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PART 1 GENERAL

1.1 HISTORY

A strong and deep rooted multi-cultural history resides in the Municipality of the District of Argyle. Aboriginal presence in the region dates back more than seven thousand years. The French arrived in sailing ships in 1604 and dominated the region for more than a century. Settlement occurred along the coastline in order to pursue the fishery and trade with the Mi'kmaq. A number of Acadian communities developed during this time but they were destroyed and the inhabitants deported in the Grand Derangement that commenced in 1755. Deportation of Acadians from what is now Argyle, then known as "Cap- Sable", took place later than it did in other parts of the Province and occurred between the years of 1756-1758.

The New England Planter settlers arrived in East Pubnico and Argyle as early as 1761 in response to Governor Lawrence's proclamation that was issued twice in the New England states, enticing English speaking settlers to come and take up vacated Acadian lands. The proclamation stipulated that townships would be formed when populations reached 50 families or more. Ironically, in Argyle, it was only the arrival of returning Acadian families that brought the area's population up to this level. Settlements were established at West Pubnico, Wedgeport, Sluice Point, Amiraults Hill, Hubbard's Point, and Eel Brook (including Rocco Point.)

A wave of Loyalist settlers from the American colonies arrived in 1784-85 and settled the village of Tusket as well as the previously un-granted lands inland to the north.

The Township of the District of Argyle was incorporated by provincial legislation in 1771. At this point in time the Township existed within the County of Queens. At that time the communities of Charlesville and Woods Harbour were included in the Township of Argyle. From 1784 until 1836, Argyle Township existed within the new County of Shelburne. This new county division was precipitated by the arrival of some 8000 Loyalists in Shelburne in 1783-1785. In 1836, when Yarmouth County was set off as its own jurisdiction, Argyle became part of Yarmouth County.

In the year 1789 the Court of General Sessions of the Peace for the Districts of Yarmouth and Argyle were established by provincial legislation. This was the equivalent of the area's first legal municipal government. Previous to this all such local governmental decisions would have been made at sessions held in either Liverpool or Shelburne. The District of the Township of Argyle became the Municipality of the District of Argyle in 1879-1880.

Fishing has dominated economic and settlement patterns from the beginning of European settlement with focal points of activity in coastal communities such as West and East Pubnico as well as Wedgeport. During both the eighteenth and nineteenth century shipyards were established in Tusket, Argyle and Eel Brook to build all types of vessels from sloops to full rigged ships. The age of sail resulted in increased trade and commerce and the development of resource based industries that exported their products to the United States and beyond. Lumber mills were established in the communities of Tusket, East Kemptville, Belleville, and

Argyle Head to provide ship building material and wood for export. The economy of the region suffered as a result of the decline in use of wooden ships and their replacement with vessels powered by steam. The fishing industry remains the economic backbone of Argyle's economy.

1.2 MUNICIPAL PROFILE

Argyle Municipality is located in Yarmouth County between the rural municipalities of Barrington to the east and Yarmouth to the west within the region of South Western Nova Scotia. The municipality is bounded in the north by the Municipality of the District of Clare and District of Digby in Digby County and is multicultural in nature with an Acadian, First Nation and European heritage. A significant percentage of the population are of Acadian descent and French speaking. Both language and heritage are valued as important components of the distinct culture that is alive and thriving in Argyle Municipality and celebrated throughout the region. Most of the municipality's residents live in coastal communities originally settled by boat. The Tusket Islands as well as islands located in Lobster Bay form the unique southern boundary of the Municipality. A large portion of the interior of the municipality is crown land owned by the Province of Nova Scotia and managed by the Department of Natural Resources (DNR).

Portions of the provincially designated Tobeatic Wilderness Area and Wildlife Management Area are located in the northern part of the Municipality. Argyle Municipality's land base is also contained within the UNESCO designated Southwest Nova Biosphere Reserve that encompasses Queens, Shelburne, Yarmouth, Annapolis and Digby Counties.

1.3 AUTHORITY AND SCOPE

This Municipal Planning Strategy supersedes the Municipal Planning Strategy approved by the Minister of Service Nova Scotia and Municipal Relations on February 4, 2000.

This Municipal Planning Strategy was adopted by **Municipal Council on**, and became **effective** It is the product of a review process commenced in 2009 under the Municipal Government Act and incorporates the principles and policies of the Integrated Community Sustainability Plan approved by Council March 9, 2010 and revised in October 2012. The Municipal Planning Strategy provides the policy framework for land use and development control as well as a long range vision for the future to ensure that the communities within Argyle Municipality will prosper and thrive for generations to come. This planning document recognizes the integrated and interdependent relationship between the economy, the environment and the social and cultural dimensions of our communities.

The Municipal Government Act provides Council with the power to make statements of policy with respect to a broad range of activities including future development, land use, municipal services, transportation, recreation, municipal development, coordination of public programmes and any other matter related to the physical, social or economic development of the Municipality.

This Municipal Planning Strategy for the Municipality of Argyle is the policy framework by which Argyle Municipal Council will guide and control development, land use and other matters of interest to Council within the terms of the Municipal Government Act.

The Land Use By-law and the Subdivision By-law are companion documents to this Municipal Planning Strategy and are the means by which Council will carry out the intent of the Municipal Planning Strategy as set out in the Municipal Government Act for land use and development purposes.

1.4 INTERPRETATION

For the purposes of this Municipal Planning Strategy, the planning area of the Municipality of Argyle is defined as the entire Municipality of Argyle as incorporated in 1880.

This Municipal Planning Strategy is a policy statement of Council and Council shall uphold the policies contained within the Municipal Planning Strategy. No new development can be permitted which is contrary to the policies of the Municipal Planning Strategy.

The Generalized Future Land Use Maps and Existing Land Use Maps appended to this Municipal Planning Strategy form part of the Municipal Planning Strategy.

PART 2 GOALS AND OBJECTIVES

The Council of the Municipality of Argyle strives to provide Argyle residents with local government services and leadership, and is committed to promoting economic and social opportunities to enable its citizens to thrive in their own communities. A key focus of Council's efforts is to work towards growing the population by fostering economic opportunities which will enable Argyle's residents to have employment and affordable housing options enabling them to remain in the community. A primary goal of Council is to promote and support initiatives and partnerships which enable Argyle residents to enjoy living their entire lives in their communities which maintain age friendly services and housing options for all ages.

The Council of the Municipality of Argyle intends to promote development which will provide local employment opportunities through innovative entrepreneurship. To this end the intention of the Land Use By-law is to enable new forms of businesses and accommodate diverse land uses within the rural centres and coastal communities. While new and innovative forms of businesses and land uses are encouraged and promoted, certain types of more intensive commercial and industrial uses are recognized as having the potential to disrupt the predominately residential character of the Argyle communities. The Land Use By-law will restrict these types of uses to appropriately zoned areas, and will contain special requirements designed to mitigate any negative effects these uses may have on the existing community.

Furthermore, there are more specific goals and objectives of Council encompassed in a number of related documents including the 2013-2018 Strategic Plan, the June 2013 Economic Development Plan, the October 2012 Revised Integrated Community Sustainability Plan, the November 8, 2013 Municipal Climate Change Action Plan and the 2014-2017 Argyle Recreation Commission Strategic Plan. The goals and objectives of Council need to be considered in their entirety by taking into consideration all of their planning initiatives.

In addition to economic goals, Council is also concerned with enhancing the enjoyment and safety of communities in the Municipality to maintain and improve Argyle's overall attractiveness, reputation and desirability as a place to live work and recreate. Council's commitment to long term sustainability includes having policies which support and encourage healthy social and cultural community values. To work towards achieving these goals Council will adopt policies and development agreement evaluative criteria with the intended goal of minimizing alcohol and cannabis related community harms, and which will require commercial cannabis production facilities to locate outside the Rural Centres. Council will also require development agreements for commercial cannabis production facilities.

The following vision statement, foundation principles and long term sustainability goals summarize the principles which support the philosophy of the Municipality of Argyle Council.

2.1 MUNICIPAL VISION STATEMENT

This vision for the future of Argyle Municipality was developed collaboratively with residents during the strategic plan process in 2013.

We see Argyle as a home to a healthy and thriving population. Our municipality promotes and supports economic and social opportunities for the region, and engages in the active expression of our unique Acadian heritage. We are a place of choice for rural living and are widely recognized for our warm hospitality and joie de vivre. Surrounded by fresh air and cool ocean breezes, we work and play in the great outdoors. People choose to live in Argyle because of our commitment to each other, to our community and to our neighbours. Argyle is a place we are proud to call home.

2.2 SUSTAINABILITY PRINCIPLES

The sustainability principles of Council which form the building blocks on which the Municipal Planning Strategy is based are found in the Integrated Community Sustainability Plan. They support the goals, objectives and policies in this Municipal Planning Strategy.

Respect and preservation of the natural environment and reducing pollution and waste to conserve renewable and non-renewable resources is a fundamental undertaking to insuring these resources remain for future generations.

Economic development begins by working together supporting our local and regional economy. Social and cultural concerns enhance the spirit of local entrepreneurship to work together to improve the quality of life for all of our residents.

2.3 LONG TERM SUSTAINABLE GOALS AND OBJECTIVES

Argyle Municipal Council at their November 17, 2009 Council meeting approved the following goals and objectives. These goals combined with the Foundation Principles and the Municipality's new Vision statement provide guidance and direction for the future development of Argyle Municipality. The over-arching goal is to sustain viable and vibrant communities supported by a strong local economy, a versatile cultural and heritage scene, strong social networks and a healthy environment. Clean air, pure water and uncontaminated soil are crucial to the well-being of our economy and the health and quality of life of our citizens.

The Integrated Community Sustainability Plan, revised in 2012, provides Council with vision and direction for the Municipality to work towards a healthy and prosperous future. The ICSP provides Council with an inventory of issues that need to be addressed, listed in twelve (12) Sustainability Solution Areas. Actions in each of the Sustainability Solution Areas are designed to assist in achieving the goals and objectives included in the Integrated Community Sustainability Plan.

A) Sustainable Development Goal

To provide a high quality living environment for all residents, both now and in the future, by ensuring that both new and existing development in the Municipality strives to balance the environmental, economic, social and cultural dimensions of the community.

Objectives

1. To provide a framework and process to guide land use development and accommodate change in land use in the municipality through the Municipal Planning Strategy.
2. To control land use and development in a manner that will minimize conflicts between land uses and ensure that new development is appropriately integrated with the existing natural and built environment.
3. To consider the long term implications of land use planning decisions and to balance environmental, social and economic factors in all decision making.

B) Environmental Health Goal

To protect biological diversity and natural systems in order to maintain and improve environmental air, water and soil quality.

Objectives

1. To control land use and development in a manner that will preserve, enhance and protect the natural environment of the Municipality.
2. To protect surface and groundwater resources, including wetlands and watercourses, by discouraging development that would detrimentally affect the quality and quantity of the water resource.
3. To protect productive agricultural land and soils.
4. To maintain, improve and expand municipal wastewater services in an environmentally sound and financially sustainable manner.
5. To reduce the volume of solid waste produced and ensure that it is managed in an environmentally sound and sustainable manner.
6. To reduce greenhouse gas emissions and energy consumption throughout Municipal operations by implementing appropriate recommendations, where feasible, for energy reduction resulting from the Eco-Nova Scotia energy audit.
7. To encourage renewable energy sources throughout the Municipality.
8. To investigate the effects of climate change on Argyle Municipality with an emphasis on the potential impacts from storm surge, rising sea-level and extreme weather events.
9. To discourage development in environmentally sensitive areas, particularly wetlands and watercourses and areas subject to periodic flooding and erosion.

C) Economic Development Goal

To encourage the economic growth and diversification of all sectors of the local and regional economy in order to maximize employment opportunities, retain youth and a skilled workforce and provide the varied services and amenities required by residents and businesses in a sustainable community.

Objectives

1. To encourage the development and expansion of local commercial enterprises with application of Council policies and actions of Municipal departments in keeping with Argyle's Economic Development and Strategic Plans.
2. To encourage the development of a sustainable tourism industry.
3. To encourage the sustainable management and diversification of resource based industries.
4. To support economic development initiatives that foster economic self reliance.

D) Residential Development Goal

To promote a variety of housing forms suitable for all ages and incomes that offer residents a choice of accommodation possibilities so that they may remain in a rural community throughout their lives.

