



PUBLIC HEARING

Tuesday, February 14, 2023
6:00 P.M.
Council Chambers

AGENDA

	Page
1. Call Meeting to Order	
a. Application to rezone a portion of a property on Hiltz Road in Garland (PID 55071294) (File #20-16, Mark Fredericks)	2
b. Application to rezone the property at 1070 Central Avenue in Greenwood (PID 55109250) (File #22-22, Katie Ollmann)	4
c. Growth Centre of New Minas Secondary Planning Strategy (Ian Watson, UPLAND Planning + Design Studio)	6
2. Adjournment	

THE MUNICIPALITY OF THE COUNTY OF KINGS

REPORT TO MUNICIPAL COUNCIL

Subject: **Public Hearing – Rezoning to the Rural Industrial (M3) Zone in Garland**
Application to rezone lands on Hiltz Road in Garland from the Rural Mixed (A2) Zone to the Rural Industrial (M3) Zone to permit Salvage and Scrap Operation
File #20-16 (Applicant – Kevin Rhodenizer)

From: Planning and Development Division

Date: February 14, 2023

Background

Kevin Rhodenizer has applied on behalf of the owners, to rezone portions of five properties on Hiltz Road in Garland from the Rural Mixed Use (A2) Zone, to the Rural Industrial (M3) Zone to permit the Salvage and Scrap Operation – Rhodenizer Salvage. This existing business pre-dates municipal land use by-laws and the current operators would like to establish Rural Industrial zoning on their properties where the business has been operating for decades and are seeking a concurrent approval from the Provincial Department of Environment and Climate Change.

The application and staff report were reviewed by the Planning Advisory Committee (PAC) on December 13, 2022. At this meeting the Committee forwarded a positive recommendation to Council.

On January 3, 2023, Municipal Council gave First Reading to the proposed Land Use By-Law map amendment and forwarded it on to this Public Hearing. The proposed Land Use By-Law map amendment is attached as Appendix A.

Public Hearing

At this Public Hearing, members of the public have the opportunity to present opinions on the proposal directly to Municipal Council. Council is scheduled to consider approving the amendment by giving it Second Reading at the Municipal Council meeting immediately following this public hearing). If approved, a Notice of Passing will be published in the local paper, at which time a 14-day appeal period becomes effective.

Appendix A

Land Use By-Law map amendment

Proposed Land Use By-law Map Amendment (By-law 106)

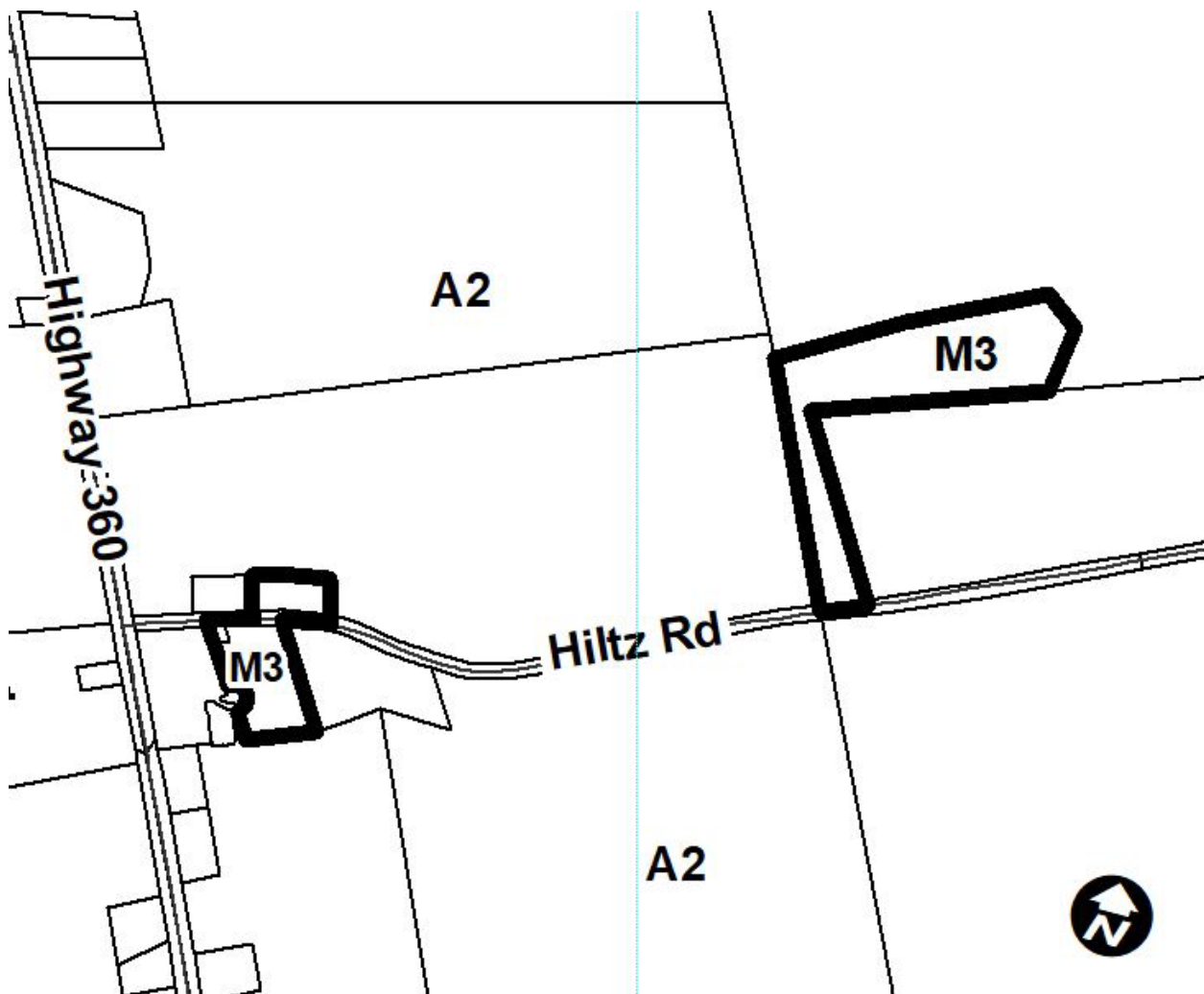
THE MUNICIPALITY OF THE COUNTY OF KINGS

AMENDMENT TO BY-LAW 106 COUNTY OF KINGS LAND USE BY-LAW

Land Use By-Law Map Amendment to rezone a portion of a property on Hiltz Road in Garland to the Rural Industrial (M3) Zone.

BY-LAW 106 Land Use By-Law

1. Amend Map 13, Rural Zoning map in the Land Use By-Law by rezoning lands on Hiltz Road in Garland from the Rural Mixed Use (A2) Zone to the Rural Industrial (M3) Zone as shown on the inset copy of a portion of Map 13 below.



THE MUNICIPALITY OF THE COUNTY OF KINGS

REPORT TO MUNICIPAL COUNCIL

Subject: **Public Hearing – Rezoning to the General Commercial (C1) Zone**
Application to rezone lands at 1070 Central Avenue Greenwood from the Mixed Commercial Residential (C3) Zone, Residential One and Two Unit (R2) Zone and the Residential Mixed Density (R3) Zone
File #22-22 (Applicant – Licia Wack)

From: Planning and Development Division

Date: February 14, 2023

Background

Licia Wack on behalf of Greenwood Recycling Inc. applied to amend a map of the Land Use By-Law (LUB) to rezone the property located at 1070 Central Ave (PID 55109250) in Greenwood from the Mixed Commercial Residential (C3) Zone, Residential One and Two Unit (R2) Zone and the Residential Mixed Density (R3) to the General Commercial (C1) Zone. The proposal would permit a Storefront Recycling Use.

The application and staff report were reviewed by the Planning Advisory Committee (PAC) on December 13, 2022. At this meeting the Committee forwarded a positive recommendation to Council.

On January 3, 2023, Municipal Council gave First Reading to the proposed Land Use By-Law map amendment and forwarded it on to this Public Hearing. The proposed Land Use By-Law map amendment is attached as Appendix A.

Public Hearing

At this Public Hearing, members of the public have the opportunity to present opinions on the proposal directly to Municipal Council. Council is scheduled to consider approving the amendment by giving it Second Reading at the Municipal Council meeting immediately following this public hearing). If approved, a Notice of Passing will be published in the local paper, at which time a 14-day appeal period becomes effective.

Appendix D:
Proposed Land Use By-law Map Amendment (By-law 106)

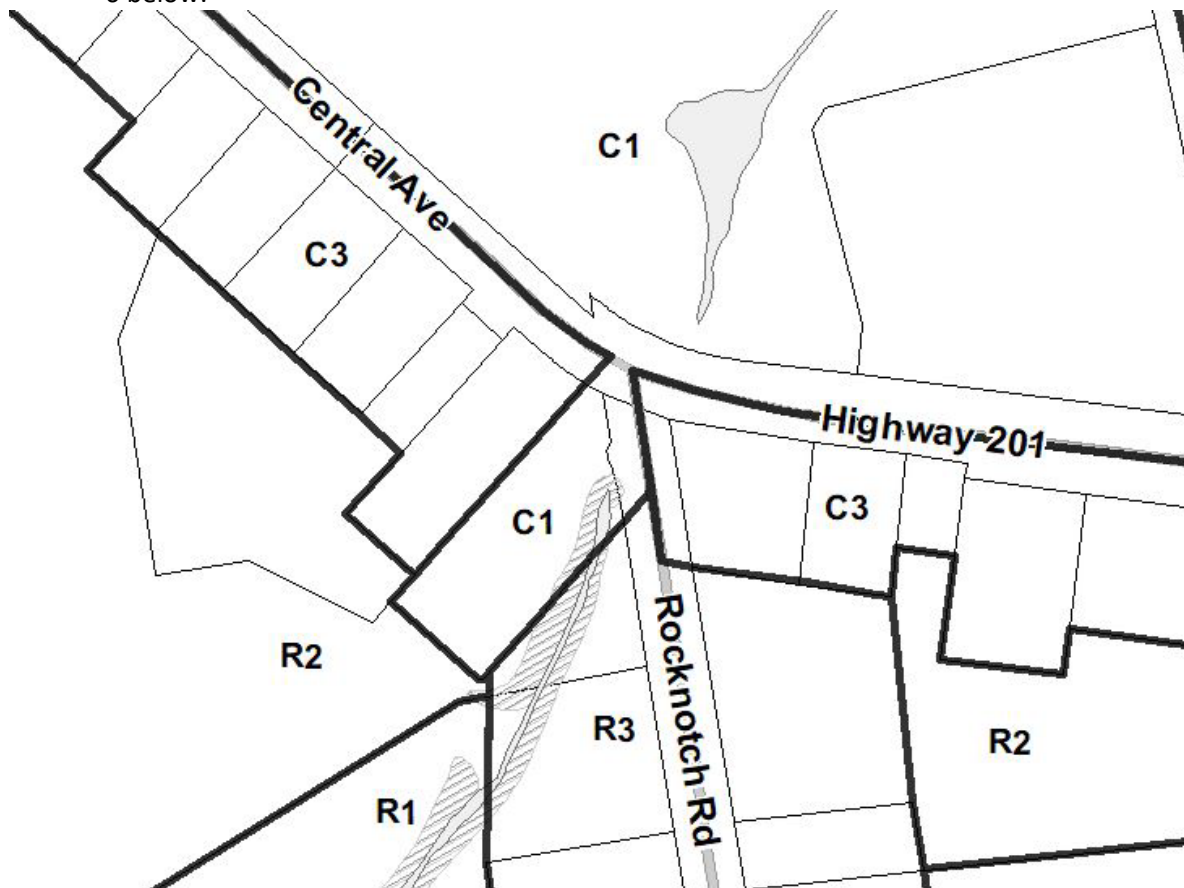
THE MUNICIPALITY OF THE COUNTY OF KINGS

**AMENDMENT TO BY-LAW 106
COUNTY OF KINGS LAND USE BY-LAW**

By-Law Map Amendment to rezone PID 55109250 on Central Ave, Greenwood from Mixed Commercial Residential (C3) Zone, Residential One and Two Unit (R2) Zone, and the Residential Mixed Density (R3) Zone to the Residential General Commercial (C1) Zone.

BY-LAW 106 Land Use By-law

1. Amend Map 6 Greenwood, to rezone PID 55109250, from the Mixed Commercial Residential Zone (C3) to the General Commercial (C1) Zone, as shown on the inset copy of a portion of Map 6 below.



THE MUNICIPALITY OF THE COUNTY OF KINGS

REPORT TO MUNICIPAL COUNCIL

Subject: Public Hearing – Growth Centre of New Minas Secondary Plan

From: Planning and Development Division

Date: February 14, 2023

Background

In 2019, Council initiated a project to develop a Secondary Plan for the Growth Centre of New Minas. This project is intended to create planning policy specific to the Growth Centre of New Minas; update planning policies and regulations as necessary to support continued growth and reinvestment in the established areas of the Growth Centre of New Minas; and develop planning policies and regulations for almost 1,000 acres of lands south of Highway 101, known as “New Minas South”.

The application and staff report were reviewed by the Planning Advisory Committee (PAC) on October 11, 2022. At this meeting, the Committee forwarded a positive recommendation to Council.

On January 17, 2023, Municipal Council gave First Reading to the proposed amendments to the Municipal Planning Strategy and Land Use By-law and forwarded them on to this Public Hearing. The proposed Municipal Planning Strategy and Land Use By-law amendments are attached as Appendix A.

Public Hearing

At this Public Hearing, members of the public have the opportunity to present opinions on the proposal directly to Municipal Council. Council is scheduled to consider approving the amendments by giving them Second Reading at the Municipal Council meeting immediately following this Public Hearing. If approved, the amendments will be submitted to the provincial Director of Planning for review of compliance with the requirements of the *Municipal Government Act*. If no non-compliance is identified, the amendments will come into effect on the date a written Notice of Passing is published in the local paper. The *Municipal Government Act* does not provide for appeal of amendments to the Municipal Planning Strategy or concurrent amendments to the Land Use By-law.

THE MUNICIPALITY OF THE COUNTY OF KINGS

REPORT TO COUNCIL

Subject: Growth Centre of New Minas Secondary Plan

From: Planning Staff

Date: January 17, 2023

Background

On October 11, 2022, the Planning Advisory Committee considered the recommendation from the Growth Centre of New Minas Secondary Plan Working Group, the staff report, and the results of the Public Participation Meeting for the proposed Growth Centre of New Minas Secondary Plan and related amendments to the Municipal Planning Strategy and Land Use By-law.

The Planning Advisory Committee forwarded a **positive** recommendation by passing the following motion:

[The Planning Advisory Committee recommends] that Municipal Council give First Reading to, and hold a Public Hearing, regarding amendments to the Municipal Planning Strategy and Land Use By-law to institute the Growth Centre of New Minas Secondary Plan, as attached to the Public Participation Meeting agenda of September 13, 2022.

Updates

In the version of the draft Municipal Planning Strategy recommended by the Planning Advisory Committee, it was proposed that Policy 3.2.14 be amended to include a “daylighting” provision (unburying a buried watercourse of a portion of the stream that is contained within a culvert under the site related to development agreements and the Comprehensive Business Development (C6) Zone). However, following the Planning Advisory Committee recommendation, and pursuant to s.31 (d) of the *Municipal Government Act*, a review conducted by the Chief Administrative Officer raised concerns that among others concluded that focusing on daylighting only one portion of a stream could be problematic, since portions of a stream could be located outside the bounds of a property(ies) being considered under development agreement.

Staff has updated the draft (proposed updates) to the Municipal Planning Strategy to remove the policy requirement for daylighting. While conducting these edits staff also made minor (non-substantive) edits to the overall Secondary Plan text for clarity and tone.

The updated draft of the Growth Centre of New Minas Secondary Plan and supporting Municipal Planning Strategy and Land Use By-law amendments are attached as Schedule 'A'.

Recommendation

Staff recommends that Council pass the following motion:

Municipal Council gives First Reading to, and hold a Public Hearing regarding, amendments to the Municipal Planning Strategy and Land Use By-law to institute the Growth Centre of New Minas Secondary Plan, as attached to the Report to Council dated January 17, 2023.



Municipality of the County of Kings

Report to the Planning Advisory Committee

SECONDARY PLAN FOR THE GROWTH CENTRE OF NEW MINAS (“VISION NEW MINAS”)
May 19, 2022

1. PROPOSAL

In 2019, Council initiated a project to develop a Secondary Plan for the Growth Centre of New Minas. A Secondary Plan brings detailed, area-specific planning to a defined community, such as a Growth Centre. The proposed Growth Centre of New Minas Secondary Plan would have a number of outcomes, including:

- establishing Guiding Principles and Key Directions for development specific to the Growth Centre of New Minas;
- enabling comprehensive development of almost 1,000 acres of land south of Highway 101, known as “New Minas South”;
- refining wellfield requirements and development standards within the General Commercial (C1) Zone in New Minas to encourage high-quality, mixed use development, particularly along Commercial Street;
- providing site-specific policy for the redevelopment of the County Fair Mall site;
- adjusting zoning within former industrial areas to better enable development on lands constrained by wellfields;
- promoting investment in active transportation infrastructure; and
- outlining guidance for municipal investments in parks and open spaces.

