

# MPS Amendments

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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

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- 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.~~

<del>NON-RESIDENTIAL USES</del>	<del>SPECIAL CONDITIONS</del>
<del>Agricultural Uses</del>	
<del>Existing Uses</del>	
<del>Forestry Uses</del>	

### ~~4.8.3 Zone Requirements~~

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

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

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**:

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

**\* 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;**
- (d) Main building envelope(s);**
- (e) Any accessory buildings;**
- (f) Landscaped areas;**
- (g) Areas to be maintained as natural vegetation; and**
- (i) 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
<b>Manufacturing</b>	<b>Development Agreement</b>	<b>Permitted</b>	<b>Permitted</b>
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



- 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

- 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

- 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 15.5.4A** or used for the purposes of credit in section 14.5.5 shall be subject criteria noted below. :

- 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.**

- 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

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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 mall is still operating, but has declined significantly over the years to the point where the long-term future of the site as an enclosed mall is in question. 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.

## Appendix 'A'

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 1<sup>st</sup>, 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 daylighting of at least 600 feet of the stream that is currently located underneath the property (either continuous or multiple portions totaling 600 feet in length);
  - (c) 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
  - (d) 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. Secondary access will be available from Highbury School Road and Exit 12.

## 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 some cases, it may be appropriate for portions of the essential infrastructure development costs to be covered by the higher levels of government (Province or Federal Government). The remainder would be covered by 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.

## Appendix 'A'

(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) has been reviewed by the Village of New Minas 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 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 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 park should be focused on nature-based recreation, with a preference for trails and other low-impact infrastructure instead of formalized facilities.

## Policy

Council shall:

4.7.13 in considering the acquisition and development of parks in the Growth Centre of New Minas 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

