

**INTER-MUNICIPAL PLANNING STRATEGY  
SECONDARY PLANNING STRATEGY**

**Town of New Glasgow**



## **PREFACE**

This document is the Secondary Planning Strategy (SPS) for the Town of New Glasgow, and forms part of the Inter-Municipal Planning Strategy (IPS) for the Pictou County Towns of New Glasgow, Pictou, Stellarton, Trenton and Westville (Towns). The Town of New Glasgow is one of five secondary planning areas in Pictou County that is encompassed by the IPS, which is adopted pursuant to the *Municipal Government Act*, SNS 1998, c 18 (MGA).

Each municipal unit adopts an SPS to address land use and land development matters specific to its jurisdiction. The five SPSs may be amended from time to time by the parent municipal unit.

This SPS is intended to add to and not to conflict with or subtract from, the requirements contained in valid Federal and Provincial laws and regulations in force from time to time and shall be interpreted accordingly.

Any capitalized word herein is defined in the other Planning Documents.

## CERTIFICATION AND EFFECTIVE DATE

Date of First Reading:

Date of advertisement of Notice of Intent to Consider:

Date of Second Reading:

Date of advertisement of Passage of By-Law:

Date of mailing to Minister a certified copy of By-Law:

I certify that the following SECONDARY PLANNING STRATEGY was duly adopted by New Glasgow Town Council at duly called meetings and was published as indicated above.

\_\_\_\_\_  
Chief Administrative Officer

Office Consolidations include Ministerial Amendments to the original and will be revised from time to time as required by future amendments. Office Consolidations are prepared for ease of reference only; refer to original documents for accuracy, available at the Town Office.

## **LIST OF ABBREVIATIONS**

DA	Development Agreement
GFLUM	Generalized Future Land Use Map
IPS	Inter-Municipal Planning Strategy
LUB	Land Use By-Law
MGA	Municipal Government Act of Nova Scotia
SPA	Site Plan Approval
SPS	Secondary Planning Strategy
MCEA	Multi-Unit Exclusion Area
TCH	Trans-Canada Highway

**TABLE OF CONTENTS**

**PREFACE ..... I**

**CERTIFICATION AND EFFECTIVE DATE ..... II**

**LIST OF ABBREVIATIONS..... III**

**1. INTRODUCTION..... 1**

    1.1 Purpose.....1

    1.2 Background.....1

**2. RESIDENTIAL DEVELOPMENT..... 2**

    2.1 Background.....2

    2.2 Objectives.....2

    2.3 Policies.....2

**3. COMMERCIAL DEVELOPMENT ..... 4**

    3.1 Background.....4

    3.2 Objectives.....6

    3.3 Policies.....6

**4. INDUSTRIAL DEVELOPMENT..... 10**

    4.1 Background.....10

    4.2 Objectives.....10

    4.3 Policies.....10

**5. FUTURE REDEVELOPMENT AREA ..... 11**

    5.1 Background.....11

    5.2 Objectives.....11

    5.3 Policies.....11

**6. WATER AND WASTEWATER SERVICES..... 13**

    6.1 Background.....13

    6.2 Objectives.....14

    6.3 Policies.....15

**7. TRANSPORTATION..... 17**

    7.1 Background.....17

    7.2 Objectives.....17

    7.3 Policies.....18

**8. HERITAGE..... 19**

    8.1 Background.....19

    8.2 Objectives.....19

8.3	Policies.....	19
<b>9.</b>	<b>FLOODPLAIN .....</b>	<b>20</b>
9.1	Background.....	20
9.2	Objective.....	20
9.3	Policies.....	20

# 1. INTRODUCTION

## 1.1 Purpose

The IPS provides a high-level planning framework to manage future growth and change in the Towns, and provides policy guidance on sustainable land use and land development issues. The IPS is to be collectively reviewed every five years and amended as required. An SPS states policy positions on land use and land development matters specific to a Town.

The Goals, Objectives and Policies of the IPS also apply to this SPS.

## 1.2 Background

This section is for information purposes only and does not form part of SPS policy for the Town of New Glasgow.

The Town of New Glasgow is located in Pictou County, Northeastern Nova Scotia, and is situated on both banks of the East River, bordered by the Towns of Trenton to the north, Stellarton to the south, and the Municipality of Pictou County to the east and west, which together compose the third largest urban area in the province. The Town has approximately 2696 acres (1091 hectares) of land, the most of which is developed with urban services.

New Glasgow has the highest population of the Towns with 9,562 residents in 2011, a 1.1% increase from the previous 2006 census population of 9,455, the only Town to reverse the declining population trend.