2. OPTIONS

In response to the proposed draft, the Planning Advisory Committee may:

- A. Schedule a Public Participation Meeting to consider the amendments to the Municipal Planning Strategy and Land Use By-law, as drafted;
- B. Schedule a Public Participation Meeting to consider the amendments to the Municipal Planning Strategy and Land Use By-law, with adjustments;
- C. Provide alternative direction, such as requesting further information on a specific topic.

3. STAFF RECOMMENDATION

Staff recommend that the Planning Advisory Committee request adjustments to the proposed draft Growth Centre of New Minas Secondary Plan to require the provision of density bonusing for large commercial uses in New Minas South and that Planning Advisory Committee host a Public Participation Meeting to consider the draft, as amended, by passing the following motions:

That the Planning Advisory Committee request adjustments to the draft Growth Centre of New Minas Secondary Plan to require commercial developments in New Minas South to provide monetary contribution to a Commercial Street Revitalization Fund on a sliding scale based on the amount of gross floor area in excess of 25,000 square feet, as enabled by the bonus zoning provisions of 220(5)(k) of the *Municipal Government Act*.

That the Planning Advisory Committee hold a Public Participation Meeting regarding the proposed amendments to the Municipal Planning Strategy and Land Use By-law to establish a Secondary Plan for the Growth Centre of New Minas.

4. BACKGROUND

Planning History in New Minas

New Minas has been subject to municipal planning since 1975 with the adoption of the New Minas Sector Plan and New Minas Land Use By-law, and major amendments in 1982 and 2005. Those documents worked in tandem with the Municipal Planning Strategy to identify New Minas as a Growth Centre where growth in the municipality would be directed and encouraged.

In 2013, the Nova Scotia Utility and Review Board approved an application from the Village of New Minas to expand the Village boundary south of Highway 101 into an area known as “New Minas South”. These lands encompass approximately 1,000 acres.

In 2018, the Province of Nova Scotia completed the Granite Drive Interchange (Exit 11A) on the eastern end of New Minas. This interchange was designed with consideration for development south of Highway 101.

In 2019, Council adopted the new Municipal Planning Strategy (By-law 105) and Land Use By-law (By-law 106). Through this process, the New Minas Sector Plan and New Minas Land Use By-law were repealed and planning for the Growth



Figure 1 Growth Centre of New Minas

Centre of New Minas was folded into the larger, municipality-wide planning documents. The new documents recognized the expansion of the Village boundary by re-aligning the Growth Centre of New Minas boundary to (mostly) match. New Minas South was placed into the New Minas Holding (H1) Zone until such time as resources could be put into detailed planning to establish the best use of these lands.

“Vision New Minas” Project

In late 2019, Council issued an RFP for consulting services to resource the secondary planning process for the Growth Centre of New Minas. UPLAND Planning + Design was the successful respondent. Shortly thereafter the project was publicly launched as, “Vision New Minas”.

Working Group

The work of developing the Vision New Minas plan was supported by a Working Group made up of two municipal Councillors, three Village of New Minas Commissioners, and seven members of the public, guided by a Terms of Reference adopted by Council. The Working Group’s mandate included:

- providing local knowledge and New Minas contextual information to UPLAND;
- providing advice to UPLAND on the form and content of public and stakeholder engagement;
- assisting UPLAND with identification, outreach to and communication with individual stakeholders in the community;
- participating in public consultation sessions;
- reviewing the results of public engagement efforts;
- reviewing scenarios for the development of the Growth Centre prepared by UPLAND and providing preliminary guidance on a preferred development scenario;
- providing guidance as needed on planning policy matters with potential diverging options; and
- reviewing the draft Secondary Planning Strategy as developed by UPLAND.

The Working Group, staff, and UPLAND met 14 times from August, 2020 to April, 2022, at which meetings the Working Group carried out its mandate.

New Minas South Site Conditions

New Minas South encompasses almost 1,000 acres south of Highway 101 between Highbury School Road and Forsythe Road. These lands are primarily undeveloped, with the exception of a Nova Scotia Power (NSP) substation and a handful of dwellings near Exit 12, and a single dwelling south of the Granite Drive Interchange.

The lands are crossed by two large power corridors. The first includes high-tension power lines running from the White Rock hydroelectric station to a crossing of Highway 101 at Exit 12. The area below these lines is cleared of major vegetation to a width of approximately 60 metres and appears to be used for informal recreational trails. The second power corridor intercepts the first south of the New Minas boundary and then runs north-east to Busch Lane, where it turns north and crosses Highway 101 just west of Deep Hollow Road. It is cleared of major vegetation to a width of approximately 30 metres.

The balance of land in New Minas South is a mix of cleared land, informal trails, young successional forest (alders, willows, etc.), mid-aged forest, and three steep ravines that contain streams and old-growth hemlock forest. Soils are typically very thin with many bedrock outcroppings, and poorly drained.

The topography of New Minas South is quite sloping, with the elevation quickly transitioning from approximately 85 metres at Highway 101 to as high as 200 metres above sea level. This presents a landscape with excellent views of the Annapolis Valley and North Mountain, but will require careful design when it comes to stormwater management in order to avoid excessive flow speeds.

5. Background Studies

The Municipality commissioned a series of background technical studies to help support the Vision New Minas project. Full copies of the studies are available on the project website at www.visionnewminas.ca

Market Demand Technical Study

This study was prepared by FBM and Turner Drake and reviewed the existing market conditions and provided 10-year demand forecasts for retail, office, accommodation, industrial, and residential development.

Residential

The study notes that population growth in the area of New Minas has been strong in recent years, but that residential development within the boundaries of New Minas has been proportionally low. This is likely due to a dwindling supply of developable lands within the established area of New Minas.

The study projects population growth to continue, especially among older populations. This, combined with a heavy employment base in the service industries, suggests a future need for diverse housing options, including a range of rental and affordable options.

In considering demand for housing units, the study looks at two scenarios. The first is one in which constraints on developable land push some development to other communities in the area. In this case, the study expects a demand for 270 housing units over the next 10 years. The second scenario considers demand if there are no such constraints, predicting a need for 321 dwelling units over the coming decade. This report was prepared in the early days of the COVID-19 pandemic, so while there was some sense at the time that property markets could be disrupted, the overall effect of the pandemic on residential demand in Nova Scotia, including New Minas, was not yet known.

From a policy perspective, the study notes that there is little risk in identifying too much land for residential development; if there is an oversupply of residentially-designated lands it will simply take longer for the lands to fully develop.

Industrial

New Minas has some existing industrial lands north of Commercial Street, but they are limited in expansion potential due to land use restrictions that protect New Minas' drinking water supply. The study suggests that New Minas South could better accommodate industrial uses due to the less restrictive wellfield protections in this area, along with easy highway access. However, the study cautions that the marketplace for industrial lands is highly competitive in the region. Attracting industrial development would not just require the zoning of appropriate lands, but would need an active effort on the part of the Municipality and Village to entice industrial users.

Office

The study notes that New Minas does not have an overly large or defined office presence. Office uses are instead a sub-component of other land uses. Notable exceptions include the new medical services building and RCMP offices.

Based on expected population growth, the study anticipates demand for 18,000 to 20,000 square feet of new office space in New Minas in the next decade. However, concerted economic development efforts to attract a large office user could change these projections.

Retail

New Minas is the regional retail and service hub for the Annapolis Valley, serving a trade area of over 100,000 people. The study projects that over the next 10 years demand for retail space in New Minas will grow by 100,000 to 120,000 square feet. This is based on trends in household spending growth, population growth, and retail employment.

The study suggests that much of this demand could be captured within existing vacancies and new construction along Commercial Street. The study recognizes there will be demand for commercial growth in New Minas South, both to service new development and because of the visibility and highway access at the Granite Drive Interchange. However, the study recommends implementing a cap on the size of retail businesses in New Minas South and cautions against allocating too much land for commercial development because, unlike residential, an oversupply of commercial lands could lead to an exodus from existing areas and reduce investment in Commercial Street.

Accommodations

In reviewing accommodations options, the study finds that New Minas is relatively well supplied, particularly over the next couple of years while the tourism industry rebounds from COVID-19. The study suggests that there is no need to specifically set aside lands for accommodation uses. Instead, existing and future commercial lands could absorb any demand for accommodation uses.

Urban Design and Active Transportation (“UDAT”) Technical Study

This study was prepared by WSP and explored the character of New Minas and the opportunities for supporting walking, cycling, and other methods of non-motorized travel. The study sets out five high level objectives for these topics:

1. Housing diversification
2. Make active transportation convenient
3. A walkable Commercial Street
4. Identity and pride of place
5. Protect natural systems and encourage trail development

Urban Design

The study reviews the existing character of New Minas and establishes a set of characteristics that define the various types of development within the Established Area (*i.e.* north of Highway 101). The study then provides a large list of potential urban design principles and recommendations for planning regulations to help implement quality urban design in New Minas.

Two notable recommendations are to encourage mixed-use development along Commercial Street and for development there to include heights up to six storeys. The study also notes the potential views from New Minas South to the Cornwallis River and the valley beyond, and encourages development patterns that take advantage of this asset.

Active Transportation and Open Space

The UDAT study provides a functional hierarchy and design details for active transportation infrastructure, such as sidewalks and multi-use trails. It includes a series of specific recommendations for improving the active transportation network in New Minas, such as trail heads for the Harvest Moon Trail and pedestrian connections between neighbourhoods and key destinations.

The UDAT study recommends a series of parks, protected areas, and trails that take advantage of the ravines and high points of land in New Minas South. The study also recommends a major active transportation route be established as part of the east-west collector road in New Minas South.

Transportation Technical Study

This study was prepared by Harbourside Engineering and was broken into two phases. Phase 1 includes:

- A review of existing traffic data
- Collection of new traffic data at 16 key intersections
- A review of past studies
- Stakeholder interviews
- A review of collision data
- An evaluation of current intersection performance
- High-level recommendations for the road network in New Minas South

The study team also utilized Phase 1 to construct a digital traffic model to be utilized in Phase 2.

Phase 2 includes:

- Modeling of development scenarios to determine potential traffic impacts
- Sensitivity testing on the development scenarios
- Conceptual transportation networks
- Phasing recommendations and high-level costing for the transportation network in New Minas South
- Recommendations for priority projects to improve the transportation network
- Policy recommendations for access management and transportation demand management

The study estimates a cost of \$27,250,000 to develop the collector road network in New Minas South. This does not include land costs, inflation, engineering costs, or HST.

Utility System Assessment

This study was prepared by SNC Lavalin and explored the existing water, sanitary sewer, and stormwater infrastructure in New Minas. The study team visually inspected and assessed the conditions of the existing utility systems. Another aspect of this assessment was to create hydraulic and hydrologic models to check the capacity of the water, sanitary sewer, and stormwater systems under present day loading conditions and to estimate future loading to accommodate planned development in New Minas South.

The study includes numerous site-specific findings related to needed maintenance on individual pieces of infrastructure. However, from a planning perspective the following findings are more relevant.

Drinking Water

Currently, New Minas' water distribution network is comprised of nine wells that feed into two water storage tanks. These storage tanks then supply water to New Minas through a system of pipes of various sizes. The study team developed a computer model of the water system that took into account the various pipe, tank, and pump sizes. This model was then run based on two scenarios: present day (2020) and future development (2050).

Based on the findings of the model, there are no potential capacity issues of the existing water distribution system under current day loading conditions. Additionally, the model shows that the overall capacity of the existing water distribution system should be sufficient to accommodate future development. However, upgrades to the water storage tanks, booster stations, and additional wells would likely be required to meet the demands of the future development.

Sanitary Sewer

The existing sanitary sewer network of New Minas is comprised of eight sub-networks where sewage flows downhill to lift stations (pumps) that then route the sewage via forcemains (pressurized pipes) to the Regional Waste Water Treatment Plant north of Commercial Street. Like the water system, the study team developed a computer model of the sanitary sewer system and ran it under present day (2020) and future development (2050) conditions.

Under the present-day scenario, the model does not show any lift stations being under capacity and no forcemain upgrade requirements were identified. However, the model identified several sections of gravity pipe either at or above capacity and the report recommends upgrading of these sections.

Additionally, any development south of Highway 101 will need to tie into the existing system, and any gravity pipes between the tie-in point and the associated lift station will need to be upgraded. The report recommends two potential tie in points at the Granite Drive Extension and at New Canaan Road, with Granite Drive seen as the preferred option.

Stormwater

The existing stormwater sewer system is comprised of a series of culverts that direct runoff for eventual drainage into the Cornwallis River. The study included the development of a computer model to simulate the hydrologic processes that occur in New Minas.

The model found that peak stormwater flow rates with future development differ considerably from the flow rates found under current conditions. This is to be expected as if the land is converted from its natural state, more run-off will occur.

The study notes that soils in New Minas South are relatively shallow and subject to disturbance. Therefore, as the area to the south of Highway 101 is developed, additional stormwater infrastructure options will be needed to capture the increase in runoff (such as retention and/ or detention ponds).

6. ENGAGEMENT

As a major planning initiative, the Vision New Minas project included extensive engagement efforts. This engagement occurred within the context of the COVID-19 global pandemic, so often required delays or creative adjustments to the normal methods for engagement. Engagement methods were informed by an Engagement Strategy developed by UPLAND in consultation with the Working Group.

Engagement for Vision New Minas was broken into three main phases and included:

Throughout

- Project website (www.visionnewminas.ca) as the hub for project information
- Project email list

Phase 1 – Launch + Visioning

- Flyers sent to every residential address in New Minas
- Online launch event
- Visioning survey, housing survey, and business survey
- “Social Pinpoint” online mapping tool
- Notification to landowners in New Minas South
- Stakeholder interviews

Phase 2 – Development Scenarios

- “Summary and Scenarios” report outlining summaries of the technical studies and site analysis, and three conceptual scenarios for development in New Minas
- Small-group public workshops (x 9) to review the draft Guiding Principles and Key Directions, and the development scenarios

Phase 3 – Draft Secondary Plan

- Draft Secondary Plan survey
- “Social Pinpoint” online mapping tool
- Public workshops x 3
- Notification to landowners in New Minas South
- Stakeholder reviews of draft Secondary Plan

Key themes from Phase 1 engagement included affordability of both housing and commercial spaces; improving active transportation and open space; promoting accessibility and inclusion within New Minas; and encouraging reinvestment in commercial spaces, particularly along Commercial Street.

In Phase 2, participants provided feedback on the Guiding Principles and Key Directions that helped refine them into the versions presented in the draft Secondary Plan. Participants also discussed three high-level development concepts for New Minas, primarily focused on approaches to Commercial Street and New Minas South. Key topics that arose from those discussions include:

Residential Uses

Housing was the number one topic in the discussions, with every discussion group touching on the need for more housing and more diversity in housing. The tone of the discussion was consistently towards encouraging higher densities of housing, and moving away from a model of predominantly single-unit housing. This included the potential for “infill” residential development within existing areas of New Minas. Participants emphasized the need for housing affordability, as well as housing targeted at specific demographics, such as seniors.

Commercial Development

Consistent within the discussions was the desire to revitalize Commercial Street, and to reposition it as a pedestrian-friendly, attractive area. However, there was a fair bit of debate about how New Minas South fits into the picture. A number of participants were very concerned that any extensive commercial development south of Highway 101 would undercut Commercial Street. In contrast, other participants were worried that Commercial Street could not accommodate desired anchor tenants, such as Costco, and that the scenarios as presented may not even have enough commercial land. A common suggestion was that commercial and residential uses should be better integrated to make it easier to access services.

Amenities

Some of the discussion focused on community amenities. Included within this was a suggestion that the development scenarios will need to consider the need for schools with the size of the population that the new development could accommodate.

Participants also emphasized the need for green space, and were generally in agreement with the open space suggestions as presented in the development concepts. Other amenities that came up in discussion were the need for attractive landscaping and the desire for a health and wellness centre.

Connectivity

Connectivity was another consistent theme in discussions. Some participants were worried that the areas north and south of Highway 101 would be too divided by the highway, and that specific efforts would be needed to knit them together, both physically (e.g. pedestrian connections) and from the perspective of a shared community identity. Additionally, participants emphasized the need for good pedestrian connections throughout the community and the need to ensure green spaces are well connected as a network. Finally, there were specific suggestions of ensuring functional connections into the Kentville Ravine and the Harvest Moon Trail.

Environment

While less prevalent than in other forms of engagement, the environment did come up as a topic in some of the discussion groups. In particular, some participants questioned the need for new development and suggested that a fourth scenario would be to not develop south of Highway 101. Other environmental topics included the need to plan for climate change, the opportunity to set a good example of environmentally-responsible development through the form of development and building standards in New Minas, and the need to conserve natural environments – particularly the ravines.

In Phase 3 participants reviewed the draft Secondary Plan and provided feedback on its various aspects. Overall, participants were supportive of the draft Secondary Plan and its approach to planning for New Minas. Participants reiterated their desire to see reinvestment in Commercial Street and efforts to make it more pedestrian-friendly. Policy direction related to improvements in public infrastructure, such as

sidewalks, were nearly universally supported, while regulatory approaches such as requiring buildings closer to the street and enabling taller building heights were well-supported, though with some dissent. Participants were also supportive of policy regarding the redevelopment of the County Fair Mall site.