Objectives

1. To encourage the sustainable development of land for a variety of residential purposes.
2. To promote compatible, compact, higher density development in rural growth centres where central services are or may be available.
3. To promote innovation in meeting the challenge of developing senior residential options in the Rural Centres.

E) Social/Cultural Development Goal

To ensure that residents have local access to a range of health, educational, social, cultural and recreational services and opportunities.

Objectives

1. To cooperate with other municipalities and agencies as well as other levels of government to provide the services and amenities necessary for residents to ensure their physical and mental health, welfare, education and safety.
2. To encourage the preservation of the architectural and cultural heritage of the Municipality and minimize the impact of new development on this heritage.
3. To encourage the preservation, maintenance and enhancement of land having inherent natural, biological and recreational value.

4. To encourage cultural diversity and recognize the Acadian language and culture as an important cultural asset that must be supported and maintained for future generations.

F) Transportation Development Goal

To encourage on both a local and regional level the provision of safe, rapid and efficient transportation systems for the movement of people and goods, and to encourage active transportation in our communities.

Objectives

1. To encourage the maintenance and improvement of all modes of transportation at the local and regional level.
2. To support the implementation of the July 2016 Municipality of Argyle Active Transportation Plan where feasible and to support the development of Active Transportation connections between communities in the municipality and region.
3. To encourage and promote partnerships between organizations, tourist operators, schools and businesses in the municipality to promote coordination and efficiencies in planning and development of active transportation systems as outlined in the July 2016 Active Transportation Plan.

The policies in this Municipal Planning Strategy are designed to support the long term sustainable goals and objectives approved by Council.

2.3.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.3.1.1 To execute the action items outlined in Section 4 of the Integrated Community Sustainability Plan.
- 2.3.1.2 To include in the Land Use By-law provisions to minimize public exposure to alcohol and cannabis advertising, sales and cultivation and requiring development agreements for uses which involve advertising, sales and/or cultivation of intoxicants. Council will include policy criteria in the Strategy which will be considered when evaluating a request for an agreement involving these uses, and will limit the locations of these uses in the Municipality with the intention of reducing public exposure to these products, especially from areas where children and youth frequent.

2.4 PARTNERSHIPS AND COLLABORATIONS

In order to sustain Yarmouth County's regional growth and needs the Council recognizes the need for collaboration and cooperation among all of the local governments and agencies in an effort to achieve this goal. The Municipality of Argyle therefore has an interest in maintaining and enhancing economic development and infrastructure of regional relevance that are beyond the borders of the Municipality. Services that are located outside of our municipality are still meaningful to our residents. Infrastructure such as the Mariners Center are significantly utilized by our citizens, therefore any financial support required to maintain operations or improve capital should include all three municipal units. Council intends to consider all mutually beneficial agreements and collaborations with the Municipality of the District of Yarmouth, the Town of Yarmouth and the other municipalities and agencies in the Tri-County region. Council also recognizes that regional economic development initiatives such as the Western Regional Enterprise Network requires a governance approach with a vision beyond municipal boundaries and led by carefully selected business professionals from the region.

2.4.1 PARTNERSHIPS AND COLLABORATIONS POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.4.1 To consider mutually beneficial agreements with municipalities in the Tri-County region that seek to achieve sustainable regional development, improved or shared services, regional collaboration initiatives and advancement of regional cooperation.
- 2.4.2 To partner with the Municipality of the District of Yarmouth and the Town of Yarmouth and partners in the administration of the following joint initiatives:
- The Mariners Centre
 - Yarmouth County Solid Waste Management Authority (Waste Park)
 - Western Region Solid Waste Resource Management Authority (Waste Check)
 - Yarmouth International Airport Corporation
 - Yarmouth and Acadian Shores Tourism Authority
 - Western Regional Enterprise Network
 - Yarmouth Area Industrial Commission
 - The Green Energy Committee
 - Ferry terminal, as owned by the Town of Yarmouth
- 2.4.3 The financial support of these organizations shall vary and be dependent on factors including but not limited to;
- Financial capacity, generally measured using the Uniform Assessment, Argyle's population as a proportion of its partner's population.
 - Geographic location of services provided
 - Equal contribution, based on equal benefits to all parties
 - These considerations will be established via Intermunicipal Agreements outlining the appropriate proportions and determined on a case by case basis.

2.5 STATEMENTS OF PROVINCIAL INTEREST

2.5.1 STATEMENT OF PROVINCIAL INTEREST REGARDING DRINKING WATER

The Municipality does not have any public drinking water supply infrastructure, however in East Pubnico there is an East Pubnico Water Utility industrial water supply which is owned and operated by the Municipality. This small water utility provides untreated industrial water to three fish plants on the east side of Pubnico Harbour and to three fire hydrants used by the East Pubnico Volunteer Fire Department. There are no domestic users of this water. This water utility was formerly owned and operated by the Industrial Parks, Malls and Utilities division of the Department of Transportation and Infrastructure Renewal until March 30, 2012 when the Municipality of Argyle assumed ownership of the utility.

There are two separate well and storage tank systems which make up the utility. There is no inter-connection between the two systems. In Middle East Pubnico a well field consisting of two wells on the Willett Road pumps water to a storage tank located on the western end of the Willett Road near Highway 3. This system provides water to a single fish plant on Highway 3 south of the Willett Road and to three fire hydrants located on Highway 3 south of the Willett Road intersection. The second system in Lower East Pubnico consists of a well located on the unmaintained northern section of the Pope Road in the Municipality of Barrington which pumps water to a storage tank located in the Municipality of Argyle on Highway 3 which provides water to two fish plants on Highway 3.

The Municipality has identified the municipal water supply wellhead protection area for the two wells in the Municipality in Schedule 'L' in the Land Use By-law, and has included Strategy policies (See Section 14.2) and Land Use By-law provisions intended to protect the quality of the water in the wellhead protection area. Development within the identified wellhead protection area is limited to uses which will not pose a threat to water quality and setback distances to provide protection from run-off between new development and watercourses within the wellhead protection area have been included in the By-law.

2.5.1.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.5.1.1.1 To retain ownership of the East Pubnico Water Utility
- 2.5.1.1.2 To administer the maintenance and operation of the East Pubnico Water Utility industrial water supply, with the cost of operation and future capital improvements supported by industrial users and/or federal and provincial funding.

2.5.2 STATEMENT OF PROVINCIAL INTEREST REGARDING FLOOD RISK AREAS

The Statement of Provincial Interest on Flood Risk Areas is concerned with protecting public safety and property and to reduce the requirement for flood control works and flood damage restoration in floodplains. The Tusket River, the region's largest watershed has the potential to affect a number of areas in the municipality by inland flooding. The most vulnerable area is located where the Quinan River and Tusket River converge in the community of Quinan. The November 12, 2013 Municipal Climate Change Action Plan (MCCAP) amendments to the Integrated Community Sustainability Plan of March 9, 2010 identifies this flood risk area in detail in its Schedule C, as well as smaller flood risk areas in Schedule D upstream in the Tusket River in the communities of East and North Kemptville. These detailed flood risk areas identified in the MCCAP were designed to be used in the event of flood conditions to assist the Emergency Management Organization and for background information when establishing planning policies to reduce and minimize harmful consequences of flooding in the future.

2.5.2.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.5.2.1.1 To identify the MCCAP Schedule C Quinan flood risk area on Schedule 'K' in the Land Use By-law.
- 2.5.2.1.2 To limit the permitted land uses in the Land Use By-law Quinan flood risk Schedule 'K' area to single unit residential or non-residential uses only.
- 2.5.2.1.3 To require notifications of flood risks on all development permits issued for properties within and in the immediate vicinity of the flood risk area
- 2.5.2.1.4 To support the EMO in planning and development of emergency plans in flood risk areas
- 2.5.2.1.5 To address priorities for flood risk area adaptation and mitigation identified in the MCCAP

2.5.3 STATEMENT OF PROVINCIAL INTEREST REGARDING AGRICULTURAL LAND

The goal of the Statement of Provincial Interest on Agricultural Land is to protect agricultural land for the development of a viable and sustainable agriculture and food industry. The Canada Land Inventory indicates that approximately 13% of land in Argyle Municipality is considered Class 3 and 4. This implies this land is capable of sustained use for cultivated field crops with moderately severe to severe limitations.

Historically agriculture activity in Argyle Municipality largely involved individual household livestock and gardening. Dykeland marshes provided hay for livestock, and small orchards supplemented garden produce. Commercial scale cranberry operations were attempted in the early years of the last century. The productivity of forestry and the fishery gradually became the economic focus in the region. The lack of abundant good soils to support larger scale agriculture combined with more productive agricultural areas within the region resulted in less focus on development of agriculture.

Modern agriculture in Argyle Municipality is active in the East Kemptville area where blueberry fields and vegetable production are maintained. Mink ranching is the largest agricultural activity, with farms in Argyle and Roberts Island. Small scale specialized operations of landscaping shrubbery production and vermiculture are also active agricultural uses in Argyle Municipality.

Development pressure in Argyle Municipality is not at a level that warrants an expensive mapping program and protective zoning for agricultural lands. Council supports the development of new environmentally sound agriculture uses, especially those that provide food for local consumption. Council will continue to monitor land use patterns in the Municipality to determine if new policies to protect land with agricultural potential are needed.

2.5.3.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.5.3.1.1 To support existing and new agriculture uses in the Municipality and innovative agricultural initiatives in the region.
- 2.5.3.1.2 To support the fur industry in the Municipality by collaboration with industry leaders via local consultations and to encourage the expansion of the industry in Argyle Municipality in an environmentally responsible way.

2.5.4 STATEMENT OF PROVINCIAL INTEREST REGARDING INFRASTRUCTURE

The goal of the Statement of Provincial Interest on Infrastructure is to make efficient use of municipal water supply and wastewater systems. The Municipality operates the East Pubnico Industrial Water Supply, the West Pubnico Sewer System and the Tusket Wastewater Management District providing the opportunity for new development in these serviced areas. The provision of sewer service encourages higher density development within the core areas of these two rural centres by enabling smaller lot frontages and lot areas. Both sewer systems have capacity to enable growth and higher density development in the serviced communities.

An upgrade to the sewage treatment plant in Pubnico was undertaken in 2011 to maintain and improve the capacity of the original 1979 system to treat the community's wastewater more efficiently. A potential environmental issue at Dennis Point in West Pubnico was addressed by Council and the local fishing businesses which resulted in an expansion of the sewer system on Dennis Point Road providing service to existing fish plants. This was an efficient use of the existing infrastructure to address the potential deterioration of water quality and subsequent losses to key economic generators.

2.5.4.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.5.4.1.1 To maintain existing central wastewater services infrastructure in the Municipality in both West Pubnico and Tusket.

- 2.5.4.1.2 To expand serviced areas if feasible and if supported by Provincial and Federal funding.
- 2.5.4.1.3 To develop a decentralized wastewater services area in Wedgeport where the need is demonstrated and when financially feasible, and if supported by Provincial and Federal funding.
- 2.5.4.1.4 To consider mitigation of the effects of climate change on municipal infrastructure as outlined in the Municipal Climate Change Action Plan when maintenance, upgrading and expansion projects to municipally owned infrastructure are undertaken.
- 2.5.4.1.5 To implement an asset management tool to assist the Municipality in its evidence based decision making for infrastructure renewal and new infrastructure, in accordance with the provisions of the Federal Gas Tax Funding Agreement.

2.5.5 STATEMENT OF PROVINCIAL INTEREST REGARDING HOUSING

The Council supports the development of housing for all residents in the Municipality with its goal of promoting a variety of housing forms suitable for all ages and incomes that offer residents a choice of accommodation possibilities so that they may remain in their community throughout their lives. Strategy policies to enable subdivision with minimum lot frontages to make efficient use of existing available land and to maintain and expand central sewer systems where feasible contributes to affordability for new housing. Council efforts to meet the objective of seeking innovative housing options for seniors gives support to policies to address affordable, special needs and rental accommodations.

2.5.5.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 2.5.5.1.1 To support the development of a variety of housing forms suitable for all ages and incomes.
- 2.5.5.1.2 To support the development of alternate forms of housing which expand the opportunities for residents to continue to live in their rural community throughout their lives.
- 2.5.5.1.3 To support and encourage developers to find innovative, creative and affordable housing solutions utilizing existing municipal housing stock or creating new affordable housing options.
- 2.5.5.1.4 To support and encourage developers to utilize existing municipal infrastructure where possible to maximize housing density and to utilize the capacity of existing infrastructure.