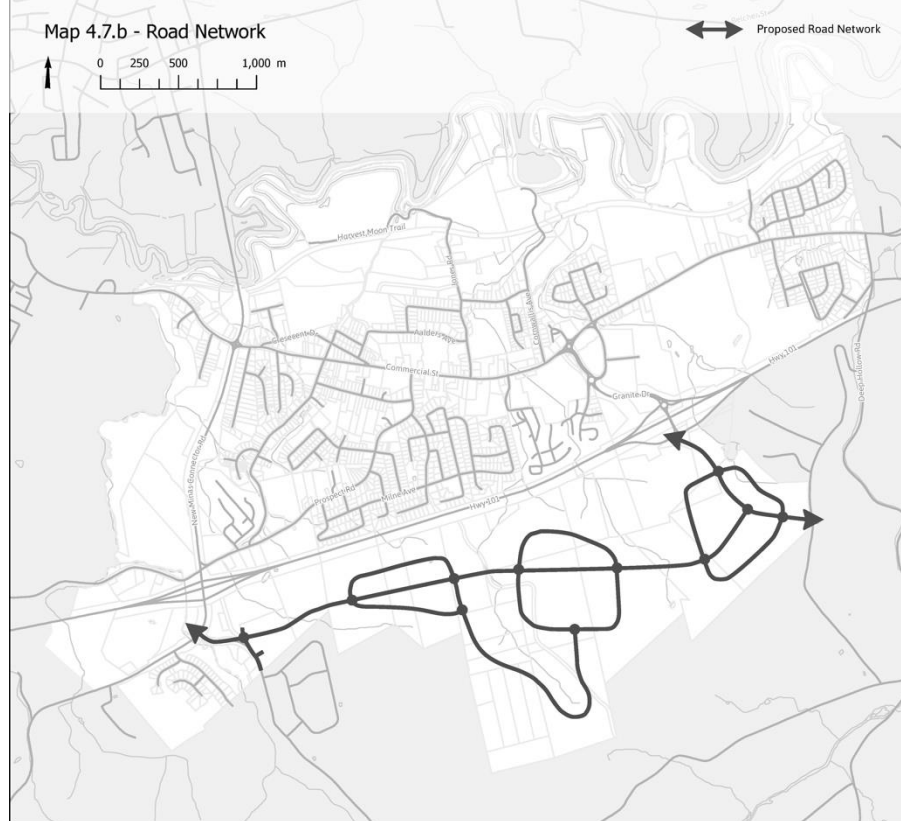
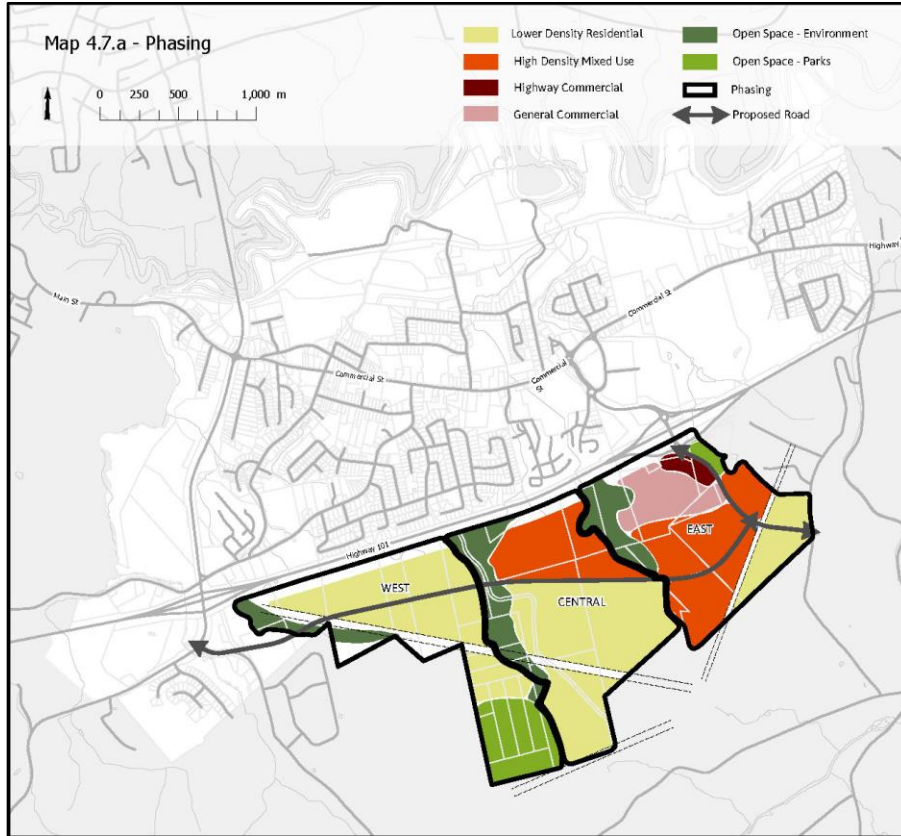
Council shall:

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:

