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## CHAPTER ONE: INTRODUCTION

### Preface

This document constitutes the Municipal Planning Strategy for the Town of Trenton. This Municipal Planning Strategy updates and replaces the Town's first Municipal Planning Strategy, originally adopted in 1981 as an interim planning document.

### Purpose

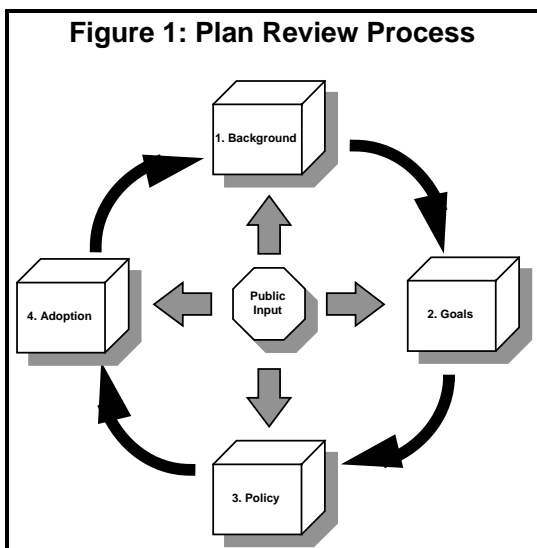
The Town of Trenton Municipal Planning Strategy provides a broad planning framework to manage future growth and change in the Town and provides policy guidance on land use and related development issues. On a day-to-day basis the Strategy serves to guide decisions about development in Trenton.

The Municipal Planning Strategy has approximately a 25 year time frame and is expected to be in place for a minimum of five years prior to a full review. As such, it is imperative that the Strategy provide for changing circumstances while, clearly stating Council's policy position on land use and related development issues.

### Basis

This Strategy, which consists of written text and a Future Land Use Map, has been prepared according to the provisions of the Planning Act, Chapter 346 of the Revised Statutes of Nova Scotia, as amended.

In 1993 the Trenton Town Council authorized a full review of the Town of Trenton's Municipal Planning Strategy and Land Use By-law. The plan review program was co-ordinated by the Town's Planning Advisory Committee, under the direction of the Council of the Town of Trenton. During the plan review, the Planning Advisory Committee consisted of four citizen members and seven members of Council.



Under the guidance of the Planning Advisory Committee, the plan review program consisted of the following four phases: (1) Background Study, (2) Goal Establishment, (3) Policy Development and (4) Council Consideration and Adoption (refer to Figure 1).

The plan review program was structured so the content of the Strategy is defensible based on public input and background study. Each phase of the plan review involved some element of public information and consultation. The larger community was kept informed by newsletters and discussion papers distributed at each phase in the program. The

community was provided with several opportunities to participate during the plan review,

including: a household survey, open Planning Advisory Committee meetings, planning office hours in Trenton Town Office, a suggestion box at the Town Office, and a community open house. Council also held a public hearing as part of the formal adoption process.

## **Organization**

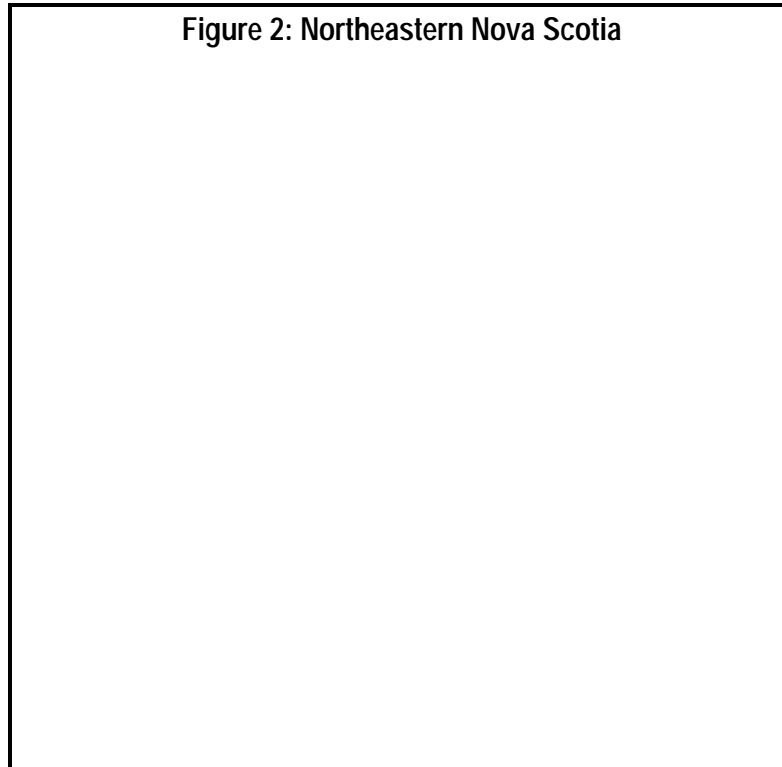
The Municipal Planning Strategy (MPS) is organized in six main sections: (1) Introduction, (2) Background, (3) Plan Concept, (4) Objectives and Policies, (5) Implementation, and (6) MPS Maps and Appendices. Chapter two presents the geographical, historical, political and social make-up of Trenton. Chapter three establishes the Plan Concept for Trenton. The Plan Concept is the future vision for Trenton in the year 2020 and consists of community goals and strategy elements. Chapter four contains the plan objectives and policies for each of the key elements of the Strategy. These policies present the framework for planning and decision-making in Trenton. Chapter five establishes how the Strategy is to be implemented and monitored. The final section is the MPS maps, which includes the Future Land Use Map and other related background maps and MPS appendices.