PART 3 COASTAL WETLANDS, CONSERVATION AND ENVIRONMENTAL STEWARDSHIP

3.1 BACKGROUND

Previous planning documents and studies have recognized that certain landscape features pose specific constraints for development. Coastal salt marshes and beaches were identified as not being suited for development purposes. Salt marshes are susceptible to flooding and are an extremely productive ecosystem as they support rich and diverse forms of life and act as the nursery for various fish species important to the fishing industry. They also are valued as habitat and staging areas for both resident and migratory shore birds. Beaches are recognized as valuable recreational resources but can often exhibit unstable slopes and soil conditions created by wind and wave erosion. Coastal beaches can also be susceptible to storm surge and tidal flooding. The natural coastline environment can provide a buffer which acts to protect shorelines and mitigate damage caused by tidal flooding. Preservation of natural coastal shorelines is an important goal for conservation and environmental stewardship.

Development on floodplains and wetlands can destroy important natural habitat and dramatically affect natural cycles and processes. Site specific constraints to development should be recognized and respected on flood plains and wetlands. Development should be restricted in these environmentally sensitive areas in order to protect the environmental fabric of the landscape and to reduce the risk to human settlement from extreme weather, coastal erosion, flooding and storm surge.

A strong stewardship program is essential for the conservation of wetlands, watercourses, lakes and sensitive natural environments. Stewardship can be viewed as the wise and ethical management of natural resources by the stakeholders who share a common interest in the sustainable management of the natural resources that occur in the environment.

A substantial portion of the interior of the municipality is crown owned land and portions of the Tobetic Wilderness Area and the Tobetic Wildlife Management Area are located along the northern boundary of the municipality. The major portion of the Shelburne Barrens is also within Argyle municipal boundaries.

Argyle Municipality is one of sixteen municipalities contained within the five counties (Annapolis, Digby, Queens, Shelburne and Yarmouth) that comprise the UNESCO designated South West Nova Biosphere Reserve. This designation recognizes the unique natural resources and assets contained within the biosphere reserve and supports the concept of conserving and protecting biodiversity and working towards the sustainable management of natural resources and long term sustainable development.

Argyle Municipality is home to several types of Atlantic Coastal Plain Flora that are both threatened and endangered. The plymouth gentian and the pink coreopsis are found on the shoreline of twelve lakes in southwest Nova Scotia, especially in the Tusket River watershed. The tubercled spike-rush occurs on the shoreline of five lakes in southwest Nova Scotia and is a threatened plant species typically found on lakeshores and peat rich areas that receive full

sunlight. Long's bulrush occurs in wetlands adjacent to five lakes and in two bogs in southwest Nova Scotia. This species is globally imperilled and in Nova Scotia large circular clusters can be 150-400 years old.

The roseate tern is a migratory seabird that breeds on offshore islands and is recognized provincially and nationally as an endangered bird species. Land based activities can threaten the survival of these plant and bird species. Loss of offshore island habitat and human disturbance combined with predation from other birds and mink threaten the survival of the roseate tern. Cottage development and its associated activities, including shoreline alteration (dock building, mowing, raking, infilling, off highway vehicle use) land clearing and road building can pose a threat to the survival of many plant species as can nutrient, sediment and pesticide runoff from cottages, forestry activities and agricultural operations.

A substantial portion of the inland area of the Municipality is covered by fresh water bodies. Much of this water is drained by the Tusket River and its tributaries. Watercourse buffers help protect watercourses from adjacent development. Retaining riparian buffers around watercourses is important to water quality, plant and animal communities and the protection of property from the natural hazards of flooding. In addition to mitigating flood hazard, riparian buffers also reduce the impacts of sedimentation, erosion and nutrient loading on watercourses. They help to regulate the temperature of adjacent watercourses, provide important plant and animal habitat and add aesthetic value to the municipality. Both surface and ground water are important natural resources.

The foundation principles adopted by Council as part of the Integrated Community Sustainability Plan (ICSP) identify the need to reduce our encroachment upon nature. This requires the protection of ecological diversity and respect for natural features as well as protection of environmentally sensitive areas, such as coastal and inland wetlands, lakes, beaches and watercourses.

3.1.1 CONSERVATION AND STEWARDSHIP POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 3.1.1.1 To identify and designate on the Generalized Future Land Use Map 1 of the Municipal Planning Strategy, coastal salt marshes and beaches as Coastal Wetlands where development shall be limited.
- 3.1.1.2 To establish a Coastal Wetlands (CW) Zone in the Land Use By-law for all lands located within the Coastal Wetlands designation.
- 3.1.1.3 To permit in the areas zoned Coastal Wetlands (CW) public parks and conservation related uses, nature trails, private haul outs and wharfs.
- 3.1.1.4 To establish a riparian buffer to protect the natural shorelines along all watercourses and wetlands where the erection of structures, removal of vegetation and the altering of land levels will be prohibited or controlled in the Land Use By-law.

- 3.1.1.5 To manage municipally owned land in an ecologically sustainable manner.
- 3.1.1.6 To work with other agencies, institutions, organizations and levels of government to ensure the protection of environmentally sensitive and ecologically significant areas.
- 3.1.1.7 To foster an ethic of environmental stewardship and support and encourage educational initiatives that promote stewardship and conservation of all our natural resources.

3.2 CLIMATE CHANGE ADAPTATION

Council adopted a Municipal Climate Change Action Plan (MCCAP) on November 12, 2013. This MCAAP was an amendment and revision of the original Integrated Community Sustainability Plan (ICSP) adopted by Council March 9, 2010.

3.2.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 3.2.1.1 To work co-operatively with EMO organizations and various levels of government to broaden public understanding about climate change issues.
- 3.2.1.2 To undertake a vulnerability assessment of existing municipal infrastructure in relation to sea level rise, storm surge and flood risk.
- 3.2.1.3 To consider climate change impacts in relation to water resources on a watershed by watershed basis, where appropriate.
- 3.2.1.4 To provide leadership and advocacy for the stewardship role of Municipal government in relation to the protection of environmental resources.

PART 4 INDUSTRIAL DEVELOPMENT

Both Heavy and Light Industrial activity in the municipality is largely focused in and around the wharf areas, and is almost exclusively related to the fishing industry. Fish processing plants, boat building and repair, welding and machine shops make up the bulk of the industrial activity. Some industrial uses are also scattered throughout both the Mixed Use (MU) Zone in the Rural Centres and General Use (GU) Zone either as home occupations or as stand alone developments. For the most part these uses have not caused conflict with residential uses, however the possibility for conflict exists where the scale of the industrial operation or processes involved with the operation could cause nuisance effects for nearby residential uses, institutional, recreational and commercial uses.

Addressing policies for industrial uses in communities in the municipality has been a focus of Council in recent years. A number of issues resulted in amendments to the by-law to deal with existing industrial uses, expansion of existing uses and new industrial uses. A development agreement requirement had been established for certain Heavy Industrial uses which were considered as having the potential for causing conflict with residential uses in the General Use (GU) Zone. Also certain Heavy Industrial uses were identified as not being compatible in the General Use (GU) and Mixed Use (MU) Zones. These include fish reduction plants; fish composting operations; asphalt paving plants; sand, gravel or topsoil storage and processing; landfills; and construction and demolition debris operations. These industrial uses were permitted in the Rural Development designation with special screening requirements and setback distances. To assist in addressing the concerns for potential conflicts between heavy industry and residential and institutional uses Council will expand the use of development agreements for Heavy Industrial uses in the General Use, Mixed Use, and Business Park zones. In recognition that many Light Industrial uses are an integral part of the general business fabric of the municipality these uses will be permitted as of right in the Light Industrial Zone, General Use Industrial Zone, Marine Industrial Zone, Business Park Zone and Rural Development (RD) Zone.

4.1 INDUSTRIAL POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 4.1.1 To designate lands in general vicinity of existing wharves in the Rural Centres of West Pubnico and Wedgeport and the Coastal Communities as Marine Industrial on GFLUM to accommodate fishery and marine related industry excluding fish reduction plants and fish composting operations.
- 4.1.2 To require development agreements for expansions of existing Heavy Industrial uses and all new Heavy Industrial uses in the General Use Industrial (GUI) Zone.
- 4.1.3 To permit Light Industrial uses in the General Use (GU) Zone
- 4.1.4 To establish a Heavy Industrial (HI) Zone and a Light Industrial (LI) Zone in the Rural Centre designations
- 4.1.5 To require development agreements for expansions of existing Heavy Industrial uses in the Heavy Industrial (HI) Zone and for all new Heavy Industrial uses in the Mixed Use (MU) Zone
- 4.1.6 To permit Light Industrial uses in the Light Industrial (LI) Zone
- 4.1.7 To require development agreements for all new Heavy Industrial uses in the Business Park (BP) Zone
- 4.1.8 To permit Light Industrial uses in the Business Park (BP) Zone
- 4.1.9 To permit Light Industrial uses in the Rural Development (RD) Zone

- 4.1.10 To require development agreements for all new Heavy Industrial uses in the Rural Development (RD) Zone with special requirements for fish reduction plants and fish composting operations
- 4.1.11 To require outdoor Heavy Industrial uses in the Rural Development (RD) Zone to meet special screening requirements. [See LUB Part 7 Section 7.3]
- 4.1.12 To establish criteria required to be met for the expansion of existing industry beyond its zone boundaries where a development agreement for expansion beyond its existing boundaries is not required
- 4.1.13 To permit industrial development on lots served by rights-of-way

PART 5 MARINE INDUSTRIAL

To accommodate fishery and marine related industrial uses, excluding fish reduction and fish composting operations in the Rural Centre designations of West Pubnico and Wedgeport and Tusket and the Coastal Community designation, Council designated lands in the vicinity of existing wharves as Marine Industrial and established a Marine Industrial (MI) Zone. Permitted uses in the zone include a variety of fishery and marine industrial uses, commercial uses, institutional uses, dwelling units as accessory uses to any permitted use, parking lots, utility buildings and communication buildings and structures. Expansion of the Marine Industrial (MI) Zone into the immediately adjacent General Use (GU) and Mixed Use (MU) Zones is anticipated and Council will consider such expansion only by amendment to the By-law subject to policies 18.2.7 and 18.3 of this strategy.

Council recognizes the potential impacts storm surges and coastal flooding could have on fishing industry infrastructure and the coastal environment. An objective of the Municipal Climate Change Action Plan (MCCAP) was to identify significant climate change issues and hazards for the Municipality and to evaluate the economic and environmental risks associated with increased frequency and intensity of storm surge events. Council will liaise with industry representatives and Harbour Authorities in this initiative.

Supported by policies in Section 3.1.1 and 3.2 of this Strategy Council shall include policy in the Marine Industrial designation section of the Strategy for the purpose of addressing these concerns for the fishing industry and the environment in the Municipality.

5.1 MARINE INDUSTRIAL POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 5.1.1. To permit fishery and marine industrial uses excluding fish reduction and fish composting operations in the Marine Industrial (MI) Zone.

- 5.1.2 To permit commercial uses, institutional uses, dwelling units as accessory uses to any permitted use, parking lots, utility buildings and communication buildings and structures in the Marine Industrial (MI) Zone.
- 5.1.3 To enable the expansion of an existing Marine Industrial zone boundary into the immediately adjacent Mixed Use or General Use zone by amendment to the By-law subject to policies 18.2.7 and 18.3 of this strategy.
- 5.1.4 To encourage education and understanding of the effects storm surge events may have on fishing industry infrastructure.
- 5.1.5 To liaise with fishing industry representatives and Harbour Authorities to consider contingency efforts for environmental protection in the event of storm surge causing hazardous materials contamination at industry sites.

PART 6 RURAL DEVELOPMENT

6.1 BACKGROUND

The northern inland portion of the Municipality of Argyle is the least populated and developed region of the municipality. This area located outside the Rural Centre, Coastal Community and Village designations is predominantly crown land or land designated by the Province of Nova Scotia as the Tobeatic Wilderness area, the Tobeatic Wildlife Management area and the Shelburne Barrens. Much of the crown land located outside the Tobeatic is managed by the Department of Natural Resources as woodlot holdings. The headwaters of the Tusket, Shelburne and Clyde Rivers are found in this region. This sparsely developed portion of the municipality is characterized by mixed land uses including residential, agricultural, forestry, institutional, commercial and industrial type uses. Cottage development along pristine lakeshores and rivers has been the predominant type of residential development that has occurred in this area over the last twenty years.

