



Transportation



Roads

As part of the Kings 2050 process, a regional road assessment was completed in 2012 that identified current constraints in the road network, planned improvements and the ability of the existing road network to accommodate future growth. Generally, the road network operates well.

The development of new roads in the Municipality are encouraged to be complete streets that are intended to accommodate all street users including pedestrians, cyclists and other active transportation users. Streetlights owned by a government entity or the power utility are permitted on all new or existing public roads.

The development of new private roads is proposed to be restricted to areas within the Shoreland designation.

Sidewalks – Sidewalk Maps

Sidewalks are a key piece of pedestrian infrastructure that reduce conflicts with vehicles through the provision of a safe place for pedestrians. In order for sidewalks to be provided in an effective manner, they should serve as connections between locations residents use in everyday life such as home, work, school, and parks.

Sidewalks are proposed to be located within Growth Centres. Council has identified priority areas for sidewalks including, but not limited to, in proximity to schools, along roads that connect residential areas to amenities such as commercial areas, parks and public transit stops, and along roads that support higher density residential development and commercial areas.

Trails and Pathways

Trails are designed for recreational purposes and are generally located along natural and scenic features of the landscape. Due to their recreational nature, trails do not always connect people to service destinations. Alternately, pathways are intended to provide linkages between residential subdivisions or between residential areas and roadways or trails. They are typically short paved or gravel connections.

It is proposed that pathways be incorporated into new subdivisions. Pathways within already developed areas will be prioritized for construction or upgrades if they connect to the rail bed trail that connects a number of Growth Centres, that connect separate subdivisions, or provide passage to local amenities.

Public Transit

There are challenges associated with the provision of public transit in the Valley due to its scattered communities and low population density. Notwithstanding these challenges, it is practical to provide transit service along Highway 1 where the most populated Growth Centres as well as the Towns of Berwick, Kentville and Wolfville are located. In order to ensure the continued successful operation of Kings Transit, it is Council’s intention to concentrate the greatest mix and density of uses near transit routes.

Infrastructure

Municipal infrastructure, such as water and sewer services as well as transportation services improve the well-being and quality of life of residents of the Municipality. Municipal water and sewer infrastructure is extremely expensive to provide, maintain and replace and is susceptible to impacts associated with climate change. Transportation infrastructure contributes to the economic health of a Municipality through the movement of people and goods while also contributing to active lifestyles in the form of sidewalks, pathways and trails.

Sewer and Water

The municipality owns and operates 11 sewage treatment plants and one water utility. Villages play an important role, with some providing both water and sewer services and others providing only central sewer. Council recognizes that it is important for new development to use existing services to improve the cost-effectiveness of the system. New development with in areas with access to sewer and/or water services are proposed to be required to use the existing services.

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COMMON ZONES

Institutional (I1) Zone

The I1 Zone is intended to accommodate institutions, such as schools, fire halls, and hospitals, and their supportive uses and provide land use controls tailored to the unique potential impacts of these uses.

The I1 Zone is proposed to generally replace the existing Institutional (I1) Zone and some areas zoned Community Facility (CF). While there are many similarities, notable changes include:

- Reducing minimum lot size requirement to 10,000 square feet
- Reducing minimum road frontage requirements to 60 feet

Commercial Recreation (P1) Zone

The P1 Zone is intended to include areas within any designation that contain, or are intended to contain, golf courses, campgrounds and similar uses.

The P1 Zone is proposed to replace the existing Recreational Open Space (P2) Zone. While there are similarities, notable changes include:

- Increasing the required lot area to 100,000 square feet
- Increasing side yard setbacks to 40 feet
- Expanding options for development agreements for high impact recreational uses



ENERGY

Solar Collector Systems

The current Land Use By-law permits solar panels and other solar collector systems as accessory uses and structures to other permitted uses, which can lead to confusion for property owners and potential developers. The new solar collector systems section would include the following:

- Solar collectors mounted on buildings would be limited in height to 6 feet above the highest point of the roof, but would not be limited on the size/area of the system
- Small-scale systems (big enough to meet residential demand) would be permitted as an accessory use in all zones, with a limit on the permitted solar collector area (215 square feet) and subject to the setback requirements for an accessory structure within the zone
- Medium-scale systems (between 215 square feet and 1,720 square feet in solar collector area) would be permitted in most rural zones, except the Lakeshore Residential (S1), Lakeshore Limited Development (S2) and the Tidal Commercial (T2) Zone, with a minimum setback of 20 feet from all lot lines
- Large-scale systems (over 1,720 square feet in area) would be considered by development agreement in the Resource (N1) Zone, Resource Industrial (M3) Zone, Tidal Shoreland (T1) Zone, Agricultural (A1) Zone and Rural Mixed Use (A2) Zone