In discussing New Minas South, people liked the park space and trails, consideration for pedestrians, mix of uses, protection for the ravines, and the potential supply of housing. People were concerned about the amount of commercial space and its possible impact on Commercial Street, higher development densities backing on existing residential areas, the potential for congestion, and the potential traffic impacts of connecting New Minas South into Forsythe Road. Participants also wanted to ensure that development includes parks within individual neighbourhoods. Participants commented on the need for a range of housing types and price points, their desire to see additional businesses (e.g. Costco), the need to design for highway noise, the need for recreation facilities, a desire for strong neighbourhood identities, and a desire to see New Minas South present a form of development that is beautiful and inviting.

7. DRAFT PLAN SUMMARY

Basic Structure

Since the Secondary Plan is a chapter within the whole Municipal Planning Strategy, it does not need to cover all topics; many applicable topics are already covered elsewhere in the Municipal Planning Strategy. Instead, the Secondary Plan includes a more-detailed description of New Minas, the Guiding Principles and Key Directions for New Minas, and then context and policies for those issues that are specific to New Minas. A series of maps at the end helps support the policies.

Commercial Street

In general, the approach to development along Commercial Street is an evolution of how things were established in the 2019 municipality-wide plan review, rather than a major overhaul. However, there are some notable changes, intended to promote investment along Commercial Street, improve the quality of the streetscape, and make Commercial Street a more comfortable place to spend time:

- Basic building massing requirements to contribute to a more pedestrian-oriented, “village” feel:
 - o Reduce minimum front yard (the minimum distance between the front lot line and buildings)
 - o Implement a maximum front yard of 50 feet, requiring at least one main building on a lot to be located close to Commercial Street
 - o Implement a minimum building height of two storeys
 - o Implement a minimum ground floor height; this creates more flexibility for future use of buildings
 - o Increase maximum building height from 55 feet to 65 feet; this aligns with building code thresholds and allows for a very cost-effective form of development
 - o Implement a stepback requirement for upper floors to reduce the perceived impact of the extra permitted height from the sidewalk.

- Require site plan approval, primarily to control parking lot design and access and encourage shared access between neighbouring properties.

County Fair Mall

The draft Secondary Plan recognizes the prominence of the County Fair Mall site and the opportunity to significantly revitalize this stretch of Commercial Street through thoughtful redevelopment on this site. The draft Secondary Plan puts the site in the “Comprehensive Commercial Development (CCD) Zone” and includes a site-specific policy that allows for mixed-use, comprehensive development on the site by development agreement. “Mixed-use” in this context includes the possibility of commercial, residential, and community/recreation uses.

Specifically, the policy expects the design of development on the site to:

- have protected or grade-separated pedestrian connections through the site to provide both internal circulation and connections to neighbouring streets and commercial developments;
- “daylight” (un-bury) at least half of the stream that is currently located underneath the property; and
- have a high standard of landscape design and urban design. In particular, it will require building locations and massing that provide a streetwall and building entrances along Commercial Street.

In order to encourage redevelopment and to recognize the increased effort required for a development agreement, the policy enables development here to have high densities and to include a greater proportion of residential uses than would usually be considered on other comprehensive commercial development sites.

New Minas South

A major component of the Secondary Plan is providing policy to enable development in New Minas South. However, in doing so one of the biggest challenges to overcome will be servicing. The shallow soils and slope will require careful planning for stormwater, and the whole of the area will require brand-new sewer and drinking water networks, as well as roads and active transportation connections.

As a result, the draft Secondary Plan directs that development in most of New Minas South will occur through the development agreement process. This is consistent with many other serviced areas of the Municipality, where vacant lots larger than 5 acres are required to go through the development agreement process.

For the purposes of the development agreement process, the policy breaks New Minas South into three separate phases, with the two major ravines as the dividing lines. These are the natural separation points for how stormwater will flow, and how sewer and water networks will be designed. The policy requires that owners of at least 75% of the land within a phase to sign on to the development agreement process; this will allow for holistic design and cost-sharing for the services in that phase. For example, lands at higher elevations will be draining into lands down by Highway 101, so the policy helps ensure the design of stormwater infrastructure considers this, and that the landowners who have to host that infrastructure

(e.g. retention ponds) are compensated by other landowners who gain development ability because of that infrastructure.

The Municipal Planning Strategy has general policies for considering all development agreements. This includes things like ensuring schools will not be overburdened, traffic impacts will be acceptable, *etc.* However, given the scope of New Minas South, the draft Secondary Plan includes additional, more specific policies for considering development agreements here:

- The final neighbourhood design and land use mix will be proposed by the applicants; however, the Secondary Plan includes an “urban structure map” that guides what types of proposals are acceptable in the different phases. The eastern phase is expected to include highway commercial uses, general commercial uses, high-density mixed use, and a portion of lower density residential uses backing on the existing neighbourhood along Forsythe Road. The western phase is expected to include lower density residential uses (one units, two units, townhouses, and multi-units up to eight units) and neighbourhood commercial uses (e.g. corner stores). The central phase is expected to include high-density mixed use north of the connector road and lower density residential south of the connector road. The exact descriptions of what these mean can be found in Policy 4.7.4 of the draft.
- The development agreement application will need to include comprehensive servicing plans.
- The collector roads within neighbourhoods will need to approximately align with the Road Network Map.
- Local roads will be required to have a high level of connectivity.
- Active transportation facilities will need to approximately align with the Active Transportation Connections Map.
- The major proposed parks will need to be established.
- The Village will be consulted to establish any infrastructure needs (e.g. land for a new water tower).
- The Municipality and Village will not be responsible for essential infrastructure development costs that enable development.

The main goal with the development agreements is to ensure an efficient and holistic servicing network. It is not intended to establish detailed controls on things like architectural design. As a result, the policy directs that standard zoning be established and the development agreements should be discharged once matters of servicing have been addressed. This will avoid the need to make future amendments to the development agreements if a developer or homeowner wants to change anything about what they can do with their specific building. In short, the purpose of the development agreement is to deal with the complexities of infrastructure and then turn over the more minor details of building layout, *etc.* to the simpler as-of-right zoning process (in alignment with the Urban Structure Map).

One final important aspect of the draft Secondary Plan with regard to New Minas South is that it proposes applying the Environmental Constraints (O1) Zone to the ravines. This zone prohibits most forms of development other than conservation and low-impact recreation (trails). This zone and prohibition on development is enabled within the *Municipal Government Act* for areas of steep slopes. This is reflected on the Urban Structure Map in the draft.

Housing Affordability and Diversity

Housing affordability is a topic high on many people's mind and was frequently mentioned during engagement activities. However, it is not just a New Minas topic; rather, it affects the whole Municipality. The draft Secondary Plan does indirectly provide some assistance with the topic by increasing the supply of residential lands, but deeper approaches should be tackled on a Municipality-wide basis. Two approaches that can be explored from a planning perspective for the whole Municipality are accessory dwelling units (e.g. backyard suites, carriage houses, etc.) and a new power recently given to municipalities to implement "inclusionary zoning", in which a set percentage of new development must meet affordability standards.

With regard to housing diversity, the draft Secondary Plan makes it easier to develop multi-unit residential buildings within the wellfield areas along Commercial Street (above and behind commercial uses) and to the north. The draft also provides for a wide range of unit types in New Minas South (one units, two units, semi-detached, townhouses, and multi-units).

Active Transportation

The draft Secondary Plan includes a number of items related to active transportation:

- Bicycle parking will be required for new multi-unit dwellings and certain types of commercial development.
- Sidewalks will be required on both sides of new roads in New Minas.
- The Secondary Plan includes Map 4.7c, the Active Transportation Map. It includes proposed new trails, sidewalks, and multi-use paths. It includes a pedestrian link across/under Highway 101, a multi-use pathway along Commercial Street, more links into the Elderkin Brook Ravine, a link into Lemarchant Drive (outside of the New Minas boundary), and better connectivity throughout various neighbourhoods. This will be used:
 - as guidance for the Municipality and Village when investing in infrastructure; and
 - to require any development by development agreement in these areas to provide the desired infrastructure.

Wellfields

New Minas gets its drinking water from a series of wells, mostly located near the Cornwallis River. These wells are protected from contamination by "wellfield protection overlays" that restrict the types of development that can occur within the recharge areas of the wells. During engagement some participants requested updates to the wellfield overlay restrictions based on the fact that technologies have changed and some activities that used to be considered risky to drinking water supplies are no longer risky. The draft Secondary Plan includes two notable items with regard to wellfields:

- Multi-unit residential development in the wellfield areas currently requires a development agreement. However, the draft Secondary Plan proposes removing this requirement. This will streamline approvals of residential uses, particularly along Commercial Street and on the north side of New Minas.

- The text acknowledges the desire to consider enabling other uses within the wellfields and includes policy consideration for doing so once an updated Source Water Protection Plan is developed by the Village of New Minas.

Stormwater Management

During engagement participants mentioned concerns about stormwater management and flooding in New Minas.

The 2019 MPS review greatly strengthened policies around stormwater management in the Municipality of the County of Kings. Development conducted by site plan approval and development agreement is required to provide a drainage plan and to use natural drainage features, rather than “hard” infrastructure, whenever possible. The draft Secondary Plan further strengthens the new approach to stormwater by explicitly requiring the development in New Minas South to design stormwater systems that ensure post-development stormwater runoff within a phase does not exceed pre-development conditions.

Parks and Recreation

The draft Secondary Plan includes Map 4.7d, the Parks Map. This shows existing parks and proposed major parks. Policy in the draft Secondary Plan directs Council to prioritize acquiring lands in the specified proposed major parks both through the land dedication process that occurs during subdivision and through proactive purchases of lands. Small neighbourhood parks would still occur within new neighbourhoods as part of the subdivision process. The two proposed major parks are:

- The “view park” located at the top of the Granite Drive Interchange
- The nature park located at the highest point of New Minas South. This park would be a regional destination serving the whole Municipality

We also reviewed the existing zones and determined that there is significant flexibility to accommodate new recreation facilities within New Minas. Most zones allow recreation facilities and there is no need to make any specific changes to what is already permitted.

Industrial Lands

The wellfields present challenges for industrial expansions and new industrial development. In light of this, the project involved a review of existing industrial lands in New Minas to see if they could be better repurposed for other uses. This review determined that Wellfield C and D still allow a reasonable range of industrial development, so any industrial lands that fell within these wellfield zones were left as-is. Wellfield B creates heavy restrictions on industrial uses though, so the draft Secondary Plan proposes some changes in these areas:

- In some cases, there are industrial lands that are within Wellfield B and the Environmentally Sensitive Area (ESA) Overlay, which in some areas is intended to identify the flood risk from the Cornwallis River. In these cases, they remain industrial to avoid promoting development that could risk human life (*i.e.* residential development) in these areas.

- Two specific properties outside of the ESA Overlay were identified that could reasonably be zoned for other purposes. PID 55286090 on Jones Road is undeveloped and adjacent to the old gravel pit. This property also has adjacent underdeveloped lots in the same ownership (PIDs 55286215, 55205546, and 55205520). The draft Secondary Plan places the collection of lots into the Comprehensive Neighbourhood Development (R5) Zone to enable holistic residential development of lots together. PID 55206239 is the former the concrete plant on Cornwallis Avenue. The property owner has expressed interest in residential development at this location, so the draft Secondary Plan puts it into the Residential Designation and the Residential Medium Density (R4) Zone.

Boundary Changes

The draft Secondary Plan adjusts the boundary for the Growth Centre of New Minas to include the Highbury Campground, as requested by the property owner. The property is located within the Village of New Minas boundary and pays Village taxes but is not currently located within the Growth Centre.

Another small boundary change on the eastern end better aligns the Growth Centre boundary with a stream.

Minor Re-zonings

The draft Secondary Plan also is an opportunity to tweak zoning within the established areas of New Minas to better reflect the Guiding Principles and Key Directions. In particular, there is an opportunity to increase housing options through the application of higher-density residential zoning on appropriate sites. The draft Secondary Plan changes the former Highbury School site (PID 55203228) from the Institutional (I1) Zone to the Residential Medium Density (R4) Zone. The draft also proposes changing zoning from Residential One and Two Unit (R2) Zone to Residential Mixed Density (R3) Zone on a stretch of properties fronting on both sides of Commercial Street from Minas Warehouse Road eastward to PID 55524169.

8. POLICY REVIEW

Amendments to the Municipal Planning Strategy are, by their nature, changes to the Municipality's land use policy and Council is free to make such changes provided they are consistent with the Statements of Provincial Interest and the Minimum Planning Requirements Regulations made under the *Municipal Government Act*.

However, in this instance the Municipal Planning Strategy includes policy that addresses the Growth Centre of New Minas, secondary planning, and New Minas South, and helps give guidance to the work undertaken as part of the Vision New Minas project. Policy 2.1.1 establishes New Minas as a Growth Centre, while Policy 2.1.6 provides the basis for secondary planning within the Growth Centre of New Minas:

2.1.6 *review existing Secondary Plans and adopt detailed Secondary Plans for Growth Centres giving priority to those Growth Centres that:*

- (a) exhibit significant rates of urban growth and development;*
- (b) would benefit from community development planning, including areas that would benefit from more specific plans such as healthy community plans, cultural landscape plans and open space plans;*
- (c) would benefit from enhanced community involvement in planning; or*
- (d) have had significant alterations to the boundaries of the Growth Centre;*

The Growth Centre of New Minas arguably meets all of these criteria, but especially clause (d) due to the significant enlargement of the Growth Centre boundary implemented with the 2019 adoption of the Municipal Planning Strategy. Indeed, the Municipal Planning Strategy specifically recognizes the possibility of secondary planning for the Growth Centre of New Minas through Policy 2.1.9, which establishes the holding zone in New Minas South:

2.1.9 *establish the following zone:*

(a) New Minas Holding (H1) Zone: lands located within the Growth Centre of New Minas and south of Highway 101 intended to accommodate uses that will not impact the future urban development of the lands. This zone shall apply until such time as Council adopts a Secondary Plan for the Growth Centre of New Minas. Lands within this zone may not be rezoned to another zone without an amendment to this Strategy.

Beyond these policies the Municipal Planning Strategy establishes few guidelines around what specific directions should be undertaken in a Secondary Plan. However, the draft Secondary Plan has been developed to align as well as possible with the overall structure and approach to development established within the Municipal Planning Strategy. In particular, the draft Secondary Plan supports the Municipal Planning Strategy Vision Statements as follows:

Settlement	• Promotes development within the boundaries of an existing Growth Centre • Includes policies aimed at ensuring efficient servicing design for new development • Enables and requires a range of housing options
Agriculture	N/A
Rural and Natural Areas	N/A
Transportation	• Requires and promotes a diverse transportation network within New Minas • Requires infrastructure that makes walking and cycling more attractive and viable
Economic Development	N/A

Energy	N/A
Healthy Communities	• Encourages a range of housing • Continues to protect New Minas' drinking water supply
Arts and Culture	N/A

The draft Secondary Plan provides a policy framework for the Growth Centre of New Minas that remains consistent with the Statements of Provincial Interest under the *Municipal Government Act*:

Drinking Water	The draft Secondary Plan continues to identify and protect New Minas' drinking water supply through the use of Wellfield Overlays. Minor tweaks to the Overlays to enable multi-unit residential development remain consistent with the New Minas Source Water Protection Plan.
Flood Risk Areas	New Minas is not within one of the five floodplains in the province to which this statement applies. However, the draft Secondary Plan implements the spirit of this statement by continuing to identify flood risk areas along the Cornwallis River and place limits on development there.
Agricultural Land	N/A
Infrastructure	The draft Secondary Plan promotes efficient use of existing infrastructure by encouraging and facilitating redevelopment along Commercial Street. It provides for thoughtful, efficient development of new infrastructure through the use of the development agreement process and specific infrastructure policy for New Minas South.
Housing	The draft Secondary Plan enables and requires a range of housing types, particularly in New Minas South.

9. DISCUSSION

Over the past two years the draft Growth Centre of New Minas Secondary Plan has evolved in response to community input and discussions with the Working Group. Key challenges, as identified as part of the background studies and public engagement, that the draft seeks to address include:

- Enabling a diverse range of housing
- Improving public spaces and active transportation connections
- Sustainably expanding services
- Protecting the natural environment
- Promoting re-investment in Commercial Street

From a housing perspective, the opening of New Minas South for potential development combined with easing residential development on Commercial Street could provide for as many as 4,500 new housing units in New Minas. Importantly, the policy makes it possible—and sometimes required—for many of these housing units to be provided as townhouses, small multi-unit buildings, and larger multi-unit buildings, expanding the types of housing that are available within New Minas. One area of concern during engagement was the potential for high-density development adjacent to the existing rural residential development on Forsythe Road. The most recent draft addresses this by adjusting the Urban Structure Map to make this area lower density residential and offsetting this with the addition of a high-density mixed use area into the Central Phase, as recommended by the Working Group.