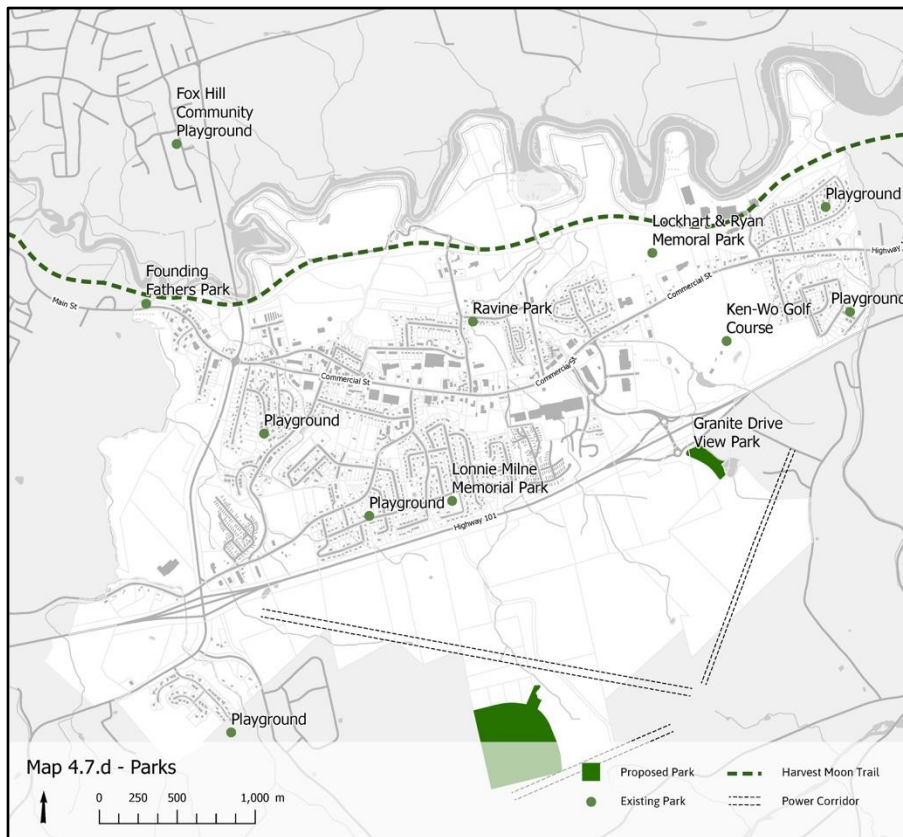
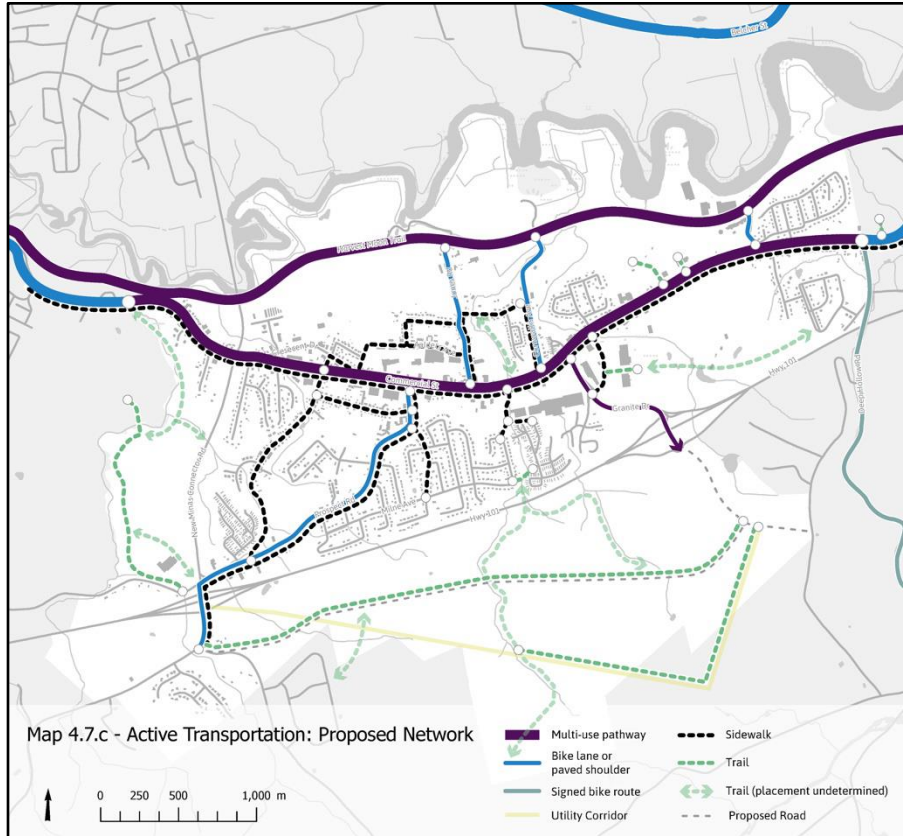
- (a) the bulk of the lands to be designated are located within New Minas Wellfield Protection Overlay B; and
- (b) the bulk of the lands to be designated are not located within the Environmentally Sensitive Area Overlay.

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.