The Town's median age is 46.1, on par with that of Pictou County at 46.0, and comparing with the national median age of 40.0, and Nova Scotia, at 43.4. Land use policy is steered in part by these population data.

The Town started as a small cluster of business and industry around the East River, with an influx of Scots to work in shipbuilding, coal mining, and the steel industry. A strong African-Nova Scotian community emerged in the area as well, and commercial and residential districts developed in turn, contributing to the development spread further away from the River. Today New Glasgow is a commercial focal point and regional center with a sizeable non-residential base.

## 2. RESIDENTIAL DEVELOPMENT

### 2.1 Background

#### **Converted Dwelling Uses**

Many single detached dwellings in New Glasgow have been wholly or partially converted to apartments. Conversion is supported as it protects residential character by preserving existing large houses. Units per building are limited because of the size of the existing lot and building.

Standards for redevelopment, where permitted, include maintenance of building appearance as a single dwelling home, adequate capacity of municipal servicing, and on-site parking provision that preserves the neighborhood aesthetic, in addition to municipal and provincial regulation compliance, including New Glasgow Building By-law, the National Building Code of Canada, and Provincial Fire Regulations.

#### **Abercrombie Road Policy**

Abercrombie Road, from the Westside Plaza area to the municipal boundary, has developed as a scenic Town entry. There is a premium on maintenance of existing residential character, and accordingly, non-residential uses shall not be permitted for properties fronting or facing Abercrombie Road (including corner lots on flanking streets) between Maple Street/Bell Street and the municipal boundary, excepting home occupations.

### 2.2 Objectives

- 2.2.1 To protect the visual and social character of existing residential neighborhoods.
- 2.2.2 To provide a variety of housing types to accommodate the different needs and desires of Town residents.
- 2.2.3 To encourage new residential development in areas where there are existing municipal services.

### 2.3 Policies

#### **Policy NG-R-1**

Conversions of existing buildings to multiple-unit residential dwellings will be permitted in the Residential designation, all Commercial designations, and Future Redevelopment Area (FRA) designations by development agreement, site plan approval, or as-of-right per LUB, except where specifically prohibited within a Multiple Conversion Exclusion Area (“MCEA”) as set out on the GFLUM. MCEAs contain many larger homes, the intrinsic and historical character of which would be

compromised on conversion. MCEAs shall retain the existing single dwelling unit housing stock, and include the Westside, Northwest and east side areas of New Glasgow.

Development agreements shall be subject to criteria as follows:

- (1) Conversion may be permitted, except in MCEAs where:
  - a) building elevation drawing(s) of architectural detailing of the proposed conversion are included, of exterior facade work and materials, windows, openings, fenestration, entranceway details, colour schemes and roof details, and other features as required;
  - b) parking plans requiring screening or buffering are included;
  - c) the proposal has a four (4) residential unit maximum; and
  - d) maintenance plans are provided, including building condition and appearance, yard maintenance, waste disposal, and the like.

**Policy NG-R-2**

Non-residential development, excepting home occupations per LUB, shall be prohibited on properties fronting Abercrombie Road between 62 Abercrombie Road (inclusive) and the municipal boundary, and Bell Street and the municipal boundary. Existing uses whether permitted as-of-right, by development agreement, or subject to non-conforming use status will be grandfathered.

### **3. COMMERCIAL DEVELOPMENT**

#### **3.1 Background**

Town commercial development is fourfold: downtown commercial uses; neighborhood commercial uses (scattered throughout the Residential designation); highway commercial uses along portions of Westville Road, Stellarton Road and East River Road; and shopping mall/business park developments on Westville Road and East River Road, objectives and policies detailed below.

##### **Downtown Commercial and Downtown Core Areas**

Downtown New Glasgow is traditionally the center of business, culture and government. However, the Downtown is experiencing declines as a commercial focal point for the community and region. This trend is occurring in many downtowns as newer shopping mall projects and highway commercial "strips" become established on major transportation routes with ample parking. The end result is Downtown areas losing retail business to these locations.

New Glasgow's Downtown is re-establishing itself by offering unique experiences other shopping locations do not offer. The Downtown is positioned to benefit from trends associated with aging populations through development of small-scale retail, specialty & niche market commercial uses and tourism commercial activity. The Province of Nova Scotia has been successful in promoting itself as a major tourist destination, both nationally and internationally. Many tourists are interested in experiencing nature, and the local culture and history of a community, in addition to traditional tourism infrastructure (i.e. hotels, shops). The Downtown's variety of unique buildings and nearby riverfront area are key components in reinvigorating New Glasgow's Downtown.