The Municipality has recently adopted the *Active Kings: Active Transportation Plan*, which establishes a plan for regional active transportation connections. The draft Secondary Plan builds on this work by identifying smaller projects that could be undertaken to improve connections within New Minas, and by requiring bicycle parking for large residential and commercial developments. The draft Secondary Plan also proposes two major park spaces, the boundaries of which have evolved through discussion with the public and Working Group.

The existing areas of New Minas are well serviced by strong infrastructure, as explored in the Utility System Assessment. The draft Secondary Plan promotes further use of this existing investment by better enabling and encouraging development within the established areas of New Minas, particularly along Commercial Street. Developing New Minas South will require a very significant investment in new infrastructure – roads, sidewalks, trails, sewer, water, and stormwater. To address this, the draft establishes strong policy requiring comprehensive planning of development phases there, and for development to pay the up-front costs of any essential infrastructure rather than download that cost onto the rest of the municipality.

Environmentally, the key land use consideration within New Minas and, particularly New Minas South, are the ravines. These are sensitive natural features, with steep slopes that could be susceptible to erosion. Additionally, surface water runoff from any development within the watershed of these ravines will ultimately end up in the watercourses within the ravines. Finally, the ravines host old-growth hemlock forest. The draft Secondary Plan continues to protect the Kentville/Elderkin Brook Ravine by continuing the 2019 approach of zoning its slopes within the Environmental Constraint (O1) zone and the Environmentally Sensitive Area (ESA) Overlay and establishes strong protection for the ravines of New

Minas South through the application of the Environmental Constraint (O1) to the greatest extent permitted by the *Municipal Government Act*. Stormwater runoff is addressed as part of the stormwater management policies adopted in the 2019 Municipal Planning Strategy.

The draft Secondary Plan provides a progressive planning framework for Commercial Street that makes it easier to develop by loosening restrictions on multi-unit development, while establishing basic design controls to improve the quality of development that does occur. There was some discussion around the Working Group about the impacts of increasing permitted building heights, requiring a maximum front setback, and requiring daylighting of a portion of the stream under the County Fair Mall site. However, the Working Group was ultimately, on the whole, comfortable with this overall approach and the most recent draft increases the maximum front setback from a formerly-proposed 30 feet up to 50 feet.

Discussion for PAC – Commercial in New Minas South

One area of considerable disagreement throughout the Vision New Minas process has been the extent of commercial lands within New Minas South. A consistent message within engagement activities was the desire within the community to see reinvestment in Commercial Street and the uptake of vacant commercial spaces there. The Market Demand Technical Study projected that the commercial demand over the next 10 years could be accommodated within the existing commercial areas of New Minas, and recommend limiting both the amount of land dedicated for commercial uses in New Minas South, and the size (floor area) of commercial uses that would be permitted within New Minas South. The rationale in this instance is to provide for the commercial needs of residents in New Minas South, while avoiding the relocation of any one of the major commercial tenants on Commercial Street, followed by an exodus of smaller businesses as they seek to locate near to the new “anchor”.

However, there was significant discussion around the Working Group about the need to have enough land to accommodate any major retailer that seeks to set up in New Minas, and a fear that constraining existing businesses in New Minas to their current locations would cause them to relocate to other communities altogether (either within the Municipality but not New Minas, or to neighbouring municipalities). Ultimately, the Working Group narrowly voted to not cap the commercial floor area in New Minas South, and to provide ample commercial lands both through dedicated commercial areas and areas that enabled mixed use development. The most recent draft Secondary Plan reflects this direction.

Staff is concerned about this approach and believes it warrants some discussion with Planning Advisory Committee. While Staff is very much supportive of new commercial development in New Minas, Staff is of the opinion that there is a strong risk that any substantial commercial development in New Minas South would be at the expense of efforts to revitalize Commercial Street, both in terms of missing out on new businesses that could potentially add to Commercial Street, and in terms of existing businesses leaving for “greener pastures” in New Minas South and leaving vacant buildings behind. These concerns are echoed by the Market Demand Technical Study and by much of the feedback from public engagement. While Staff understands the concerns about losing businesses to other communities, Staff also believes it is important to note that many other major communities within the area (Bridgewater, Windsor, Halifax,

Enfield, Truro) already feature most of the same large businesses, and there are few large, vacant, commercially-zoned properties in Kentville or in the Municipality of Kings other than within New Minas.

Planning Advisory Committee can recommend alternative direction in relation to commercial development in New Minas South:

1. One option is to implement a hard cap on commercial floor area, as recommend by the Market Demand Technical Study. This cap could be any floor area Planning Advisory Committee deems advisable; however, the Market Demand Technical Study recommended 25,000 square feet. This size is appropriate to enable a range of neighbourhood services, while limiting “big box” retail. For context, the Superstore in New Minas has a footprint of approximately 60,000 square feet, and the Walmart is approximately 100,000 square feet. A good benchmark is Staples, which is just slightly larger than 25,000 square feet.
2. A second option is to implement “density bonusing” for large commercial buildings in New Minas South. Density bonusing is a relatively new tool enabled by recent changes to the *Municipal Government Act*. It permits planning documents to allow for relaxation of development requirements if the developer provides a public benefit. Halifax Regional Municipality (which has its own Act and set of planning tools) has been using density bonusing for some time within the Downtown Halifax area. In this instance, extra building height is permitted in exchange for contributions to public art, public off-street parking, public park space, affordable housing, or undergrounding of power lines. A set dollar value, adjusted annually for inflation, is attached to each additional square metre of floor area above the maximum building height.

This approach could be adapted to the New Minas context by requiring commercial buildings over a certain size threshold to provide a public benefit in the form of a contribution to a “Commercial Street revitalization fund”. This approach would still enable large commercial development in New Minas South, but would provide the Municipality resources to specifically reinvest in Commercial Street to improve its attractiveness and to mitigate the impact of any vacant buildings.

3. The third option is to continue the current draft approach of not limiting commercial development sizes in New Minas South.

Discussion for PAC – Streetlights

One other topic flagged by the Working Group for specific discussion at Planning Advisory Committee was the possibility of requiring streetlights in new development. This topic was identified at the last moment and the Working Group did not have appropriate time to establish a recommended direction.

Currently, the Municipality’s design standards do not require streetlights. Developers can voluntarily build streetlights and then the cost of operating the streetlights is recouped through a flat annual fee levied on all property owners within the area with streetlights, as established under By-law #45, the Street Lighting By-law.

One option would be to continue the approach of voluntary streetlight installation within new development.

A second option would be to require streetlights for new development within New Minas. This approach would necessitate amending the Municipal Specifications to establish design standards for streetlights, and further thought as to the approach for paying operational costs – *e.g.* does a property levy still make sense when streetlights are widely provided? Given the wide scope of such considerations, and the potential implications for the wider municipality beyond New Minas, Staff does not recommend requiring streetlights at this time.

10. CONCLUSION

The draft Growth Centre of New Minas Secondary Plan has been developed over the course of two years through a process of technical background study, successive rounds of public engagement, and thorough discussion at the Working Group. The draft has evolved over that time to provide strong vision, well-supported by the community and the Working Group, for the future of development in New Minas. The draft addresses challenges of enabling a diverse range of housing, improving public spaces and active transportation connections, sustainably expanding services, protecting the natural environment, and promoting re-investment in Commercial Street.

However, one item that did not receive strong consensus over the course of the project was the approach to commercial development in New Minas South and its potential effects on Commercial Street. Staff believes further discussion on this item is warranted.

11. APPENDIXES

Schedule A – Proposed Municipal Planning Strategy and Land Use By-law Amendments

MPS Amendments

1. Part 4 of the Municipal Planning Strategy is amended by inserting Section 4.7, as attached in Appendix A, following Section 4.6.
2. Section 2.1 of the Municipal Planning Strategy is amended by deleting the following text shown in strikeout and inserting the following text shown in bold:

2.1.4 establish detailed and individualized policy direction within the Secondary Plan for each of the Growth Centres of Kingston, Greenwood, Centreville, Coldbrook, **New Minas** and Port Williams;

2.1.5 govern the development of the Growth Centres of Aylesford, Cambridge, Waterville, North Kentville, ~~New Minas~~, Canning, and Hants Border through the policies of this Strategy;

~~2.1.9 establish the following zone:~~

~~(a) — New Minas Holding (H1) Zone: lands located within the Growth Centre of New Minas and south of Highway 101 intended to accommodate uses that will not impact the future urban development of the lands. This zone shall apply until such time as Council adopts a Secondary Plan for the Growth Centre of New Minas. Lands within this zone may not be rezoned to another zone without an amendment to this Strategy.~~

3. Section 2.3.23 of the Municipal Planning Strategy is amended by deleting the following text shown in strikeout and by inserting the following text shown in bold:

2.3.23 prioritize construction of and upgrades to trails and pathways in the following locations:

- (a) along the former rail bed to connect Growth Centres;
- (b) within and adjacent to areas that connect subdivisions to each other, or to sidewalks, other paths and/or local amenities, including but not limited to employment areas, grocery stores, parks, and public transit stops; ~~or~~
- (c) logical, and often already informally used, pedestrian short cut routes; ~~and~~
- (d) **consistent with the *Active Kings: Active Transportation Plan*; or**
- (e) **consistent with any applicable Secondary Plan; and**

4. Section 2.6.13 of the Municipal Planning Strategy is amended by deleting the following text shown in strikeout and by inserting the following text shown in bold:

2.6.13 consider only by development agreement the following uses within Wellfield Protection Overlay B of the New Minas wellfield protection overlay:

- (a) Carwash Facilities;
- (b) Golf Course and Driving Ranges;
- (c) Lawn Care and Landscaping;
- (d) Food and Drink Production; **and**
- (e) Warehousing and Storage.; ~~and~~
- (f) ~~Multi-unit residential uses at a density of 12 units per acre if permitted in the underlying zone~~

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

5. Section 3.1.3 of the Municipal Planning Strategy is amended by deleting the following text shown in strikeout and by inserting the following text shown in bold:

3.1.3 permit within the Residential Designation:

- (a) all zones listed in policy 3.1.2 above;
- (b) all zones permitted within all designations, as listed in policy 3.0.32;
- (c) isolated commercial or industrial zones applied to uses in existence on November 21, 2019, as provided for in policy 3.1.5; **and**
- (d) Mixed Commercial Residential (C3) Zone, as provided for in policy 3.2.2.; ~~and~~
- (e) ~~New Minas Holding (H1) Zone, established in policy 2.1.9.~~

6. Section 3.1.11 of the Municipal Planning Strategy is amended by deleting the following text shown in ~~strikeout~~ and by inserting the following text shown in **bold**:

3.1.11 zone as Comprehensive Neighbourhood Development (R5) lands that are intended to enable the development of large-scale and comprehensively-planned neighbourhoods. This zone may be applied to areas that:

- (a) are a minimum of five (5) acres in size;
- (b) would benefit from a public planning process, such as lands that are prominently located within an established community; and
- (c) need to be well integrated with surrounding lands to meet the goals of this Strategy **or its Secondary Plans**, including, but not limited to, areas that require the construction of important transportation infrastructure, **that require complex sewer or water infrastructure**, that contain or abut environmentally sensitive features, or where an innovative development form is desired;

7. Schedule 'A', the Municipal Structure Map, of the Municipal Planning Strategy is amended as shown in Appendix 'B'.
8. Schedule 'B', the Rural Future Land Use Map, of the Municipal Planning Strategy is amended as shown in Appendix 'C'.
9. Schedule 'C9', the Growth Centre of New Minas Future Land Use Map, of the Municipal Planning Strategy is amended as shown in Appendix 'D'.
10. Schedule 'E7', the New Minas Sidewalk Priority Map, of the Municipal Planning Strategy is amended as shown in Appendix 'E'.

LUB Amendments

1. Section 4 of the Land Use By-law is amended by deleting the following text shown in strikeout:

~~4.8 NEW MINAS HOLDING (H1) ZONE~~

~~4.8.1 Zone Purpose~~

~~The purpose of the New Minas Holding (H1) Zone is to accommodate rural uses that will not impact future urban development, as per policy 2.1.9 of the Municipal Planning Strategy.~~

~~4.8.2 Uses~~

~~4.8.2.1 Permitted Uses~~

~~The following uses shall be permitted in the New Minas Holding (H1) Zone subject to all applicable requirements of this By-law, including Section 14 – General Regulations.~~

NON-RESIDENTIAL USES	SPECIAL CONDITIONS
Agricultural Uses	
Existing Uses	
Forestry Uses	

~~4.8.3 Zone Requirements~~

~~The following requirements shall apply to all development located in the New Minas Holding (H1) Zone:~~

	Requirement	Non-Residential Uses
(a)	Minimum Lot Area:	100,000 sq. ft.
(b)	Minimum Lot Frontage:	200 ft.
(c)	Minimum Front/Flankage Setback: (main and accessory buildings)	40 ft.
(d)	Minimum Side Setback: (i) General (ii) Accessory Buildings	20 ft. 10 ft.
(e)	Minimum Rear Setback: (i) General (ii) Accessory Buildings	40 ft. 20 ft.
(f)	Maximum Building Height: (i) Main Building (ii) Accessory Buildings	35 ft. 20 ft.

2. Section 5.3.3 of the Land Use By-law is amended by deleting the following text shown in ~~strikeout~~ and by inserting the following text shown in **bold**:

	Requirement	All Permitted Uses, within the Growth Centre of New Minas	All Permitted Uses, Elsewhere
(a)	Minimum Lot Area:	5,000 sq ft.	5,000 sq ft.
(b)	Minimum Lot Frontage:	50 ft.	50 ft.
(c)	Minimum Front/Flankage Setback: (main and accessory buildings)	20 ft.	20 ft.
(ca)	Maximum Front/Flankage Setback*:	50 ft.	n/a
(d)	Minimum Side Setback: (i) Main Buildings (ii) Abutting a Residential Zone (iii) Accessory Buildings	10 ft. 20 ft. 4 ft.	10 ft. 20 ft. 4 ft.
(e)	Minimum Rear Setback: (i) Main Buildings (ii) Abutting a Residential Zone (iii) Accessory Buildings	20 ft. 40 ft. 4 ft.	20 ft. 40 ft. 4 ft.
(f)	Maximum Building Height: (i) Main Buildings (ii) Accessory Buildings	65 ft. 20 ft.	55 ft. 20 ft.
(g)	Minimum Main Building Height:	20 ft.	n/a
(h)	Minimum Ground Floor Height:	12 ft.	n/a
(i)	Maximum Streetwall Height:	35 ft.	n/a
(j)	Minimum Stepback above Streetwall	10 ft.	n/a

*** Where multiple main buildings are located on a lot the maximum front/flankage setback shall only apply to the main building closest to the front/flankage lot line.**

3. Section 5.3 of the Land Use By-law is amended by adding the following text shown in bold after Section 5.3.5:

5.3.6 Site Plan Approval in the Growth Centre of New Minas

5.3.6.1 Site Plan Approval in the Growth Centre of New Minas

No development permit shall be issued within the Growth Centre of New Minas for development abutting Commercial Street in the General Commercial (C1) Zone unless site plan approval is obtained. A clear and accurate site plan showing the location and size of development on the property shall be provided to the Development Officer for approval. The site plan shall accurately show the following features:

- (a) Property boundaries;**
- (b) Any watercourse, steep slopes or wetland;**
- (c) Driveway(s);**
- (d) Parking areas, internal vehicular circulation and any connections to abutting properties;**
- (e) Pedestrian infrastructure;**
- (f) Main building envelope(s);**
- (g) Any accessory buildings;**
- (h) Landscaped areas;**
- (i) Areas to be maintained as natural vegetation; and**
- (j) Key measurements showing the location of the above features on the property**

5.3.6.2 Additional Site Plan Requirements

Proposed development shown on any site plan required in section 5.3.6.1 shall conform with the requirements below:

- (a) Zone requirements contained in Section 5.3.3;**
- (b) Landscaping requirements contained in Section 5.3.4.5;**
- (c) Vehicular access points shall be limited to two per street frontage. Where possible, adjacent lots should share access points;**

- (d) **A pedestrian walkway a minimum of 5 feet in width and protected from automobile traffic by means of grade separation, planters, bollards, or curbing shall connect all main entrances to Commercial Street; and**
- (e) **Parking lots with more than 20 parking spaces shall be divided into separate parking areas, each of not more than 20 parking spaces, through the use of curbed and vegetated “landscaped islands” and/or by curbed pedestrian pathways a minimum of 5 feet in width.**

5.3.6.3 Site Plan Exemptions

The following matters do not require site plan approval but all other requirements of this By-law shall be met prior to the issuance of a development permit:

- (a) **Repairs to buildings and structures on the lot and renovations that do not increase the building or structure footprint.**

1. Section 13.8.2 of the Land Use By-law is amended by deleting the following text shown in ~~strikeout~~ and by inserting the following text shown in **bold**:

13.8.2 New Minas Wellfield Protection Overlays B, C, and D

Notwithstanding any other provisions contained in this By-law, the following restrictions shall apply to development of lands located within the New Minas Wellfield Protection Overlays B, C, and D.

