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## 1

# INTRODUCTION

## **Preamble**

This document constitutes the Municipal Planning Strategy for the Town of Trenton. This Municipal Planning Strategy updates and replaces Trenton's earlier Municipal Planning Strategy, originally adopted in 1995.

## **Purpose**

The Town of Trenton's Municipal Planning Strategy provides a broad planning framework to manage future growth and change in the Town while simultaneously providing policy guidance on land use and related development issues. On a day-to-day basis, the Strategy serves to guide non-regulatory decisions about development in the Town of Trenton.

This document is expected to be in place a minimum of five years prior to a full review. As a result, it is imperative that the Strategy accommodates changing circumstances and yet clearly states Council's policy positions on land use and development issues.

## **Basis**

In 2002 the Trenton Town Council authorized a full review of the Town's Municipal Planning Strategy and Land Use By-law. The plan review program was coordinated by the Town's Planning Advisory Committee, under the direction of Council. With guidance from the Planning Advisory Committee, the plan review program undertook several steps including:

- issue identification/stakeholder consultation/collection of background materials;
- establishment of goals/objectives;
- policy development;

and

- Council consideration and adoption.

This Strategy has been prepared according to the provisions of the Municipal Government Act, (MGA), Statutes of Nova Scotia, as amended. It consists of written text and a Future Land Use Map and Appendices.

## **Smart Growth**

Trenton's review of its municipal planning documents involved a traditional approach of public consultation, discussion surrounding future aims and a look at issues. However in the past, this traditional approach has resulted in an environment where development is regulated as opposed to an environment where it is stimulated.

The Town of Trenton has utilized a "Smart Growth" approach as an underlying basis for this Municipal Planning Strategy review in addition to the traditional approach. Prior to undertaking the plan review for Trenton, planning staff had been exploring and developing a "Smart Growth" approach to planning. This approach, in a nutshell, is about positioning municipal government in a leadership role, one of developing or growing their communities through initiatives and investments of their own choosing. It is an approach that does not wait upon outside factors to bring about development. It is about being proactive.

The "Smart Growth" approach embraced by Trenton will result in unique opportunities that address the entire community and its context within the larger urban area of Pictou County. What are the unique opportunities in Trenton? They are opportunities associated with amenities, the visual appearance and aesthetics of Trenton, economic activity and neighbourhoods. Above all, it is an

opportunity for the people in the community to build upon and benefit from investing in the community.

From this "Smart Growth" approach, a Concept Plan and Action Plan document have been created to provide a list of initiatives to be undertaken by the Town of Trenton to achieve the Smart Growth goal of reversing and stabilizing the declining population. These are not formally adopted as part of the Municipal Planning Strategy or the Land Use By-law documents, but instead outline specific action items and policy that identify and provide implementation considerations for specific projects.

### **Organization**

Following the Introduction, the Town of Trenton Municipal Planning Strategy (MPS) is divided into twelve parts:

1. Community Profile
2. General Provisions
3. Municipal Infrastructure
4. Residential Development
5. Commercial Development
6. Airport Development
7. Industrial Development
8. Institutional Development
9. Recreation
10. Environmental Protection
11. Implementation
12. MPS Maps and Appendices

This Municipal Planning Strategy is based on the original Municipal Planning Strategy adopted by the Town Council on , 2003, following a public hearing advertised on , 2003 in the Evening News and approved by the Minister for Service Nova Scotia and Municipal Relations (). The Office Consolidation includes Ministerial Amendments to the original and will be revised from time to time as required by future amendments. **Office Consolidations are prepared for convenience only, therefore, for accurate reference, refer to original documents, available at the Pictou County District Planning Commission.**

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## 2 COMMUNITY PROFILE

### **Background**

The Town of Trenton is located in Pictou County, in northeastern Nova Scotia. Trenton is situated on the east bank of the East River, bordered by the County of Pictou to the north and east and the Town of New Glasgow to the south. The Town consists of a land area of 6.1 square kilometres situated on the western slope of Fraser's Mountain. In terms of land area, Trenton is the smallest municipal unit of the five urban municipalities that make up Pictou County.

The Town of Trenton originated and evolved from a small area established around Smelt Brook. The Hope Iron Works, previously located in New Glasgow, set up shop in this area in 1878, creating the Nova Scotia Forge Company. By 1881, the Nova Scotia Glass Company was also operating nearby.

The Nova Scotia Forge Company eventually added steel making to its foundry operation resulting in establishment of the Nova Scotia Steel Company, and in 1883, the first steel made in Canada was poured. This burgeoning steel industry coupled with establishment of the Eastern Car Company inevitably led to a housing boom for the area. It was during this period in 1911, that the Town of Trenton was incorporated. Residential development has since gone through cyclical ups and downs directly related to economic conditions and levels of activity associated with the Town's industrial base.

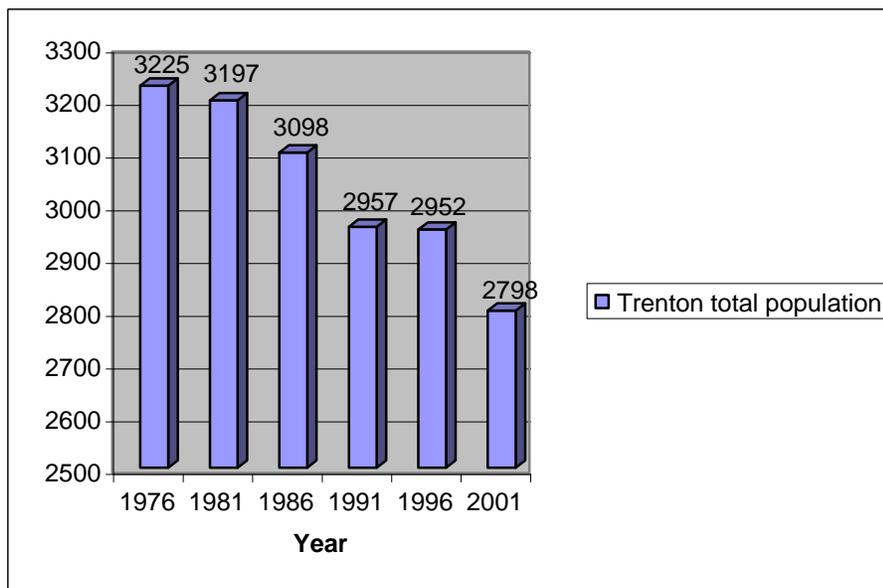
Steel making and manufacturing associated with this industrial base has been surprisingly varied and innovative over the years, producing everything from naval vessels, munitions and large guns during the First World War to coal mining equipment and a wide variety of rail stock. The operations have changed ownership over the years and today the plant continues to be a leader in rail car fabrication under the banner of Greenbrier Canada (TrentonWorks). This operation remains a primary employer and industrial presence for both Trenton and Pictou County.

The Town's current economic base has diversified relative to earlier times. Trenton's labour force is now distributed throughout the service and goods producing sectors. The Town recognizes the potential for greater economic stability through the development of local economic opportunities rather than a reliance on the conventional heavy industry foundations of the Town's historic economic base.

Today, Trenton is comprised of many things; a strong industrial heritage, varied residential development, continued industrial and commercial opportunities, unique recreation and community amenities and most importantly, strong community commitment.

## Population

Population trends and forecasts are an important aspect of the planning process. They provide valuable information on the future demand for a variety of servicing, program and infrastructure needs. There are several demographic issues which are particularly relevant when considering Trenton's future. The overall decline in pre-school and primary school age groups combined with a decline in household size indicates a trend towards smaller families. The decline in the young adult age group indicates a likely out-migration of young adults to urban areas. As the baby boomer population ages and people live longer, the 35+ age groups will continue to account for a larger proportion of the population. These population trends will have significant impacts on future demand for housing, education, recreation, commerce and municipal services in Trenton.



Since 1976, the population of Trenton has experienced a continual decline. The 1976 population of 3225 decreased to 2798 in 2001, an overall decline of 13.2% for this 25 year time period. The entire Pictou County region is also experiencing a similar decline in population. This regional decline exceeds the average rate of decline for all Nova Scotia towns. Of the five towns in Pictou County, the Towns of Trenton and Pictou are experiencing the greatest rates of decline. Population projections predict a continued population reduction in Pictou County of 2.6% by the year 2007. Population projections rely on the assumption that future population trends are reasonably consistent with trends in the immediate past. This Strategy is intended to provide flexibility to deal with these changes and fluctuations in the projected population trends.

## **Community Objectives**

Aside from the Generalized Future Land Use Map and appendices, the remainder of this Strategy is broken down into parts representing each of Trenton's policy areas: general provisions, municipal infrastructure, residential, commercial, industrial, airport, institutional, recreation, environmental protection, and implementation. Objectives and policies are presented for each of the ten policy areas in their corresponding parts. The primary objectives for each policy area are as follows:

### **General Provisions**

To ensure that the overall interest of the community, specifically the development of an attractive, safe, healthy, and prosperous community, is a priority when regulating the development, reconstruction, expansion, alteration, maintenance, or recommencement of a land use or a structure.

### **Municipal Infrastructure**

To improve the functioning and quality of sanitary sewers, sewage treatment, solid waste collection and disposal, and water distribution services; to ensure that such services are provided and managed in an efficient and economical manner which will meet existing and future needs of the community; to establish an adequate and well maintained system of public streets which provides for an efficient flow of traffic and safe convenient access to existing and future areas of development; and to ensure that a coordinated approach is taken in the planning, upgrading and extension of municipal infrastructure in the planning and approval of new development.

### **Residential**

To provide a variety of housing types; to preserve the character of existing neighbourhoods in their present form by encouraging attractive and appropriate design of infill development; and to encourage residential development to occur in areas that are serviced with municipal water, sewer and infrastructure, and where new development requires upgrades or extensions to municipal services, the developer will be required to bear any associated costs.

### **Commercial**

To encourage the development of business and commercial uses to serve the Town, visitors, and surrounding areas; to ensure that commercial uses are located and designed to minimize intrusion upon existing residential neighbourhoods; to recognize the potential of Trenton's commercial areas given their location at the entrance of Town; and encouraging aesthetically pleasing developments; and to promote the viability of Mainstreet as a shopping area, an employment base, and the community's focal point.

### **Airport**

To ensure that the economic and environmental issues related to future airport development are addressed and to stimulate future airport development by promoting the Trenton Airport as a regional facility.

### **Industrial**

To promote Trenton's Industrial Park as a viable location for industrial uses in the region; to minimize potential land use conflicts by encouraging new industrial development and industrial uses to the Industrial Park.

### **Institutional**

To ensure that institutional uses are conveniently located and accessible to the community and its residents; and, to ensure that new institutional uses are compatible with any adjacent residential neighbourhoods.

**Recreation**

To strive to maintain a balance between passive and active recreation opportunities in the provision of high quality recreation programs, facilities and spaces to meet the year round recreation needs of Trenton residents. The policies address issues related to recreation management, open space acquisition and development, Steeltown Centennial Park and recreation programs, facilities and spaces. The policies also emphasize the development of Steeltown Centennial Park as a four season tourist facility.

**Environmental Protection**

To ensure that development and servicing of land for urban purposes occurs in an environmentally safe manner and that land use standards minimizing impacts on environmental features such as hydrological features and steep slopes are established. Continued support for the protection and management of the Trenton's water supply shall also be addressed.

**Implementation**

To ensure that the policies in this Municipal Planning Strategy are implemented in a consistent manner; to ensure that all development proposals, the Land Use By-law and all other planning and development decisions of Council and the Planning Advisory Committee are consistent with the intention of the policies contained in this Strategy; to ensure that public awareness and active participation in the planning process is encouraged.

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## **3 GENERAL PROVISIONS**

This section is intended to provide policy statements to support and implement general provisions in the Land Use By-law. This section deals with land uses and structures that may have implications which impact the community as a whole. Council's desire to encourage the development of an attractive and safe community requires that Council regulate structures and uses that have an impact on surrounding land uses and, as such, are general development concerns pertaining to no one specific zone.

### **Objectives**

To ensure that the overall interest of the community, specifically the development of an attractive, safe, healthy, and prosperous community, is a priority when regulating the development, reconstruction, expansion, alteration, maintenance, or recommencement of a land use or a structure.

### **Policies**

#### **Accessory Structures and Uses**

A use, separate building, or structure which is situated on the same lot as and which is incidental to the principle use of the property is considered to be an accessory structure or use. Garages, decks, or other structures which are connected to the main building are not accessory uses. Instead they are part of the main building and are subject to the requirements pertaining to the main building. In order to maintain an orderly pattern of development and to allow for the efficient provision of infrastructure services, accessory structures shall not be used as dwellings.

Council's primary concern with respect to accessory uses is that they do not visually detract from the appearance of the community, and that they do not hinder adjacent land owners in the enjoyment of their properties. Accessory uses should be separated from adjoining properties enough to maintain a degree of privacy between the lots. This separation should also provide enough room to allow maintenance of the accessory structure from the lot on which it is situated. Council also intends to limit the size of accessory structures in order to minimize their visual impact. Council intends to permit, as-of-right, minor accessory uses which are insignificant in terms of their potential impact on surrounding land uses, including such structures as retaining walls, clothes-line poles, and garden trellises.

#### **Policy G-1: Not for Human Habitation**

Accessory structures shall not be used for human habitation.

#### **Policy G-2: Impact on the Community**

It shall be the intention of Council to minimize the impact of accessory uses and structures on adjacent properties and the surrounding neighbourhood.

#### **Policy G-3: Where Permitted**

Where a lot in Trenton is occupied by a permitted use, that use may include accessory uses and structures provided that the Land Use By-law establishes regulations pertaining to the location of the accessory structure on the lot, as well as its size and height.

**Policy G-4: Accessory Uses and Structures Permitted As-of-Right**

Accessory uses such as retaining walls, fences under 1.8 metres (6 feet), clothes-line poles, and garden trellises, sidewalks, curbs, bollards will be permitted as-of-right throughout the Town.