To assist efforts in creating a pleasing Downtown environment, Council's objectives include improvements to the overall physical appearance and pedestrian environment. The focus of the pedestrian system shall be on those elements that make an area pleasant and desirable to walk and shop in. These elements shall include sidewalks, streetlights, walkways, interior links, open/green spaces and other visually important elements. The 2008 Revitalization Plan, prepared by Ekistics, has informed the revitalization project for the Downtown Core

Encouraging people to live in the Downtown area is also vital to its rejuvenation. Council encourages development of quality medium to high-density residential developments, both individually and in mixed commercial-residential developments. People living Downtown require services that stimulate retail activity.

The Downtown has been divided into two components: a core and a periphery. Policies related to the Downtown in general, the Downtown Commercial, and the Downtown Core areas are outlined below

### **East River Road Commercial Corridor**

Continuing requests to permit commercialization of East River Road from the Aberdeen Business Centre to the Downtown Business Area have led to several commercial uses, albeit with controls for use size and type. Notwithstanding, the area remains primarily residential by use, but with an increased traffic volume. The varying road widths and multi-legged intersections do not lend to high traffic generating uses.

Large single dwellings and lot sizes are amenable to commercial and/or residential uses including single unit, two-unit, and multi-unit dwelling development, which would permit specialized commercial uses, professional offices, institutional uses, and mixed commercial/multi-unit residential dwellings (including conversions). These uses would be permitted by development agreement. In particular, the corridor's proximity to the Aberdeen Hospital makes the area well-placed for more private practice medical clinics and related healthcare business/services.

### **Stellarton Road Corridor**

Stellarton Road has developed with a co-existing mix of traditional residential, neighborhood commercial and highway commercial uses, and also serves as a primary entry from the Trans-Canada Highway ("TCH") to Downtown and Westside New Glasgow. In neighbouring Stellarton, several large manufacturing and warehousing operations draw heavy trucking and traffic to the corridor, resulting in a mixed pattern of land uses, and lack of a coherent corridor streetscape. Green space retention in the area between Stellarton Road to the East River (from the Town boundary with the Town of Stellarton north to Warren Street) is also required due to the Duff Cemetery and access to the Samson Trail.

### **Westside Plaza Commercial**

By contrast to the regional target market of Highland Square and Aberdeen Malls, Westside Plaza commercially services the local residential area. . While it comprises two commercial structures, separated by Lavinia Street, 'Westside Plaza' is a single contiguous shopping plaza.

There shall be no permitted expansions beyond designated boundaries identified on the GFLUM as Abercrombie Road, Sylvester Street, and Company Street, to prevent compromising the residential neighbourhood aesthetic. Re-development or expansion within the designation will be considered only by development agreement.

## 3.2 Objectives

- 3.2.1 To ensure that future commercial development occurs in appropriate locations.
- 3.2.2 To ensure that commercial development is compatible with surrounding areas.
- 3.2.3 To provide for commercial growth and development through the establishment of a hierarchy of commercial zones that provide for a variety of different types of commercial uses.
- 3.2.4 To ensure that adequate infrastructure and transportation capacities exist in order to encourage new and expanding commercial developments.

## 3.3 Policies

### **Policy NG-C-1**

The Downtown New Glasgow Revitalization project shall be continued.

### **Policy NG-C-2**

A development plan for the Downtown and nearby riverfront will be adopted based on a common streetscape theme, and applied through the use of similar facades (where practical), signs, street landscaping, benches, rail overpass design, the riverfront, and Downtown entry points. Development shall be consistent with adopted Town of New Glasgow Architectural Guidelines (prepared by MacFawn & Rogers Architects, 1989), (see Policy C-3) for the Downtown Core and Downtown Commercial designations on the GFLUM.

### **Policy NG-C-3**

Mixed residential/commercial uses shall be permitted, as well as conversion, expansion or creation of mixed residential/commercial buildings (multi-unit residential uses without commercial uses are subject to **NG-C-4**) in the Downtown Core and Downtown Commercial designations, and the Downtown Core (C1) Zone and Downtown Commercial (C1-A) Zones, subject to no street level residential uses (dwelling units) shall be permitted to front Provost Street between George Street and Jury Street, excepting entrances and egresses to residential dwelling units on other levels.

### **Policy NG-C-4**

It is Council's intention to consider the conversion, expansion or creation of multi-unit dwellings that do not contain commercial uses by development agreement in the Downtown Commercial and Downtown Core designations. Council shall also consider the conversion, expansion and creation of multi-unit dwellings that may or may not contain commercial uses by development agreement in the Highway Commercial designation. All proposals must adhere to Policy IM-12.