6.2 RURAL DEVELOPMENT (RD) DESIGNATION & ZONE

It is anticipated that this region of the municipality will continue to exhibit a low density of population and be regarded as a remote rural area. Land use regulation in this region will be limited to controlling large scale industrial type uses and potentially obnoxious uses. Therefore Council will designate this area as Rural Development on the Generalized Future Land Use Map 1 of the Municipal Planning Strategy and establish a Rural Development (RD) Zone in the Land Use By-law.

6.3 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 6.3.1 To designate all lands outside the Rural Centre, Coastal Community and Village designations as Rural Development (RD) on the Generalized Future Land Use Map 1 of the Municipal Planning Strategy to permit a wide range of residential, institutional, recreational, commercial, forestry, agricultural and industrial uses.

- 6.3.2 To create a Rural Development (RD) Zone in the Land Use By-law to correspond to the area designated Rural Development in the MPS.
- 6.3.3 To permit all residential, institutional, recreational, industrial, agricultural, Forestry, historic villages and commercial developments in the RD Zone.
- 6.3.4 To permit the following types of development only by development agreement in accordance with various policies of the MPS.
 - ◆ New fur farms
 - ◆ Cannabis production and/or processing facilities
 - ◆ Motor vehicle race tracks and drag strips
 - ◆ Fish composting operations
 - ◆ Fish reduction operations
 - ◆ Large Scale Wind Turbine Generators

PART 7 RURAL CENTRES – MIXED USE DESIGNATION

7.1 TUSKET

The Rural Centre community of Tusket is situated in the western portion of the Municipality where Highway 3 and Highway 103 cross the Tusket River. The community acts as a hub in the transportation network of the Municipality. Regionally, it is served by Highway 103 with interchange No. 33. Arterial Highway 3 links the community to the southwest portion of the Municipality of Argyle, the Town of Yarmouth and all communities eastward to the Yarmouth-Shelburne County line. The main collector road is Highway 308 which links the communities of Belleville, Springhaven and Quinan situated to the northeast. Highway 308 running south links the communities of Hubbard's Point, Amirault's Hill, Sluice Point, Surettes Island and Morris Island. Highway 3 running southeast links the communities of Abrams River, Ste. Anne du Ruisseau and Eel Brook.

Tusket is bound by the Yarmouth-Argyle municipal boundary to the north and west, the communities of Belleville and Abram's River to the east and the communities of Hubbard's Point and Pleasant Lake to the south. The community is approximately 11 square kilometers in area and is approximately 13 kilometers east of the Town of Yarmouth. The population of the community is estimated at approximately 400 persons. The topography varies from strongly undulating to undulating and gently rolling with occasional depressions. The average elevation is approximately 50 feet. Soils are imperfectly to poorly drained sandy loam. Salt marshes are located in the western shore of the Tusket River.

The core of the community is situated on the east side of the Tusket River between Highway 103 and the Frank Doucette Road. Within this area there is a mix of residential, institutional and commercial uses. A commercial node, however, is located generally adjacent the Highway 103 interchange. Institutional uses in the community include a post office, municipal administration building, credit union, community services building, a satellite community

college, a high school and a provincial government office. Of significance is the oldest standing courthouse and jail in Canada constructed in 1805 now serving as a museum, and the former Baptist Church has been converted into a Municipal Archive Building. A business park and residential park are situated north of the highway interchange. A central sewage collection and treatment system serves the residential park, business park and core area of the community, enabling higher density residential development in the serviced area. The remaining portions of the community are served by on-site sewage disposal systems and dug or drilled wells.

Commercial development has located primarily on Highway 308 near the Highway 103 interchange. On the north side of the highway ramp a mini-mall complex includes an accounting office, sports vehicle shop, restaurant and construction company office. An automobile sales dealership, service station, restaurant, used clothing store, furniture store, insurance office, automobile undercoating business and an office building are located south of the interchange. A general store is located at the convergence of Highway 3 and Highway 308 in the core of the historic village area. There are also several home occupations in the community.

As in West Pubnico and Wedgeport, the single detached dwelling is the predominant housing type. Other housing types include a duplex, a triplex, six dwelling conversions of three and four units and a 15 unit senior citizen home. Recreational uses in the community include a ballfield, a track and field facility and a private tennis club. Highway 308 in the centre of the community provides an access point to 56 kilometres of multi use recreational trails on the converted former CN rail line running 17 km east to the Town of Yarmouth and 39 km west to Pubnico Head. On the west side of the river is a top soil and gravel storage and processing operation as well as a fish storage facility. Utility uses include a power generating (diesel) station on the west side of the river and a telephone substation in the core area.

7.2 WEST PUBNICO

The Rural Centre community of West Pubnico comprises the contiguous communities of West Pubnico, Middle West Pubnico and Lower West Pubnico. This community is the most highly developed area in the Municipality having a population of approximately 1,800 persons. It is situated on a fifteen square kilometre peninsula bound by Pubnico Harbour to the East and Lobster Bay to the south and west. The topography is characterized by low rolling hills with occasional depressions. The average elevation is approximately 50 feet. The soils are either poorly or excessively drained sandy loam over glacial deposits. Salt marshes are a typical feature on both shorelines.

The community, for the most part, has developed in linear fashion along Highway 335 on the east side of the peninsula. On the southern tip of Pubnico Point where Highway 335 pavement ends, a 30 megawatt wind farm consisting of seventeen large wind turbine generators was developed in 2004. This wind farm, the first in Nova Scotia, has operated successfully and is now an integral element in the community. As large scale wind energy has developed and expanded subsequently in Nova Scotia, standards for large scale wind turbine installations

have also evolved. To recognize the existing status of the Pubnico Point wind farm Council has established a wind farm designation and zone in the Rural Centre of West Pubnico to incorporate zone requirements intended to apply only to the existing large scale wind turbine generators at Pubnico Point.

In the western portion of the peninsula development is generally restricted to local public roads which dead end at wharfs or the shoreline. There are, however, several private roads and rights-of-way serving residential development. The bulk of development is served by municipal sanitary sewer service while the water supply is obtained from individually owned dug or drilled wells.

The general development characteristic of the community, with the exception of industry near wharf facilities, is residential with a mixture of scattered institutional, recreational, commercial, industrial and utility uses. The traditional single detached dwelling is the preferred housing type accounting for the majority of dwellings in the community. Other dwelling types include dwelling conversions and two senior residences.

Institutional uses include a church, elementary school, community hall, two post offices, a museum and a Historic Acadian Village on a seventeen acre site, a fire department and service clubs. Recreational facilities are available on an organized level and include a ball field, a summer day camp and a tennis/multi-purpose court. An 18-hole golf course is located approximately five miles north of the community at Pubnico Head.

Commercial uses have established along Highway 335 and, for a short distance, westward along Abbots Harbour Road. Retail uses include a grocery and dry goods store, fish market, a hardware store, pharmacy and liquor store. Other uses include a service station, an auto parts dealer, restaurants, a motel, a rappie pie manufacturing business, insurance office, medical clinic, credit union and bank to mention a few. As well, there are a number of residents conducting businesses, household arts or professional uses in their homes or in accessory buildings. These uses include hairdressing, plumbing and heating, flooring shop, window manufacturing and a hardware store. Industrial uses throughout the mixed use fabric include repair shops, bulk oil storage, warehousing, a machine shop, fish processing plants, boat shops and other fishery related industries.

An extensive central sewer system services a large portion of the community with both residential areas and industrial areas benefitting from the service, enabling higher density development in residential areas and utilization of valuable limited coastal areas for fishing industry expansion.

Police protection for this community as well as the rest of the Municipality is provided by the Yarmouth County detachment of the RCMP stationed in the Town of Yarmouth.

7.3 WEDGEPORT

The community of Wedgeport is the second most highly developed community in the Municipality of Argyle with a population of approximately 1,700 persons. It is similar to West Pubnico in that it is a peninsula community comprising the contiguous villages of Lower Wedgeport and the built-up area of Upper Wedgeport, having a total area of approximately

ten square kilometres. It is bound by the Tusket River to the east and Goose Bay to the west and is approximately eleven kilometres southeast of the Town of Yarmouth.

The topography is undulating to rolling with isolated depressions. In most areas, the elevation does not exceed 50 feet. Geologically, the entire area is mostly glacial till with sand and gravel deposits. Salt marshes are in the northern sector of the community on both shorelines.

Unlike West Pubnico, Wedgeport has a well developed and interconnecting road network. This has resulted in a compact linear development pattern that is more evenly distributed throughout the length and breadth of the peninsula. Reciprocally, it has resulted in a significant amount of undeveloped land that is landlocked. A number of the local roads such as Chemin des Cottreau, Frotten Point, Doucet Wharf and the Tuna Wharf Road terminate at the shoreline or at wharfs. All development is served by individual on-site sewage disposal systems and dug or drilled wells.

The dominant development characteristic is residential with a scattered mixture of institutional, recreational, commercial, utility and industrial uses. Fishery and marine oriented industries have located in the vicinity of existing wharves. The traditional single detached dwelling is the preferred housing type accounting for the majority of dwellings in the community. Other dwelling types include dwelling conversions and a fifteen unit senior residence.

Institutional uses include a church, elementary school, two post offices, museum, fire department, two service clubs and a private club. Recreational uses are limited to a combination playground and ball field, two tennis courts and a sports field at the school. A summer day camp is provided at the combination facility.

Commercial uses are primarily along Highway 334 and include a general store, a convenience store with fuel pumps, ice cream take-out, restaurant and a credit union. There are also a number of home occupations in homes or accessory buildings. These uses include the manufacture of lobster traps, fish equipment shop, beauty salons, landscape nursery and a boat shop. Industrial uses are, for the most part, fishery and marine oriented and include such uses as a ballast shop, storage and warehousing, woodworking shop, auto repair shop and fish plant offices and storage. Industrial uses in the vicinity of existing wharves include a marine shop, gear sheds, boat shops, fish processing plants and freezers.

7.3.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 7.3.1.1 To designate the communities of West Pubnico, Wedgeport and Tusket as Rural Centres on GFLUM 6,7,8 and 9 to accommodate a wide range of uses in a manner which is flexible and sensitive to the needs of the residents.
- 7.3.1.2 To establish a Mixed Use designation on GFLUM 7,8 and 9 in the Rural Centres to accommodate the mixed development exhibited in these communities.

- 7.3.1.3 To establish a Mixed Use (MU) Zone on Land Use By-law Schedules B, C and D in the Mixed Use designation to accommodate a wide range of residential, institutional, commercial, agricultural, recreational and utility uses.
- 7.3.1.4 To establish a Light Industrial (LI) zone and a Heavy Industrial (HI) zone in the Mixed Use designation on Land Use By-law Schedules B, C and D to accommodate a wide range of industrial uses.
- 7.3.1.5 To permit a single detached dwelling use as a main or accessory use in the LI and HI zones or a single dwelling unit within any main or accessory building in the LI and HI zones.
- 7.3.1.6 To establish a wind farm designation at Pubnico Point and a Pubnico Point Wind Farm (WF) Zone to establish permitted uses and zone requirements including minimum separation distances between wind turbine generators and dwellings to apply to development within the Pubnico Point Wind Farm (WF) Zone.
- 7.3.1.7 To exclude from the Rural Centre designation certain agricultural uses, commercial uses, industrial uses and recreational uses deemed not compatible with the fabric of the Rural Centre communities and to require these uses to locate in other designations in the Municipality.
- 7.3.1.8 To establish special requirements in the Land Use By-law for automotive mechanical repair uses in the Mixed Use (MU) zone.
- 7.3.1.9 To permit automobile salvage yard uses as accessory uses to automobile mechanical repair uses by development agreement in the Rural Centre designation in the Mixed Use (MU) zone subject to the following requirements:
 - 7.3.1.9.1 A minimum separation distance of 935 ft. (285 m) shall be maintained between the automobile salvage yard and any dwelling
 - 7.3.1.9.2 the salvage yard shall be screened from view from the travelling public on public highways and public recreation areas during all seasons of the year
 - 7.3.1.9.3 the owner and/or operator of the facility shall adhere to the provisions of the Nova Scotia Environment and Labour Guidelines for Siting and Operation of Salvage Yards, especially the provisions which require:
 - 7.3.1.9.3.1 all tires to be disposed of at an approved facility at least once a year
 - 7.3.1.9.3.2 fences shall be regularly maintained with the exterior surface of the fence being a uniform colour and kept free of stored material
 - 7.3.1.9.3.3 Vehicle carcasses shall be crushed and sent for disposal on a regular basis at least once every two years
 - 7.3.1.9.3.4 No stripping of parts from vehicles outside the fenced yard boundaries

- 7.3.1.9.4 The hours of operation of the business shall adhere to standard business work week practice and night and weekend work be restricted
- 7.3.1.9.5 the salvage yard operation be consistent with and limited to an accessory use for an automobile mechanical repair business, and that the salvage yard use not include general salvage not related to the principle main automobile repair use on the property
- 7.3.1.9.6 the proposed development will not, by way of emissions of odour, dust, smoke or noise or vibration disrupt or detrimentally effect abutting or nearby land uses nor be a use characterized by producing wastes that can contaminate soils and watercourses or be incompatible by reason of traffic generation, appearance or outdoor storage
- 7.3.1.9.7 Any matter which may be addressed in the By-Law, e.g. requirements for yards, parking
- 7.3.1.9.8 Any other matters enabled under Section 227 of the Municipal Government Act
- 7.3.1.10 To accommodate residential uses containing more than four units and land lease Communities in the MU designation and Zone by development agreement subject to policies 18.2.8 and 18.3 of this Planning Strategy.
- 7.3.1.11 To require a minimum two (2) acre minimum lot area for all Light Industrial and Heavy Industrial uses where the lot contains or is intended to contain a single unit detached residence.