**Policy G-5: Corner Vision Triangle**

It shall be the intention of Council to regulate the placement and height of structures in the corner vision triangle of street intersections. To ensure that development on corner lots does not result in the obstruction of sight lines on public streets and right of ways, the Land Use By-law shall set out restrictions on the placement and height of structures including but not limited to fences, signs, vegetation, retaining walls, etc.

**Policy G-6: Outdoor Storage and Display**

It shall be the intent of Council to regulate or prohibit outdoor storage and display of goods, machinery, vehicles, building materials, waste materials, aggregates, and other such items within all zones except in the industrially zoned areas. To improve the physical appearance of these land uses, where permitted, provision shall require outdoor storage sites to ensure they are screened with landscaping or structures.

**Fences**

It is Council's intention that, because of their limited impact on surrounding land uses, fences under 6 feet (1.8 metres) will be permitted as-of-right throughout the Town. However, where a fence is required to be built by the Municipal Planning Strategy and Land Use By-law, a development permit will be required to ensure the structure is constructed according to the standards set out in the by-law. Because of their potential impact on adjacent properties and safety concerns, it is Council's intention that a development permit will be required for fences which are higher than 6 feet (1.8 metres).

**Policy G-7: Fences**

It shall be the intention of Council to regulate fences which are in excess of 6 feet (1.8 metres) or which are required under Trenton's Municipal Planning Strategy or Land Use By-law. Fences required by the Land Use Bylaw for abutting yards shall be set back from any lot line by 2 feet (0.6 metres).

**Signs**

Signs can have a significant impact upon the aesthetic character of the Town. In some circumstances, signage can be distracting and poses safety concerns to both pedestrian and vehicular traffic safety. In an attempt to maintain an aesthetically pleasing environment, minimize adverse impacts on adjacent properties, and reduce safety concerns, Council feels that certain limits need be placed on the use of signs. Accordingly, the Land Use By-law shall regulate the type, size, location, and number of signs permitted in various zones in the Town, and shall prohibit certain signs in all zones for reasons of safety or aesthetics.

Council also intends to generally prohibit commercial signs in residential areas to maintain the character of residential neighbourhoods. Exceptions to this general rule will include signs for neighbourhood commercial uses and home occupations as well as temporary or special uses in accordance with the pertinent provisions in the Land Use By-law.

Signs used by residents to advertise yard sales, property identification signs, real estate signs, and other similar signs, which are common in a residential area shall be permitted as-of-right. Such signs shall not require a development permit.

**Policy G-8: Signs**

It is the intention of Council to place limits on signs and other forms of public display through specific provisions in the Land Use By-law. Certain signs shall be prohibited in all zones and others shall be permitted as-of-right in all zones. Other signs shall be regulated as to type, material, size, location, and number in the Land Use By-law.

**Parking**

Council's primary objective with regard to parking is to ensure that each development provides sufficient off-street parking spaces to meet its needs and that these parking facilities are designed to provide year round and safe accommodation of vehicles.

**Policy G-9: Off-Street Parking Requirements**

Provisions shall be included in the Land Use By-law which set out requirements for off-street parking involving four or more vehicles, location of driveways and standards regarding their design. All development proposing to locate in Trenton shall be required to provide off-street parking, or under certain circumstances, a cash equivalent and shall be subject to the above mentioned requirements. Properties located in the Main Street Commercial (C1) Zone, which front onto Main Street between Glass Street and Caroline Street shall be exempt from the above mentioned requirement for commercial development, and shall not be required to provide off-street parking. Residential development on the aforementioned properties will still be required to provide off-street parking as per the requirements of the Land Use By-law.

**Policy G-10: Provision of Parking**

It shall be the intention of Council to ensure that adequate parking is available to support retail activity in the Main Street Commercial area.

**Policy G-11: Cash-In-Lieu**

It shall be the intention of Council to accept cash-in-lieu of on-site parking in those areas zoned Main Street Commercial (C-1) in the Land Use By-law. Funds so received shall be used to purchase, construct, and maintain public parking facilities. The amount of the required payment to the Town shall be determined by formula contained in the Land Use By-law. Properties located in the Main Street Commercial (C1) Zone, which front onto Main Street between Glass Street and Caroline Street shall be exempt from this cash-in-lieu requirement for commercial development. Residential development on the aforementioned properties may be subject to the cash-in-lieu requirement.

**Temporary and Special Uses**

Throughout any community there are activities going on which are associated with new development and the normal activities of residents. "Temporary uses" refer to those uses and structures which are associated with new construction activity in the Town. Such uses include construction sheds for the housing of personnel, tools, or materials, offices, or signs which are located on the construction site while the work is proceeding. These uses are normal components of construction activity and Council does not intend to restrict their use in the Town. Council will, however, require that temporary uses be removed from the construction site shortly after work is completed.

The term "special uses" refers to those signs, banners, structures, and other structures which are used during special events such as elections or festivals. As with temporary uses, Council will permit these uses in the Town on a temporary basis. Council will require that special uses be discontinued shortly after the special event is concluded.

**Policy G-12: Temporary Structures**

Temporary structures used in conjunction with a construction or subdivision project (for which a development permit has been issued), including offices, scaffolding, signs, and structures for the storage of equipment and material shall be permitted in the Town.

**Policy G-13: Special Uses**

Special uses and structures such as signs, banners, display booths, and other similar structures shall be permitted in the Town in conjunction with an election, festival, celebration, or other special event. No development permit shall be required for such uses.

**Policy G-14: Duration of Temporary Use**

The temporary uses or special uses referred to in Policies G-12 and G-13 shall not be permitted to remain in place for more than 60 days following completion or discontinuation of construction (in the case of a temporary use), or fourteen (14) days after the special event is concluded (in the case of a special use).

**Illumination**

In order to prevent conflicts between adjacent uses resulting from indiscriminate placement of outdoor lighting, particularly flood lights, Council will require that placement of lighting be regulated in the general provisions section of the Land Use By-law.

**Policy G-15: Outdoor Lighting**

It shall be the intention of Council to require that all illuminated signs or outdoor lighting be so placed to direct the illumination away from adjoining properties and streets through provisions in the Land Use By-law, in order to prevent conflicts between adjacent uses resulting from indiscriminate placement of outdoor lighting, particularly, flood lights.

**Swimming Pools**

Swimming pools which, because of associated safety problems, require additional regulations. These regulations are necessary to provide a degree of safety to the general public and specifically, to young children. The Land Use By-law will require that all swimming pools be enclosed by a building, structure, fence, or a combination thereof, having a minimum height as set out in the Land Use By-law; and that access to a swimming pool may be gained through a self-latching gate which can be secured when the pool is not being used. Setbacks shall be included in the Land Use By-law and intended to provide for safe movement around the pool. Specific requirements for swimming pools shall be set out in Trenton's Swimming Pool By-law.

**Policy G-16: Swimming Pools**

In order to provide a degree of safety to the general public, regulations shall be included in the Land Use By-law pertaining to the location of swimming pools on a lot and the construction of a fence around a swimming pool. Further regulations for swimming pools shall be included in a Swimming Pool By-law to ensure that such pools are properly located and sufficiently protected to ensure the safety of neighbourhood residents, particularly small children.

**Policy G-17: Swimming Pool By-law**

It shall be the intention of Council to support the regulations set out in Trenton's Swimming Pool By-law.

**Non-Conforming Uses or Structures**

Non-conforming uses are usually commercial or industrial uses which are no longer permitted in residential areas but are allowed to legally remain because they legally existed prior to the

adoption of the Land Use By-law. Council supports the continued operation of non-conforming uses, however, Council must also consider and protect the overall interests of the community. Therefore, Council will consider alterations and changes to non-conforming uses or structures, but only by development agreement. A successful, expanding business should locate in a permitted area where benefits such as larger potential customer base, reduced servicing potential, and less restrictive land use requirements exist.

**Policy G-18: Non-Conforming Uses or Structures by Development Agreements**

It shall be the intent of Council to consider allowing the alteration, reconstruction, re-commencement, and change of use of non-conforming structures or non-conforming uses of land within the boundaries of the existing lot containing the use by development agreement, according to the provisions of Section 242 of the *Municipal Government Act*, except pursuant to Policy R-9. In considering a development agreement for non-conforming use or non-conforming structure, Council shall have regard to the following:

- 1) that the architectural design, including the scale of any building and its exterior finish is compatible with adjacent uses;
- 2) the total area used for outdoor storage and adequate provisions for year-round artificial or natural screening;
- 3) that adequate buffering and setback distances are maintained from low density residential uses and that landscaping treatments are included to reduce the visual impact;
- 4) that the use, is not obnoxious by virtue of noise, odor, dust, vibration, smoke, or other emission;
- 5) that adequate provisions are made for the acceptable maintenance and appearance of the use;
- 6) that the hours of operation of the use would not interfere with or create undue problems for the residents of the surrounding area; and the proposal meets all the pertinent policies of this Strategy.



## 4

**MUNICIPAL INFRASTRUCTURE**

The provision of Municipal Infrastructure is a crucial component in the economic development of a community and the quality of life afforded to its residents. This portion of the Municipal Planning Strategy deals with matters pertaining to water supply, storm and sanitary sewers, sewage treatment, solid waste, transportation, and the extension of such services to new development.

**Objectives**

To improve the functioning and quality of sanitary sewers, sewage treatment, solid waste collection and disposal, and water supply and distribution services; to ensure that such services are provided and managed in an efficient and economical manner which will meet existing and future needs of the community; to establish an adequate and well maintained system of public streets which provides for an efficient flow of traffic and safe convenient access to existing and future areas of development; and to ensure that a coordinated approach is taken in the planning, upgrading and extension of municipal infrastructure in the planning and approval of new development.

**Policies****General**

The Town's general approach to the extension of infrastructure services is to require that the developer, who is benefiting from the extension, bear the financial responsibility of providing services. The Town will continue to provide maintenance services to new infrastructure installations once they are deeded to the Town. While the cost of new municipal infrastructure is normally incurred by the developer, the cost of maintaining these new streets and services is shouldered by the municipality. Rather than extending infrastructure to service new development, new development should be concentrated, or intensified, within areas already serviced by streets and municipal water and sewer. This is a more cost effective manner in which to accommodate additional growth, a more efficient use of land, and provides for the maximum use of existing municipal infrastructure. The majority of properties within the Town are in relatively close proximity to existing municipal infrastructure. For those areas that are currently un-serviced, Council intends to restrict development to non-intensive uses with larger lot sizes.

An additional concern of Council is the effect the street layout of a new subdivision may have on the existing street pattern. New subdivisions should integrate their street layout with that of adjacent established areas to ensure that an arterial or collector street within the subdivision does not connect to an existing local street which is not capable of carrying the increased traffic load. Where a new development abuts an existing or planned street, the street layout of the new development should be coordinated with any existing or planned intersections, ensuring that collector or arterial streets meet at intersections rather than create 'jogged' or misaligned intersections.

**Policy MI-1: Development of Un-serviced Lands**

It shall be the intent of Council to limit un-serviced development by establishing requirements in the Land Use By-law that restrict the range of uses in areas not served by centralized service to non-intensive forms of development and by requiring larger lot sizes for development

having on-site servicing systems. Proposals for un-serviced development also require the approval of the Provincial Department of Environment and Labour.

**Policy MI-2: Infrastructure Costs for New Development**

It shall be the intent of Council pursuant to Trenton's Subdivision By-law, to require that all infrastructure costs associated with new subdivisions be the responsibility of the developer. Standards and procedures for construction of services shall be set out in the Subdivision By-law.

**Policy MI-3: Infrastructure Funding**

To investigate opportunities for Provincial and/or Federal Government financial assistance in carrying out expansions and improvements to the water, sanitary sewer and storm sewer systems.

**Policy MI-4: Maintenance and Improvement of Municipal Infrastructure**

It shall be the intention of Council to identify a list of projects related to maintenance, and improvement of municipal Infrastructure services on a yearly basis associated with budgeting procedures.

**Policy MI-5: Integration of Street Network**

It shall be the intention of Council to, whenever possible, encourage new subdivisions to integrate their street layout with that of adjacent established areas, ensuring that an arterial or collector street within the subdivision does not connect to an existing local street.

**Policy MI-6: Intersection Alignment**

It shall be the intention of Council to, whenever possible and where new development abuts an existing or planned street, encourage the coordination of intersections, ensuring that collector or arterial streets meet at intersections rather than create 'jogged' or misaligned intersections.

**Water Supply**

The source of Trenton's water supply is a system of groundwater wells. The well-field draws water from two groundwater aquifers: the Steeltown Aquifer and the Airport Aquifer. The groundwater recharge area for the two aquifers consists of an area of eight square kilometres which includes the watersheds of Smelt Brook and Lowden's Brook. Concerns have been expressed regarding the potential for contamination of the ground water supply.

Over the years, Trenton has conducted several studies on their water system and consequently has undertaken numerous improvements resulting in greater water quantity, quality and flow. However, the Town continues to experience difficulties with water pressure in certain areas. The 1991 Water Distribution System Pressure Study makes several recommendations to improve water pressure in Trenton.

The present system can accommodate a daily usage of approximately 590,000 gallons per day. This is an adequate supply to serve Trenton residents, however Trenton's industrial users and several domestic users outside the serviced area rely on New Glasgow for water services. This situation and the potential for contamination is a concern in terms of the long term viability of Trenton's groundwater supply.

**Policy MI-7: Water Supply**

It shall be the intention of Council to maintain an adequate and high quality water supply for the Town of Trenton.

**Policy MI-8: Fire Protection**

It shall be the intention of Council to ensure adequate water supply for fire protection is available to all areas of the Town of Trenton.

**Policy MI-9: Utilization of Existing Services**

It shall be the intention of Council to encourage the use of existing infrastructure before expansions to the system are considered.