**Policy NG-C-5**

The Architectural Guidelines Reference Manual (with graphically illustrated architectural guidelines), shall be available to assist developers in character maintenance. In the Downtown Core (C1) Zone, these guidelines apply to development applications (including applications for demolition) affecting any exterior façade or awning for buildings classified in those guidelines as *(a) landmark, (b) landmark complementary, (c) compatible buildings with significant features, and (d) compatible buildings*. Downtown Core (C1) Zone development per the LUB shall be subject to the provisions of the Architectural Guidelines Reference Manual (MacFawn & Rogers Architects Limited), Provost Street Precinct, Guidelines 1 through 6, (p. 27 – 29 of the Guidelines).

In the Downtown Commercial (C1-A) Zone, these guidelines shall apply to development applications (including applications for demolition) affecting any exterior façade or awnings for buildings classified in those guidelines as *(a) landmark, or (b) landmark complementary*.

**Policy NG-C-6**

George St. to Jury St., and the South Future Redevelopment Area (between Glasgow Street and the East River) and Archimedes St. to the CBCNS Railway, shall be designated as Downtown Core on the GFLUM.

**Policy NG-C-7**

Fraser Street to Victoria Street and from James Street to the East River (excluding the lands generally from George Street to Jury Street and from Archimedes Street to the CBCNS Railway) shall be designated as Downtown Commercial on the GFLUM.

**Prohibition of Commercial Uses – Abercrombie Road**

Commercial developments shall be prohibited on properties fronting or facing Abercrombie road, between 62 Abercrombie Road (inclusive) and the municipal boundary and Bell Street and the municipal boundary, per Policy NG-R-2.

**Policy NG-C-8**

Lands on Westville Road, Stellarton Road, Merigomish Road and the East River Road shall be designated as Highway Commercial on the GFLUM to accommodate travel-related commercial development and businesses incompatible with the Downtown area due to size, outdoor storage requirements, bulk product sale or the like. Restaurants, accommodations, and similar uses catering to the travelling public and local residents will be promoted on the Westville Road highway commercial area.

**Policy NG-C-9**

Lands on or near Westville Road (in the vicinity of the Highland Square Mall and “big box” stores) and East River Road (in the area around the Aberdeen Business Centre) shall be designated as Shopping Mall Commercial on the GFLUM, and zoned primarily as Business Park Commercial (C4).

**Policy NG-C-10**

Lands on East River Road between the Aberdeen Business Centre and the Downtown Business Area shall be designated as the East River Road Commercial Corridor on the GFLUM, to accommodate specialty commercial uses, business and professional offices, institutional uses, medical offices and clinics, multi-unit residential dwellings, and residential and/or commercial uses. Existing residential and commercial uses shall remain zoned R2, C2 and C3 respectively, though no further rezoning of lands to C2 or C3 shall be permitted in the corridor, excepting C2 rezoning where proposed developments shall not negatively impact abutting properties.

**Policy NG-C-11**

Specialty service and retail business uses, offices, institutional uses, and similar commercial uses, as well as multi-unit residential uses in the East River Road Commercial Corridor, either on their own or mixed, shall be permitted by development agreement per the MGA, subject to factors as follows:

- a) sale or provision of goods and/or services such as clothing and accessories, antiques, studios, custom workshops, personal, professional and medical services, institutional uses, and multiple-dwellings, or a mixture of such uses;
- b) proposal policy compliance, including IM-12; and
- c) Medical offices and clinics, and institutional uses to be permitted by Policy IM-12 compliant development agreement in the R2 Zone in the East River Road Commercial Corridor.

**Policy NG-C-12**

Lands along Stellarton Road shall be designated as “Stellarton Road Commercial Corridor” on the GFLUM, to accommodate existing highway commercial uses and future neighborhood commercial uses, and shall be zoned Highway Commercial (C3), Neighborhood Commercial (C2), Residential Single Dwelling (R2), Recreation (P), and Institutional (I) to accommodate existing uses on the LUB Zoning Map. The Duff Cemetery and the Samson Trail access lands are zoned (I) and (P) respectively, and shall not be rezoned. Lands currently zoned R2 may be rezoned to C2, provided development compatibility with neighboring uses, and abutting properties. There shall be no rezoning to C3 or C4 within this corridor, excepting cases where subject properties directly abut existing businesses within existing C3 Zones at the time of the adoption of this SPS, allowing limited expansion of existing highway commercial businesses Neighborhood commercial uses may be permitted by development agreement.