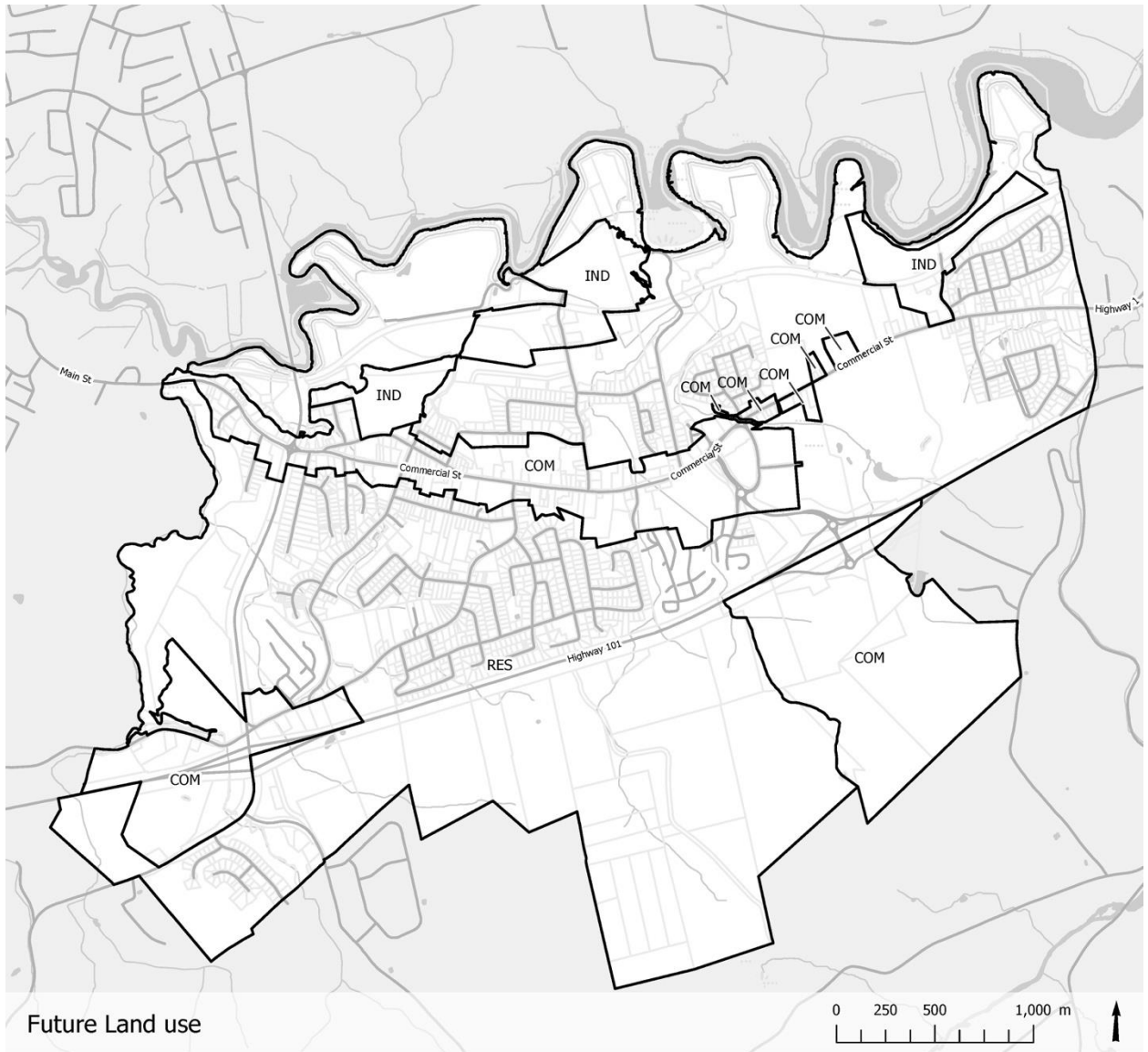
Appendix 'A'



Appendix 'A'



Appendix 'D'



Appendix 'F'