**Policy MI-10: Improvements**

It shall be the intention of Council to finance improvements and extensions of water services when it is economically feasible.

**Policy MI-11: Protection**

To ensure adequate measures are undertaken to provide for the long term viability and protection of the Town's water supply including:

1. regular monitoring of production and observation wells to ensure adequate water levels and quality;
2. the development of a inter-municipal strategy between the Town of Trenton, the County of Pictou and the Town of New Glasgow to ensure the long term protection of the groundwater recharge area for Trenton's well-field;
3. the development of an emergency contingency plan which identifies potential threats to Trenton's groundwater supplies and outlines response procedures in the event of contaminate spills or releases;
4. public information and education programs that promote water conservation measures;
5. the on-going implementation of the recommendations of the 1986 Trenton Water Study and subsequent Water Study updates, as funds permit; and
6. inter-municipal co-operation with other municipalities in Pictou County to develop a regional strategy for the supply of water services to Pictou County.

**Policy MI-12:**

Council shall undertake the improvements to Trenton's water distribution system outlined in the 1991 Trenton Water Distribution System Pressure Study to provide adequate water pressure.

**Sewage Collection and Disposal**

The Town's sewage collection system is a gravity fed combined sanitary and storm water system. It collects sewage and directs it to the East River Pollution Abatement Plant for secondary treatment before discharging the effluent into the East River. The combined sewer lines do not have the capacity to accommodate an increased flow during periods of heavy rainfall and high usage, and consequently may result in flooding in some areas. The Town, recognizing the need to maximize the use of sewage treatment facilities and ensure adequate capacity for the future, has initiated a program of sewer separation. The Town also intends to ensure that future development through the subdivision process, provides for sewer separation and utilizes natural drainage channels for storm water drainage. Natural drainage channels are an essential component of surface water control. Provision of a separate storm-water system based natural drainage channels will minimize the potential for erosion and flooding. To ensure that storm-water is drained in a manner which minimizes damage to the environment, Council has undertaken a storm-water management study which examined the natural drainage pattern for the Town's water systems and identified priority projects which will eventually result in environmentally sound storm-water management.

**Policy MI-13: New Storm and Sanitary Sewer**

It shall be the intention of Council to require separate storm and sanitary sewers for new development.

**Policy MI-14: Separation of Existing Combined Storm and Sanitary Sewer**

It shall be the intention of Council to separate existing combined storm and sanitary sewers, where feasible, given consideration of the availability of finances and the opportunity to coordinate sewer separation with other maintenance or construction projects.

**Policy MI-15: Stormwater Management**

It shall be the intention of Council that, wherever possible and financially feasible, measures be taken to reduce the amount of wastewater going into the East River during periods of peak flow.

**Policy MI-16: East River Pollution Abatement System**

To continue to co-operate with other municipalities in Pictou County through the East River Pollution Abatement System to provide an efficient sewage collection and treatment program.

**Policy MI-17: Utilization of Existing Services**

It shall be the intention of Council to maximize the use of existing sanitary sewer by encouraging new growth in those areas where services are already available.

**Policy MI-18: Operation and Maintenance**

It shall be the intention of Council to ensure adequate capacity exists for future growth by ensuring the proper operation and maintenance of the existing system.

**Policy M1-19: Improvements**

In order to accommodate future growth, it shall be the intention of Council to upgrade the existing sewer system, given consideration of the availability of finances and the opportunity for coordination with other maintenance or construction projects.

**Solid Waste Management**

The Pictou County Solid Waste Management System, a division of the Pictou County District Planning Commission, manages the collection and disposal of Trenton's domestic solid waste. This service is also provided to other towns and the rural municipality on a shared basis. The collection of domestic solid waste is contracted to a private collection company and disposal occurs at the Mt. William Solid Waste Disposal facility.

**Policy MI-20: Solid Waste Disposal**

It shall be the intention of Council to continue to co-operate with the other municipalities in Pictou County through the Pictou County Solid Waste Management System to provide a regular and efficient waste management collection program which meets or exceeds provincial standards and to maintain a safe and efficient site for its disposal.

**Recycling**

The Pictou County District Planning Commission manages the collection of recyclable materials on behalf of the Town. The recycling program, initiated in 1991, involves a bi-weekly collection of recyclables from schools, municipal buildings, senior citizens complexes, and every dwelling under four (4) units. The recyclable materials are currently sent to Colchester County for processing as a cost effective alternative to constructing and managing a recycling facility within Pictou County. However, if the current arrangement becomes too

costly, other options may have to be examined such as building and operating a recycling facility.

**Policy MI-21: Recycling**

It shall be the intention of Council to continue to co-operate with the other municipalities in Pictou County through the Pictou County District Planning Commission to provide a regular and efficient recycling program.

**Composting**

Effective December 1, 1998, provincial regulations require that organic material no longer be accepted at landfill sites. As a result, Pictou County District Planning Commission has constructed a facility for composting organic materials. A door to door bi-weekly collection of compostable materials began in the summer of 1999 and continues today.

**Policy MI-22: Composting**

It shall be the intention of Council to continue to co-operate with the other municipalities in Pictou County through the Pictou County District Planning Commission System to provide a regular and efficient composting program.

**Transportation**

The transportation network is a fundamental component of a community's urban structure. Not only does transportation infrastructure provide for the movement of people and goods but the presence of an effective and well maintained transportation infrastructure is integral in the economic vitality of a community. The location of nodes in a transportation system, interchanges on major arterial roads for example, have a significant impact on land use planning and the potential for development associated with significant transportation nodes should be explored. In Trenton, the transportation network incorporates a system of streets, highways, and rail transportation.

**Policy MI-23: Transportation Infrastructure**

It shall be the intention of Council, within its financial capabilities, to maintain and improve the Town's transportation infrastructure and to seek cooperation and assistance of the Provincial government in upgrading the Town's major arterial roads.

**Policy MI-24: Construction and Maintenance**

To establish medium and long term priorities with respect to road construction, maintenance, and improvements to the Town's transportation infrastructure.

**Policy MI-25: Arterial Access**

Council shall limit future access on arterials by establishing regulations in the Subdivision By-law, which set out a minimum separation distance for public street intersections on arterials.

**Pedestrian Network**

In addition to the service provided by streets and other infrastructure in the movement of people and goods, the role of the pedestrian network should be recognized as an important and vital component of a transportation system. The pedestrian network includes sidewalks, paths, walkways, and recreational trails. A pedestrian network which provides a pleasant and safe environment will help ensure high volumes of pedestrian traffic in the Mainstreet retail areas, provide an alternative to automobiles, and opportunities for recreation. Council recognizes the popularity of the Sampson Trail in neighbouring New Glasgow and the potential for Trenton to connect to this recreational trail as well other existing and proposed urban trail opportunities.

**Policy MI-26: Pedestrian Walkways**

It shall be the intention of Council to ensure a network of pedestrian walkways is established to provide safe and convenient pedestrian circulation.

**Policy MI-27: Creation of Pedestrian Walkways**

It shall be the intention of Council to co-operate with landowners to implement a system of pedestrian walkways throughout the Town , particularly along the East River where there is potential to connect to the Sampson Trail as well as the Smelt Brook Area.

**Policy MI-28: Abandoned Rail Right-Of-Ways**

To investigate the feasibility of developing abandoned rail right-of-ways within the Town as part of an urban trail systems.

## 5 RESIDENTIAL DEVELOPMENT

Residential neighbourhoods contribute to a sense of community which is vital to the social and economic well being of the Town. Socially, residential development means increased numbers of people supporting community activities. Economically, the Town benefits from the increased assessment base and tax revenues, and local businesses benefit from the increased market potential and the increased labour pool.

Trenton is primarily a residential community, providing a range of housing types within the existing residential area. Council foresees the development of additional single family homes within homogeneous neighbourhoods. Council supports an on-going assessment of future housing demand and the development of a variety of housing types in appropriate locations throughout the Town.

The trend towards smaller families, smaller households, and an aging population indicate a demand for smaller, more affordable housing accommodations. It is Council's responsibility to ensure that a variety of housing options are available that meets the needs of every citizen but, at the same time, does not adversely impact the residential character of the Town.

In Pictou County, the Nova Scotia Community Services Housing Division operate family and senior housing through the Eastern Mainland Regional Housing Authority. There are two such senior's housing developments in Trenton located on Forge Street and on Park Street. Both developments, consisting of a total of 40 seniors housing units, are currently at capacity. The Eastern Mainland Housing Authority also manages 7 single family dwellings in various locations throughout the Town. The demand for additional seniors' housing created by an aging population, an increasing number of one person households and a shortage of suitable housing alternatives for seniors, will have the greatest impact on future housing requirements in Trenton.

### **Objective**

To provide a variety of housing types; to preserve the character of existing neighbourhoods in their present form by encouraging attractive and appropriate design of infill development; and to encourage residential development to occur in areas that are serviced with municipal water, sewer and infrastructure, and where new development requires upgrades or extensions to municipal services, the developer will be required to bear any associated costs.

### **Policies**

#### **General**

##### **Policy R-1: Housing Need**

In co-operation with the Eastern Mainland Regional Housing Authority, the Nova Scotia Community Services (Housing Division) and Canadian Mortgage and Housing Corporation, Council shall assess the need for additional seniors and family housing.

##### **Policy R-2: Seniors Housing**

Council shall assist in determining the location of new senior citizen housing and, in doing so, to encourage its location in proximity to support services for seniors.

**Policy R-3: Access to Housing**

Council shall assist and work with public and private organizations and other levels of government, within the financial capabilities of the Town, to provide quality housing for the low and moderate income earner.

**Policy R-4: Single Family Housing**

To provide a broader range of housing options, Council shall encourage the development of residential neighbourhoods designed exclusively for single detached dwellings. In doing so, Council hopes to achieve a greater proportion of single family development within the Town.

**Residential Land Use Strategy**

All existing residential areas will be designated General Residential on the Future Land Use Map. Residential development within this designation will provide for a choice of dwelling types and densities. Undeveloped areas which are suitable for residential development will be designated as Single Detached Residential on the Future Land Use Map. Residential development within this designation will be restricted to single detached dwellings.

Residential uses are usually categorized according to density: low, medium and high density development. Low density development generally includes single and two family dwellings. Residential development in Trenton is predominantly low density development. Within the areas designated for residential use, there will be two zones for low density residential development. One zone is exclusively for single detached dwellings and the other zone is to accommodate single and two family dwellings.

The Town also intends to provide for medium to high density residential development within the General Residential Designation. Medium to high density residential development uses land more efficiently and is generally more affordable than low density residential development. This type of residential development includes townhouses, triplexes, low and high rise apartments and mobile home parks. Within the General Residential Designation there will be two zones for medium density residential development. One zone is for multiple unit dwellings with a maximum of five units and the other zone is for mobile home parks. High density residential development, which includes multiple unit dwellings with more than five dwelling units, is controlled through the development agreement process.

**Policy R-5: General Residential**

Council shall establish a General Residential future land use designation and designate existing residential areas and vacant lands generally located within the serviced area, as General Residential on the Future Land Use Map. Within this designation a range of residential uses, institutional uses, recreational uses, and neighbourhood commercial uses will be allowed. Existing development in this designation shall be zoned according to its use.

**Policy R-6: Single Detached Residential**

Council shall establish a Single Detached Residential future land use designation and designate certain existing residential areas and undeveloped lands, generally located outside of the serviced area and suitable for residential development, as Single Detached Residential on the Future Land Use Map. Within this designation development shall be limited to single detached dwellings, and neighbourhood parks. Council intends to protect the integrity of this area by restricting re-zonings within areas designated Single Detached Residential to two family dwelling types.

### **Policy R-7: Residential Zones**

In addition to a Residential Mobile Home Park Zone, Council shall establish the following three residential land use zones in the Land Use By-law to accommodate residential development:

1. A Residential Single Unit Dwelling (R-1) Zone. Uses permitted in this zone shall include the following and similar uses: single detached dwellings, home occupations, and neighbourhood parks. This zone shall apply to all lands designated as Single Detached Residential. Re-zonings to the R-1 Zone shall also be considered in areas designated General Residential.
2. A Residential Two Unit Dwelling (R-2) Zone. Uses permitted in this zone shall include the following and similar uses: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings to a maximum of two units, bed and breakfast establishments and boarding houses with a maximum of two rooms for rent, home occupations and neighbourhood parks. This zone shall apply to all single and two family residential uses located within the General Residential Designation. Proposals for R-2 uses will be considered in areas designated Single Detached Residential by a Land Use By-law amendment (re-zoning) to the R-2 Zone.
3. A Residential Multi-Unit (R-3) Zone. Uses permitted in this zone shall include the following and similar uses: R-2 uses, triplex dwellings, townhouse or rowhouse dwellings, multiple unit dwellings, converted dwellings, senior citizen housing, boarding houses and bed and breakfast establishments with a maximum of five rooms for rent, home occupations and neighbourhood parks. The maximum number of dwelling units for any use in this zone, except senior citizen housing, is five. This zone shall apply to all existing medium density residential uses within the General Residential Designation. Proposals for medium density residential uses will be considered in areas designated as General Residential by a Land Use By-law amendment (re-zoning) to the R-3 Zone.

### **Mobile Home Parks**

Rising home ownership costs associated with conventional single unit detached dwellings have resulted in an increase in the number of people accepting mobile dwellings as a viable alternative, if not for a lifetime, then as a starter or retirement home. There are currently two existing mobile home parks in Trenton.