**Policy NG-C-13**

The area bounded by Abercrombie Road, and George, Company, Lavinia, and Sylvester Streets and containing the West Side Plaza shall be designated as West Side Plaza Commercial on the GFLUM.

**Policy NG-C-14**

The Westside Plaza designation lines shall be inflexible boundaries, denoting future development limits.

**Policy NG-C-15**

Expansions within the Westside Plaza Commercial designation shall be considered by MGA-compliant development agreement only, permitted uses to include C5 uses, with factors as follows to be considered:

- a) adjacent residential use conflict;
- b) architectural design compatibility with adjacent land uses, including exterior finish;
- c) nature and extent of equipment emissions including noise, odour, dust, vibration, smoke, or the like;
- d) outdoor storage and display, excepting negotiated temporary, special or seasonal uses;
- e) spacing provision for commercial parking requirements;
- f) loading space and delivery operation screening;
- g) On-site provision for loading requirements, including truck movements and parking, that does not obstruct public street circulation;
- h) provision for grounds maintenance;
- i) operating hours restrictions to minimize residential interference; and
- j) proposal policy compliance, including IM-12.

## 4. INDUSTRIAL DEVELOPMENT

### 4.1 Background

Industrial development, traditionally clustered along the East River, has been promoted in the Parkdale industrial park, located in the southeast corner of Town and separated from densely populated regions to reduce land use conflict. The park is serviced, has TCH access and is mixed use industrial and commercial, more recently also housing recreational uses. Continued development of lighter industrial uses will be promoted to maintain existing character.

### 4.2 Objectives

**4.2.1** To promote and encourage diverse light industrial uses that are compatible with existing character and environment.

**4.2.2** To encourage industrial area development by ensuring infrastructural capacity; with municipal discretion to contract with developers for infrastructure installations (on a cost-recovery basis).

### 4.3 Policies

#### **Policy NG-M-1**

Lands designated as Industrial on the GFLUM shall be primarily zoned Light Industrial (M1), excepting the large recreational area north of Park Street to be zoned Recreation (P), the Town's Police Services and Public Works Departments, to be zoned Institutional (I), existing residential uses, to be zoned R2, and a portion of the Little Harbour Road industrial property, to be zoned Light Industrial (M1).

## 5. Future Redevelopment Area

### 5.1 Background

Industry has expanded and diversified, necessitating access to major highway transportation routes. The multi-service industrial park proximate to the TCH could accommodate existing industry relocation from other areas, including the Future Redevelopment Areas (FRA).

The FRA may supplement waterfront development initiatives that have to date included the Samson Trail and marina.

Expansion of riverfront industrial uses shall be considered only by development agreement or site plan approval, and shall balance economic sustainability and service provision with public riverfront access and amenable uses.

### 5.2 Objectives

**5.2.1** To encourage redevelopment that is supportive of efforts to rejuvenate the East River riverfront area and provide a means for the public to access the riverfront.

**5.2.2** To actively pursue new “brown field” redevelopment opportunities, including the relocation of existing industries to appropriate areas.

**5.2.3** To encourage the redevelopment of underutilized areas throughout the town by actively pursuing development initiatives through partnerships.

### 5.3 Policies

#### **Policy NG-FRA-1**

Lands adjacent to the east bank of the East River to the north and south of the Downtown area shall be designated FRA on the GFLUM, which could accommodate varied future uses including Downtown commercial area expansions, multiple residential dwellings, combinations of commercial/multi-residential combination dwellings, and riverfront industrial development.

#### **Policy NG-FRA-2**

The FRA designation shall be zoned Future Redevelopment Area (FRA) in the LUB, permitted uses to include Residential Two Unit (R2), Neighbourhood Commercial (C2) Zone, Recreational (P) Zone, and Institutional (I) Zone uses subject to zone requirements. Existing industrial uses shall also be permitted, with expansion only by development agreement (see Policy FRA-3).

### **Policy NG-FRA-3**

Uses to be considered by development agreement include:

- a) Downtown Commercial (C1-A) Zone permitted uses, multiple residential dwellings, mixed uses of the C1-A Zone, and mixed commercial/multiple residential dwellings;
- b) Commercial and light industrial riverfront uses, including, without limitation: marinas, boat launch facilities, boat building, boat repair facilities, marine assembly shops and light industrial uses;
- c) Downtown Commercial (C1) Zone permitted uses;
- d) Multiple unit residential dwellings (with or without commercial uses);
- e) Senior's residential complexes (with or without commercial uses);
- f) Highway Commercial (C3) Zone permitted uses; or
- g) Light industrial uses and existing industrial use expansions.