7.3.2 REZONING CRITERIA
IT SHALL BE THE POLICY OF COUNCIL:

- 7.3.2.1 To consider proposals for rezoning for new industry in the MU zone or the expansion of existing industry in the MU zone beyond its existing boundaries to the corresponding LI or HI zone or from LI to HI zone subject the criteria in policies in Section 18.2.7 and 18.3 of this Strategy.
- 7.3.2.2 To consider proposals for rezoning from LI or HI to MU for a use permitted in the MU zone subject to:
 - 7.3.2.2.1 The proposed new use meeting all Land Use By-law requirements in the MU Zone.

PART 8 COASTAL COMMUNITIES – GENERAL USE DESIGNATION

Coastal Community Profile

The majority of communities in the Municipality developed in a linear fashion within a three kilometer wide corridor along the coastal shoreline and estuaries of the Tusket and Argyle Rivers. From East Pubnico at the Shelburne County line westward to Melbourne at the Argyle-Yarmouth Municipal boundary line there are twenty-six (26) communities excluding the Rural Centres of West Pubnico, Wedgeport and Tusket. Twenty-three (23) of these communities border the shoreline or estuaries. The remaining three including Melbourne, Belleville and South Belleville are within 0.8 km to 3.2 km of the coast.

The numerous in-shore and off-shore islands are an integral feature of the coast. Traditionally many have served as a base during lobster season while others have been used for the grazing of sheep. There are also a number of seasonal dwellings of which some are conversions of fish shanties. The total area within the mainland coastal corridor and islands is approximately 179 sq km.

The communities mirror the composition of development found in the Rural Centres, largely residential with a small scattered mixture of institutional, commercial and industrial uses. There are concentrations of commercial and industrial development at Pubnico Head at the junction of Highway 335 and Highway 3. There are also concentrations of fishery and marine related uses in the vicinity of existing wharves in east Pubnico, Lower Argyle, Sluice Point and Little River Harbour.

Coastal Community Designation and Zones

The mainland portion of the Coastal community including those inshore islands with connections to the mainland are primarily residential. Institutional, recreational, agricultural and forestry uses are dispersed among the communities and are a traditional element in the built up localities. The communities do have concerns about intensive livestock operations such as mink ranches, and for Heavy Industrial uses which have a potential for disruption of nearby residences.

Council will designate all lands and islands within the Coastal Community designation excluding the Marine Industrial and Coastal Wetlands designations as General Use (GU) on **GFLUM 10**. Within this designation Council will accommodate all residential, institutional, recreational, agriculture, forestry, commercial uses excluding motor vehicle racetracks and drag strips; Light Industrial uses, historic villages, fraternal centres and private clubs; special uses; private storage buildings; haul outs and wharves; utility and communications buildings and structures.

Existing Heavy Industrial uses in the General Use designation will be zoned General Use Industrial (GUI) in the By-law. All new Heavy Industrial uses will require a development agreement in accordance with Policies 16.2.8 and 16.3 in the Implementation Chapter. Expansions to existing GUI uses will be subject to Policies 18.2.7 and 18.3 in the Implementation Chapter. The GUI Zone will include all Light Industrial Uses and residential uses as accessory uses. It is not the intention of Council to require development agreements for any Heavy Industrial uses in areas which abut the Marine Industrial Zones where the proposed use is a permitted use in the Marine Industrial (MI) Zone.

8.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 8.1.1 To designate the mainland portion of the Coastal Community (excluding the Rural Centres) and all islands as Coastal Community on GFLUM 10 to accommodate growth and development in a manner similar to the Rural Centres.
- 8.1.2 To designate all lands and islands within the Coastal Community designation excluding the Marine Industrial and Coastal Wetlands designation as General Use on GFLUM 10 to accommodate the mixed development exhibited in these communities.
- 8.1.3 To establish a General Use (GU) Zone on Land Use By-law Schedule A in the General Use designation to accommodate a wide range of residential, institutional, commercial, Light Industrial, agricultural, recreational and utility uses, except for motor vehicle race tracks and drag strips.
- 8.1.4 To establish a General Use Industrial (GUI) Zone in the General Use designation on Land Use By-law Schedule E to accommodate all existing Heavy Industrial Uses and their accessory uses.
- 8.1.5 To permit new Heavy Industrial uses, automobile salvage yards, salvage yards and scrap yards in the General Use designation except for fish reduction plants and fish composting operations by development agreement.
- 8.1.6 To permit new Heavy Industrial uses as of right in the General Use designation on lots which abut the Marine Industrial (MI) Zone where the proposed Heavy Industrial Use is a permitted use in the MI Zone.

PART 9 BUSINESS PARK

9.1 BUSINESS PARK DESIGNATION AND ZONE

The Tusket Business Park was established in 1989 and subdivided to create an adjacent Residential Park in 2008. The Business Park is located on approximately forty (40) acres in the northern portion of Tusket. It is bound by Highway 308 North to the east, The Residential Park to the west and private lands to the north and south.

As of 2016, seventeen lots have been created, all of which are approximately two (2) acres in area, all of which are serviced with sewer in the Tusket Wastewater Management District. All lots have frontage on Slocum Drive, a paved public highway which intersects with Highway 308. The park is ideally located near the 103 Highway interchange near other business outlets in the vicinity. This location is intended to encourage a diversity of growth and development in this area of the Municipality.

The Business Park designation and Business Park (BP) Zone on Schedule D of the By-law will accommodate all commercial, Light Industrial, institutional, communication and utility uses, emergency services and government buildings. Heavy industrial uses will be permitted by development agreement

excluding fish reduction plants, fish composting, asphalt paving plants, landfill operations, food waste composting and construction and demolition debris operations will not be permitted.

9.2 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 9.2.1 To designate the Business Park lands in the Rural Centre of Tusket as Business Park on GFLUM 9
- 9.2.2 To establish a Business Park (BP) Zone in the By-law to accommodate all commercial and Light Industrial uses, community colleges, emergency services, utility and communications buildings and structures and government buildings
- 9.2.3 To require a development agreement for all Heavy Industrial uses in the BP Zone
- 9.2.4 To consider proposals for expansion of existing or new uses in the BP zone into the immediately adjacent Mixed Use (MU) Zone only by amendment to the By-law in accordance with policies 16.2.7 and 16.3 of this Planning Strategy.

PART 10 RESIDENTIAL PARK

10.1 RESIDENTIAL PARK DESIGNATION AND ZONE

The original 1989 concept for development of Municipally owned lands in the northern portion of the Tusket Rural Centre included industrial, residential and recreational uses. The Business Park was developed first on the portion of land bordering Highway 308, and in 2008 Council undertook the development of the western portion of the lands bordering the Tusket River constructing a new Municipal access road and reserving an area of land on the river for future public access. Eight (8) residential lots with frontage on the river were created and all of the lots have been sold. In 2016 six (6) of the lots have been developed. As the emphasis is for residential development in the park Council will permit home occupations within residences only in the park.

10.2 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 10.2.1 To designate the western portion of the Municipal lands in Tusket as Residential Park For Residential and Recreational development.
- 10.2.2 To zone lands in the Residential Park designation as Residential Park (RP) Zone
- 10.2.3 To permit residential and recreational uses in the Residential Park (RP) Zone
- 10.2.4 To permit home occupations only within residences in the Residential Park (RP) Zone

PART 11 VILLAGES

11.1 VILLAGE PROFILES

East Kemptville

The community of East Kemptville is located in the northwestern region of the Municipality. It is land locked from the southern sectors of the Municipality and it is required to travel through the Municipality of Yarmouth to gain access to the community. Highway 203 is the main arterial highway serving the community. It is approximately ten (10) square kilometers in area and is approximately thirty (30) kilometers from Tusket. Most of the development is linear along Highway 203 with some development on the Polly, Indian Hill, Gray and Back Roads. Services include a Department of Natural Resources depot, a wilderness retreat resort facility, a pet crematorium and an inactive tin mine operation. There is a ballfield on the Polly Rd and a volunteer fire department is located just west of the Tusket River in Kemptville in the Municipality of Yarmouth. Forestry and some farming are the principle activities in the community. In addition to the permanent residences there are a number of seasonal residences on the lakeshores and riverbanks.

Quinan – Springhaven

The communities of Springhaven and Quinan are also located in the northern sector of the Municipality south of East Kemptville and only accessible from Highway 308 North. The communities developed in a linear fashion along Highway 308 with some development on the Curry, Salem, Bill White, Doucette and Frotten Roads. Amenities in the community include a volunteer fire department, church, community club and multipurpose court. Businesses include an auto repair business and a privately operated astronomical observatory on the Frotten Road. A number of large multi-lot seasonal recreational subdivisions have been developed on the lakeshores in the area.

11.2 VILLAGE DESIGNATION AND ZONES

East Kemptville, Springhaven and Quinan are the most rural communities in the Municipality. Similar to other communities fur farming is one of the issues with a potential to disrupt residents, and this use will not be permitted within the village boundaries. Automobile salvage yard uses will be dealt with by development agreement in a similar manner as in the Rural Centres. Council will designate these communities as Village on GFLUM 6. Within this designation Council will accommodate the following uses: all residential, institutional, recreational, commercial, agricultural and forestry, Light Industrial, fraternal centres and private clubs, private storage buildings, haulouts and wharves, special uses, utility and

communication buildings and structures. Heavy Industrial uses except sawmills and planer mills will not be permitted.

A special Floodplain Zone will be created in Quinan to include the floodplain area at the juncture of the Quinan and Tuskett Rivers which has traditionally experienced substantial flooding at times of heavy rains. The November 12, 2013 Municipal Climate Change Action Plan (MCCAP) amendments to the Integrated Community Sustainability Plan of March 9, 2010 identifies this flood risk area in detail in its Schedule C. Council will include this identified area as the Quinan Floodplain Zone and will restrict multiple unit developments within this zone.

11.3 Policies:

IT SHALL BE THE POLICY OF COUNCIL:

- 11.3.1 To designate the communities of East Kemptville and Springhaven-Quinan as Village on GFLUM 6
- 11.3.2 To zone all lands in the Village designations as Village (V) Zone except for the defined floodplain area in Quinan which will be zoned Floodplain (FP) Zone
- 11.3.3 To permit in the Village (V) Zone all residential, institutional, recreational, commercial, agricultural uses except fur farms and piggeries, forestry and Light Industrial uses; fraternal centres and private clubs, private storage buildings, haulouts and wharves, special uses, utility and communication buildings, special uses, private storage buildings, fraternal centres, private clubs and historical villages
- 11.3.4 To permit automobile salvage yards by development agreement subject to the criteria of policy 7.3.1.9
- 11.3.5 To permit Heavy Industrial uses by development agreement in the Village designations
- 11.3.6 To zone the area defined in the Integrated Community Sustainability Plan of March 9, 2010 as Schedule C as Floodplain (FP) Zone in Quinan
- 11.3.7 To permit all uses permitted in the Village (V) Zone in the Floodplain (FP) Zone except multiple unit dwellings

PART 12 HOME OCCUPATIONS

12.1 HOME OCCUPATIONS

Home Occupations are business uses conducted on a residential property. In the Municipality traditionally many businesses begin on a small scale based in a residence or accessory building on a residential property. Council encourages small business entrepreneurs and economic initiatives and recognizes the importance of permitting businesses within communities which provide employment opportunities and facilitate growth and diversification of the local economy.