### **Policy R-8: Mobile Home Parks**

It shall be the intention of Council to establish the Residential Mobile Home Park (RMHP) Zone in the Land Use By-law. Existing mobile home parks shall be zoned Residential Mobile Home Park (RMHP). Permitted uses in the mobile home park shall include but not be limited to: mobile homes, mini-homes, mobile home park offices and maintenance and equipment storage, mobile home sales structures, recreation uses, and home occupations. Mobile home parks shall meet the requirements of the Mobile Home Park By-law. Lands designated Residential may be rezoned to Residential Mobile Home Park (RMHP) subject to the following requirements:

- the development is proposed for an area of land sufficient to meet the minimum park size established in the Land Use By-law and all the requirements of the Mobile Home Park By-law;
- the road network is capable of handling any increase in traffic volumes resulting from the development
- the site is, or will be as part of the development, serviced with municipal sewer and water services; and
- the proposal can meet all pertinent policies of this Strategy including Policy IM-11 of this Municipal Planning Strategy.

### **Residential Neighbourhood Integrity**

Council wishes to facilitate the development of high quality, low density housing options while maintaining control over the form and location of more intrusive uses, such as multi-unit and small scale commercial uses. Council intends to consider proposals for these more intensive uses only in low density residential areas designated General Residential. In areas designated Single Detached Residential proposals for two family residential uses will be considered by a re-zoning to the R-2 Zone, provided the proposal has access to centralized sewer and water services. Council also wishes to maintain the aesthetic quality of the residential streetscape by regulating the percentage of the front yard that can be used for parking and by requiring that yards be landscaped in all residential zones.

#### **Policy R-9: Rezoning in the Single Detached Residential Designation**

Council shall consider proposals for two family residential uses in areas designated as Single Detached Residential by a re-zoning to the R-2 Zone. In assessing such proposals Council shall have regard to the following criteria:

1. that the proposal is able to be served by centralized water and sewer services;
2. that the proposal satisfies criteria in Policy IM-11 of this Municipal Planning Strategy.

#### **Policy R-10: Mobile Home Dwellings**

To ensure that future residential development is compatible in terms of external design with existing single family housing, Council shall allow new mobile home dwellings only in Mobile Home Parks and also establish regulations in the Land Use By-law which restrict housing types similar in appearance to mobile homes. The Land Use By-law shall make provisions for a Mobile Home Park Zone. Existing mobile homes on individual lots outside the Mobile Home Park Zone shall become non-conforming uses, subject to the requirements of the Municipal Government Act.

#### **Policy R-11: New Mobile Home Parks**

Council shall consider proposals for new mobile home parks and expansions to existing parks in areas designated as General Residential by re-zoning to the R-MHP Zone. In assessing such proposals, Council shall have regard to the following criteria:

1. that the proposal has access to a road of sufficient capacity;
2. that the proposal satisfies Policy IM-11 in the Implementation Section.

### **Multiple Unit Development**

Council recognizes the importance of providing a range of housing types in order to accommodate specific market demands. Rising home ownership costs, smaller family sizes, the need and desire for greater mobility and the aging population has increased the demand for multiple unit development. This includes both apartment buildings of a various sizes and townhouses. The vacancy rate in Pictou County for multiple unit buildings is estimated to be approximately five percent. There appears to be a corresponding increased demand on multiple unit buildings, particularly for seniors housing.

Council also recognizes that multiple unit development is an efficient use of land and municipal services because it provides a greater density of development (i.e. units/acre) and can be less costly to service. However, multiple unit buildings can also have a negative impact on the surrounding neighbourhood in terms of traffic, aesthetics, scale, design, and density.

**Policy R-12: New Multi-Unit Dwellings by Rezoning**

Council shall consider proposals for new multiple unit dwellings, or expansions to existing single and two unit dwellings, with more than two and less than five dwelling units in areas designated as General Residential and Secondary Commercial, by a re-zoning to the R-3 Zone. In assessing such proposals Council shall have regard to the following criteria:

1. that the proposal is located on a road of sufficient capacity; and
2. that the proposal satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy.

**Policy R-13: New Multi-Units by Development Agreement**

Council shall consider proposals for new multiple unit dwellings or expansion to existing multiple unit dwellings with more than 5 dwelling units, in areas designated General Residential and Secondary Commercial, by development agreement. In considering such proposals Council shall have regard to the following criteria:

1. that the proposal is located on a road of sufficient capacity;
2. that the site can provide sufficient amenity space as set out for the R-3 Zone;
3. that the proposal provides adequate controls to minimize potential conflicts with adjacent lower density residential uses with respect to separation distances, screening of parking, and landscaping; and
4. that the proposal satisfies the criteria set out Policy IM-11 of this Municipal Planning Strategy.

**Policy R-14: Parking in Residential Zones**

To maintain the character of the residential streetscape and minimize adverse impacts on adjacent properties, Council shall establish regulations in the Land Use By-law which control the location and size of parking areas, and require landscaping of yard areas in all residential zones.

**Commercial Uses In Residential Areas**

Certain small scale commercial uses such as home occupations, bed and breakfast establishments, boarding houses, and neighbourhood commercial uses have minimal impact on the residential neighbourhoods are to be permitted under certain conditions. Council recognizes that these businesses provide a service to surrounding neighbourhoods and intends to provide for these uses on a limited basis subject to concerns related to location, scale, traffic, parking, noise and proximity to low density residential development.

**Policy R-15: Commercial Uses Prohibited in Residential Designations**

Except as otherwise provided for in this Strategy, new commercial and industrial uses shall be prohibited from locating in areas designated Residential on the Future Land Use Map.

**Policy R-16: Commercial Uses Permitted in Residential Designations**

Notwithstanding Policy R-15, neighbourhood commercial uses shall be permitted in residential neighbourhoods designated General Residential and Secondary Commercial only by amendment to the Land Use By-law (re-zoning) to the Neighbourhood Commercial (C2) Zone. To minimize the impact of such activities on residential areas, special provisions shall be set out in the Land Use By-law with respect to the following: the nature of the use; maximum allowable floor space; landscaping; separation distances; parking; and outdoor storage.

**Policy R-17: Home Occupations**

Notwithstanding Policy R-15, home occupations shall be permitted in residential dwellings in any residential designation or zone. To minimize the impact of such activities on residential areas, special provisions shall be set out in the Land Use By-law with respect to the following:

the type of use; the location; the external appearance of the dwelling; the maximum floor area the use may occupy in the dwelling; the number of employees; the number and size of signs; the amount and location of required parking; and prohibiting outdoor storage and display.

### **Policy R-18**

Notwithstanding Policy R-15, Council shall allow the controlled development of bed and breakfast establishments and boarding houses in any R-2 or R-3 Zone. Controls shall be established in the Land Use By-law which provide for the following:

1. bed and breakfast establishments and boarding houses with a maximum of two rooms for rent to locate in any R-2 or R-3 Zone, subject to development standards addressing such factors as the external appearance of the dwelling, location of parking, and signage;
2. bed and breakfast establishments and boarding houses with a maximum of five rooms for rent to locate in areas designated as General Residential or Secondary Commercial by a re-zoning to the R-3 Zone, provided the use is located on a road of sufficient capacity and satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy;
3. bed and breakfast establishments and boarding houses with more than five rooms for rent to locate in areas designated as General Residential and Secondary Commercial by development agreement, provided the use is located on a road of sufficient capacity and satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy.

### **Future Residential Development**

There is a limited supply of undeveloped lands suitable for future residential development in the Town. Future residential development in the Town can be accommodated by infilling vacant lands within the existing residential area and by developing lands located outside of the existing residential area that are suitable for future residential development.

Council will give priority to redevelopment and infilling of vacant lots within the residential area. As these lots are located in serviced areas of the Town, it is more cost effective and efficient to develop these lots before extending sewer and water services to un-serviced areas of the Town.

The Town intends to reserve undeveloped lands, which are designated as Single Detached Residential and located outside of the serviced area, for single unit dwelling use. Council will use the Single Unit Dwelling Zone to require larger lot sizes and protect this area from conversions and the encroachment of higher density residential and incompatible commercial uses. Within this designation there are two areas of undeveloped land which Council feels are particularly suitable for high quality residential subdivisions. The two areas, Single Detached Residential Area 'A' at the top of Oak Street, and Single Detached Residential Area 'B' between Park Road and Strickland Avenue, contain relatively large parcels of land, and have physical amenities such as views, and vegetation, which make these areas especially attractive for high quality residential development (refer to Future Land Use Map). Council intends to undertake secondary planning in these areas to ensure innovative development. Secondary planning will address such issues as, stormwater management, road design, pedestrian and vehicular circulation, building siting and design, landscaping and natural features.

Under the current economic conditions, the existing and future residential development areas are sufficient to meet Trenton's projected housing demand. If Trenton's population stabilizes

and the number of households continues to increase over the next twenty years, there may be a future demand for additional lands suitable for residential development. Council intends to monitor the residential growth rate over the planning period and evaluate the need to annex additional undeveloped lands for residential development.

### ***Undersized Lots***

Council recognizes the importance of permitting infill development in Trenton because it helps maximize the use of existing municipal services thereby minimizing the Town's service maintenance costs, particularly given the high expense to service the vacant residential lands in Town. Council has given consideration for two types of infill development: one addresses existing undersized lots, another addressing existing properties in Trenton with two units or two main buildings which may need to be subdivided in order to be sold as legal lots.

#### **Policy R-19: Existing Undersized Lots**

It shall be the intention of Council to encourage infill housing on existing vacant, serviced lots in the residential designation by including provisions in the Land Use By-law which permit the use of those lots which do not meet the area or frontage requirements of their zone but shall still be required to meet the minimum setback requirements of the zone.

#### **Policy R-20: Two Dwellings on a Single Lot**

It shall be the intention of Council to permit the subdivision of a lot where two residential dwellings or two main buildings are existing on a single lot, to create two new lots which may not meet the area or frontage requirements of the zone of the Land Use By-law.

#### **Policy R-21: Un-serviced Residential Development**

Council shall limit un-serviced development in areas designated residential by restricting development to single detached dwelling uses and by requiring larger lot sizes in the Land Use By-law. Note that proposals involving on-site servicing systems are also subject to approval by the Provincial Department of Environment and Labour .

#### **Policy R-22: Municipal Cooperative Planning**

To undertake studies and engage in discussions with the Municipality of the County of Pictou and/or the Municipality of the Town of New Glasgow to evaluate the benefits of co-operative planning and annexations of lands for future residential development.

#### **Policy R-23: Future Single Detached Residential Areas**

Council shall designate on the Future Land Use Map the following future residential development areas for secondary planning: Single Detached Residential Areas 'A' and 'B'. Council shall undertake a detailed study of these areas to develop standards related to storm water management, road design, pedestrian and vehicular circulation, building siting and design, landscaping and retention of natural features. Upon completion of this study, Council will amend the Town's planning documents to provide for the establishment of comprehensive development districts. In the interim, these areas will be zoned for single unit dwelling use.

### ***Innovative Housing and Site Design Development***

The Town of Trenton has vacant parcels of land located in the residential designation where it may be a more efficient use of the land to utilize innovative housing and site design approaches for single, two-unit, and multi-unit dwellings rather than traditional subdivision approaches.

Innovative housing and site design approaches are partially based upon neo-traditional planning principals. The objective is to create “green developments”, and to create “livable space” in terms of scale, aesthetics, passive and active recreation space, undisturbed open space, etc. Two approaches commonly used are ‘cluster/open space’ and ‘small lot’ developments (reduction of lot frontage, side yard and lot area requirements). These approaches can be used together or separately.

Cluster/open space is an approach which refers to a variety of site design options which focus on an entire site area rather than individual lots. This approach is to site various residential developments around a common focal point such as a playground, common open space, a natural feature, or road network. This can be achieved by utilizing cul-de-sac streets, loop streets, creative lane-way and driveway configurations, and/or modifications to lot sizes and setbacks.

Small lot development is an approach that allows for efficient use of municipal infrastructure (more lots on street frontage) in exchange for common open space, minimizes sprawl development, and provides an affordable form of housing. This type of development is commonly referred to as “R-0” because traditionally, a side yard has been decreased to 0 feet (0 metres). However, legal and building code concerns have resulted in the need to maintain a minimum two feet (0.6 metres) for a side yard setback.

Small lot housing is becoming increasingly popular because these properties are similar in price to conventional semi-detached homes but have the added benefits such as private front and back yards. They also have almost the same amount of living space as conventional single unit dwelling. This type of development offers a good alternative for seniors who still want their own home but do not wish to maintain a large lot. The above benefits can only be achieved through creative, detailed housing designed to fit the unique dimensions of these smaller lots.

This new form of innovative housing and site design is an approach that Council is willing to entertain provided that certain criterion can be met regarding servicing, architectural design, building orientation, recreation and natural open space, and landscaping and buffering provisions.

**Policy R-24: Innovative Housing and Site Design**

It shall be the intent of Council to consider innovative housing and site design development for single unit, two unit, mobile unit, and/or multiple unit development that may include flexibility to street and road standards for lots serviced by municipal water and sewer and located within the residential designation by development agreement. In considering a proposal, Council shall have regard to the following:

1. the adequacy and usability of public and/or private passive and active recreation space;
2. provision of natural undisturbed open space;
3. adequacy and arrangement for vehicular traffic including road widths and road grades;
4. the adequacy and arrangement of pedestrian access and circulation including the separation of pedestrians from vehicular traffic;
5. the provision of specific architectural detailing and design;
6. the provision for attractive streetscape design;
7. provision and details of landscaped areas; and
8. where small lots are proposed, lots having a minimum frontage of 34 feet (10.4 metres) on private or public road, and a minimum lot area of 3400 ft<sup>2</sup> (315.9 m<sup>2</sup>)

- assurance that design and orientation are suited to fit the lot dimensions and grades;  
and
9. compliance with Policy IM-11 of this Municipal Planning Strategy.



## 6

**COMMERCIAL DEVELOPMENT**

An important element in the viability of any community is the health of its economy. A healthy economy spurs new commercial development and sustains existing businesses, creating a significant source of tax revenue for municipal coffers. Commercial development also increases employment opportunities and the range of services available to the community and surrounding areas.