Development agreements shall be subject to criteria as follows:

- a) exterior design compatibility, including scale and exterior finish, with adjacent land uses;
- b) adjacent land use compatibility, in view of height, bulk, lot coverage, noise, traffic movement, hours of operation, outdoor storage, lighting, and parking;
- c) environmental compatibility, including, without limitation, grade steepness, soil and/or geological conditions, and proximity to watercourses, marshes, swamps or bogs;
- d) approval of concept plan detailing adjacent residential, Downtown, and riverfront impact; and
- e) proposal policy compliance, including IM-12.

### **Policy NG-FRA-4**

Subject to other provisions requiring a development agreement, commercial, institutional, recreational and mixed use development and expansions may proceed by site plan approval per Policy FRA-3 where proposed uses are permitted in FRA zone, and there is provision for parking and off-street loading.

### **Policy NG-FRA-5**

Development of landlocked lots without street frontage may be permitted in the FRA designation provided access by easement or "cross traffic" agreements are in place.

## 6. Water and Wastewater Services

### 6.1 Background

#### **Water Services**

The Town water supply, constructed in 1907, draws from Forbes Lake, approximately ten kilometers south of Town, and is serviced by a gravity system through a 24" diameter transmission main.

Residential water metering was instituted in 1985 and continuous flow monitoring in 2000, leading the County in water loss analysis and leakage detection, thereby conserving water supply and energy use. Further, low-flow toilets are used in municipal buildings and promoted for residential areas.

The system currently provides 2,225,000 imperial gallons per day of usage. In addition to New Glasgow, the system also supplies Westville, industrial areas in Trenton, and the more populated areas of Plymouth, Priestville, Walkerville, Westville Road, and Munro Avenue in the Municipality of Pictou County, which burdens the supply.

The water distribution system undergoes continual expansions and improvements, including line sizing to improve fire flows, and water main replacement to improve domestic water quality. All surface and underground infrastructure proposals are reviewed prior to capital improvements to ensure long-term viability.

The Town has adopted a best practices process for infrastructure inclusion in the Capital Investment Plan, whereby replacements and improvements are prioritized and designed for long-term sustainability, an example of which is the Forbes Lake water treatment plant reserve capacity to anticipate 3-million gallons a day treated water capacity, one million gallons per day in excess of the current use.

A new water treatment facility is in process at Forbes Lake, with a maximum capacity of three million imperial gallons per day, which, together with watershed area protection through provincial designation, is expected to stabilize supply quality and quantity for serviced areas.

#### **Waste Water Services**

The Town is primarily serviced by network of combined sewers designed to carry both storm and sanitary sewage. Sewage is collected and directed to the East River Environmental Control Centre Plant for secondary treatment before discharging effluent into the East River. The combined sewer line capacity cannot accommodate an increased flow during heavy rainfall or rapid thaw, therefore at such times the excessive runoff contributes to overflows of untreated sewage into the East River. Combined sewer systems also require regular cleaning, adding increased maintenance costs.

Separate storm and sanitary sewers will be required for new development. Separation of existing combined storm and sanitary sewers, implementation of a “Sewer Use By-law”, and/or the use of storm interceptors and retention areas will be encouraged to reduce the discharge to the East River during peak flow, which may avoid the capital expenditures of treatment plant expansion.

Municipal sanitary sewer services the Town almost in its entirety, collecting flows and discharging into a regional collection system that also services Stellarton, Westville, Trenton and the more populated areas of the Municipality of Pictou County (including Linacy, Abercrombie, Hillside, Fraser Mountain, Lower Plymouth/Blue Acres, Plymouth Park, Westville Road, and portions of Riverton). Sewage receives secondary treatment by the ERECC Plant located at the northern boundary of New Glasgow on the east side of the East River. The plant originally had capacity to serve 30,000, or 6 million gallons of influent per day.

While population is stable, flows have increased with new line installation and leak repairs. Further, new flows have entered the system as sewers in newly developed areas catch the surface waters, and with servicing of the built-up areas in the Municipality of Pictou County. System demands must be met by maximizing existing infrastructure before system expansions are considered.

## **6.2** Objectives

**6.2.1** Use and capacity of existing serviced areas will be maximized, and as municipal infrastructure is proximate to most properties, municipal sewer servicing will be required for new development excepting very limited on-site sanitary sewer as specified in the LUB.

**6.2.2** Extension of infrastructure services will be funded by the developer, while the Town will maintain new infrastructure installations once they are deeded to the Town. However, to accommodate growth, the Town at its discretion may contract with developers for infrastructure installations on a cost-recovery basis.