While encouraging home occupations it is also recognized that some business activities, especially involving industrial businesses, have the potential to disrupt neighbourhoods. Council will include special provisions in the By-law intended to minimize any conflicts with home occupations by requiring minimum size lots, maximum floor areas used for home occupations, setbacks, parking requirements and screening for outdoor work and storage areas.

To accommodate existing industrial home occupations which predate the By-law and which exceed the requirements in the By-law, a special provision in accordance with Section 242 of the Municipal Government Act will be included in the By-law permitting the continuation of nonconforming Light and Heavy Industrial home occupations and permitting alterations, enlargements or extensions to these uses providing said changes do not further reduce any yard that does not conform to the By-law, and all other provisions of the By-law are satisfied.

12.2 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 12.2.1 To permit home occupations including commercial uses, domestic and Household arts, business and professional offices, Light and Heavy Industrial uses within a dwelling or in an accessory building to a dwelling in the Rural Development (RD), General Use (GU), Village (V), Mixed Use (MU) zones.
- 12.2.2 To permit home occupations including commercial uses, domestic and Household arts, business and professional offices, Light Industrial uses within a dwelling in the Residential Park (RP) zone.
- 12.2.3 To establish special provisions and requirements in the By-law for home occupations locating in the GU, MU and RP zones with respect to:
 - 12.2.3.1 dwelling appearance
 - 12.2.3.2 the floor area within the dwelling or accessory building that may be devoted to the business use
 - 12.2.3.3 parking requirements
 - 12.2.3.4 special minimum yard requirement for all home occupations
 - 12.2.3.5 special yard and screening requirements for outdoor display, storage and work areas
 - 12.2.3.6 noise restrictions relating to home occupation activities
- 12.2.4 To establish a special provision in the By-law permitting the continuation or change in use of a home occupation which utilizes an existing floor area exceeding that established in the By-law provided that parking requirements are met.

12.2.5 To establish special variation provisions in the By-law enabled under Section 242 of the Municipal Government Act addressing:

12.2.5.1 nonconforming Light and Heavy Industrial home occupation uses as conforming uses

12.2.5.2 nonconforming buildings or structures containing nonconforming Light and Heavy Industrial home occupation uses concerning conformity, alterations, enlargements and extensions and reconstruction after destruction

PART 13 SUBDIVISION, LOT ACCESS, PUBLIC AND PRIVATE ROADS

13.1 BACKGROUND

Provincial Subdivision Regulations came into effect in The Municipality of the District of Argyle in 1984. These regulations established minimum requirements concerning the division and development of land within the Municipality. On April 1, 1999 the Municipality was deemed to have adopted these regulations as its Subdivision By-law pursuant to the Municipal Government Act. The requirements concerning land division, established in the Subdivision By-law have seen very little change since their inception in 1984. Council recognizes the direct relationship between how land is first divided and then developed for a particular purpose and that the rules governing land division need to be closely linked to the rules that govern land use and development. Council recognizes it would be appropriate to review the current Subdivision By-law to align it with land development policies in the Strategy.

One of the requirements for dividing land into new lots is adequate access to the new lots from a public road, private road, or private right-of-way. The current requirements in the Subdivision by-law do not address criteria for municipal public roads, nor are there any By-law provisions for the design and construction of new public roads or private roads. Policies will be established in this Municipal Planning Strategy to enable amendments to the Subdivision By-law to address these issues.

Existing private roads in the Municipality were developed without benefit of professional design and construction. Council recognizes the importance of these elements for safety and long term maintenance of road infrastructure. Takeover of existing private roads by the Municipality will not be considered, and policy to this effect will be included in the Strategy.

In serviced areas Council wishes to maximize the available land area for development and make the most efficient use of the available infrastructure. The availability of lot frontage on public roads is a limiting factor in subdivision of land for new lots. Council will establish minimum lot frontages in the By-law to enable the most efficient use of available land for new development.

Council recognizes there are certain uses which do not require connection to on-site sewage disposal systems or central sewer systems. Lots of 5005 sq.ft. (465 sq.m) or less in area will be permitted to be approved by the provisions of the Subdivision By-law to accommodate these special uses.

13.2 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 13.2.1 To undertake a comprehensive review of the Subdivision By-law once the review of the MPS and LUB is completed
- 13.2.2 To include in the Subdivision By-law specifications for the design and construction of public and private roads to service new lots created by the subdivision of land
- 13.2.3 To require new private roads to be designed to a standard which would enable future construction to a public road standard
- 13.2.4 To require private roads to be constructed with a minimum width to enable two vehicles to pass
- 13.2.5 To require minimum construction standards for all new private roads
- 13.2.6 To include in the Subdivision By-law specifications for the design and construction of sanitary sewers and storm water drainage systems to service new lots created by the subdivision of land
- 13.2.7 To require the developer to bear the costs of road construction for both public and private roads
- 13.2.8 To require the developer to bear the costs of providing sewer and/or water services in accordance with Subdivision By-law specifications (where applicable)
- 13.2.9 To enable the subdivision of lands where a development component of a permanent nature such as a building, structure, well, on-site sewage disposal system or driveway is encroaching in or upon an immediately adjacent area of land, to the extent necessary to remove the encroachment
- 13.2.10 To set out provisions in the Land Use By-law to allow development to occur on any resulting lot described in policy 13.2.9
- 13.2.11 To enable the subdivision of land by Instrument of Subdivision
- 13.2.12 To not takeover any existing private roads in the Municipality
- 13.2.13 To enable subdivision of lots with minimum lot frontages

- 13.2.14 To enable the creation of small lots of 5005 sq. ft. (465 sq. m) or less in area to accommodate special uses where no connection to on-site sewage disposal systems or to central sewer systems is intended
- 13.2.15 To set out provisions in the Land Use By-law to allow specific special use development to occur on any resulting lot described in policy 13.2.14

* Special uses on small lots refers to uses permitted on lots approved in accordance with Policy 13.2.14 - i.e. lots of 5005 sq. ft. (465 sq. m) or less in area providing the lot does not contain an existing on-site sewage disposal system nor is any on-site system or connection to municipal sewer proposed.

Permitted special uses are:

- ❖ Agricultural and forestry uses except fox, mink and piggery operations
- ❖ Cenotaphs and memorials
- ❖ Christmas tree and outdoor horticultural production
- ❖ Outdoor storage of fishing gear and fishing equipment
- ❖ Private storage buildings
- ❖ Private haulouts and wharfs
- ❖ Fire ponds and dry hydrants

PART 14 GOVERNMENT SERVICES

14.1 RECREATION, HERITAGE AND CULTURE

The presence of recreational and cultural programs and facilities adds to a community's social fabric and the quality of life enjoyed by its residents. Argyle Municipality is rich in heritage with a vast array of heritage buildings ranging from the oldest courthouse in Canada to magnificent churches. The first municipal archive in Nova Scotia is housed in the renovated church in Tusket where an extensive public record dates back to 1856.

Argyle Municipality has had a Recreation Department for twenty-five years. The direct relationship between population health and physical activity levels is well documented in today's health literature. The department works with local schools and community groups to provide recreation programs and fitness opportunities for all ages and abilities at the community level.

Activities such as minor soccer and baseball, seniors games, Jeux de l'Acadie, fitness classes and summer day camps are some of the physically active programs supported and enabled by municipal funds. The Municipality has developed a physical activity strategy for the whole Municipality to help identify ways to support and encourage a more physically active lifestyle for its residents. In 2016 Council approved an Active Transportation Plan to address improvements in active living needs in the Municipality.

The creation of public infrastructure such as sidewalks, tennis courts, trails and bicycle lanes at the community level provides greater opportunities for active transportation and more physically active lifestyles. Approximately forty-seven kilometres of multi-use rail trail has been developed in Yarmouth County with the support and co-operation of all levels of government. This trail preserves the linear transportation corridor created by the abandoned railway line. A number of other walking trails have been developed in the Municipality ranging from the 2.3 kilometre trail on Robert's Island to the Rocco Point Trail of less than 1 kilometre. The 5.4 kilometre Wedgeport trail has been developed as a community trail in conjunction with the Wedgeport Tuna Museum.

A number of small community parks such as the Glenwood Provincial Park, the Tusket Bridge Park, The First Chapel site at Rocco Point and the Butte-de-la-Croix in Wedgeport offer passive recreational opportunities in a natural setting.

The considerable natural assets available in rural Argyle Municipality namely the coastline, beaches, islands, forests, rivers, lakes, waterways and water views are highly prized by residents and visitors alike, as are the wealth of heritage buildings and institutions. The District of Argyle lies within the Acadian Skies and Mi'kmaq Lands Starlight Reserve and the Southwest Nova Biosphere Reserve, both of which are United Nations Educational, Scientific and Cultural Organization (UNESCO) designations.

Protecting these valued assets for future generations is important in maintaining the social and cultural fabric of the communities in Argyle Municipality. On the social side of the equation friendly people, volunteerism and community minded residents, participating in community activities, are recognized as being an integral part of a healthy and vibrant community. The presence and strength of Acadian heritage and language along with European heritage provides a bilingual, multi-cultural social landscape that makes Argyle Municipality unique in south western Nova Scotia.

14.1.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 14.1.1.1 To permit the development and use of land in all zones for park, recreation and open space uses.
- 14.1.1.2 To continue to work cooperatively with the Yarmouth County Trails Association in the development and maintenance of rail trails within Argyle Municipality and Yarmouth County.
- 14.1.1.3 To provide financial support for volunteer organizations that seek to create and improve trail systems in their respective communities, and to leverage those funds for additional funding from other levels of government.
- 14.1.1.4 To work in cooperation with community organizations and government bodies in the provision of recreation and cultural services and facilities.
- 14.1.1.5 To continue to support a library facility in West Pubnico where feasible.

- 14.1.1.6 To support the local, regional and provincial library networks by continuing to fund library operating costs in accordance with the formula as established from time to time.
- 14.1.1.7 To encourage awareness of Argyle Municipality's natural, built and cultural heritage through support of facilities, collections and programs of the local museums, archives and historical societies.
- 14.1.1.8 To support the maintenance of the Starlight Reserve and Tourist Destination Status of the Acadian Skies & Mi'kmaq Lands of Nova Scotia, and to include policy guidelines for the installation of Municipal streetlights in such a manner which does not impair the dark skies quality.
- 14.1.1.9 To develop and support programs to encourage physical activity.
- 14.1.1.10 To support active transportation initiatives and consider active transportation infrastructure development recommendations where feasible in the July 2016 Active Transportation Plan for the Municipality of Argyle.
- 14.1.1.11 To encourage and support volunteer organizations and groups who contribute to cultural diversity and social well-being.
- 14.1.1.12 To work co-operatively with groups, organizations and all levels of government to provide a range of recreational and cultural opportunities at the community level.

14.2 EAST PUBNICO WATER

The Municipality owns and operates a small scale industrial water utility in Middle and Lower East Pubnico. A total of three wells, two in Middle East Pubnico and one located south of Lower East Pubnico in Barrington Municipality are the source of the water which is pumped to water storage tanks. One storage tank is located on the western end of the Willett Road in Middle East Pubnico and the second is on Highway 3 in Lower East Pubnico. From the storage tanks the untreated water is supplied to three fish plants on Highway 3. Two fish plants are served by the storage tank in Middle East Pubnico and one fish plant is served by the storage tank in Lower East Pubnico. The utility also supplies water from the storage tank on the Willett Road to three fire hydrants on Highway 3 in Middle East Pubnico.

To protect the water supply from possible contamination policies are included in the Municipal Planning Strategy to establish a wellhead protection area and zone in Middle East Pubnico which will support the inclusion of Land Use By-law provisions designed to restrict the types of land uses permitted within the protection zone.

14.2.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 14.2.1.1 To establish a wellhead protection designation in Middle East Pubnico and to zone the area Wellhead Protection (WP) Zone.
- 14.2.1.2 To restrict the permitted land uses in the Wellhead Protection (WP) Zone to protect water quality in the watershed and minimize the likelihood of activities which might detrimentally affect the water quality within the source water area.
- 14.2.1.3 To prohibit agricultural or forestry uses involving the use of pesticides or herbicides, manure storage, bulk petroleum storage, hazardous waste storage, sewage lagoons, pits and quarries, landfills, commercial or industrial uses involving processes or storage or use of equipment using petroleum products or hazardous chemicals (e.g. dry cleaners, photo labs, machine shops, furniture strippers)
- 14.2.1.4 To require adequate sedimentation protection measures to be implemented by the owner/developer during any excavation construction project undertaken within the Wellhead Protection (WP) Zone.