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Wind Turbines

The current Land Use By-law allows small-scale wind turbines (up to 170 feet tall and 100 kW generating capacity) in most rural areas, and does not allow large-scale turbines pending further policy review by Council. The applicable policies and regulations include:

- Accessory turbines up to 25 feet in height are proposed to be permitted as an accessory use in all zones and shall not require a development permit subject to the following regulations:
 - Turbines shall be set back from buildings a distance equivalent to twice the length of the rotor blades
 - Turbines shall be set back from lot lines a distance equivalent to 1.5 times the height of the turbine
- Small-scale turbines between 25 feet and 170 feet in height are proposed to be permitted as accessory uses in all rural zones subject to the following regulations:
 - Turbines shall be set back from lot lines a distance equivalent to the height of the turbine
 - Turbines shall have a separation distance of 1.5 times the height of the turbine from existing dwellings on other lots
- Large and Utility-scale Wind Turbines at least 170 feet in height shall be permitted in the Resource (N1) Zone and the Rural Mixed Use (A2) Zone subject to the following regulations:
 - Turbines shall be set back from lot lines a distance equivalent to 1.5 times the height of the turbine
 - Turbines shall be set back 1,000 metres (3,281 feet) from existing dwellings on other lots
 - Separation distances may be reduced if the following criteria are met:
 - All owners of existing dwellings within a 1,000 metre radius provide written consent
 - The separation distance is no smaller than 1.5 times the height of the tallest proposed turbine

PROPOSED – The Municipality is currently considering an area in the south west of the Municipality for a Wind Turbine Overlay. This area is not populated by any residential uses, and the land is owned almost exclusively by the Provincial Government. A minimum of 3,000 metres is proposed separate the overlay area from existing dwellings.

Other Utilities

Being proposed is a broad policy to allow Council to consider unique utility proposals or new renewable energy technologies by development agreement.

Heritage

Council intends to continue to work with communities and property owners to protect buildings, streetscapes and landscapes in a way that is appropriate for the affected community.

- Continue to identify and respect culturally significant buildings, streetscapes and landscapes
- Continue to add historic properties to the list of Designated Municipal Heritage Properties
- Recognize historic development forms and adjust zone regulations for parking requirements and yard setbacks etc.
- Continue to provide options for creative adaptive re-use of unique structures, unique lots and historic places and structures

Recreation

Recreation programs and facilities are an important consideration in the quality of life of the residents of the Municipality. In order to facilitate the provision of quality outdoor open space, Council is proposing the following:

- Parks are proposed to be permitted in any zone
- Parkland dedication in plans of subdivision is proposed to be a maximum of 10% of the area or cash-in-lieu of land
 - Implementation of more flexible policies and regulations in determining lands appropriate for dedication to be determined in partnership with the Municipal Engineer
- Proposed policies provide guidance on prioritizing the acquisition and development of new parks, pathways and trails both within Growth Centres and in rural areas
- Permitting private low impact recreation opportunities widely throughout rural designations
- Permitting high impact recreation opportunities within the Commercial Recreation (P1) zone as of right and offering a development agreement option for high impact uses not permitted in the Commercial Recreation (P1) Zone to provide additional public oversight

Antenna Systems

The approval of telecommunications towers is the jurisdiction of the federal government. Municipalities have the opportunity to host a public meeting to solicit feedback from the public and provide comments to the federal department of Innovation, Science and Economic Development, but the decision ultimately lies with the federal department. Council is proposing the following policy direction with regard to telecommunications towers:

- Reduced municipal involvement for new telecommunications towers
- Reliance on the jurisdiction of the Federal department of Innovation, Science and Economic Development for future approvals, and public consultation processes
- Maintain ability to submit input within “Sensitive Areas” These areas include:
 - Lands within the Residential Designation
 - Lands in Heritage Conservation Districts
 - Lands within the Grand Pre Community Plan Boundary, North of Highway 101