**6.2.3** Where a new development abuts an existing or planned street, the street layout shall be coordinated with existing or planned intersections, ensuring that collector or arterial streets meet at intersections that will effectively bear an increased traffic load rather than create ‘jogged’ or misaligned intersections, with the Town retaining the discretion to contract with developers to achieve the desired result.

### 6.3 Policies

#### **Policy NG-S-1**

Municipal sewer servicing will be required for new development excepting very limited on-site sanitary sewer as specified in the LUB, with proposals for unserviced development requiring Provincial Department of Environment approval, where applicable.

#### **Policy NG-S-2**

Developers shall bear all infrastructure costs of new subdivisions, with standards and procedure to be set out in the Subdivision By-law.

#### **Policy NG-S-3**

Docketed maintenance and improvement to municipal services shall be itemized and budgeted annually.

#### **Policy NG-S-4**

Subdivision street layout shall be integrated with that of adjacent established areas where possible, to prevent arterial or collector street connection to local streets, with the Town retaining discretion to contract with developers on a cost-recovery basis.

#### **Policy NG-S-5**

The Source Water Protection Plan shall be followed to ensure quality supply, and existing infrastructure shall be maximized before system expansions are considered.

#### **Policy NG-S-6**

Water quality is a priority.

#### **Policy NG-S-7**

There shall be adequate water supply for Town fire protection.

#### **Policy NG-S-8**

Separate storm and sanitary sewers shall be mandated for new development.

#### **Policy NG-S-9**

Separation of existing combined sewers, retention area use, and storm interceptor installation will be undertaken to reduce discharge to the East River, where phased financing is available.

#### **Policy NG-S-10**

Implementation of a regional Sewer Use By-law with other Towns that use the ERECC will be encouraged.

**Policy NG-S-11**

Existing sewer infrastructure will be maximized by directing new growth in serviced areas.

**Policy NG-S-12**

The existing system shall be maintained with a view to capacity for future growth.

**Policy NG-S-13**

The Town shall work in concert with the other Towns through the East River Environmental Control Centre (ERECC) to ensure an efficient sewage collection and treatment program.

## 7. Transportation

### 7.1 Background

The Transportation Master Plan will remain in effect, with reliance on staff for priority transportation issues, which currently include the East River Road, Downtown and the Westside. The Town's radial/grid street pattern, divided by the East River, requires occasional design work and modification to accommodate growth, including intersection alterations to alleviate traffic congestion.

Quality designed, year-round off-street parking to accommodate traffic and retail is a priority.

LUB regulation of driveway location relative to intersections and the number of driveways per property will be supported to reduce accidents along public roads and improve traffic flow.

#### **East River Road**

Traffic flow will be facilitated by signal synchronization at Park Street, Pine Street, Atlantic Drive, Washington Street, and Temperance Street on East River Road.

#### **Downtown**

The Downtown Revitalization Program included, in part, partial re-routing of directional traffic on George Street, Provost Street sidewalk upgrades, some traffic signal removal, and parking space and area reconfiguration, to improve traffic flow and general Downtown viability.

#### **Westside New Glasgow**

Future intersections will be flagged for traffic signals on Westville Road.

### 7.2 Objectives

- 7.2.1 To establish an adequate and well maintained system of public streets, sidewalks, and walkways which provide for an efficient flow of traffic, and safe, convenient access to existing and future areas of development.
- 7.2.2 To provide an adequate supply of parking spaces or alternatives in all areas of the town.
- 7.2.3 To provide a framework for future transportation planning in New Glasgow.

**7.2.4** To synthesize the various modes of transportation in New Glasgow in a manner benefiting the public good.

### **7.3** Policies

**Policy NG-T-1**

The Transportation Master Plan will be updated when feasible, to guide future land use development issues and MPS revisions.

**Policy NG-T-2**

Transportation issues identified by staff will be addressed prior to the Transportation Master Plan update.

**Policy NG-T-3**

The LUB shall regulate four-car plus off-street parking by driveway location and design standard. All proposed development shall be required to provide off-street parking per regulation or a cash equivalent if approved.

Notwithstanding, the LUB may authorize granting of variances to the number of parking and/or loading spaces required, on recommendation of the Traffic Authority and/or Town Engineer.

**Policy NG-T-4**

The Town shall work with the Parking Authority of the Town for development and maintenance of parking spaces and/or lots as necessary.