14.3 CENTRALIZED AND DECENTRALIZED MUNICIPAL SEWER SYSTEMS

14.3.1 West Pubnico sewer system

The community of West Pubnico is served by a central sewer system handling six hundred and thirty (630) sewer units over sixteen (16) kilometers of sewer main. The system serves the main arterial road (Highway 335) from the Montague Road in the north to the Pubnico Point Wind Farm in the south in addition to seven (7) kilometers of sewer main serving a number of secondary local roads. The main portion of the system was installed in 1976, and various additions have expanded the system to its present size. The most recent addition in 2014 was a 0.8 km extension to the southern end of Dennis Point Road. All of the sewage from the system is processed at a treatment plant upgraded in 2011 on the western end of Rock Road utilizing a sequencing batch reactor process.

14.3.2 Tusket Wastewater Management District

A Wastewater Management District in Tusket established in 2005 provides sewage treatment to one hundred and thirty (130) units in the core Tusket area on Highway 308, Highway 3, Courthouse Road and the Industrial and Residential Parks. The system utilizes an individual on-site septic tank system for each user with the effluent transferred through a combination of pressurized and gravity lines to a recirculating sand filter treatment facility located on the Courthouse Road. Maintenance of all of the septic tanks in the system is managed by the Public Works Department.

14.3.3 Wedgeport Wastewater Management District

A Wastewater Management District is being proposed for an area in the communities of Wedgeport and Upper Wedgeport to upgrade and manage on-site sewer services for approximately forty-four (44) units.

14.3.4 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 14.3.4.1 To maintain central sewer service in the core areas of the communities of West Pubnico and Tusket, and decentralized sewer service in Wedgeport.
- 14.3.4.2 To expand the coverage areas of the existing central sewer service systems providing the expansions are feasible from an engineering and economic perspective, and are supported by federal and/or provincial funding.
- 14.3.4.3 To support new central or decentralized sewer project proposals for other areas in the Municipality which have environmental issues with existing on-site sewage and groundwater quality concerns where feasible from an engineering and economic perspective and are supported by federal and/or provincial funding.
- 14.3.4.4 To address issues of those portions of sewage system infrastructure which have been identified in the Municipal Climate Change Action Plan as being vulnerable or at risk to long term environmental elements of climate change or extreme weather events when maintenance or upgrading work is undertaken on the sewer systems.

PART 15 TRANSPORTATION

Land development patterns and economic development are strongly influenced by transportation networks. Transportation by land, water or air is a key element in ensuring economic viability and long term sustainability of the southwest region of Nova Scotia.

15.1 ROADS

The road network in Argyle Municipality includes provincially owned local, collector and one-hundred series highways. Maintenance is provided on all but 'K class roads' which are owned but not maintained by the Nova Scotia Department of Transportation and Infrastructure Renewal (NSDTIR). Some of these 'K class roads' currently serve existing development and are in varying states of repair. All new local public roads created in the municipality are now required to be owned and maintained by the local Municipal Government. A variety of private roads also exist in the Municipality and service both year round and seasonal dwellings. Council recognizes the need to review the current Subdivision By-law and adopt appropriate construction standards for the construction

of new public and private roads located within the Municipality of Argyle. Policies concerning land subdivision and access can be found in the Subdivision and Lot Access section of this Municipal Planning Strategy. In order to facilitate repair and maintenance of provincially owned public roads Council will liaise with the Nova Scotia Department of Transportation and Infrastructure Renewal.

15.1.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 15.1.1.1 To work in co-operation with NSDTIR to resolve issues of mutual concern regarding road conditions and hazards as well as the repair, maintenance and upgrading of provincial public roads
- 15.1.1.2 To work collaboratively with other Municipalities and the Provincial and Federal Governments to ensure the completion of the hundred series highway in the Southwest region of the Province

15.2 ACTIVE TRANSPORTATION

Alternate and active (self-propelled) modes of transportation are important considerations for the growth and development of healthy and active communities.

Active modes of transportation reduce fuel consumption, improve air quality and promote a healthy and active lifestyle. The provision of transportation infrastructure must consider the needs of all users including drivers, cyclists and pedestrians. The provision of sidewalks at the community level is one example of Council's commitment to active transportation. Sidewalks have been established in the communities of Pubnico, Wedgeport and Tusket and are recognized as an important part of a community's public infrastructure. The provision of safe bike lanes, in conjunction with provincially owned public roads, is also recognized as an important component of the active transportation network in Argyle Municipality.

Council accepted an Active Transportation Plan for the Municipality on July 25, 2016 prepared by Upland Urban Planning & Design Studio. The goal of the plan is to improve active transportation opportunities and options for residents to use active modes of transportation for trips to school, shops, services and for recreational experiences in the Municipality.

15.2.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 15.2.1.1 To implement the recommendations contained in the Municipality of Argyle Active Transportation Plan where feasible with consideration for the human resources and financial capacity of the Municipality.
- 15.2.1.2 To recognize the importance of sidewalks, trails and bike lanes to the health and well-being of local communities.

15.2.1.3 To work co-operatively with communities and organizations to identify and prioritize areas of the Municipality that would benefit from the construction of new sidewalks and or trails.

15.2.1.4 To Liaise with NSDTIR in identifying areas in the Municipality that could benefit from the provision of bicycle lanes in conjunction with capital improvement projects to public roads.

15.3 WATER TRANSPORTATION

A ferry service between Yarmouth and New England has existed since 1897 to provide an international transportation link between Canada and the United States of America. The negative economic effects of the brief termination of this ferry service in 2010 demonstrated the importance of the international link with New England. A study commissioned in 2010 to analyze the economic case for restoring the service found it to be a crucial part of the transportation infrastructure for this region and province. Council strongly supports the restoration of the international ferry service between New England and Nova Scotia. This study also substantiated a strong economic argument in favour of government support for a ferry service to the United States.

15.3.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

15.3.1.1 To support the maintenance of a ferry service between Yarmouth and the United States.

15.4 AIR TRANSPORTATION

The three municipalities in Yarmouth County cooperatively run the Yarmouth International Airport Corporation seeking to provide passenger and airfreight service from Yarmouth. Argyle Municipality is one of the municipal owners of the airport facility and supports air transportation links and the services they provide to the region and beyond.

15.4.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

15.4.1.1 To financially support the Yarmouth International Airport Corporation in its efforts to maintain and upgrade the level of passenger and airfreight services and facilities at the Yarmouth airport where financially feasible.

15.4.1.2 To support the Yarmouth International Airport Corporation in its efforts to utilize the resources and capacity of the airport infrastructure to generate economic development for the region.

- 15.4.1.3 To inform citizens and other levels of government of the social, economic and health services supported by the International Airport.

PART 16 AGRICULTURE

Traditionally agricultural activities in the Municipality of Argyle have been largely individual garden plots, hay production, dairy farming and berry production. Much of the developed area in the Municipality is close to the sea, historically linked to the fishery. The East Kemptonville area of the Municipality has an advantage in both having good agricultural soils and an inland micro climate not as affected by ocean winds cooling effects.

Farming as an occupation and lifestyle presents a variety of challenges in the twenty-first century. Beginning in 2011 three regional Community Business Development Corporations of Yarmouth, Shelburne and Queens/Lunenburg launched a program to assess weather conditions and their influence on agricultural potential. Council supports this initiative and encourages innovations in agriculture, especially for local food production.

One agricultural sector which has developed in the Municipality is mink fur farming. The centre of fur industry activity in Southwest Nova Scotia is located in Clare and Digby municipalities. The Department of Agriculture developed new Fur Industry Act Regulations in 2013 to focus on environmental management of the fur industry to enable the industry to grow and be good stewards of the environment. The Council supports the Province in its efforts to adopt fur industry regulations and will adopt policy and provisions in its Planning Strategy and Land Use By-law to restrict fur farming, hog and fowl intensive livestock operations to the Rural Development (RD) Zone. Development agreements will be required their use and for expansions to existing operations. Setback distances and other restrictions will be established in the By-law for intensive livestock operations from watercourses and from existing residential, institutional and recreational uses.

16.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 16.1.1 To support and encourage all local agricultural initiatives, especially those involved in food production and farm market activities.
- 16.1.2 To enable new fur farming, and hog intensive livestock operations in the Rural Development (RD) Zone and to require development agreements for their use.

- 16.1.3 To require minimum separation distances of 457 m (1500 ft) between any new fur farm or hog intensive livestock operation and any existing dwelling.
- 16.1.4 To require at the time of the initial proposed development of any new fur farm or hog intensive livestock operation there be fewer than twenty-eight (28) residential buildings within a 908 m (2979 ft) radius of the centre of the proposed development.
- 16.1.5 To require a minimum separation distance of 500 ft. (152.4 m) between any new fur farm or intensive livestock operation structures and any watercourse.
- 16.1.6 To require a minimum setback distance of 2979 ft. (610 m) from any new buildings and structures used in a fur farm operation to the boundary of any Mixed Use (MU) Zone boundary.

PART 17 RENEWABLE ENERGY

17.1 WIND TURBINE GENERATORS OVERVIEW AND BACKGROUND

A primary objective of the 2007 Nova Scotia Environmental Goals and Sustainable Prosperity Act was to achieve one of the cleanest and most sustainable environments in the world by the year 2020. The 2009 Nova Scotia Energy Strategy and subsequent development of Renewable Energy Standards and more recently the Renewable Electricity Plan of 2010 including its Community Based Feed-In Tariff program have provided incentives for alternate energy producers. The Nova Scotia Wind Atlas revealed an abundance of wind energy resources in South West Nova Scotia. A 17 turbine 30 MW wind farm was developed in West Pubnico in Argyle Municipality in 2004 and a 20 turbine 30 MW wind farm was developed on Digby Neck in Digby Municipality in 2010. It is evident there is potential for both large and small scale wind turbine generator developments in the South Western part of the Province and Council recognizes the need to update its policies to address wind turbine generator development in the Municipality. Council recognizes that wind energy technology is developing rapidly and there will be a need to be flexible to accommodate changes in the industry in the future. For this reason Council will re-evaluate the wind energy development policies from time to time.

The long term sustainable goals and objectives of the Municipality incorporate principles of reducing pollution and encouraging development of renewable energy sources. The primary sustainable development goal is to ensure that new and existing development strives to balance the environmental, economic, social and cultural dimensions of the community. Large scale wind turbine generators (WTG) in groups, single small scale turbines and micro scale turbines all have the potential to have impacts on adjacent land uses. The Council recognizes the need to balance the importance of encouraging and promoting development of alternate energy solutions and the responsibility to minimize the impacts such developments may have on communities and its citizens, and to establish appropriate development control mechanisms and By-law provisions for the different scales of wind turbine development. Large scale WTG developments are not considered appropriate in the environmentally sensitive Coastal Wetlands Zone or in the built up rural centres of West Pubnico, Wedgeport or Tuskent.

Large scale multiple generator wind farms which generate electric power for the power grid are recognized as having the potential to create impacts on adjacent communities. A separation distance in the order of 1 kilometre between wind farms and residences has been generally recognized around the Province as an industry standard. Council intends to limit large scale WTG development to the General Use and Rural development designations only and to require a development agreement approval process for their development. Single small scale WTG developments are also recognized as having the potential to create impacts on adjacent land uses, but to a lesser extent than groups of turbines. Council intends to enable small scale WTG use in all areas of the Municipality except in the Coastal Wetlands Zone and to use a site plan approval process to regulate the location of WTG in relation to existing residential and institutional uses. Council intends to enable micro scale WTG in all zones except the Coastal Wetlands zone using a development permit process to regulate their location.

17.2 PUBNICO POINT WIND FARM DESIGNATION

In 2005 a seventeen (17) wind turbine generator wind farm was established at Pubnico Point. The Municipality established policy and provisions at that time in the Municipal Planning Strategy and Land Use By-law to accommodate the development, which was the first large scale wind farm project in Nova Scotia. The separation distance between turbines and residences which was chosen by Council to apply to the original Pubnico Point Wind Farm was less than the average separation distance which has been established in many jurisdictions since 2005.