By establishing Trenton as an attractive place for both existing and potential commercial development to conduct business, Council will ensure that the community enjoys a measure of prosperity. However, uncontrolled and unplanned commercial growth can have a negative impact on the community, especially when careful consideration is not given to the location of new businesses. In addition to causing land use conflicts with established residential areas, businesses located indiscriminately throughout the community can have the effect of weakening Trenton's traditional Main Street Commercial area. It is more desirable that new commercial development focus on the Main Street, where a number of businesses together will, collectively, create a destination for retailing and services.

While the decline of Trenton's Main Street Commercial area is primarily attributed to competition from neighbouring communities and, in particular, shopping mall development, the lack of aesthetic consideration has also played a part. In order for a Main Street shopping area to be successful in attracting retailers and customers, particular attention should be paid to the physical elements which make up the streetscape. Well maintained buildings, streets, sidewalks, and signage are essential components of a Main Street with a positive image. Other important elements in a successful Main Street include; having shops oriented to the street, easily accessible parking, a comfortable environment for pedestrians, and emphasis placed on design elements like landscaping, street furniture, signage, and architecture. In order to attract much needed new development to Trenton, Council recognizes it must be accommodating to new development proposals. Concern for streetscape design and aesthetics, therefore, will not be paramount when Council assesses new development proposals. However, Council recognizes the importance of these design elements and will strive to improve upon the Main Street with these issues in mind, particularly if the fiscal situation of the Town should improve.

With the Province of Nova Scotia successfully promoting itself as a major tourist destination both nationally and internationally, Council recognizes the importance of promoting the Town's overall development as a community with a high quality of life for residents and visitors alike. Council shall encourage specialty shops that can serve a specific market and tourist markets to complement the existing commercial shops and services which currently give Trenton its community focus.

There are several existing residential properties located in the Main Street Commercial area. These residential properties are primarily single unit dwellings, however, there are also few two unit and multiple dwellings. Council recognizes the need to protect the residential rights of these property owners, yet also wishes to encourage these properties to redevelop as commercial uses because of the limited vacant land available in the Main Street Commercial area and the need to attract new commercial uses.

The Secondary Commercial area, immediately adjacent to the Main Street area, is a transitional area consisting of a mixture of residential and commercial uses. This area is an

extension of the Main Street Commercial area which has evolved to meet the commercial needs of the residents and workforce at the north end of Town. Council feels this area can accommodate commercial uses which are not dependent on a Main Street location.

In addition to the Main Street and Secondary Commercial areas, there are also two types of commercial uses permitted to locate in residential neighbourhoods. These are neighbourhood commercial uses and home occupations. Council recognizes these as a fundamental component to the Town's liveability by serving the needs of residential neighbourhoods and allowing small businesses to get off the ground before moving to a more appropriate commercial location. However, Council feels it is vital to protect the viability of the Main Street and therefore limits the types of uses permitted as neighbourhood commercial and home occupations.

### **Objective**

To encourage the development of business and commercial uses to serve the Town, visitors, and surrounding areas; to ensure that commercial uses are located and designed to minimize intrusion upon existing residential neighbourhoods; to recognize the potential of Trenton's commercial areas given their location at the entrance of Town; and encouraging aesthetically pleasing developments; and to promote the viability of Main Street as a shopping area, an employment base, and the community's focal point.

### **Policies**

#### **Main Street Commercial**

The majority of commercial development in Trenton is concentrated along the Main Street Commercial area. This area includes properties on the east and west sides of Main Street to the west side of High Street and from Glass Street to the south to the intersection of Main Street and Caroline Street to the north as indicated on the Generalized Future Land Use Map.

Previous studies identified concerns over the physical, social and economic revitalization of the Main Street Commercial area. Issues relating to dissatisfaction with the appearance of buildings and the lack of landscaping; pedestrian safety concerns and the shortage of commercial properties along Main Street. The following policies strive to create opportunities and incentives for the revitalization of the Main Street Commercial core. Specifically, the policies attempt to create a socially and economically diverse Main Street environment by providing for a mixture of uses, intensification of development, physical and pedestrian improvements and beautification of the Main Street Commercial area.

#### **Policy C-1: Main Street Commercial Designation**

To designate the area which includes the east and west sides of Main Street to the west side of High Street and from Glass Street to the south to the intersection of Main Street and Caroline Street as indicated on the Generalized Future Land Use Map as "Main Street Commercial" on the Generalized Future Land Use Map.

#### **Policy C-2: Expansion of Main Street Commercial Designation**

To maintain and support measures to develop a Main Street Commercial area which serves the local commercial needs of Trenton and to consider the expansion of this area when necessary.

#### **Policy C-3: Business Association**

To facilitate the establishment of a local Main Street business association to represent local business interests on Main Street Trenton.

**Policy C-4: Main Street Commercial**

To encourage new commercial uses to develop in areas designated as Main Street Commercial on the Generalized Future Land Use Map.

**Policy C-5: Main Street Zone**

To establish in the Land Use By-law a "Main Street Commercial Zone" within the Main Street Commercial future land use designation. The Main Street Commercial Zone shall permit a range of commercial uses; new residential uses which are associated with commercial uses; institutional uses; and recreation and open space uses. Also permitted shall be existing residential uses subject to the C2 zone requirements.

**Policy C-6: Setback Requirements**

To facilitate the redevelopment of commercial properties in the Main Street Designation by eliminating setback requirements for this area, except for abutting yard requirements when the Main Street Commercial Zone abuts any residential zone.

**Policy C-7: Main Street Improvements**

To develop and implement a priority schedule for Main Street improvements by:

1. investigating relevant provincial and federal government funding programs;
2. encouraging and supporting the efforts of public and private organizations to beautify the Main Street area; and
3. initiating a program of pedestrian improvements to the Main Street Commercial area .

**Secondary Commercial**

The Secondary Commercial Designation is situated immediately north of the Main Street Commercial core on the east and west sides and Main Street, between Rose Avenue to the south and Park Road to the north. Previously, parts of this area had been designated and zoned for general commercial use, highway commercial use and also for low density residential use. Consequently, this area has developed into a mixed use residential/commercial area, with the predominant use being residential. Council supports future residential development in this area, but would also consider proposals for neighbourhood commercial uses and commercial uses which are not dependent on the pedestrian oriented environment and concentration of amenities in the Main Street Commercial core. Commercial uses which are not suitable in the Main Street generally serve the motoring public, are higher traffic generators, and require larger amounts of land for operations. The Secondary Commercial area is suitable for this type of commercial development because of its proximity to the Town's industrial park, and access to higher traffic volume arterial roads and larger lot sizes. The Town will ensure that future commercial development in this area is compatible with existing residential uses and will not detract from or compete with the Main Street Commercial core.

**Policy C-8: Secondary Commercial Designation**

To designate the area including the east and west sides of Main Street between Rose Avenue to the south and Park Road to the north as "Secondary Commercial" on the Generalized Future Land Use Map. Generally, lands within this designation are zoned for single and two family residential use.

**Policy C-9: Secondary Commercial Designation Uses by Development Agreement**

To consider proposals for new commercial uses and expansions to existing commercial uses, excluding neighbourhood commercial uses, in the Secondary Commercial Designation by

development agreement. In assessing these proposals consideration will be given to commercial uses which do not compete or detract from the Main Street Commercial area and the following criteria:

1. that the proposal is not suitable in the Main Street Commercial Designation because the use is vehicular oriented, a higher traffic generator, and/or land intensive;
2. that the proposal provides adequate controls to minimize potential conflicts with adjacent residential uses with respect to separation distances, screening of parking, outdoor storage and display, and landscaping; and
3. that the proposal satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy.

### **Neighbourhood Commercial**

Neighbourhood commercial uses are generally small scale commercial operations which are intended to service the immediate residential neighbourhood. Neighbourhood commercial uses will be permitted to locate in existing residential neighbourhoods within the General Residential and Secondary Commercial designations, subject to controls on the type of use, form, scale and location of development, needed to protect the character of the residential neighbourhood.

#### **Policy C-10: Neighbourhood Commercial Uses**

To include existing neighbourhood commercial uses within the Neighbourhood Commercial (C2) Zone of the Land Use By-law. Permitted uses in the Neighbourhood Commercial Zone shall include those commercial uses which by their nature and size are intended to serve primarily, the needs of the immediate residential area such as, convenience stores, craft shops, drugstores, food stores and service and personal service shops, and also shall include accessory residential uses to a maximum of two dwelling units and Residential Two Unit (R2) Zone uses.

#### **Policy C-11: Neighbourhood Commercial Rezoning**

To consider proposals for new neighbourhood commercial uses in residential neighbourhoods designated General Residential and Secondary Commercial by a re-zoning to the C-1 Zone. In assessing such proposals Council shall have regard to the following criteria:

1. that the proposal, by its nature and size, is intended to serve only the immediate residential area;
2. that the proposal is not adjacent to a property already zoned Neighbourhood Commercial;
3. that the proposal is located on a road of sufficient capacity; and
4. that the proposal satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy.

### **Commercial Uses Adjacent to Residential Areas**

Council recognizes that there is a need to minimize the impact of commercial uses when they immediately abut other less intensive uses permitted in the residential area. Special provisions will be set out in the Land Use By-law concerning required setbacks, signage, parking areas, outdoor storage and display, landscaping and fencing.

#### **Policy C-12: Abutting Yard Requirements**

To minimize the impact of commercial uses and commercial parking areas abutting areas zoned for residential use through regulations in the Land Use By-law. Requirements are established for separation distances, screening of parking, signage, outdoor storage and display, landscaping and fencing.

**Policy C-13: Inflexible Boundary**

To protect residential lands abutting commercial future land use designations by considering the abutting commercial future land use boundaries as inflexible. Council shall not consider commercial proposals, involving a development agreement, or a re-zoning to the Main Street Commercial (C1) Zone, for lands in the abutting residential designations. The following commercial future land use boundaries shall be considered inflexible:

1. the boundary around the east side of High Street in the area designated as "Main Street Commercial"; and
2. the boundary around the east side of Main Street in the area designated as "Secondary Commercial".

The inflexible designated commercial boundaries shall be indicated on the Generalized Future Land Use Map as a solid line. In these areas Municipal Planning Strategy amendments will be required to consider proposals involving commercial uses.

**Home Occupations**

Home occupations are small product and service related businesses that have been increasing in popularity as a result of advances in technology and a slower economy. They are an attractive option for many people because they reduce the costs associated with starting a new business and also allow for people to work in familiar surroundings. The concern with such activities have to do with ensuring the character of the dwelling and neighbourhood are preserved. The business should be clearly secondary to its use as a home and no nuisance should be created for the neighbours. Home occupations shall be permitted in all residential zones subject to specific criteria.

**Policy C-14: Home Occupations Permitted**

It shall be the intention of Council to permit home occupations in all residential zones. Home occupations shall be clearly accessory to the use of the building as a dwelling and shall meet the requirements set out in the Land Use By-law.

**Policy C-15: Home Occupations in the Residential Zones**

It shall be the intention of Council to set out special provisions for home occupations in the Residential Zones which give consideration to parking, external appearance, signage, floor area and type of use as set out in the Land Use By-law.



## 7 AIRPORT DEVELOPMENT

The Trenton Municipal Airport, established in 1932, is situated at the top of the hill in Trenton, at an elevation of 97 metres. The airport property has a land area of 95.6 hectares. The Trenton Airport currently provides unserviced lands for airport related development. Once this area is serviced, the Town foresees the development of these lands for airport related commercial and light industrial development. There are currently 58 acres available for future airport related development. The 1990 Trenton Airport Engineering Study recommends that two parcels of airport land be developed. Parcel A, containing about 18 acres and located on the west side of the runway, is considered suitable for the development of an "aircraft service commercial centre". Parcel B, containing about 40 acres and located east of the runway is considered suitable for airport related commercial and industrial development. Several environmental and economic issues have been identified related to future development at the Trenton Airport.

The environmental issues are related to the potential adverse impact of airport development on Trenton's ground water aquifers. According to C.J. MacLellan and Associates, in their 1992 proposal entitled, Trenton Area Aquifer Protection Plan, the consultants suggest that consideration should be given to the location and integrity of underground and above ground petroleum tanks, runoff characteristics, and hydrogeology of the airport area. The Provincial Department of Environment and Labour administers regulations which govern the installation of petroleum tanks and require permits for any land uses which discharge effluent. The Department of the Environment and Labour suggests that any uses which involve petroleum storage have potential to contaminant the ground water supply.

The economic issues are related to the market and demand for future airport development. In terms of future demand, the Pictou Regional Development Commission indicates that, at present, there is an adequate supply of light industrial lands in Pictou County. A market may exist for specialized airport related development. This market is contingent upon development of airport infrastructure (servicing, jet re-fuelling services) and airport development may stimulate future demand. The Town currently owns most of the airport property and ideally, would like to retain ownership in the future. The Town recognizes, however, that there may not be a market for leased industrial lands due to difficulties securing financing for leased properties. The airport strategy shall be flexible to accommodate changes in market conditions and airport property ownership.

### **Objective**

To ensure that the economic and environmental issues related to future airport development are addressed and to stimulate future airport development by promoting the Trenton Airport as a regional facility.

### **Policy AP-1: Airport Development**

To facilitate the development of the Trenton Airport through the Trenton Airport Committee by:

1. developing a priority schedule for the provision of services and access to airport lands based on the recommendations of the 1990 Trenton Airport Study; and
2. encouraging organizations such as the Pictou Regional Development Commission to promote the airport as a regional facility for Pictou County.

**Policy AP-2: Airport Designation**

To designate as Airport on the Future Land Use Map existing airport lands, including the airport terminal, aprons, runway and lands suitable for airport development.

**Policy AP-3: Airport Zone**

To include all areas designated as Airport within the Airport (AP) Zone of the Land Use By-law. Permitted uses within the Airport Zone shall include air transportation and service industries, aviation services and bulk storage facilities maintained by the Town. To ensure high quality development and an attractive environment, special provisions shall be set out in the Airport Zone to regulate the external appearance of buildings, signage, landscaping and outdoor storage areas.