Land Use	Wellfield Protection		
	New Minas Overlay B	New Minas Overlay C	New Minas Overlay D
Agricultural Equipment, Parts, Sales, and Service	Not Permitted	Not Permitted	Permitted
Automotive repair	Not Permitted	Not Permitted	Permitted
Automotive sales and Rental	Not Permitted	Permitted	Permitted
Bulk Storage of Fertilizers, pesticides and herbicides	Not Permitted	Not Permitted	Not Permitted
Bulk Storage of Petroleum Fuels, Excluding Propane	Not Permitted	Not Permitted	Not Permitted
Bulk Storage of Salt	Not Permitted	Not Permitted	Not Permitted
Carwash Facilities	Development Agreement	Development Agreement	Permitted
Cemeteries	Not Permitted	Not Permitted	Not Permitted
Dry Cleaning Facilities	Not Permitted	Not Permitted	Permitted

Existing hatchery located at 9565 Commercial St.	Not Permitted	Not Permitted	Not Permitted
Food and Drink Production	Development Agreement	Permitted	Permitted
Forestry Uses	Not Permitted	Not Permitted	Permitted
Gas Bars	Not Permitted	Not Permitted	Permitted
Golf Courses and Driving Ranges	Development Agreement	Development Agreement	Development Agreement
Garden centre accessory to a main commercial use	Not Permitted	Development Agreement	Development Agreement
Greenhouses or garden centres	Not Permitted	Development Agreement	Development Agreement
Heavy Equipment Facilities	Not Permitted	Not Permitted	Permitted
Lawn Care and Landscaping	Development Agreement	Development Agreement	Permitted
Livestock Operations	Not Permitted	Not Permitted	Not Permitted
Manufacturing	Development Agreement	Permitted	Permitted
Multi-unit Residential Development	Development Agreement	Permitted	Permitted
Organic Soil Mixing Operations	Not Permitted	Not Permitted	Not Permitted
Professional Trades involving painting, acrylic/fibreglass and such similar processes	Not Permitted	Not Permitted	Permitted
Residential dwellings over 1 residential unit	Development Agreement	Permitted	Permitted
Salvage or Scrap Operations	Not Permitted	Not Permitted	Not Permitted
Sanitary Services	Not Permitted	Not Permitted	Not Permitted
Transportation Services	Not Permitted	Not Permitted	Permitted
Uses permitted in the Heavy Industrial (M2) Zone excluding uses permitted in the Light Industrial Commercial (M1) Zone	Not Permitted	Not Permitted	Not Permitted
Warehouses and storage/cold storage	Development Agreement	Development Agreement	Development

2. Section 14.5.2 of the Land Use By-law is amended by inserting the following text shown in italics:

14.5.2 Minimum *Automobile* Parking Space Requirements

3. Section 14.5 of the Land Use By-law is amended by inserting the following text shown in bold after Section 14.5.4:

14.5.4A Minimum Bicycle Parking Space Requirements

Within the Growth Centre of New Minas, bicycle parking meeting the requirements of section 14.5.6 shall be provided and maintained for every building or structure erected or enlarged, or for a change in use, in conformity with the table below.

Use	Minimum Required Bicycle Parking Spaces
Business Office	1 space/1,200 sq ft. CFA
Dwelling – 5 or more dwelling units	0.5 spaces/dwelling unit
Licensed Liquor Establishment	2 spaces
Personal Service Shop	2 spaces
Restaurant	2 spaces
Retail Store	1 space/1,200 sq ft. CFA

4. Section 14.5.6 of the Land Use By-law is amended by inserting the following text shown in bold:

Bicycle parking spaces **provided to meet the minimum bicycle parking space requirements of section 14.5.4A** or used for the purposes of credit in section 14.5.5 shall be subject criteria noted below. :

5. Section 17 of the Land Use By-law is amended by inserting the following text shown in bold after the definition of “Gross Floor Area”:

Ground Floor Height means the vertical distance from the finished floor elevation of the floor of a building accessed by the principal pedestrian entrance to the finished floor elevation of the next floor above. For buildings with multiple principal pedestrian entrances at different elevations, the ground floor height shall only apply to one such floor of the applicant’s choosing.

6. Section 17 of the Land Use By-law is amended by inserting the following text shown in bold after the definition of “Solar Collector System”:

Stepback means the horizontal distance measured between the top of the Streetwall and the main face of building floors above the Streetwall.

7. Section 17 of the Land Use By-law is amended by inserting the following text shown in bold after the definition of “Storefront Recycling Use”:

Streetwall means the wall of a building facing the front and flankage yard and is below the height of a specified setback, excepting minor recesses for elements such as doorways or protrusions for elements such as bay windows.

11. Map 9, the New Minas Zoning Map, of the Land Use By-law is amended as shown in Appendix ‘F’.
12. Map 13, the Rural Zoning Map, of the Land Use By-law is amended as shown in Appendix ‘G’.

4.7 New Minas

The Growth Centre of New Minas is located along Highway 1 between the Towns of Wolfville and Kentville. New Minas is the largest retail centre in the Municipality. Commercial Street (Highway 1) bisects the community and is lined with retail shops, “big box” stores, professional offices, food services, and shopping centres. With substantial residential development, New Minas is also the most populous Growth Centre in the Municipality. New Minas offers top-tier recreation facilities, a golf course, two public schools, and a number of institutional uses.

Much of the area within the Growth Centre of New Minas is part of the Village of New Minas under the *Municipal Government Act*, with a Village Commission (“Village”). The Village is responsible—among other things—for implementing recreational programming and facilities, undertaking sidewalk maintenance, providing drinking water, and partnering with the Municipality for sewer servicing by being a part of the Regional Sewage Treatment Plant.

New Minas Secondary Plan Context

In 2013, the Nova Scotia Utility and Review Board approved an expansion to the Village boundary for New Minas, south of Highway 101. At that time, the Municipality was in the beginning stages of developing the new Municipal Planning Strategy and Land Use By-law. When these documents were adopted by Municipal Council in 2019 they recognized the Village expansion through an expansion of the Growth Centre of New Minas boundary. However, the expansion lands were initially placed in a “holding zone”, pending a more detailed secondary planning process to determine the best land uses for these lands and to consider appropriate infrastructure development.

In 2018, the Municipality and the Village partnered to undertake a multi-year project related to the development of a Secondary Plan encompassing both the existing (mostly) developed lands north of Highway 101 as well as the expansion lands located south of Highway 101 (“New Minas South”). The Secondary Plan project publicly launched in November, 2020. It was supported by a Working Group consisting of two Municipal Councillors, three Village Commissioners, and seven members of the public. The work was also supported by four technical studies that explored market demand, servicing, urban design and active transportation, and the transportation network. Public engagement formed a central component of the project. It was carried out across a diversity of methods in response to the COVID-19 global pandemic that occurred during the Secondary Plan development. This included online surveys, webinars, informational videos, and physically-distanced public meetings.

This Growth Centre of New Minas Secondary Plan is a “sub-plan” contained within the Municipal Planning Strategy. It provides detailed policies specific to the New Minas context and the community’s unique planning needs, as well as a framework for development in New Minas South.

Secondary Plan Guiding Principles and Key Directions

The results of the formative public engagement, technical studies and background analysis, and the many hours of discussion among the Working Group provided a strong foundation of both technical information and community aspirations on which to build the future of New Minas. This foundation is articulated as four “Guiding Principles” and a series of related “Key Directions”. The work of developing this Secondary Plan was fundamentally shaped by the following considerations:

A Place for People

- Enable diverse housing options that cater to a variety of household sizes and compositions, life stages, physical needs, and economic needs
- Build new infrastructure to be barrier-free, and retrofit existing infrastructure where barriers to accessibility exist
- Create public spaces that are beautiful and inviting
- Provide a variety of trails, parks, and other recreational opportunities to meet a diverse range of interests
- Create an interconnected and walkable transportation network that conveniently links people to the services they want and need
- Establish standards that require buildings and sites to be attractive and comfortable at a human scale
- Recognize areas of historical and cultural significance
- Form distinct neighbourhoods that contribute to a sense of place

Green Living

- Facilitate and encourage transportation alternatives to the private automobile
- Leave steep slopes in a natural, vegetated state to minimize erosion, protect habitat, and reduce stress on natural water systems
- Reduce stormwater runoff volumes
- Preserve and utilize the ecological services provided by the natural landscape
- Conserve wetlands and water bodies to preserve water quality, natural hydrology, habitat, and biodiversity
- Provide ample opportunities for residents to connect with nature
- Provide tree-lined and shaded streetscapes

- Facilitate optimum conditions for the use of passive and active solar strategies

A Regional Destination with a Strong Business Community

- Continue to support New Minas' role as the regional destination for shopping and services at a variety of scales
- Encourage reinvestment and redevelopment along Commercial Street to improve safety, provide comfort to users, beautify the street, and highlight Commercial Street as the heart of New Minas
- Provide recreational facilities and supporting amenities that draw users from throughout the region
- Encourage users of Highway 101 and the Harvest Moon Trail to stop and spend time in New Minas as part of their travelling experience

Thoughtful Development and Sustainable Services

- Plan development to take advantage of natural assets, such as views, wetlands, waterways, and unique topography
- Devise a development framework that enables growth over time and can respond to market demand
- Develop a phasing plan that will make development practical and infrastructure investments logical
- Efficiently utilize existing infrastructure to make the most of existing investments
- Develop new areas in a manner that minimizes the need for new infrastructure
- Ensure the cost burden of new infrastructure is not placed on existing communities
- Establish a road network that minimizes the burden on local streets

Commercial Street

Commercial Street stretches over 5 kilometres through the heart of New Minas. It has two roles as one of two east-west routes through New Minas and as the "Shopping Centre of the Annapolis Valley". The eastern end of Commercial Street hosts a hub of recreational and institutional uses, such as the Ken Wo Golf Course, the Louis Millett Centre, and Evangeline Middle School. Moving west, land use begins to shift to commercial. From Silver Fox Avenue all the way to the boundary of the Town of Kentville is almost entirely commercial in nature. This includes a range of food services, small retail, "big box" retail, professional offices, medical offices, personal services, and automobile-related businesses serving both immediate residents and a wider trade area.

Urban Design

To-date, development along Commercial Street has predominately been one-storey in height with buildings set back far from the street and ample surface parking between main buildings and the street. The result is a landscape that is suburban in nature and not very comfortable for walking, despite the presence of sidewalks. Participants in engagement for this Secondary Plan expressed a strong desire to see Commercial Street become an area where it is comfortable to spend time and where development better contributes to community, a sense of place, and a safe environment for pedestrians and other active transportation users. This can be accomplished in many ways, such as encouraging taller buildings located closer to the street, investing in quality sidewalks and other active transportation infrastructure, being thoughtful about parking lot placement and access points, and providing landscaping and other public amenities.

County Fair Mall

At over 27 acres (11 hectares) in area, the largest single commercial property along Commercial Street is the County Fair Mall, located at the corner of Granite Drive. The enclosed portion of the mall is presently in a state of transition. Indeed, there has already been some reconfiguration to develop detached commercial pads closer to Commercial Street. Given the size and prominent location of the site, redevelopment will have a significant effect on the quality and character of Commercial Street as the heart of New Minas. As such, the development agreement process will be used to give special attention to redevelopment of this site in order to promote a high standard of urban design, good active transportation connections through the site, and a positive interface with Commercial Street. The density of development on this site should be some of the highest in the Municipality in recognition of the higher standard for development quality, and also the location of the site in relation to services and amenities.

Streetscaping and Access Control

Development along Commercial Street has occurred over decades under a wide range of urban design philosophies and development regulations. As a result, there is a very inconsistent approach to the streetscape design and vehicular access. Of particular concern, many of the properties in the older, western portions of Commercial Street have no access control and parking lots can be entered and exited from anywhere along the lot frontage. This creates a dangerous situation for pedestrians, who have to cross large distances where there is a risk of being hit by a turning vehicle. It has also resulted in a streetscape that many participants in the secondary planning process identified as unattractive.

The 2019 Land Use By-law implemented landscaping requirements for new development along Commercial Street, an approach this Secondary Plan does not seek to change. As new development

occurs, the existing situation will be improved. However, the Village, the Province, and owners of existing development are certainly encouraged to proactively implement landscaping improvements along Commercial Street.

In addition to the existing landscaping controls, this Secondary Plan implements requirements through site plan approval for enhanced access control and to improve parking lot design along Commercial Street.

Policy

Council shall:

- 4.7.1 through the Land Use By-law, establish building location, building massing, and urban design requirements that encourage a comfortable pedestrian experience in the commercial areas of Commercial Street.
- 4.7.2 through the Land Use By-law, require site plan approval for development in the General Commercial (C1) Zone along Commercial Street in the Growth Centre of New Minas to promote pedestrian connections, access control, connections between parking lots on abutting properties, and attractive parking lot design.
- 4.7.3 when considering comprehensive development of the County Fair Mall (the area identified as PID 55379465 as of January 1st, 2022) by development agreement:
 - (a) require protected or grade-separated pedestrian connections through the site to provide both internal circulation and connections to neighbouring streets and commercial developments;
 - (b) require a high standard of landscape design and urban design and, in particular, require building locations and massing that provide a Streetwall and building entrances along Commercial Street; and
 - (c) notwithstanding Policy 3.2.14, encourage inclusion of a range of prominent, complementary, higher density residential uses and building forms.

New Minas South

“New Minas South” consists of almost 1,000 acres (400 hectares) of land south of Highway 101, added to the Growth Centre with the adoption of the new Municipal Planning Strategy in 2019. This area is undeveloped and consists of a mix of old- and young-growth forest, ravines, and open areas. Two prominent features are the power lines corridors that run in southeasterly direction from the western boundary and southwesterly from the eastern boundary and intersecting with other transmission lines just outside the Growth Centre boundary. New Minas South has a high point of

approximately 200 metres above sea level at its very southern extent and then slopes downwards toward Highway 101. The Granite Drive Interchange, opened at the end of 2018, was designed to include an access point into New Minas South. Additional future access points will be available from Highbury School Road and Forsythe Road South.

Urban Structure

With no existing development in New Minas South, there is a need to cohesively plan for new infrastructure and for development that meets the Guiding Principles and Key Directions of this Secondary Plan. This will require thoughtful and collaborative design that can only be accomplished through a development agreement process.

Map 4.7.a and the policies of this Secondary Plan establish an “urban structure” that sets the overall expectation for how land will be developed, which will inform the detailed planning that happens by development agreement. The urban structure also helps support the design and layout of services by providing information on what types of development can be expected on surrounding lands; in this way adequate capacity and connections can be created during infrastructure planning.

Given the complex and interconnected nature of planning “complete” communities, it will be essential for multiple landowners to come together to present an overall comprehensive vision for their lands. As a result, the Urban Structure Map includes three phases of development, each of which will be expected to be planned comprehensively at one time.

Participants in engagement for this Secondary Plan identified challenges in New Minas regarding housing availability and diversity and concerns about the potential for new commercial development to undercut existing commercial areas, primarily along Commercial Street. Therefore, in considering the final land use mix in each phase of development, it will be important to ensure that a mix of housing types are provided, and that commercial development complements, rather than detracts from, existing commercial areas.

Road Network

Development within New Minas South will require establishment of a brand-new road network. The key component of this will be the “Connector Road” stretching from Highbury School Road, near Exit 12, to a connection into the Granite Drive Interchange (Exit 11A). Preliminary work has been done to establish a route for this Connector Road, most recently with a conceptual design completed in 2015. However, some modifications to this route may occur in the future as a result of detailed, on-site analysis.

Branching off of the Connector Road will be a series of neighbourhood collector roads that provide for higher-volume vehicular traffic and for connections between neighbourhoods within New Minas South. Conceptual layouts for these roads are shown on Map 4.7.b, the Road Network Map.

Finally, a series of local roads will service individual neighbourhoods. Consistent with the Guiding Principles and Key Directions, it will be important for this road network to be interconnected, providing for shorter distances and easy access between neighbourhoods and services (and among neighbourhoods).

Servicing

Thoughtful servicing design (sewer, water, and stormwater) will be one of the most important aspects of developing New Minas South. To do so requires thinking beyond the immediate development of a neighbourhood to the wider area so that pipes are sized to accommodate upstream lands; stormwater infrastructure is large enough to manage the entire drainage basin; the appropriate service connections are considered between neighbourhoods and land is set aside as necessary to accommodate these connections; and suitable locations are established for key pieces of infrastructure, like an additional water tower.

In keeping with the Guiding Principles and Key Directions, it is also essential that appropriate mechanisms be utilized to ensure infrastructure development costs for essential infrastructure do not ultimately fall on the Municipality or Village, and that costs are distributed equitably to those lands that benefit from the infrastructure. In certain cases, it may be appropriate for portions of the essential infrastructure development costs to be covered by the Province of Nova Scotia, Government of Canada and private developers. The *Municipal Government Act* enables mechanisms that allow for infrastructure costs to be shared when such infrastructure would benefit multiple property owners. For example, if a downstream neighbourhood oversizes the sewer pipes to accommodate upstream neighbourhoods, the cost of the oversizing can be levied to the upstream developers through infrastructure charges.