Recognizing the success of the Pubnico Point Wind Farm, Council will designate lands at Pubnico Point as Wind Farm on Generalized Future Land Use Map 7 and will zone all lands in the designation as Pubnico Point Wind Farm (WF) Zone. Council wishes to establish special provisions to enable the Pubnico Point Wind Farm to continue to operate in the successful manner which was established at its inception, and to enable Council to establish new policies and provisions to apply to new large scale wind turbine development in other areas of the Municipality.

17.3 SOLAR, HYDRO AND TIDAL POWER

Solar power technology utilizing photovoltaic systems, small scale hydro systems and tidal power are also alternate green energy sources which are being developed to reduce the demand on fossil fuel energy. Council recognizes the importance of developing all sources of alternate energy in the Municipality and supports all initiatives of groups and individuals in the Municipality working towards reducing fossil fuel consumption and greenhouse gas production.

17.4 RENEWABLE ENERGY POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 17.4.1 To establish a wind farm designation at Pubnico Point and a Pubnico Point Wind Farm (WF) Zone to establish permitted uses and zone requirements including separation distances between WTG and dwellings to apply to development within the Pubnico Point Wind Farm (WF) Zone.
- 17.4.2 To encourage the growth and development of all alternate energy resources including wind turbine generators and to establish policy framework and Land Use By-law provisions to enable the development of varying sizes and scales of wind turbine generators in areas of the Municipality.
- 17.4.3 To establish in the Land Use By-law definitions of and provisions for regulating the use and location of Large Scale, Small Scale and Micro Scale wind turbine generators.
- 17.4.4 To establish in the Land Use By-law provisions for regulating the use and location of Large Scale WTG in the Rural Development Zone and General Use Zone only and to require a Development Agreement to enable their use.
- 17.4.5 To establish in the Land Use By-law provisions for regulating the use and location of Small Scale WTG in all zones except the Coastal Wetlands (CW) Zone and to require a Site-Plan approval to enable their use.
- 17.4.6 To establish in the Land Use By-law provisions for regulating the use and location of Micro Scale WTG in all zones except the Coastal Wetlands (CW) Zone and to require a Development Permit approval to enable their use.
- 17.4.7 To review the policies and provisions regulating the use of wind turbine generators in the Municipality from time to time.
- 17.4.8 To consider the following criteria prior to entering into a development agreement for Large Scale wind turbine generator developments:
- 17.4.8.1 That large scale wind turbine generators be separated from habitable dwellings a minimum of one (1) kilometre.
 - 17.4.8.2 That mitigation of noise, visual impacts, shadow effects and environmental impacts of wind turbines is undertaken to minimize any potential negative effects of the development on the community.
 - 17.4.8.3 That safety concerns are addressed both on site and off site for matters of electrical safety, ice throw, blade throw, turbine collapse, and emergency response.

- 17.4.8.4 That all documentation required for the Canadian Environmental Assessment Act and the Nova Scotia Environment Act for the proposal is included in the documentation submitted by the proponent.
- 17.4.8.5 That all documentation required by the Department of National Defence, Environment Canada, Navigation Canada, Transport Canada, Canadian Coast Guard, and Nova Scotia Department of Natural Resources is included in the documentation submitted by the proponent.
- 17.4.8.6 That a decommissioning plan be included in the development agreement to be enacted after two years of the cessation of electrical power generation on the site.
- 17.4.8.7 That no commercial advertising other than the manufacturer's name be permitted on any WTG or accessory structures.
- 17.4.8.8 That the proposed development is in accordance with Sections 15.2.8 and 15.3 in Part 15 the Implementation Chapter of this Strategy.
- 17.4.9 To consider the following criteria prior to approving a site plan for Small Scale WTG developments:
 - 17.4.9.1 That wind turbine generators be separated from dwellings a minimum of 200 metres.
 - 17.4.9.2 That the distance between wind turbine generators and existing residences for notification of site plan approval for small scale wind turbine generators be 820 ft. (250 m).
 - 17.4.9.2 That mitigation of noise, visual impacts, shadow effects and environmental impacts of wind turbines is undertaken to minimize any potential negative effects of the development on adjacent uses.
 - 17.4.9.3 That all documentation required by the Department of National Defence, Navigation Canada, Transport Canada, Nova Scotia Environment and Nova Scotia Department of Natural Resources is included in the documentation submitted by the proponent.
 - 17.4.9.4 That no commercial advertising other than the manufacturer's name be permitted on any WTG or accessory structures.

- 17.4.9.5 That written notification be sent to all property owners within 200 m (656 ft) advising of the Site Plan Approval and outlining the Site Plan Approval appeal provisions of the MGA.

PART 18 IMPLEMENTATION

18.1 OVERVIEW

This Municipal Planning Strategy is the main policy document through which the growth and development of the Municipality shall be encouraged, co-ordinated and controlled. The policies of this Municipal Planning Strategy will be implemented through the powers provided Council in the Municipal Government Act and other relevant statutes. The main regulatory documents used to implement the policies of the Municipal Planning Strategy are the Land Use By-law and the Subdivision By-law.

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 Service Nova Scotia and Municipal Relations (SNSMR) or by Council within 5 to 10 years of it coming into force and effect.

The Municipal Planning Strategy approved by the Minister on February 4, 2000 and subsequent amendments thereto is repealed upon the date of coming into force and effect of this Municipal Planning Strategy.

18.2 POLICIES

In order to implement the Municipal Planning Strategy and ensure clarity the Council will adopt the following implementation policies on the following matters:

IT SHALL BE THE POLICY OF COUNCIL:

18.2.1 PLANNING ADVISORY COMMITTEE

- 18.2.1.1 To maintain an ongoing, comprehensive community planning program with advice and assistance from the Planning Advisory Committee;
- 18.2.1.2 To undertake a regular review of the Municipal Planning Strategy and Land Use By-law within five to ten years from the date of its coming into force or the date of the last review.

18.2.2 ADMINISTRATION

- 18.2.2.1 To appoint a Development Officer to administer the Land Use By-law, development agreements, and the Subdivision By-law and to issue or deny permits and approvals under the terms of these By-laws and agreements.

18.2.3 DEVELOPMENT PERMITS

- 18.2.3.1 To require that any development permit issued shall specify, in addition to the development, the period for implementation. Any development permit shall lapse, becoming null and void, if the development has not commenced within one (1) year of the date of issue of the permit.
- 18.2.3.2 Any development permit issued may be revoked by the Development Officer where there is reason to believe that the development permit was issued as a result of mistaken or false information.

18.2.4 VARIANCES

- 18.2.4.1 To enable the development officer to grant a variance in the terms of a development agreement or Land Use By-law requirements listed in Municipal Government Act Section 235(2).

18.2.5 PUBLIC HEARING

- 18.2.5.1 To hold a public hearing in accordance with the Municipal Government Act, prior to approval of any amendment to the Municipal Planning Strategy and Land Use By-law or entering into a development agreement.

18.2.6 MUNICIPAL PLANNING STRATEGY AMENDMENTS

- 18.2.6.1 To require an amendment to the Municipal Planning Strategy:
- 18.2.6.1.1 where any policy intent is to be altered; or
 - 18.2.6.1.2 where a text or map amendment to the Land Use By-law would conflict with the text or maps of the Municipal Planning Strategy; or
 - 18.2.6.1.3 where an amendment to the Subdivision By-law would conflict with the text of the Municipal Planning Strategy.
- 18.2.6.2 An amendment to the Municipal Planning Strategy shall not be required to expand the designation to an area contiguous to any given designation on the Generalized Future Land Use Map 5 provided all other relevant policies of this Municipal Planning Strategy are satisfied.

18.2.7 LAND USE BY-LAW AMENDMENTS

- 18.2.7.1 To amend the Land Use By-law provided the amendment reflects the intent of the Municipal Planning Strategy.

- 18.2.7.2 To consider an application for amendment to the Land Use By-law 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.
- 18.2.7.3 To consider an application for amendment to the Land Use By-law only if the site meets all of the lot size and zone standards for the zone sought, with the following exceptions:
- 18.2.7.3.1 A rezoning may be granted for a lot or lots which meet all zone standards but has less than the required frontage or area specified for the zone sought; or
- 18.2.7.3.2 A rezoning may be granted for a lot or lots with a building or buildings on it, which meets all other zone requirements except minimum lot area, frontage, setback or yard standards specified for the zone sought. Any proposed addition to such a building or replacement of such a building shall not further reduce the setback or yard standard.
- 18.2.7.3.3 To notify by direct mail, land owners located within 500 feet (152 metres) of a property requesting rezoning. The costs associated with this notification shall be the responsibility of the applicant.

18.2.8 DEVELOPMENT AGREEMENTS

- 18.2.8.1 To enter into 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:
- 18.2.8.2 specify the development, expansion, alteration, or change in use permitted; and
- 18.2.8.3 specify the conditions under which the development may occur; and
- 18.2.8.4 set forth the terms by which Council may terminate the agreement.
- 18.2.8.5 When considering a development agreement proposal, to notify land owners within 500 ft. (152 metres) of the subject property, by direct mail of the proposed development agreement.
- 18.2.8.6 The provisions of the Land Use By-law shall prevail after discharge of any agreement.

18.3 CRITERIA FOR DEVELOPMENT AGREEMENTS AND LAND USE BY-LAW AMENDMENTS

To consider the following in addition to all other criteria set out in the various policies of this Municipal Planning Strategy, when considering amendments to the Land Use By-law, or proposals for development agreements:

- 18.3.1 That a development permit may be issued for any existing use on the lot for which the development agreement or amendment has been requested; and
- 18.3.2 That the proposal conforms to the intent of the Municipal Planning Strategy and to all other applicable Municipal By-laws and regulations, except where the application is for a development agreement and the requirements of the Land Use By-law need not be met; and
- 18.3.3 Where a proposal is for a development agreement for a use which involves the advertising, sales, and/or production of intoxicants including alcohol and cannabis Council will consider the proximity and exposure of the use to public areas, recreation facilities and areas where children and youth frequent. Council will also consider the resulting increased exposure of the intoxicant products in the community by the establishing of the use. Council will also consider the potential negative effects on residents by odours resulting from such production facilities.
- 18.3.4 That the proposal is not in conflict with Municipal or Provincial programs in effect in the Municipality; and
- 18.3.5 That the proposal is not premature or inappropriate by reason of:
- 18.3.5.1 financial ability of the Municipality to absorb costs related to the development; or
 - 18.3.5.2 adequacy of sewer and water services, including fire flows and water pressure or the adequacy of the site for on-site services; or
 - 18.3.5.3 creation or worsening of a pollution problem in the area such as but not limited to soil erosion and siltation of watercourses; or
 - 18.3.5.4 adequacy of storm drainage and effects of alteration to drainage patterns, including the potential for creation of a flooding problem; or
 - 18.3.5.5 suitability of the site regarding grades, soils and geological conditions, location of watercourses, marshes, bogs and swamps, and proximity to utility rights-of-way; or
 - 18.3.5.6 adequacy and proximity of school, recreation and other community facilities; or
 - 18.3.5.7 adequacy of road networks in, nearby, and leading to the development, regarding congestion and traffic hazards; and
- 18.3.6 That the proposal provides adequate off street parking to prevent congestion, nuisance and inconvenience in the area; and
- 18.3.7 The hours of operation are appropriate for the neighbourhood; and

- 18.3.8 That the primary architectural features of the proposal, including but not limited to bulk, scale, roof shape, building materials, exterior cladding and shape, and size and relationship of doors and windows, shall be visually compatible with nearby buildings in the case of a new building, or with the original building in the case of an addition; and
- 18.3.9 That the proposal will not significantly alter the character or stability of the surrounding neighbourhood.

18.4 CAPITAL PROGRAM

In addition to regulating private development, Council may undertake programs of its own to encourage development in certain areas to enhance, improve or protect the environment of the Municipality, or to provide a greater range of social, recreational or cultural facilities and activities. As part of the Federal Gas Tax Agreement Council is required to develop five year capital investment plans outlining how they intend to expend gas tax revenues on capital projects that improve the long term sustainability of the Municipality.

18.4.1 POLICIES

IT SHALL BE THE POLICY OF COUNCIL:

- 18.4.1.1 To incorporate the policies and provisions of this Municipal Planning Strategy into the five year capital investment plan and annual budget of the Municipality wherever possible.
- 18.4.1.2 To review the Municipal Planning Strategy and Land Use By-law on an ongoing basis through the work of the Planning Advisory Committee, and to undertake a comprehensive review of the planning documents within ten (10) years of their adoption.