**Policy AP-4: Development Approach**

To control the development of permitted uses on Town lands within the Airport Zone, by long term lease agreement or agreement of sale, Council shall permit the development of light industrial uses on lands within the Airport designation by development agreement. In negotiating such agreements, Council shall have regard to the criteria in Policy AP-5.

**Policy AP-5: Development Agreement**

To consider proposals for airport related commercial and light industrial development within the Airport Designation by development agreement. In assessing such proposals consideration shall be given to the following criteria:

1. that the hours of operation of the proposal will not result in excessive traffic or noise, particularly at night;
2. that the size and type of signs for the proposal do not create a hazard to air or vehicular traffic;
3. that the proposal does not adversely impact airport operations through generation of smoke dust or steam; noise; or by attracting bird species hazardous to aircraft;
4. that the proposed use does not require permanent bulk storage of petroleum and any on-site storage is limited to a bulk storage facility maintained by the Town;
5. that the proposal incorporates adequate measures to reduce the risk of groundwater contamination; and
6. that the proposal satisfies the criteria set out in Policy IM-11 of this Municipal Planning Strategy.

**Policy AP-6: Water Supply Protection**

Council shall ensure that development within the Airport Zone does not have potential to negatively impact on the Town's groundwater supply by:

1. directing the Town's Development Officer to refer all development permit applications for proposals within the Airport Zone to the Provincial Department of Environment and Labour for review and comment; and
2. not permitting uses which have potential to contaminate the Town's groundwater supply to locate in the Airport Zone. The following types of uses shall not be permitted within the Airport Zone: heavy industrial uses, dry-cleaning establishments, bulk petroleum storage facilities (except those maintained by the Town) and service stations.

**Policy AP-7: Un-serviced Airport Development**

Council shall limit un-serviced development within the Airport Zone to non-intensive airport storage facilities and by requiring larger lot sizes for development with on-site services. Note

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that airport development proposals with on-site services also require the approval of the Provincial Department of Environment and Labour.

**Policy AP-8: Expansion of Permitted Uses**

Council shall re-evaluate the need to expand the range of permitted uses within the Airport Zone once municipal services are available at the airport.

***Airport Operations***

To ensure that future development in the Town is compatible with airport operations, there are safety issues which Council intends to address. These issues affect development within the vicinity of the airport, in terms of the height of structures and land uses which are hazardous to aircraft.

Transport Canada sets out height limits for development in the vicinity of airports to ensure that airport operations may be conducted safely. These height limits apply to outer surface, take-off/approach, and transitional areas of airports. As these areas usually extend beyond the boundaries of an airport, they require specific regulations to control development. The outer surface radius covers the largest area, and provides protection for aircraft conducting a circling procedure or maneuvering within the vicinity of the airport. This area covers the entire Town of Trenton, parts of New Glasgow and the County of Pictou. Council intends to establish a general provision within the Land Use By-law restricting the height of all structures within the Town. The take-off/approach areas are angles established for each runway direction intended to be used for the take-off and landing of aircraft. The transitional area is a complex surface along the sides of the runway strip and part of the approach area that slopes up to the outer surface. Its purpose is to ensure the safety of aircraft at low altitudes. Both the take-off/approach and transitional areas extend beyond the boundaries of the airport, encompassing parts of Trenton, New Glasgow and the County of Pictou. To restrict the height of development within the outer surface, take-off/approach and transitional areas of the airport, Council intends to cooperate with the County of Pictou, the Town of New Glasgow and Transport Canada to ensure that the height regulations as set out by Transport Canada are observed.

**Policy AP-9: Maximum Height Restrictions**

Council shall include general provisions in the Land Use By-law to ensure that development within the Town does not adversely impact airport operations. These provisions shall include maximum height restrictions.

**Policy AP-10: Inter-municipal Regulations on Height**

Council shall cooperate with County of Pictou, the Town of New Glasgow and Transport Canada to ensure regulations to control the height of development are observed.

***Adjacent Residential Development***

The lands surrounding the Trenton Airport are designated and zoned for single family residential use. Council will protect these residential lands from any potential nuisances associated with airport development, by establishing regulations in the Land Use By-law with respect to, separation distances, screening, landscaping, road access, parking, outdoor storage and display.

**Policy AP-11: Airport Service Corridor**

To protect the character of residential neighbourhoods and facilitate traffic flow to and from the airport, Council supports the development of an airport service road which directs airport

traffic to an arterial such as Park Road. Once this airport service road is constructed, Council shall require that future airport development have direct access to a collector road.

**Policy AP-12: Visual Buffers**

To provide a visual buffer for residential lands abutting the Airport Designation by establishing special provisions in the Land Use By-law to regulate open storage and display, parking, and require fencing, screening and landscaping within the Airport Zone.

## 8

## **INDUSTRIAL DEVELOPMENT**

The industrial sector is important for the economic health of any community because it provides the highest rate of direct tax revenue and also generates indirect tax revenue through a multiplier effect. For example, an increase in the disposable income of employees results in a greater demand for housing and also increases consumption of goods and services. However, the social, environmental, and aesthetic environment impacts on the Town have to be weighed against the economic benefits when considering new industrial development.

Historically, economic prosperity in Trenton and the entire Pictou County region has been directly influenced by fluctuations in manufacturing activity. TrentonWorks, has had a significant impact on the economic stability of the Town. The Town, recognizing the need to diversify its economic base, undertook several initiatives to stimulate economic growth in Trenton including: the development of an industrial park, a study of future development potential for the Trenton Airport, and the study and implementation of tourism opportunities for Steeltown Centennial Park.

In considering future industrial development the Town intends to protect the residential character of Trenton. The Town will achieve this by concentrating future industrial development in adequately planned industrial areas. Currently the Town has three primary locations for industrial development: the TrentonWorks industrial area, the Trenton Industrial Park, the Little Harbour Road industrial area.

The TrentonWorks industrial area has historically been the location of large scale heavy industrial uses such as the TrentonWorks plant and the Nova Scotia Power Generating Station. This area is a suitable location for future industrial development as it is serviced and has ready access to transportation corridors such as the rail line and a major arterial road and limited access highway.

In addition to the above area, the Trenton Industrial Park consists of small scale, light industrial uses such as Casey Concrete, Arnold's Service Shop, Dave Simpson Appliance Repair, Fraser Crane Services and Superior Propane. The park consists of approximately 18 acres of serviced industrial lands, with 8.5 acres remaining for future industrial development.

The Little Harbour Road industrial area currently consists of a silviculture/forestry company. This area is located on the east side of the Town in an area which is currently under developed. The Town of New Glasgow provides access and services to the industrial uses in this area. The Town of Trenton would like to maintain the existing industrial designation in this area.

### **Objectives**

To promote Trenton's Industrial Park as a viable location for industrial uses in the region; to minimize potential land use conflicts by encouraging new industrial development and industrial uses to the Industrial Park.

## **Policies**

### **Policy M-1: Industrial Land Requirements**

In co-operation with economic development agencies in Pictou County, to assess the volume and type of medium and long term industrial land requirements for Pictou County and examine the role of the Town in meeting these needs.

### **Policy M-2: Pictou Regional Development Commission**

To support the efforts of organizations such as the Pictou Regional Development Commission in attracting industry and promoting economic development in Trenton.

### **Policy M-3: Industrial Designation**

To designate all existing industrial uses as Industrial on the Future Land Use Map, including vacant lands in the Trenton Industrial Park.

### **Policy M-4: General (M) Industrial Zone**

To include all lands designated as Industrial within the General Industrial (M) Zone of the Land Use By-law. The General Industrial Zone provides for a range of industrial uses, excluding heavy and obnoxious industries (such as those listed in Schedule B of the Land Use By-law), and a range of commercial uses which provide support services to industry or require a significant amount of land for operations. Any use that must be considered for environmental assessment under the Province's Environmental Assessment Act Regulations is not permitted in this zone. Existing heavy and obnoxious industrial uses shall become non-conforming uses, subject to the requirements of the Municipal Government Act and Policy IM-11.

### **Policy M-5: Serviced Industrial Development**

To encourage future industrial uses to locate in serviced industrial areas.

### **Policy M-6: Industrial Uses by Development Agreement**

To permit the future development of heavy industrial uses which are considered obnoxious (such as those listed in Schedule B of the Land Use By-law) in areas designated as Industrial by development agreement. In assessing such proposals, Council shall refer to criteria in Policy IM-11, and the application of technologies and design techniques that reduce or eliminate the obnoxious nature of such industries.

### **Policy M-7: Abutting Industrial Uses**

To protect residential lands abutting industrial designations by establishing special provisions in the Land Use By-law. These provisions shall be aimed at reducing any adverse impacts of industrial development and shall set out requirements for separation distances, restrict outdoor storage and display, and establish landscaping requirements.

## 9

**INSTITUTIONAL**

Institutional uses include community facilities such as schools, churches, daycare centres, government uses, health care and special care facilities, and cultural facilities. Council recognizes the vital role institutional facilities perform in any community and it intends to encourage new institutional development and ensure that it is readily accessible to the residents of Trenton. Because new institutional uses can create significant land use conflicts, particularly with regard to compatibility with neighbouring uses, new institutional uses outside of the Main Street Commercial designation will be required to go through a rezoning process so that Council has the opportunity to address any potential land use conflicts. In the Main Street Commercial designation, where a new institutional use is less likely to create any land use conflicts, institutional uses shall be permitted as-of-right. Existing institutional uses shall be zoned Institutional and also listed as permitted uses in the Main Street Commercial (C1) Zone.

There are institutional uses such as private clubs, which are similar in nature to commercial businesses and are appropriately located in the Main Street Commercial area. The Town intends to provide for a diverse Main Street by permitting institutional development in this area, subject to the requirements of the Main Street Commercial (C1) Zone.

**Objectives**

To ensure that institutional uses are conveniently located and accessible to the community and its residents; and, to ensure that new institutional uses are compatible with any adjacent residential neighbourhoods.

**Policies****Policy I-1: The Institutional (I) Zone**

It shall be the intention of Council to establish an Institutional (I) Zone in the LandUse By-law to categorize institutional uses. Uses permitted in the Institutional (I) Zone shall include schools and colleges, dormitories, churches and associated residential uses, convents, cemeteries and associated uses, day care facilities, hospitals, museums, special care facilities, government offices and facilities, recreational uses, and other uses compatible with an Institutional Zone and/or incorporated under the *Societies Act*, R.S., c. 435, s. 1.

**Policy I-2: Impact on Neighbouring Land Uses**

It shall be the intention of Council to minimize the impact of institutional uses on surrounding development by establishing requirements for institutional uses, including restrictions on outdoor storage and display, minimum lot requirements, and special requirements where institutional uses abut a residential zone.

**Policy I-3: Where Permitted**

It shall be the intention of Council to include institutional uses as permitted uses in the Mainstreet Commercial (C1) and Institutional (I) Zones.

**Policy I-4: Where Permitted by Rezoning**

It shall be the intention of Council to permit lands designated as Residential and Industrial to be rezoned to Institutional (I) Zone provided:

1. the subject property is capable of meeting the Institutional (I) Zone requirements;
2. the use can connect to municipal services or utilize on-site sewer and water systems; and
3. the proposal meets criteria for By-law amendments contained in Policy IM-11 of this Municipal Planning Strategy.

**Policy I-5: Day-care Facilities**

Council shall permit residential daycares to locate in any residential designation subject to requirements set out in the Land Use By-law for home occupations related to size, external appearance, number of employees, parking, signage, and outdoor storage and display.

**Policy I-6: Accessibility**

Council shall, where financially feasible, make existing public facilities and/or buildings in the Town accessible to the physically challenged.

**Policy I-7: Library Services**

Council shall enter into negotiations with the Pictou/Antigonish Library Board to ensure the feasibility of maintaining and expanding library services in Trenton.

## 10

**RECREATION**

Parks and recreation facilities are vital parts of a community. People need open spaces where they can enjoy a range of recreational opportunities, from passive recreation such as a quiet park setting where one can find peace and relaxation to active recreation such as ball fields, tennis courts, and walking trails. Provision for a range of recreational opportunities will encourage healthy physical activity and social interaction and appeal to both visitors and residents alike.

The Town intends to maintain the high quality of recreational services it provides by maximizing the use of existing recreational and community facilities and by involving community groups and organizations in recreation program delivery and facility maintenance. The Town considers future development of the Steeltown Centennial Park an economic development priority. The Town envisions the Park as a four season tourist and community recreation facility serving local and regional markets.

**Objective**

The recreation objectives and policies in this Strategy strive to maintain a balance between passive and active recreation opportunities in the provision of high quality recreation programs, facilities and spaces to meet the year round recreation needs of Trenton residents. The policies address issues related to recreation management, open space acquisition and development, Steeltown Centennial Park and recreation programs, facilities and spaces. The policies emphasize the development of Steeltown Centennial Park as a four season tourist facility.

**Policies****Policy P-1: Park Designation and Zone**

To establish a Park designation on the Future Land Use Map and include all publicly owned lands within Steeltown Centennial Park and adjacent lands to the west of the Park within the Park designation. All lands designated as Park shall be included in the Park (P1) Zone of the Land Use By-law which shall permit a range of recreational, cultural, conservation and tourist related uses.

**Policy P-2: Recreation and Open Space Zone**

To establish a Recreation and Open Space (P2) Zone in the Land Use By-law which shall apply to all existing public recreation and open space uses located outside of the Park Designation, excluding neighbourhood parks. The Recreation and Open Space (P2) Zone shall permit a range of passive and active recreation open space uses. Proposals for new Recreation and Open Space (P2) uses will be permitted in any designation by a re-zoning to the Recreation and Open Space (P2) Zone, subject to criteria in Policy IM-11 of this Municipal Planning Strategy.

