayed but still expected by end of March.
- Initial groundwater testing at both Management Centres was completed in December and results pending.

Education

- Staff are delivering Extended Producer Responsibility presentations with the Housing Authority across multiple locations, along with additional community presentations.
- New "Careers in Waste" high-school program launched which is a major milestone given historical access challenges.
- Supporting Annapolis County cottage communities through their first winter without bins, providing guidance on which roads can accommodate collection vehicles safely.
- Ongoing public communication continues regarding the two-truck collection system, helping residents understand why only half of their materials are collected at a time.

Audit Committee

- The Audit Committee met on February 12th and are working with BDO on audit preparations.
- Committee is currently seeking to secure a public member for the committee.

BOARD DECISIONS

Tidal Transit Authority

The Valley Regional Services Board of Directors approved the 2026-2027 Operating and Capital Budgets for the Tidal Transit Authority, as presented, in accordance with the IMSA.

Valley Waste-Resource Management

The Valley Regional Services Board approved to formally authorize the Chair and Interim General Manager, serving as Secretary to the Valley Region Solid Waste-Resource Management Authority, to execute the Resolution for Pre-Approval of Debenture Issuance Subject to Interest Rate in the amount of \$428,835 and to submit the fully executed resolution to the Nova Scotia Department of Finance & Treasury Board for approval and release of funds.