Contrasting with the approach to essential infrastructure, there may be situations in which the Municipality or Village elect to provide investment to build infrastructure that is above and beyond that which is required to service development in New Minas South and which benefits the wider New Minas community or beyond.

Policy

Council shall:

4.7.4 through the application of zones in the Land Use By-law and through the consideration of proposals enabled by development agreement, ensure development of New Minas South is in general conformance with Map 4.7.a, the Urban Structure Map, with the land use and development standards categories on the map represented as follows:

- (a) “Lower Density Residential” is intended to provide a mix of low- to medium-density residential neighbourhoods supported by recreational amenities and local commercial uses. Land uses and development standards should be generally consistent with a mix of the Residential One and Two Unit (R2) Zone and the Residential Mixed Density (R3) Zone. Mixed Commercial Residential (C3) Zone uses may be permitted along collector roads to the degree necessary to provide daily commercial services to the immediate neighbourhood.
- (b) “High Density Mixed Use” is intended to provide a mix of high-density residential uses and commercial opportunities. Land uses and development standards should be generally consistent with the Residential Multi-unit (R4) Zone and Mixed Commercial Residential (C3) Zone. However, one unit dwellings, two unit dwellings, and semi-detached dwellings shall not be permitted; the number of residential units per dwelling shall not be capped; the maximum building height shall be 65 feet; the maximum Streetwall height shall be 35 feet; and buildings shall be stepped back a minimum of 10 feet above the Streetwall.
- (c) “General Commercial” is intended to provide commercially-focused land. Land uses and zone standards should be generally consistent with the General Commercial (C1) Zone.
- (d) “Highway Commercial” is intended to provide commercial uses serving the travelling public. Land uses and zone standards should be consistent with the Highway Commercial (C5) Zone.
- (e) “Open Space – Parks” is intended to provide public parkland of a regional importance.
- (f) “Open Space – Environmental” is intended to apply to steep slopes around the ravines. Consistent with S.220(5)(p)(ii) of the *Municipal Government Act*, these lands shall be zoned Environmental Constraints (O1) Zone on the Zoning Map of the Land Use By-law.

4.7.5 only consider entering into a development agreement for development of lands in New Minas South if applicants representing at least 75% of the land area within a phase, as

identified on Map 4.7.a (the Urban Structure Map), are party to the development agreement application.

4.7.6 in considering entering into a development agreement for development of lands in New Minas South in the Comprehensive Neighbourhood Development (R5) Zone or the Comprehensive Business Development (C6) Zone, be satisfied that, in addition to the criteria of Policy 3.1.13 and/or 3.2.14, the proposal:

- (a) is in general conformance with Map 4.7.a, the Urban Structure Map, and the description of each area of the Urban Structure Map as provided for by Policy 4.7.4; Map 4.7.b, the Road Network Map; Map 4.7.c, the Active Transportation Connections Map; and Map 4.7.d, the Parks Map;
- (b) includes comprehensive water and sewer infrastructure plans that consider the needs of all development within the phase, as identified on Map 4.7.a, the Urban Structure Map, and appropriate sizing for any connections to other phases of development;
- (c) includes comprehensive stormwater infrastructure plans that comply with Policy 2.3.12 and that ensure post-development peak stormwater runoff rates within the phase, as identified on Map 4.7.a, the Urban Structure Map, do not exceed pre-development conditions;
- (d) where applicable, has been reviewed and approved by authority having jurisdiction with regard to water, sewer, and stormwater infrastructure critical to the wider infrastructure network and, if necessary, includes provision for easements or the transfer of land to the Village or Municipality to accommodate such infrastructure; and
- (e) provides for a high level of vehicular and active transportation connectivity among neighbourhoods within a phase and to the major routes that connect phases to one-another. Dead-end streets shall only be permitted where natural features prevent through connections.

4.7.7 in entering into a development agreement under Policy 4.7.6, ensure the development agreement:

- (a) provides that the Municipality and Village are not responsible for infrastructure development costs necessary to enable development; however, the Municipality and Village may invest in infrastructure that benefits the wider New Minas community or the wider municipality;

- (b) provides for equitable distribution of infrastructure development costs among land owners benefitting from the infrastructure, utilizing any tools permitted under the *Municipal Government Act*; and
- (c) provides for the application of zoning and the discharge of the development agreement from lands once infrastructure and parkland have been developed in accordance with the development agreement. The development agreement should link to existing zone standards (minimum setbacks, *etc.*) whenever possible so as to minimize non-conformancies when the development agreement is discharged.

Active Transportation

New Minas has a diversity of residential uses, services, and institutions. However, they are not always well-connected by active transportation infrastructure, which can make it difficult for residents to go about their day without driving. From a recreational point-of-view, New Minas is fortunate to be located along the Harvest Moon Trailway; however, infrastructure connecting the trail into the heart of New Minas is currently lacking. This makes it difficult for residents to access the trail, and misses out on an opportunity to bring trail users into the community's many businesses.

Active Transportation Connections

In 2021, the Municipality adopted the *Active Kings: Active Transportation Plan*. That document includes a number of proposed active transportation projects within the developed areas of New Minas, primarily focused on regional connections and access to the Harvest Moon Trailway. Map 4.7.c illustrates these proposed connections, along with desired routes for New Minas South and a number of smaller connections that were identified as part of the Secondary Plan process. These projects should be implemented in conjunction with new development as it occurs, as well as plans to retrofit projects in developed areas.

Bicycle Parking

As active transportation use grows it will become increasingly important to provide cyclists with a safe, secure spot to lock their bicycle, out of the path of pedestrians and away from other infrastructure that could be damaged, such as trees. Requiring developers of certain types of uses to provide bicycle parking, similar to the requirement for automobile parking, will help ensure that this important infrastructure will be easily available within New Minas.

Policy

Council shall:

- 4.7.8 require developments enabled by development agreement within the Growth Centre of New Minas to provide active transportation infrastructure, within the boundaries to which the development agreement applies, in general compliance with Map 4.7.c, the Active Transportation Map;
- 4.7.9 require sidewalks on both sides of new streets developed within the Growth Centre of New Minas, except where this provision would conflict with alternative active transportation facilities as identified in Map 4.7.c, the Active Transportation Map;
- 4.7.10 consider Map 4.7.c, the Active Transportation Map, in the prioritization and design of municipal active transportation investments in the Growth Centre of New Minas; and
- 4.7.11 establish minimum requirements in the Land Use By-law for bicycle parking for commercial and multi-unit residential uses in the Growth Centre of New Minas.

Wellfields

New Minas' drinking water is supplied by a series of drilled wells, primarily in the vicinity of the Cornwallis River. These wells are protected by a series of Wellfield Overlays. They are based on "time-of-travel" (TOT), or the time that it would take contaminants to infiltrate through the ground and into the well, which is a function of distance and the underlying geology. This provides risk management – spills of contaminants in areas with higher TOT give more time to respond and implement a mitigation plan. See Section 2.6 of the Municipal Planning Strategy for more information on wellfields.

Previous planning documents required the use of a development agreement for multi-unit dwellings within New Minas Wellfield Protection Overlay B, which covers much of Commercial Street. However, modern residential construction techniques have reduced the risk to wellfields presented by multi-unit buildings and the time and cost of the development agreement process is

contrary to this Secondary Plan's key direction to encourage reinvestment and redevelopment along Commercial Street. As a result, the development agreement requirement for multi-unit dwellings has been removed as part of this Secondary Plan.

During the preparation of this Secondary Plan a few stakeholders requested that additional uses be permitted within the New Minas Wellfield Overlays, primarily those uses related to automobiles. However, this will require the creation of a new Source Water Protection Plan for New Minas, conducted by the appropriate professionals. This will also be needed if new wells are drilled to supply the demands of additional development in New Minas South.

Policy

Council shall:

4.7.12 consider amending the drinking water policies for the Growth Centre of New Minas and the related Wellfield Protection Overlay provisions of the Land Use By-law following the completion of an updated Source Water Protection Plan for New Minas.

Stormwater Management

Much of New Minas to the south of Commercial Street is located on the slopes of the South Mountain. Soils are typically thin which, combined with the slope, gives little chance for stormwater to infiltrate back into the land. As development occurs this can be worsened through the removal of vegetation and the limited soils that do exist. The result is that infrastructure and private property within existing areas of New Minas often suffer from stormwater damage during large storms.

Some of the existing issues will need to be rectified through Provincial, Municipal, and Village investments in infrastructure including, but not limited to, culverts, drainage ditches, and swales. However, going forward it is important that new development at a minimum does not worsen conditions and, if possible, actually improves conditions. Traditionally, this has been done through "hard" stormwater infrastructure, which attempts to control natural processes, such as underground drainage pipes and single-purpose stormwater retention ponds. More and more, however, communities are realizing the benefits of "soft" stormwater infrastructure, which attempts to work with natural processes, such as engineered wetlands, bioswales, and multi-purpose stormwater retention ponds; the same infrastructure investments that address stormwater can also be used to provide an attractive landscape, recreational opportunities, and animal habitat.

Consistent with Policy 2.3.11 and Policy 2.3.12, development within the Growth Centre of New Minas that includes the development of new infrastructure will require drainage plans and the use of existing natural drainage features and low-impact drainage features wherever practical.

Parks and Recreation

New Minas has an existing network of parks and recreation opportunities ranging in scale from 'tot lots', to neighbourhood parks, to the Louis Millet Centre, to Lockhart Ryan Memorial Park, which includes a suite of recreational amenities like a disc golf course and soccer fields. These parks and recreation facilities are cherished both within the community and by users from outside of New Minas. New parks and additional investment in existing parks will be supported through the public open space dedication process under the Subdivision By-law.

Regional Parks

New Minas is a destination for people throughout the Municipality and beyond – not just for the commercial services, but also for its recreational amenities. The development of New Minas South presents an exciting opportunity to further cement this reputation and the quality of life for New Minas residents through the establishment of additional, high-quality regional parks.

This Secondary Plan contemplates two new regional parks. The first is located at the top of the Granite Drive Interchange. Its intended purpose is to provide a place of rest for travelers through New Minas, while providing excellent views of the heart of New Minas and the Annapolis Valley beyond.

The second regional open space park is considered for the highest point within New Minas, at the far southern extent of New Minas South. This area includes old growth forest and wetlands, and is well-located to tie into an active transportation network through the ravines of New Minas South. While the Urban Structure Map and Parks Map of this Secondary Plan illustrate the park within the boundary of the Growth Centre of New Minas, additional adjacent lands outside of the Growth Centre and encompassing the peak elevation should be considered for inclusion within this park. Public engagement for this Secondary Plan suggests that this area should be focused on nature preservation, with a preference for trails and other low-impact infrastructure instead of formalized facilities.

Policy

Council shall:

4.7.13 in considering new parks in New Minas South under Policy 2.7.5, prioritize the acquisition and development of:

- (a) a view park at the top of the Granite Drive Interchange, as illustrated on Map 4.7.d, the Parks Map, and Map 4.7.a, the Urban Structure Map; and
- (b) a nature-based park located at highest point within the Growth Centre of New Minas as illustrated on Map 4.7.d, the Parks Map, and Map 4.7.a, the Urban Structure Map, and expanded beyond the Growth Centre Boundary as necessary to provide the most cohesive nature park experience.

Established Neighbourhoods

Despite the heavy focus of this Secondary Plan on Commercial Street and New Minas South, the established neighbourhoods within New Minas are no less important. They are, however, areas where change will be slower and smaller in magnitude, allowing for a gradual evolution of these neighbourhoods as demographics and household needs change. The 2019 adoption of the Municipal Planning Strategy and Land Use By-law brought many small changes to the policies and regulations within these neighbourhoods, intended to encourage moderate intensification and a wider diversity of housing types. This included enabling smaller lot sizes, adjusting zone boundaries, and enabling two units in all dwellings.

Through this Secondary Plan a few minor zone boundary adjustments were made to enable multi-unit development on portions of undeveloped lands within established areas of New Minas. However, the bulk of the changes that were made in 2019 continue to remain relevant and this Secondary Plan does not seek to change them.

One potential planning technique for enabling housing diversity that did come up during the Secondary Plan public engagement process was the implementation of accessory dwellings (*i.e.* “backyard suites” or “carriage houses”). However, this type of development may be appropriate throughout the Municipality, and not just in New Minas. As a result, it will be considered holistically as part of a future project.

Industrial Lands

New Minas has a number of parcels that host industrial uses or have an industrial history. These are primarily located along the former rail line, north of Commercial Street and in the vicinity of the Cornwallis River. However, these areas are also home to many of New Minas' drinking water wells. The land use restrictions put in place to protect the drinking water supplies make it difficult to develop new industrial uses or to expand existing industrial uses. While the existing industrial uses will likely continue for some time, the long-term future of industrial activities in these areas is uncertain, and planning support for a gradual transition to other uses is prudent.

Policy

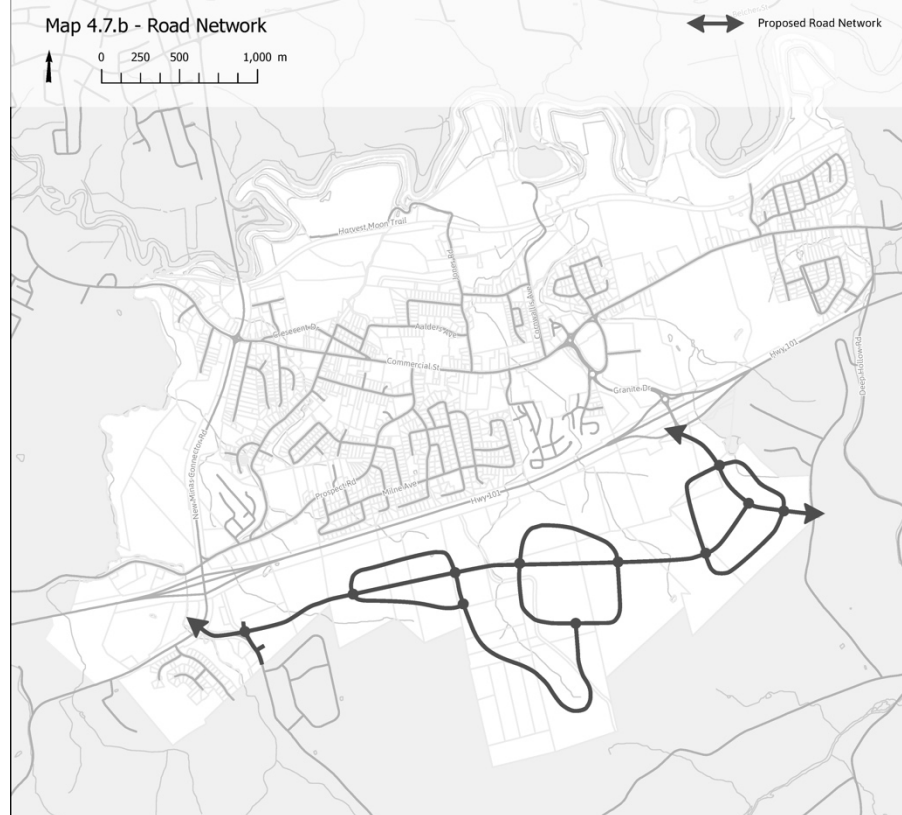
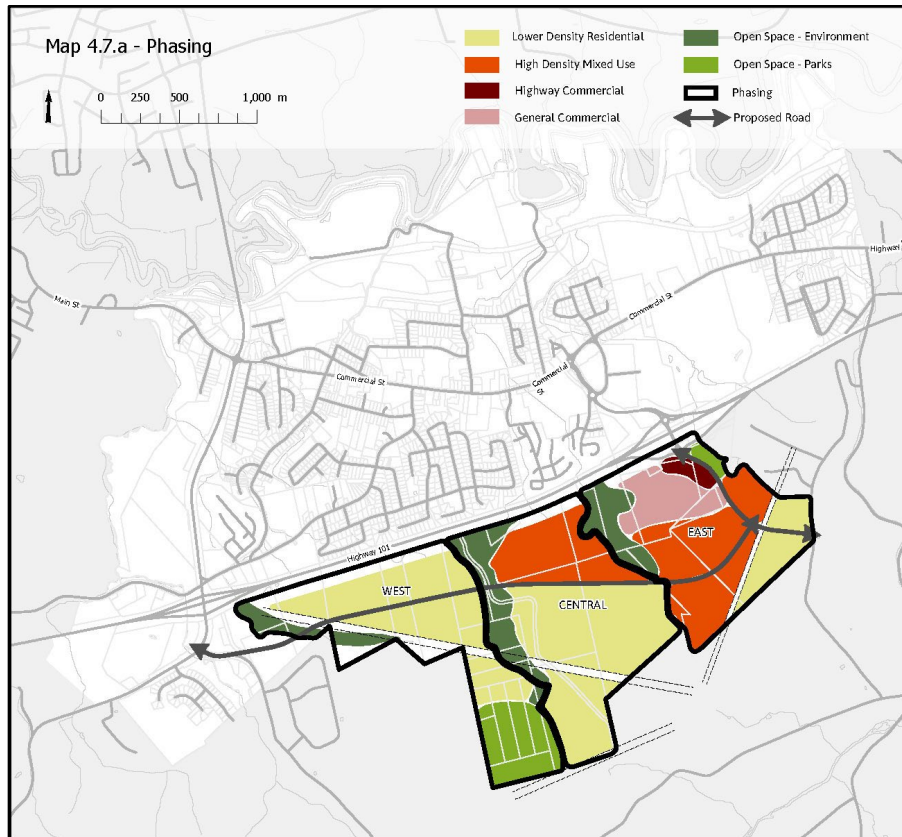
Council shall:

4.7.14 on the Future Land Use Map, designate existing and former industrial lands in the Growth Centre of New Minas consistent with adjacent non-industrial designations, if:

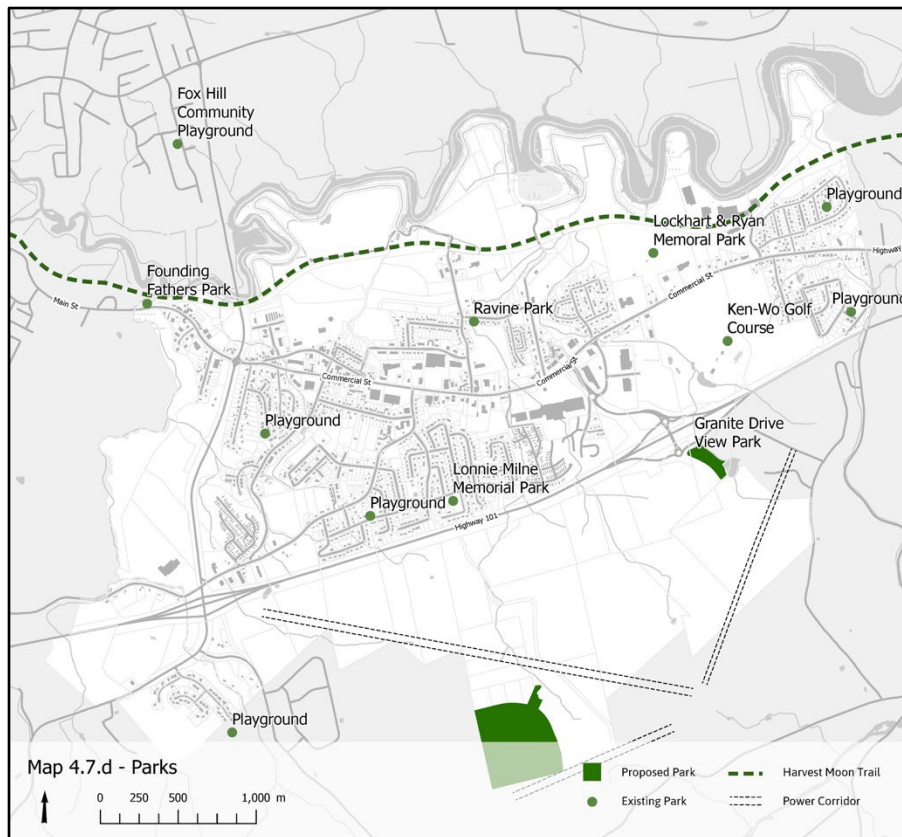
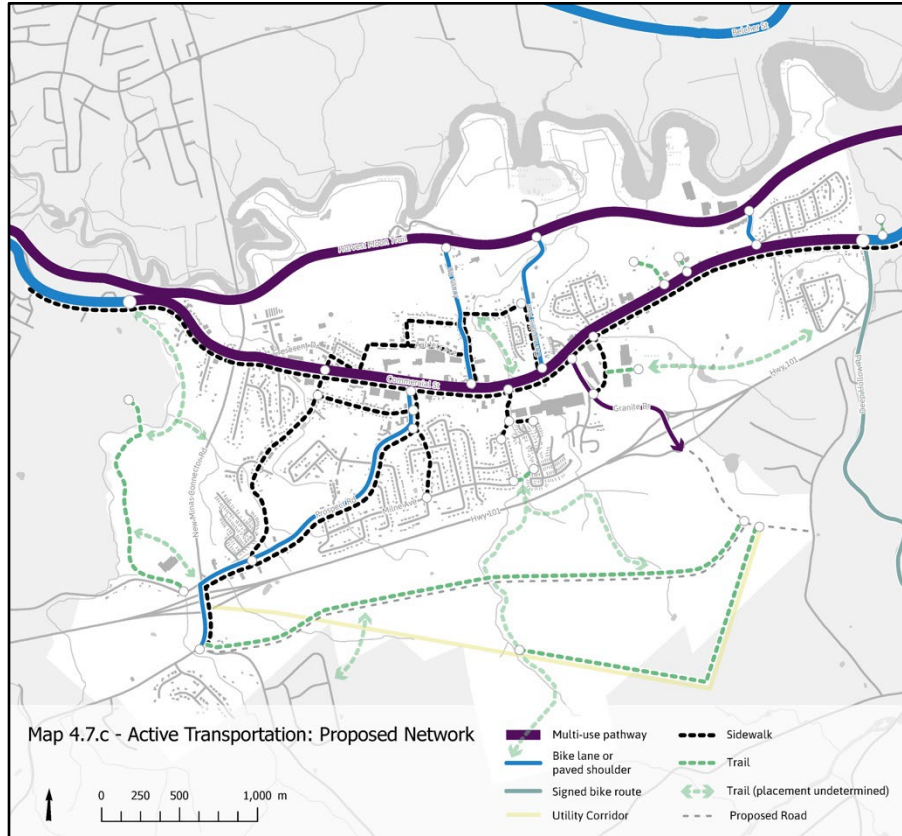
- (a) the bulk of the lands to be designated are located within New Minas Wellfield Protection Overlay B; and
- (b) the bulk of the lands to be designated are not located within the Environmentally Sensitive Area Overlay.

4.7.15 on the Zoning Map of the Land Use By-law, zone undeveloped lands designated under Policy 4.7.14 consistent with the applicable designation. Developed lands shall remain in the existing industrial zoning until the land owner requests an amendment to the Zoning Map of the Land Use By-law, with such request considered under the applicable policies of this Plan.

Appendix 'A'



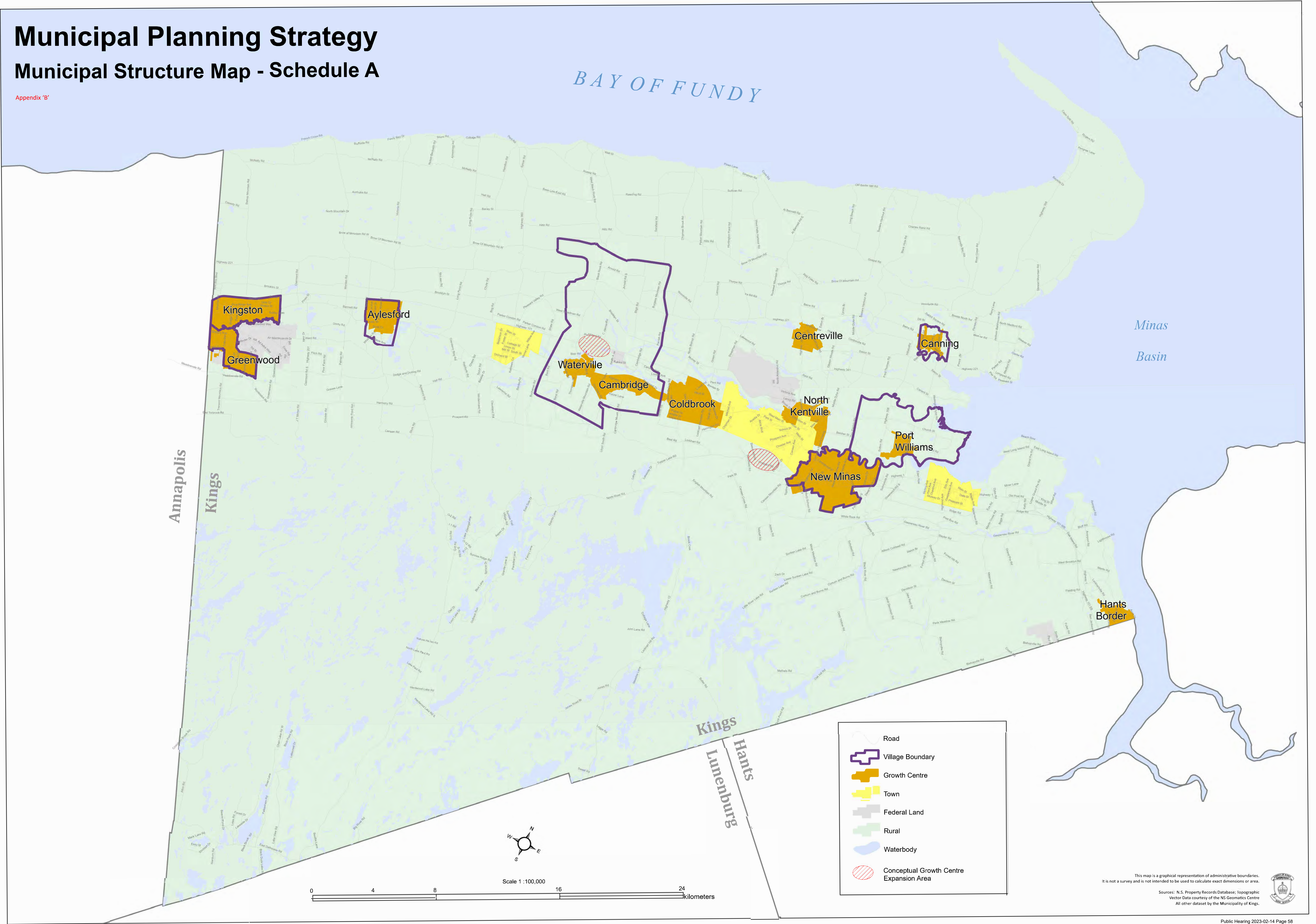
Appendix 'A'



Municipal Planning Strategy

Municipal Structure Map - Schedule A

Appendix 'B'



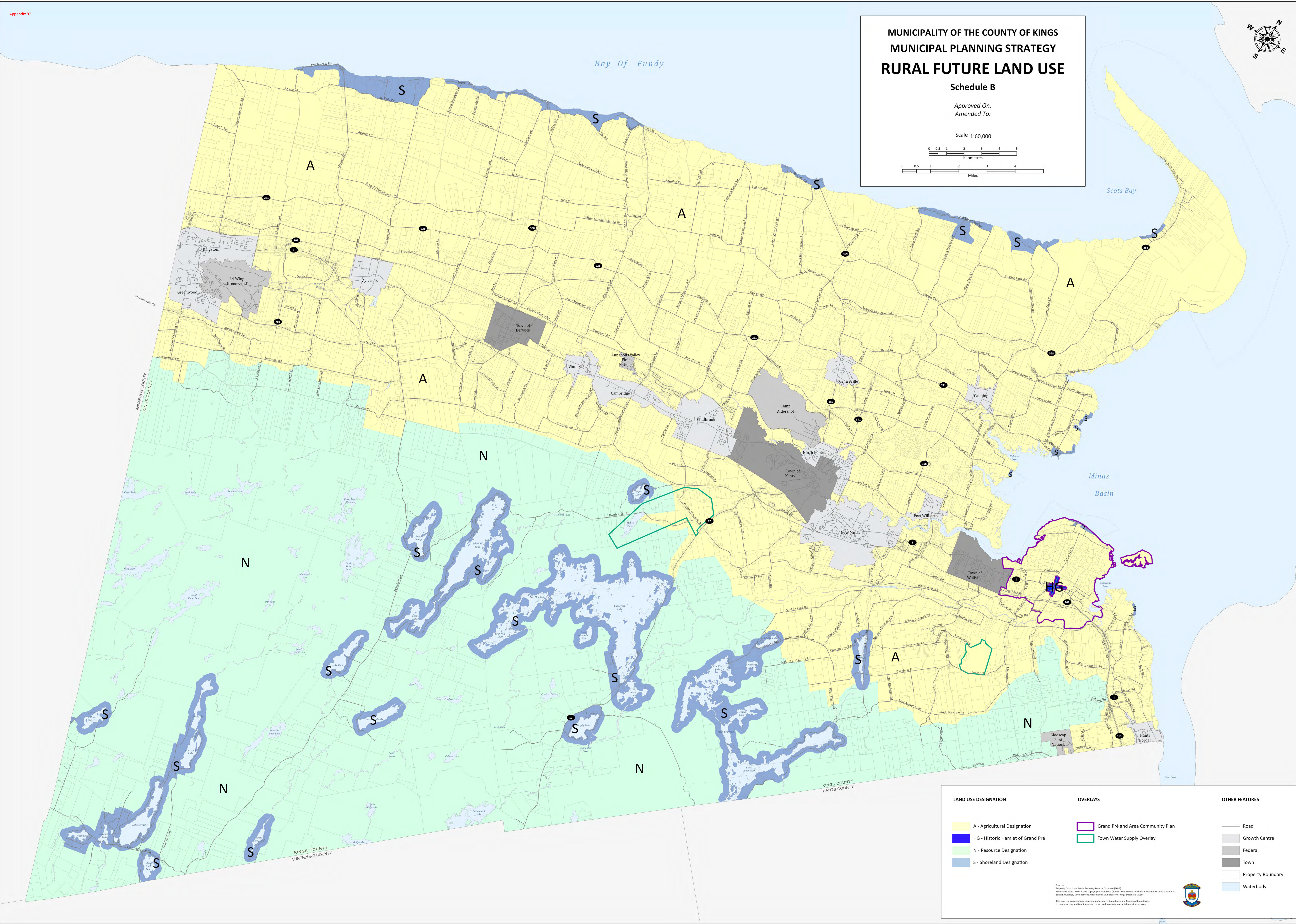
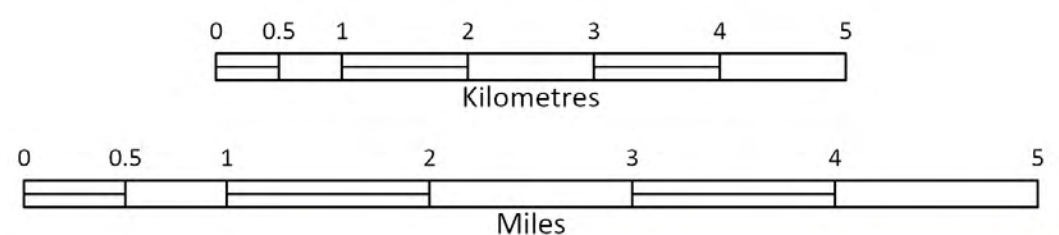


MUNICIPALITY OF THE COUNTY OF KINGS
MUNICIPAL PLANNING STRATEGY
RURAL FUTURE LAND USE

Schedule B

Approved On:
Amended To:

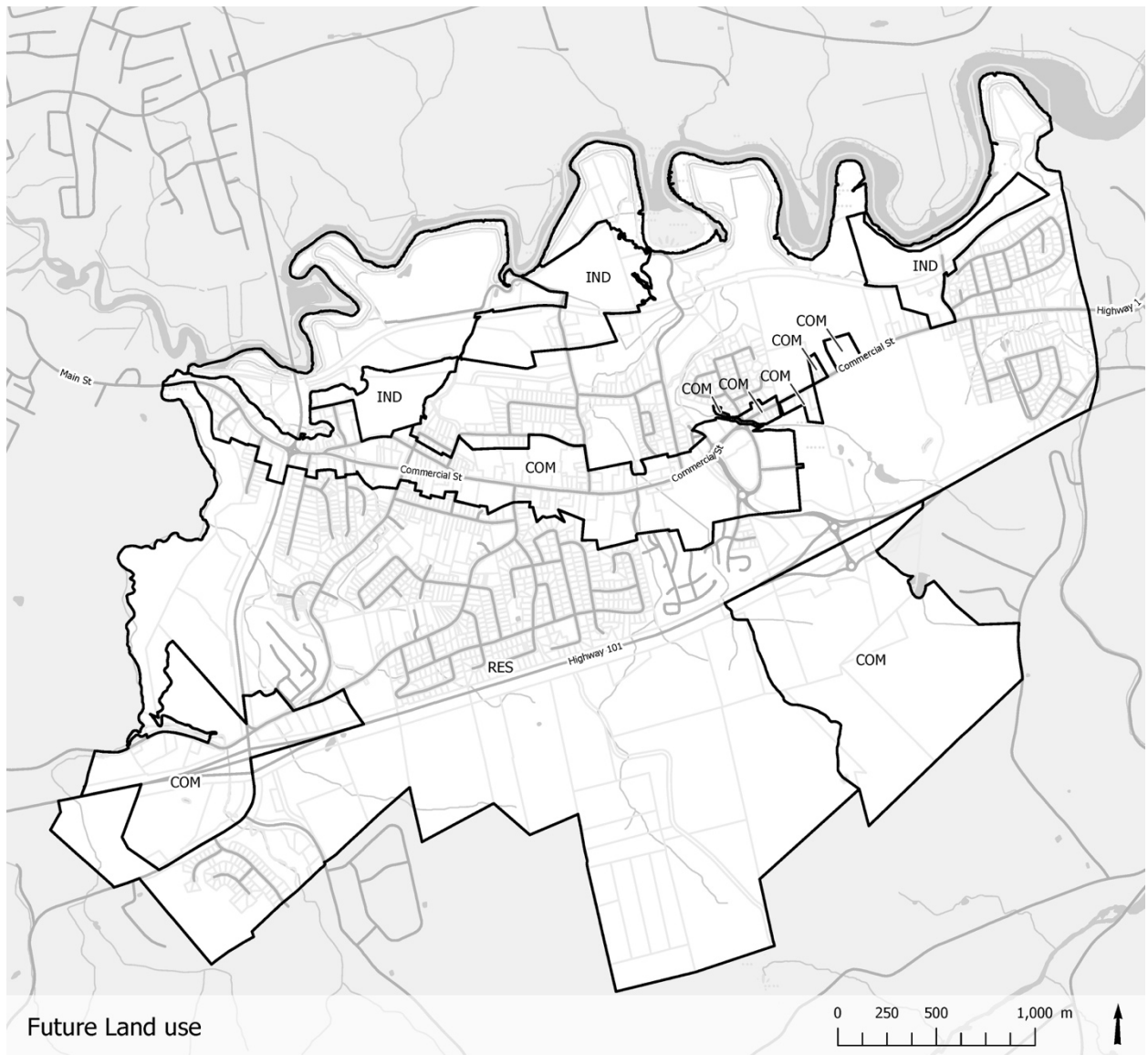
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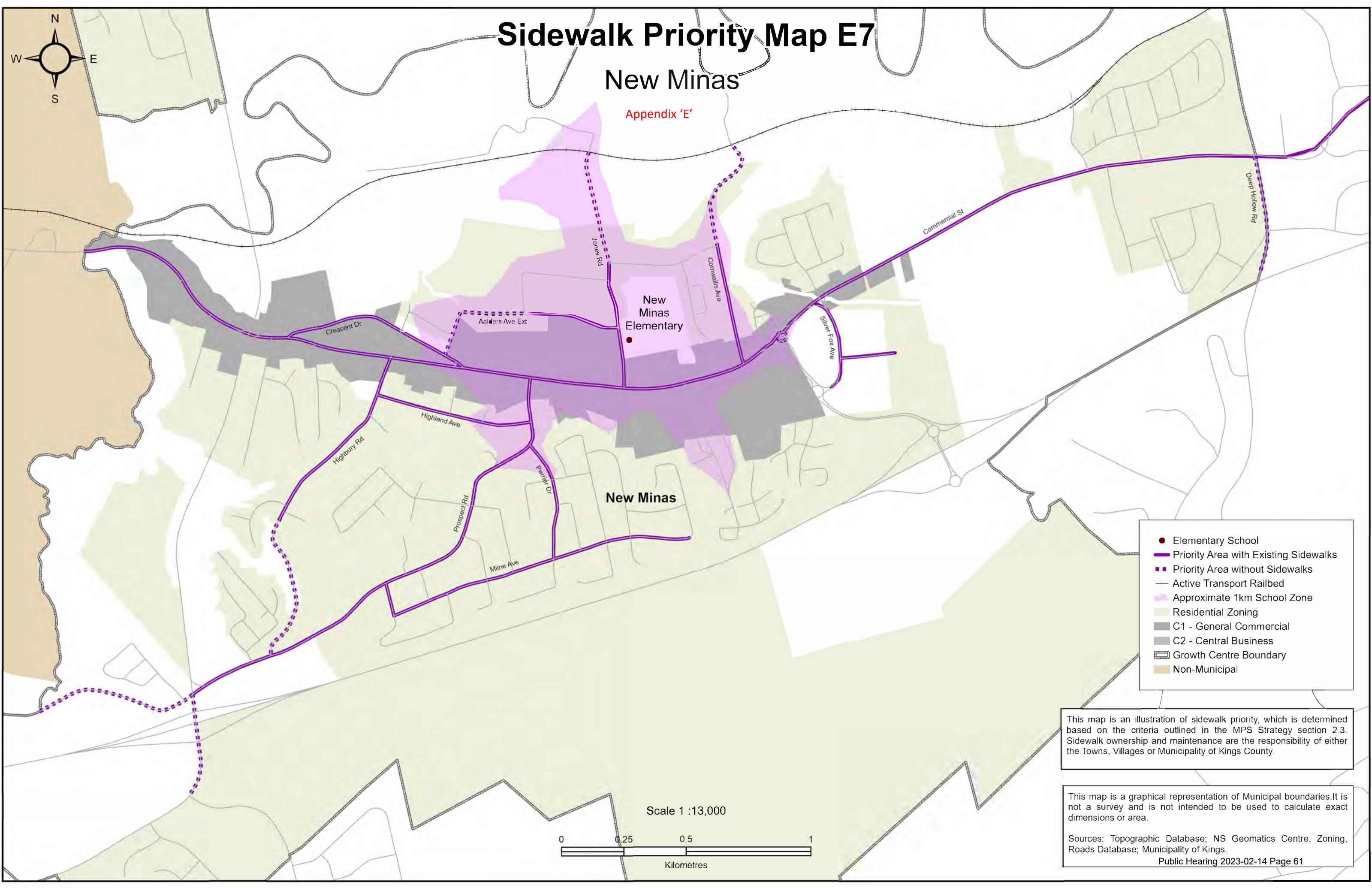


LAND USE DESIGNATION	OVERLAYS	OTHER FEATURES
A - Agricultural Designation	Grand Pré and Area Community Plan	Road
HG - Historic Hamlet of Grand Pré	Town Water Supply Overlay	Growth Centre
N - Resource Designation		Federal
S - Shoreland Designation		Town
		Property Boundary
		Waterbody

Sources:
Property Data: Nova Scotia Property Records Database (2018)
Boundary Data: Nova Scotia Topographic Database (2008), Copyrights of the N.S. Geographic Centre, Antigonish,
Jalving, Ontario, Copyright Agreement, Municipality of Kings Database (2018)
This map is a graphical representation of property boundaries and Municipal boundaries.
It is not a survey and is not intended to be used to calculate exact dimensions or area.

Appendix 'D'





Sidewalk Priority Map E7

New Minas

Appendix 'E'

- Elementary School
- Priority Area with Existing Sidewalks
- - - Priority Area without Sidewalks
- Active Transport Railbed
- Approximate 1km School Zone
- Residential Zoning
- C1 - General Commercial
- C2 - Central Business
- Growth Centre Boundary
- Non-Municipal

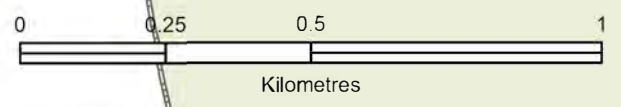
This map is an illustration of sidewalk priority, which is determined based on the criteria outlined in the MPS Strategy section 2.3. Sidewalk ownership and maintenance are the responsibility of either the Towns, Villages or Municipality of Kings County.

This map is a graphical representation of Municipal boundaries. It is not a survey and is not intended to be used to calculate exact dimensions or area.

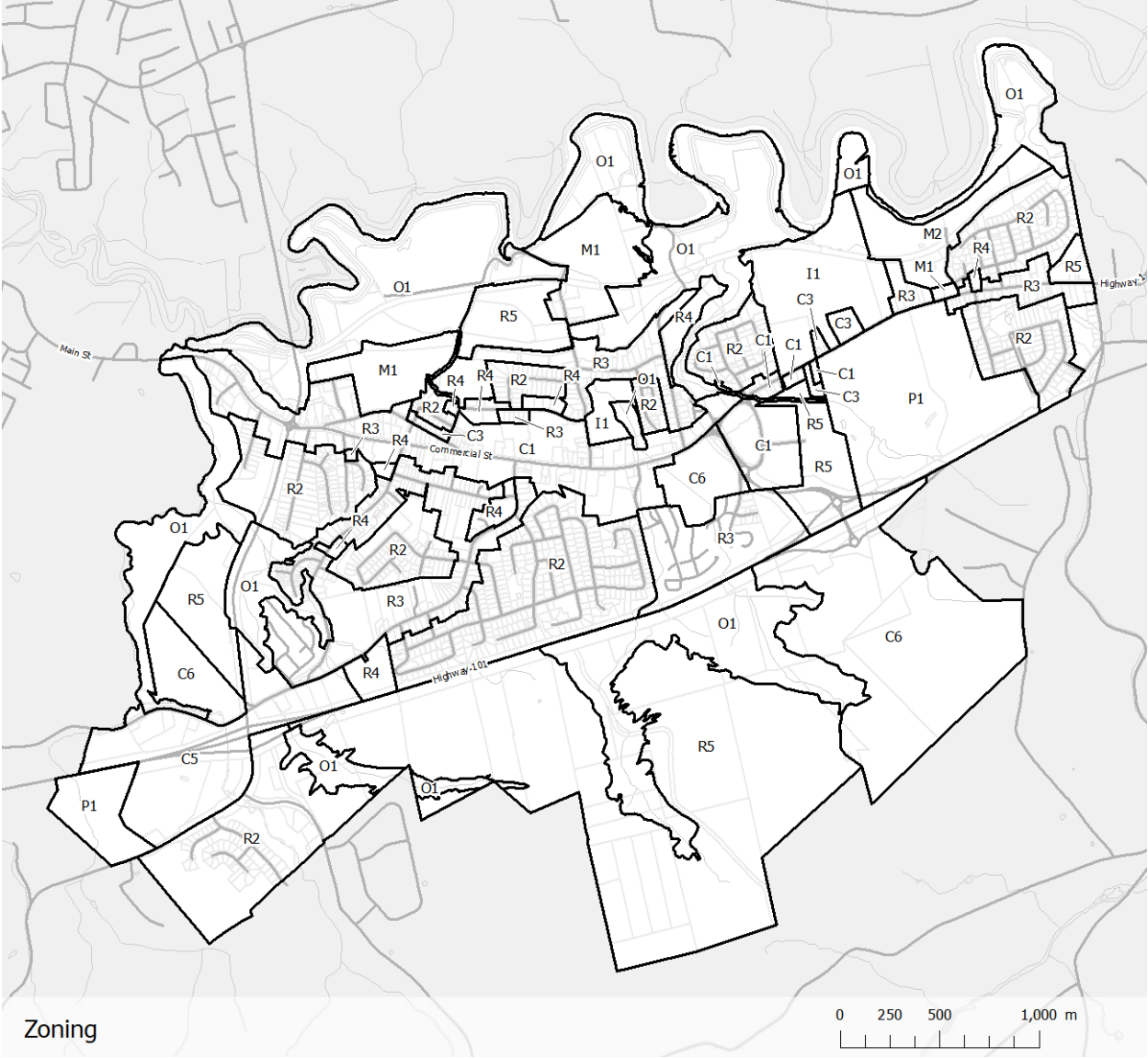
Sources: Topographic Database; NS Geomatics Centre. Zoning, Roads Database; Municipality of Kings.

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Scale 1 :13,000



Appendix 'F'

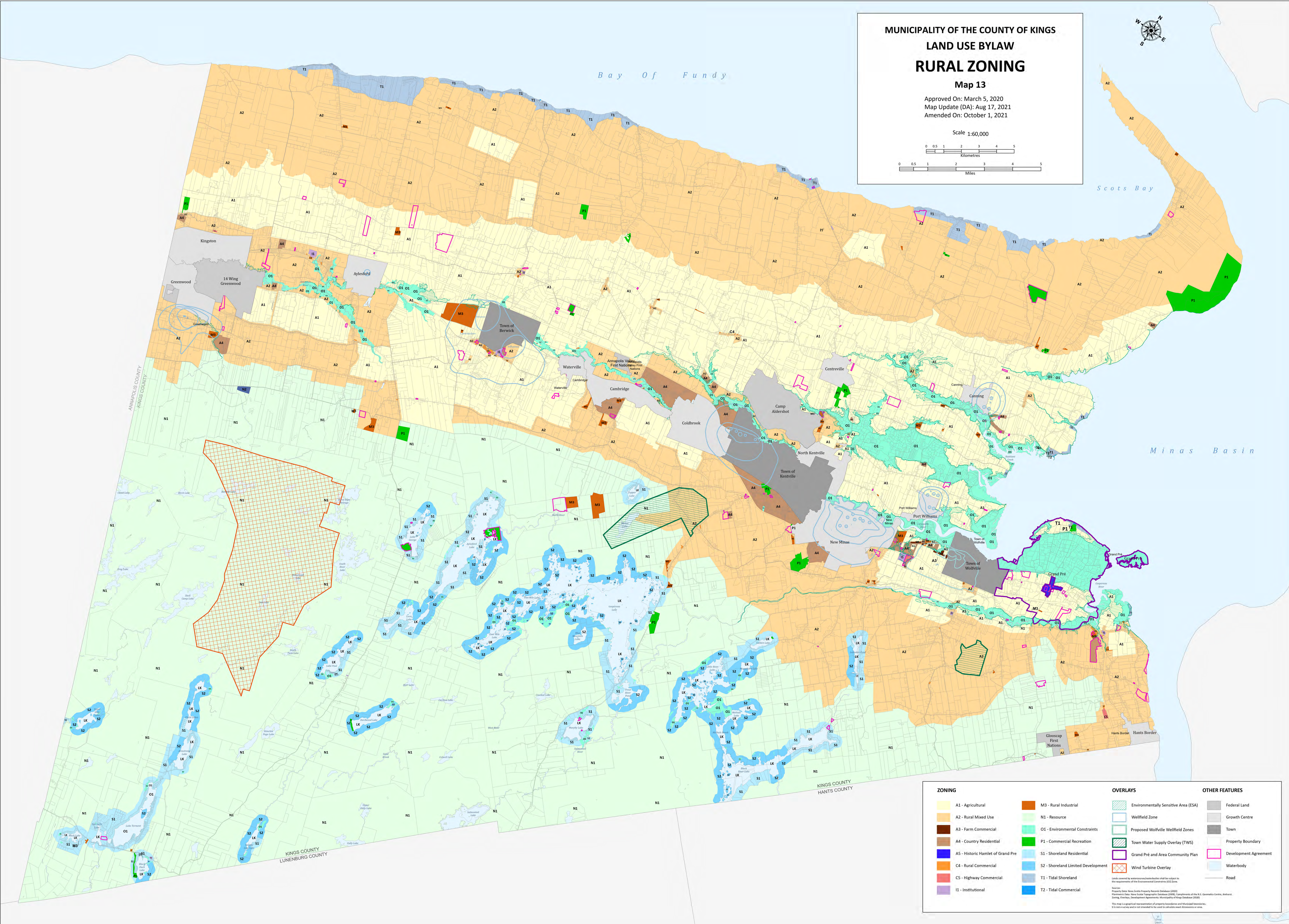
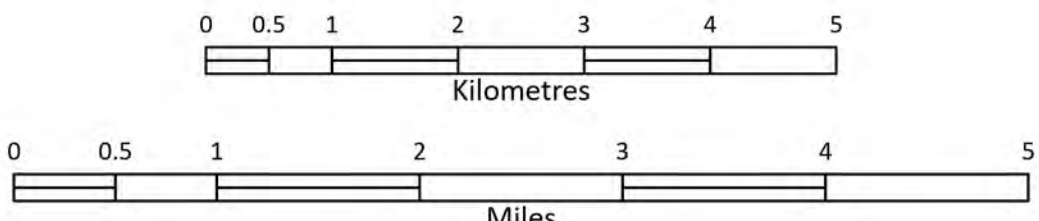


MUNICIPALITY OF THE COUNTY OF KINGS
LAND USE BYLAW
RURAL ZONING

Map 13

Approved On: March 5, 2020
Map Update (DA): Aug 17, 2021
Amended On: October 1, 2021

Scale 1:60,000



ZONING		OVERLAYS		OTHER FEATURES	
A1 - Agricultural	M3 - Rural Industrial	Environmentally Sensitive Area (ESA)	Federal Land		
A2 - Rural Mixed Use	N1 - Resource	Wellfield Zone	Growth Centre		
A3 - Farm Commercial	O1 - Environmental Constraints	Proposed Wolfville Wellfield Zones	Town		
A4 - Country Residential	P1 - Commercial Recreation	Town Water Supply Overlay (TWS)	Property Boundary		
A5 - Historic Hamlet of Grand Pré	S1 - Shoreland Residential	Grand Pré and Area Community Plan	Development Agreement		
C4 - Rural Commercial	S2 - Shoreland Limited Development	Wind Turbine Overlay	Waterbody		
C5 - Highway Commercial	T1 - Tidal Shoreland		Road		
I1 - Institutional	T2 - Tidal Commercial				

Land covered by waterbodies/shorelands shall be subject to the requirements of the Environmental Constraints (EC) Zones.
Sources:
Planning Data: Nova Scotia Property Records Database (2020)
Planning Data: Nova Scotia Geographic Database (2020), Landmarks of the N.S. Geographic Centre, Antares.
Zoning, Overlays, Development Agreements: Municipality of Kings Database (2020)
This map is a graphical representation of property boundaries and Municipal boundaries.
It is not a survey and is not intended to be used to calculate exact dimensions or area.