**Policy P-3: Neighbourhood Parks**

Council shall allow neighbourhood parks on any lands designated or zoned for residential use.

**Policy P-4: Public and Private Recreational Uses**

Council shall permit public and private recreational uses within the area designated and zoned as Main Street Commercial.

**Policy P-5: Private Recreational Facilities**

Council shall consider proposals for privately owned recreation facilities in any designation by a re-zoning to the Institutional (I) Zone. In considering proposals for private recreational uses, Council shall have regard to the criteria in Policy IM-11 of the Implementation Section of this Municipal Planning Strategy.

**Policy P-6: Co-operation with Other Municipal Units**

It is Council's intention to cooperate with other municipal units to provide recreational facilities which may be beyond the financial capability of an individual unit and to support the co-operation with other municipal units in the development of a recreational trail system.

**Policy P-7: Recreation Programs**

It shall be the intent of Council to provide programs which maximize the shared use of existing resources to meet the public's recreation needs.

**Policy P-8: Co-operation with Chignecto Central Regional School Board**

It shall be the intent of Council to continue to encourage the cooperation and interaction with the Chignecto Central Regional School Board and other organizations to provide the widest possible utilization of existing recreational opportunities to the general public.

**Policy P-9: Sources of Funding**

Council shall actively pursue other levels of government for any possible sources of funding and technical expertise available to maintain and improve the Town's recreational facilities and to deliver its programs.

**Policy P-10: Stakeholders**

To develop and maintain the Town's recreation and park system through the collective efforts of the Recreation and Leisure Services Committee, the Recreation Department and public input.

**Policy P-11: Facilities Development**

To establish annual priorities for the development and on-going maintenance of present and future parkland and recreational facilities. These priorities shall be reviewed on an annual basis and incorporated into the Town's budgeting operations, as funding permits.

**Policy P-12: Recreation Master Plan Review**

Council shall review and update the 1988 Recreation Master Plan and the 1990 Master Plan for Steeltown Centennial Park on a regular basis.

**Policy P-13: Open Space Requirement**

Council shall require, as a condition of subdivision approval pursuant to the Subdivision By-law, the conveyance of either useable open space or an equivalent amount of cash-in-lieu of open space lands. Useable open space shall be defined by the minimum lot size requirements set out in the Land Use By-law for the Recreation and Open Space (P2) Zone. The open space dedication requirements shall not apply to consolidations or re-subdivision of existing lots.

**Policy P-14: Recreation Land Acquisition**

Council shall acquire lands which provide a variety of open space opportunities as well as a balance between active and passive recreational needs. Priority shall be placed on the acquisition of land for neighbourhood parks where deficiencies presently exist. Council shall acquire recreational lands through the advice of the Recreation Department and/or the Recreation and Leisure Services Committee.

**Policy P-15: Linear Open Space**

To investigate the feasibility of providing a linear open space network of pedestrian linkages throughout the Town. Linear open spaces to be considered shall include:

1. along abandoned rail rights-of-way;
2. along the East River and associated tributaries;
3. between Smelt Brook Park and the East River; and
4. between Steeltown Centennial Park and Smelt Brook Park.

**Policy P-16: Multi-Unit Amenity Space**

Council shall require that all multiple unit dwellings with three or more units, through the re-zoning and development agreement processes, provide for recreation and amenity space on a per dwelling unit basis. Standards for amenity space are set out in the R-3 Zone of the Land Use By-law.

**Policy P-17: Facility Accessibility**

Council shall, where financially feasible, make existing public facilities and/or buildings in the Town accessible to the physically challenged.



## 11

## ENVIRONMENTAL PROTECTION

Environmental issues associated with the planning and development of lands within the Town is a matter of increasing public concern. Over the years, uncontrolled development has placed considerable pressure on the natural environment. In the past, the Town has attempted to address these concerns on a reactive basis. This approach has resulted in longer term implications for the natural environment in the form of increased erosion of slopes, sedimentation of watercourses and flooding in low-lying areas. The Town, recognizing the need to respond to environmental degradation in a proactive and responsible way, has developed a strategy for managing development which may impact on the environmental features of the Town. This strategy provides a policy framework for regulating development of areas with environmental features such as steep slopes, hydrological features or those features which are a combination of steep slopes (greater than 25%), low lying areas (less than 2%) and/or hydrological features.

### **Objective**

To ensure that development and servicing of land for urban purposes occurs in an environmentally safe manner and that land use standards minimizing impacts on environmental features such as hydrological features and steep slopes are established. Continued support for the protection and management of the Trenton's water supply shall also be addressed.

### **Policies**

#### **Development Strategy for Environmental Features**

The environmental features of concern in Trenton are those associated with the hydrological features and steeply sloping lands. Hydrological features include watercourses, natural drainage channels, swales and water retention areas. Natural drainage channels are depressions in the landscape that have formed by the eroding action of water. These features carry runoff from adjacent areas to watercourses and reduce erosion by retarding the rate at which water flows from the land. Water retention areas include wetlands such as, swamps, bogs, marshes and low-lying areas of land subject to flooding. These features are hydrologically important as they contribute to groundwater recharge, increase water holding capacity of the land thereby reducing downstream runoff and erosion, and are biologically productive habitat areas.

Environmental features also include steeply sloping areas of land which may be unstable and therefore hazardous to develop. Areas with slopes greater than 25% may become unstable when subjected to development. Should development occur in an area with a steep slope, the stability of the slope may be compromised, resulting in possible slumping or slope failure which can result in damage to property.

In many instances, the environmental feature may be a combined hydrological feature and a steep slope. In other instances, the environmental feature may be a hydrological feature and a slope less than 2% which may act as a water retention area. In all instances however, the potential for negative impacts from development exist.

An important first step in developing a proactive strategy for the environmental features indicated above is the completion of the Environmentally Sensitive Areas Study, prepared by Dillon Consulting (Oct., 2003). The three objectives of the study addressed environmentally sensitive areas, drainage and infrastructure, as well as capacity issues associated with storm

water during peak weather events. Of these objectives, the primary objective involved providing a more detailed delineation of the environmental features within the Town. With a higher, more detailed level of information on these environmental features, the Town is now better equipped to address problems of development for areas with such features both through policy and land use by-law provisions.

To prevent erosion, sedimentation and flooding caused by disturbing vegetation and soil along the banks of watercourses, in wetlands, areas subject to flooding and areas of steep slope, regulations will be established which control construction activity in areas with environmental features.

It is Councils' intent that generally, these areas be maintained in their natural state. However, under certain conditions development may be possible within an environmental features area. However, before development (including the erection of a building or structure and the alteration of land levels with respect to development) is permitted within an environmental features area, the developer may be required to enter into a legal agreement to ensure development does not adversely impact on the environmental feature. This mechanism is a development agreement, except on Town lands where a lease agreement will be used. Steeltown Centennial Park is an area which contains a range of environmental features. Lands within the Park are zoned for recreational use, and the majority of the Park will remain in its natural state. Because the Town owns these lands, Council intends to ensure environmentally responsible development within all areas of the Park through provisions set out in lease agreements.

#### **Policy E-1: Environmental Features Map**

Council shall identify environmental features within the Town on the Environmental Features Map which shall form part of the Land Use By-law. The environmental features identified shall include the following:

1. topographic features which result in water retention areas, swales, drainage ditches and low-lying areas subject to flooding, i.e., wetlands, swamps, bogs, marshes;
2. watercourses (includes an area from 15.2 metres [50 feet] from the top of each bank of the watercourse)
3. steep slopes (greater than 25 %) associated with the natural topography of the Town.
4. slopes (less than 2%) associated with the natural topography of the Town, which may be subject to flooding.

#### **Policy E-2: Protection of Environmental Features**

Council shall protect environmental features by prohibiting as-of-right development within areas containing such features as identified on the Environmental Features Map of the Land Use By-law, Schedule "B" .

#### **Policy E-3: Development Agreement for Environmental Features Areas**

Council recognizes that certain development (including altering of land levels associated with development) may be possible in areas with environmental features so long as measures are taken to identify and mitigate any potential adverse impacts on the environment. Within areas identified as environmental features on the Environmental Features Map of the Land Use By-law, development on lands with a slope greater than 25% or less than 2% or lands within 50 feet of a watercourse or which contain a topographic feature considered to have significant adverse environmental impacts. The Development Officer shall issue a development permit provided any adverse environmental impacts of the proposal are found to be insignificant. Proposals found to have significant adverse environmental impacts, shall be permitted only by development agreement. In assessing these proposals Council shall give consideration to the following criteria:

1. that the proposal is consistent with the list of permitted uses for the zone in which the proposal is located;
2. that the proposal provides adequate, mitigative measures to minimize any potential adverse environmental impacts. The proposal shall provide adequate controls for monitoring environmental impacts both during and after construction, and includes measures such as separation distances from environmentally sensitive areas, erosion and sedimentation controls during construction, and stormwater management controls. Control measures will vary according to the nature of the proposal and/or the environmental conditions present;
3. that the proposal does not conflict with the Erosion and Sedimentation Control Guidelines set out by the Provincial Department of the Environment; and
4. that the proposal satisfies Policy IM-11 in the Implementation Section of this Municipal Planning Strategy.

### ***Stormwater Management Planning***

Construction practices in the Town can negatively impact and accelerate the process of soil erosion by exposing large areas of soil to rain and running water. In certain areas of the Town, increased erosion resulting from poorly designed surface drainage systems and inadequate construction practices, combined with a lack of vegetation or soil instability, have caused downstream flooding and sedimentation of watercourses. The consequences of sedimentation are degradation or destruction of fish and wildlife habitat and water being less useful for fresh water supplies, navigation and recreation. The effects of sedimentation are particularly evident in the sediment laden Middle Pond in Steeltown Centennial Park. In addition to these impacts of construction, additional development concerns associated with lot grading and site specific drainage issues are also a concern. To prevent further environmental damage and to alleviate site specific construction issues, a Stormwater Management Plan has been prepared as part of the Environmentally Sensitive Areas Study (Dillon Consulting, Oct. 2003).

This particular component of the study provides a series of recommendations for municipal infrastructure improvements as well as other measures to ensure the development of land does not adversely impact on the quality of storm water entering both the Town's municipal infrastructure as well as the surface drainage found in watercourses, swales etc. The study identifies four primary "Best Management Practices" currently being utilized throughout North America. These Best Management Practices as well as a series of additional recommendations associated with development and construction practices shall be reviewed by Council with the intent to incorporate implementation measures at a later time.

#### **Policy E-4: Stormwater Management Plan**

To minimize environmental damage and to ensure proper site drainage and grading during construction, Council shall review and establish guidelines and implementation measures to address recommendations of the stormwater management plan contained in the Environmentally Sensitive Areas Study (Dillon Consulting, Oct. 2003).

### ***Air and Water Pollution***

Over the years Trenton has been home to several heavy industrial operations. The long term presence of heavy industry has generated serious concerns among residents regarding the impact of these operations on air and water quality in and around Trenton. Results of the household survey indicate that air and water pollution from industry are the top two environmental concerns among survey respondents. The Town intends to ensure high air and water quality standards by working with industries in the Town, the Provincial Department of Environment and Labour and future developers to reduce levels of all forms of pollution.

**Policy E-5: Omissions Reduction**

To reduce emission levels from all types of waste materials entering the environment, Council shall:

1. seek the co-operation of the Provincial Department of the Environment and Labour in monitoring pollution sources and in seeking ways to reduce such sources;
2. seek the co-operation of all industrial concerns in the Town and area in reducing pollution levels; and
3. ensure future industrial development in Trenton does not have potential to adversely impact the environment by virtue of noise, smoke, odour or contaminant releases.

**Policy E-6: Ground Water Protection**

To protect groundwater quality in all areas of the Town, Council shall:

1. implement measures to protect the Town's groundwater supply as per Policy MI-11 in the Municipal Infrastructure Section; and
2. limit the types of uses permitted in un-serviced areas.

## 12 IMPLEMENTATION

This section describes how the policies in this Municipal Planning Strategy will be implemented by Town Council. It establishes the Town's general implementation approach, and indicates how changes to the Strategy and Land Use By-law are to be carried out with respect to procedure and public participation. Implementation of the policies of this Strategy requires the continuous interaction between Trenton Planning Advisory Committee, Planning and other municipal staff, the public, and Council.

### **Objectives**

To ensure that the policies in this Municipal Planning Strategy are implemented in a consistent manner; to ensure that all development proposals, the Land Use By-law and all other planning and development decisions of Council and the Planning Advisory Committee are consistent with the intention of the policies contained in this Strategy; to ensure that public awareness and active participation in the planning process is encouraged.

### **Policies**

#### ***Municipal Planning Strategy***

The Municipal Planning Strategy shall be the primary policy document which provides a framework for future planning and development decisions in the Town. The Strategy presents the Town's policy position on planning matters related to land use and development and also general issues related to public participation. The policies in the Strategy shall be implemented through the actions of Council as provided in the Municipal Government Act and any other provincial statutes that may apply. The Municipal Planning Strategy shall accommodate changing circumstances and new information affecting policy by reviewing the Strategy on a regular basis and by providing for policy amendments.

#### **Policy IM-1: Municipal Planning Strategy**

It shall be the intention of Council to adopt the Municipal Planning Strategy to act as the primary policy document providing a framework to guide future planning and development in Trenton. The policies of the Strategy shall be implemented through the powers of Town Council as provided by the Municipal Government Act and any other applicable provincial statutes and municipal by-laws.

#### **Policy IM-2: Amendments to the Municipal Planning Strategy**

It shall be the intention of Council to consider amendments to the Municipal Planning Strategy when:

1. there is a need to change a policy due to additional information, changing conditions or changing public attitudes;
2. re-zoning requests supported by Council conflict with the Future Land Use Map;
3. there is a conflict with a provincial adopted land use policy; or
4. there is a need to replace an original Generalized Future Land Use "base map" or when property line information is updated.