## 8. Heritage

### 8.1 Background

A major aspect of a Town's identity is related to its physical environment, including buildings. The Town of New Glasgow has a rich resource of commercial and residential buildings that have architectural significance, or are historical in nature. By preserving them, we protect the history of the Town. In addition, the protection of historical buildings has the following social, cultural, and economic benefits:

- building civic pride;
- enhancing land values including neighboring properties;
- promoting them as viable tourist attractions; and
- using them as historical and cultural educational tools.

To encourage the protection of buildings that have historical significance or unique architectural details, Council adopted a Heritage By-law in 1998 that allows for the "de facto" voluntary registration of buildings. A Heritage Advisory Committee was established to assist Council in the implementation of the Heritage By-law. The Heritage Advisory Committee is responsible for assessing requests for heritage designation and assessing exterior renovations of buildings once they are designated as a heritage property.

The Council of the Town of New Glasgow realizes how critical the preservation of its heritage is. It views its heritage buildings, properties and streetscapes as cultural and social assets. Further, the Town of New Glasgow encourages the adaptive reuse of these heritage assets (where feasible), and considers this as an economically sustainable practice, as doing so realizes the reuse and recycling of finite materials and resources. This is particularly critical in the downtown and nearby residential areas near the town's core.

### 8.2 Objectives

**8.2.1** To encourage the conservation, protection, rehabilitation, and ongoing use of buildings, streetscapes, and areas of historic, architectural or cultural value as important components of the Town's cultural development.

### 8.3 Policies

#### **Policy NG-H-1**

Incentives for mixed commercial/residential uses will be provided for Downtown Core and Downtown Commercial future land use designations, which may be financial (such as facade program funding), or otherwise, and shall apply primarily to the buildings and properties identified in the New Glasgow Architectural Guidelines (see Policies C-10 and C-12).

## 9. Floodplain

### 9.1 Background

The joint Provincial/Federal Flood Damage Reduction Initiative produced Flood Risk Mapping in the 1980's identifying areas at risk of flooding along the East River. In New Glasgow, those areas mapped as within the 1:20 year floodway area are primarily riverbanks with no discernable development. However, one area near the Downtown is subject to flooding and is developed. Bounded by the East River, Riverside Parkway and Glasgow, MacLean and Dalhousie Streets, this low-lying area has flooded on past occasions. The riverbank directly opposite this area has also been identified as being in the 1:20 year floodway. The Town has utilized the Flood Risk Mapping in preparing the Generalized Future Land Use Map and flood plain policies of this SPS. The designated areas are also subject to MGA Provincial Interest Statement.

Council considers development in this area susceptible flood risk. To that end, future development is limited. This serves both to protect public safety and minimize physical damage and financial hardship resulting from possible flooding. Trail and marina development along the East River have resulted in making the riverfront attractive for tourism and recreation related developments. As a result, Council will consider development proposals for recreation and/or tourism related commercial uses through the development agreement process provided that flood-mitigation measures are included in the proposal.

### 9.2 Objective

**9.2.1** To encourage the use of the identified floodplains for passive tourism and recreational uses in a manner that respects its environmental sensitivity.

### 9.3 Policies

#### **Policy NG-FP-1: Flood Plain Designation**

It is Council's intention to designate areas of the town, which are subject to flood risk, as Flood Plain on the Generalized Future Land Use Map. Future development within any of the areas so designated is subject to the Provincial Interest Statement under the MGA.

#### **Policy NG-FP-2: Flood Plain Zone**

It is Council's intention to establish the Flood Plain (F) Zone in the Land Use By-law. This zone shall limit the type of development permitted as a result of the propensity for flooding in the 1:20 year floodway identified by a Federal/Provincial Mapping Initiative undertaken in the 1980's. Development will be limited to uses such as parks, trails, open-air buildings or structures for

recreational uses, or marinas for pleasure boats and other recreational watercraft.

**Policy NG-FP-3: Recreation and Tourism Related Uses by Development Agreement**

It is Council's intention to consider recreation and/or limited tourism related commercial uses that do not involve permanent structures, by development agreement. When considering development agreements, Council shall have regard for the following:

- a) adequacy of storm drainage and effects of alteration of drainage pattern, including the potential for creation of a flooding problem;
- b) that adequate flood damage reduction controls acceptable to all applicable approval authorities are included in the proposal;
- c) that tourism related commercial uses are limited to those which are passive in nature (such as canoe or kayak rentals, non-motorized water craft, or similar uses), and will not negatively affect the environmental integrity of the East River and/or the designated flood risk area;
- d) placement of off-site fill is prohibited; and
- e) proposal are compliant with Implementation Policy IM-12 of the MPS.