**Policy IM-3: Review of the Municipal Planning Strategy**

It shall be the intention of Council to provide for changing community circumstances by reviewing the Municipal Planning Strategy every 5 years or when Council deems it necessary.

**Generalized Future Land Use Map**

The Generalized Future Land-Use Map is the legally binding, map portion of the Municipal Planning Strategy. It indicates where different types of future development can locate. The generalized land designations on that map shall include:

- Generalized Residential
- Single Detached Residential A
- Single Detached Residential B
- Main Street Commercial
- Secondary Commercial
- Airport
- Industrial
- Parkland

**Policy IM-4: Generalized Future Land Use Map**

It shall be the intention of Council to utilize the lands depicted on the Generalized Future Land Use Map as the desired general pattern for future development in the Town which are based on the policies set down in the text of this Municipal Planning Strategy.

The Municipal Planning Strategy must also provide a certain degree of flexibility, particularly when determining the boundaries of future land use Designations on the Generalized Future Land Use Map. To provide for flexible boundaries, Council shall consider requests to re-zone lands abutting a given land use designation without undertaking a Municipal Planning Strategy amendment. Where a designation line follows the centre line of a street, lands fronting on said street shall be considered abutting. In considering such requests, Council shall ensure that the effect of the rezoning is minor and is consistent with the intention of the Municipal Planning Strategy. In specific cases, Council does not want to have flexible boundaries. Flexible and inflexible boundaries are indicated on the Generalized Future Land Use Map.

**Policy IM-5: Rezoning of Lands Adjacent to a Designation**

It shall be the intention of Council to consider requests for a Land Use By-law amendment to re-zone lands abutting a given designation on the Future Land Use Map to a zone permitted in that designation without requiring a Municipal Planning Strategy Amendment, provided that the lands abut a flexible designation line.

**Land Use By-law**

The Land Use By-law provides the instrument used to implement the policies contained in the Strategy. The Land Use By-law is administered by the Development Officer and sets out zones, permitted uses for each zone, standards for development and requirements for development agreements. Certain types of uses are permitted only by an amendment to the Land Use By-law or by a development agreement. The development standards contained in the Land Use By-law shall include:

- 1) setbacks from public road rights of ways to provide minimum separation of buildings and vehicular traffic for reasons of safety and pedestrian movements for reasons of privacy;

- 2) setbacks from side and rear lot lines to maintain separation of buildings for fire safety and privacy;
- 3) minimum lot area and frontage requirements to regulate the maximum density of development;'
- 4) maximum building height for specified development types to reflect the capability of available fire-fighting equipment and regulations regarding fire prevention in the National Building Code;
- 5) lists of permitted uses in each zone to reflect historical development trends; and
- 6) general compatibility among the uses listed, and special needs common to a group of uses (e.g. need for large lots to allow for outdoor storage as in the case of most highway commercial uses).

The Land Use By-law shall also contain other provisions to deal with specific development concerns and shall include: general provisions applicable in all zones to regulate parking, signs, accessory uses and buildings, etc. and special provisions applicable in specified zones concerning abutting yard requirements, outdoor storage, landscaping, etc.

**Policy IM-6: Land Use By-law**

It shall be the intention of Council to utilize the Land Use By-law as the primary implementation device for policies of the Trenton Municipal Planning Strategy. The By-law shall state, both in text and map form, the zones, permitted uses, and development standards which reflect the policies of the Strategy and the provisions of the Municipal Government Act. The Zoning Map forms part of the Land Use By-law and shall represent the geographical extent of all zones in the Town of Trenton.

**Land Use By-law Administration**

The following policies pertain to the administration of the Land Use By-law:

**Policy IM-7: Administration of the Land Use By-law**

It shall be the intention of Council that the Development Officer, employed by the Pictou County District Planning Commission or one appointed by Council to act as its Development Officer, shall administer the land use By-law and issue development permits.

**Policy IM-8: Municipal Development Officer**

It shall be the intention of Council that the Development Officer shall be guided by any practices and procedures resolution adopted by Council and by the Policies in this Municipal Planning Strategy and by any pertinent statutory provisions set down in the Municipal Government Act (e.g. procedures for minor variances and requirements for non-conforming structures) when administering the Land Use By-law.

**Amendments to the Land Use By-law**

Periodically, application is made to amend the Land Use By-law. There are three types of Land Use By-law amendments: (1) text amendments (e.g. changes to a definition or development standard); (2) zoning map amendments (changes to the zoning); or (3) text and/or map changes required to implement a Municipal Planning Strategy amendment. These amendments can be undertaken by an individual or by Town Council.

**Policy IM-9: Creation of New Zones**

It shall be the intention of Council to amend the Land-Use By-law to allow additional zones or additional permitted uses in specified zones provided that the additional zones or uses are in keeping with the intention and policies of this Strategy.

**Policy IM-10: Amendments to the Land Use By-law**

It shall be the intention of Council to amend the Land Use By-law without amending the Municipal Planning Strategy provided that:

- 1) the amendment is consistent with the intention and policies of this Strategy; and
- 2) the amendment (i.e. rezoning) application applies to lands appropriately designated by flexible lines on the Generalized Future Land Use Map or to lands immediately adjacent to lands so designated to allow the use or uses desired by the applicant requesting Council to amend the By-law, notwithstanding where policies of this Strategy indicate otherwise.

**Land Use By-law Amendment and Development Agreement Evaluation Criteria**

The Municipal Government Act sets out the required procedure for considering applications to amend the Land Use By-law and for a development agreement. When Council is considering an application for either a Land Use By-law amendment or a development agreement there are certain common factors to be considered. These factors include: whether the proposal is consistent with the policies of the Strategy, the compatibility of the proposal with adjacent uses, and the feasibility of the proposal in terms of impact on municipal services and resources.

A development agreement is a legal agreement between Council and a property owner. In such agreements, a wide range of factors may be addressed that goes beyond what may be considered under standard zoning practices. These agreements can more effectively address the concerns of adjacent landowners and also grant the developer a greater degree of design flexibility than would normally be permitted under the Land Use By-law. Development agreements also provide an opportunity for Council to exercise a greater degree of control over many aspects of a development proposal such as use, design, and architectural detail. A development agreement is binding upon a property until the agreement or part thereof is discharged by the Town.

**Policy IM-11: Criteria for Amendments and Development Agreements**

It shall be the intention of Council, in considering an amendment to the Land Use By-law, development agreements, and amendments to development agreements, to have regard, (in addition to all other criteria as set out in various policies of this Municipal Planning Strategy), to the following matters:

- 1) that the proposal is consistent with the intention of the Municipal Planning Strategy and the requirements of the Land Use By-law and all other Town By-laws and regulations;
- 2) that the proposal is not premature or inappropriate by reason of:
  - a) the financial capability of the Town to absorb any capital or operating costs related to the development,
  - b) the adequacy of municipal sewer and water services, or if services are not provided, the adequacy of the physical site conditions for private on-site sewer and water systems,
  - c) the adequacy of street networks in and adjacent to the development regarding congestion and traffic hazards and the adequacy of existing and proposed access routes;

- d) the adequacy, capacity and proximity of schools, recreation and other community facilities,
- e) incompatibility with adjacent uses and the existing development in the area in terms of the use and bulk;
- f) extensions to or enlargement of municipal services of facilities while other such services of facilities remain underutilized;
- 3) the suitability of the proposed site in terms of environmental constraints such as steepness of grades, soil and/or geological conditions, and the relative location of watercourses, marshes, swamps, or bogs. For purposes of this Municipal Planning Strategy any lands comprising twenty-five (25%) percent of the lot area with a slope gradient of twenty (25%) percent or greater shall be considered "steep";
- 4) the terms of the agreement provide for the discharge of the agreement or parts thereof upon the successful fulfillment of its terms;
- 5) that provisions are made for buffers, or any other control to reduce the impact of the proposed development where incompatibilities with adjacent uses are anticipated;
- 6) that the development does not precipitate or contribute to adverse environmental impacts in the area as a result of air, water, soil, or noise pollution;
- 7) creating a scattered development pattern which requires extension to municipal and community services;
- 8) the presence of significant natural features or historical buildings and sites;
- 9) that any equipment used is not obnoxious by virtue of noise, odour, dust, vibration, smoke, or other emissions; and
- 10) In the case of development agreements to ensure compatibility or reduce potential conflicts with adjacent uses, such agreements may relate to, but are not limited to the following:
  - a) the type of use, density and phasing;
  - b) traffic generation, access to and egress from the site, and parking;
  - c) open storage and landscaping;
  - d) provisions for pedestrian movement and safety;
  - e) provision and development of open space, parks, and walkways;
  - f) drainage, both natural and subsurface;
  - g) signs;
  - h) the hours of operation; and
  - i) the compatibility of the architectural design of the structure(s) in terms of external design and external appearance with adjacent uses.

**Policy IM-12: Prescribed Information**

To provide Council with a clear indication of the nature of the proposed development and to assist with the evaluation of applications for Municipal Planning Strategy Amendments, Land Use By-law Amendments, and development agreements, it shall be the intention of Council to require the proponents to provide the following information:

- 1) an overall concept plan showing the location of all proposed land uses;
- 2) location, area, shape, landscaping and surface treatment of all public and private open spaces and parking areas;
- 3) information as to the physical and environmental characteristics of the proposed site including information regarding topography, contours, elevations, dimensions, natural drainage, soils, existing watercourses, vegetative cover, size and location of the lands;
- 4) information regarding natural drainage of the site;
- 5) information as to the proposed location, height, dimensions and use of all buildings or structures proposed to be built or erected on the lands;

- 6) information as to the type and amount of site clearing required, if any;
- 7) information as to proposed provisions for good site drainage and servicing with water supply and sewage disposal;
- 8) information as to proposed access and egress to and from the lands and estimated traffic flows to be generated;
- 9) information as to intended hours of operation;
- 10) information as to the architectural design, including renderings, scaled site plans, profiles, grade elevations and cross sections;
- 11) information as to provision and maintenance of appropriate buffers; and
- 12) a deed description commonly known as a Schedule "A".

### **Subdivision By-law Regulations**

The Town of Trenton presently has a Subdivision By-law, which was adopted in 1992. The By-law establishes regulations for the division, re-subdivision, and consolidation of land and sets out standards for the construction of new roads and the installation of sewer and water services, open space dedication, cash-in-lieu of land dedication and other requirements in accordance with the provisions for subdivision of land in the Municipal Government Act. The following policies relate to subdivision provisions included in the Land Use By-law and address lots having less than the required frontage and/or area, as provided for in the Town's Land Use By-law.

#### **Policy IM-13: Administration of the Subdivision By-law**

It shall be the intention of Council that the Development Officer, employed by the Pictou County District Planning Commission or one appointed by Council to act as its Development Officer, shall administer the Subdivision By-law.

#### **Policy IM-14: Contents of the Subdivision By-law**

It is Council's intention that the Town of Trenton Subdivision By-law reflects the intention and policies of this Strategy. The Subdivision By-law includes:

- 1) standards for road construction;
- 2) standards for the installation of services;
- 3) requirements for the developer to install services and construct roads to specified standards;
- 4) requirements for dedication of open space or cash-in-lieu; and
- 5) other requirements in accordance with the permissive content provisions of the Municipal Government Act.

### **Creation of Lots With Less than Required Lot Area or Frontage**

In some circumstances, the Development Officer may receive applications to create lots with less than the required lot areas or frontage. The following policies relate to subdivision provisions included in the Land Use By-law and address lots having less than the required frontage and/or area, as provided for in the Town's Land Use By-law.

Lots which have been granted Subdivision approval under the following criteria as per the Town's Subdivision By-law and Land Use By-law, may be used for a purpose permitted in the zone in which the lot is located and a building(s) may be erected on the lot, provided all other applicable provisions in this By-law are satisfied.

#### **Policy IM-15: Relaxation of Requirements**

In accordance with the Municipal Government Act, the Town's Subdivision By-law and Land Use By-law, the Development Officer may approve a final plan of subdivision to create not more than two lots which do not meet minimum lot area and dimensions,

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provided that both lots are no less than ninety per cent of the required minimums for lot area and dimensions.

**Policy IM-16: Encroachments**

In accordance with the Municipal Government Act and the Town's Subdivision By-law and Land Use By-law, where a development component of a permanent nature such as a structure, driveway, well, or on-site sewage disposal system is encroaching in or upon an immediately adjacent area of land, the Development Officer may approve a final plan of subdivision to the extent necessary and practical to remove the encroachment, provided that the minimum lot area and frontage requirements are met or not further reduced.

**Policy IM-17: Subdivision of Lot with Two Main Buildings**

In accordance with the Municipal Government Act and the Town's Subdivision By-law and Land Use By-law, the Development Officer may approve a final plan of Subdivision showing the same number or fewer lots as there are main buildings and a remainder lot, if any, where an area of land contains more than one main building which were built or placed prior to the adoption of the previous Land Use By-law dated, 1995, for which no approval was requested provided that each lot has a minimum lot frontage of 20 feet (6.1 metres).

**Policy IM-18: Re-approval of Existing Undersized Lots**

In accordance with the Municipal Government Act and the Town's Subdivision By-law and Land Use By-law, the Development Officer may approve a final plan of subdivision altering the boundaries of two or more areas of land where no additional lots are created and each lot has not had its lot area or lot frontage reduced.

**Public Participation Program**

To ensure that the planning process represents broader community interests, the Town intends to provide for public input on all planning and development decisions in Trenton. In addition to the requirements for public participation set out in the Municipal Government Act, the Town will provide additional opportunities for public consultation including public information on planning and development activities, and community feedback through mechanisms such as public meetings.

**Policy IM-19: Public Participation**

It shall be the intention of Council to make available, all approved and up-to-date minutes from Council and Planning Advisory Committees, and all Town By-laws, regulations, Municipal Planning Strategy and Land Use By-law, and background planning studies to inform the public on Town activities and plans.