This Municipal Planning Strategy publication is based on the original adopted by Town Council on the 23 March 1995, following a Public Hearing advertised on the 1 and 15 March 1995 in the Evening News and approved on 2 June 1995 by the Minister of Municipal Affairs. The Office Consolidation includes Ministerial Amendments to the original and will be revised from time to time as required by future amendments. All amendments appear in *italic* type followed by a footnote type reference number. Appendix B, added to the end of this publication contains footnote reference information on the 'Type of Amendment', 'Effective Date', and case 'File Number' to facilitate further reference to the original official volumes. **Office Consolidations are prepared for convenience only, therefore, for accurate reference, refer to the original documents available at the Town Office.**

## CHAPTER TWO: BACKGROUND

### Context

The Town of Trenton is located in Pictou County, Northeastern Nova Scotia (refer to Figure 2). 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 7.1 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.

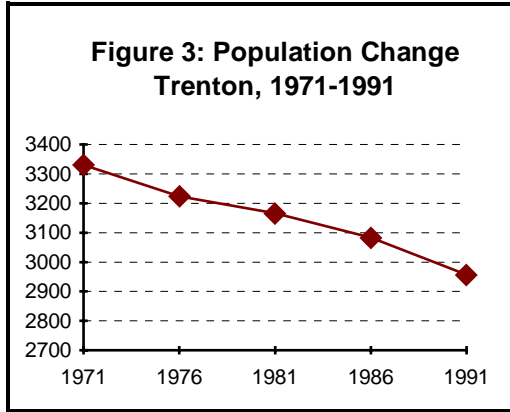


Trenton's settlement history is closely linked to its industrial heritage. The Town was founded in 1883 when the Nova Scotia Forge Company expanded into an area known as Smelt Brook. Trenton has the distinction of being the birthplace of steel in Canada as in 1882 the Nova Scotia Forge Company produced the country's first steel. The Town was formally incorporated as a municipal unit in 1911.

Today the Town's 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.

### Population Trends

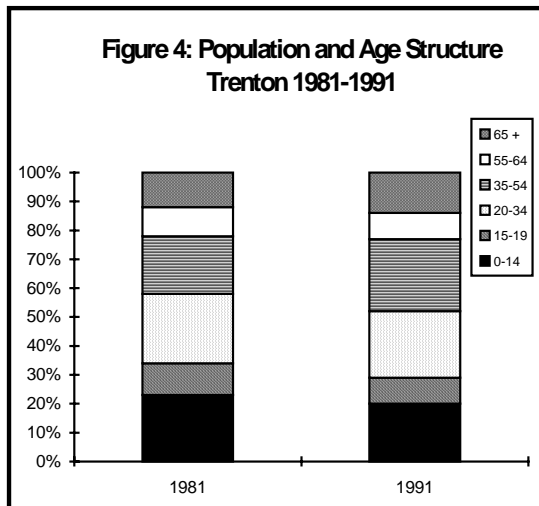
Since 1971, the population of Trenton has declined steadily (refer to Figure 3). The 1971 population of 3331 decreased to 2957 in 1991, an overall decline of 11.2 % for this 20 year time period.



**Table 1: Regional Population Distribution 1986 and 1991**

Area	1986	1991	% Change
Trenton	3083	2957	-4.1%
Pictou	4413	4134	-6.3%
Westville	4271	4228	-1.0%
Stellarton	5259	5237	-0.4%
New Glasgow	10,022	9905	-1.2%
All N.S. Towns	173400	173016	-0.2%

The entire region of Pictou County is experiencing a decline in growth (refer to Table 1). This regional decline exceeds the average rate of decline for all Nova Scotian towns. Of the five towns in Pictou County, the Towns of Trenton and Pictou are experiencing the greatest rates of decline. Population projections by the Nova Scotia Economic Renewal Agency in their 1991 Can Mac Study 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. Projections are based on demographic factors such as birth and death rates, household and family composition and migration patterns. External socioeconomic factors, such as an increase in employment opportunities, are difficult to predict and are not considered in this population projection. Such factors can also influence future population trends in Trenton. This Strategy is intended to provide flexibility to deal with minor changes and fluctuations in the projected population trends.



Trends in the population and age structure of Trenton's population from 1981 to 1991 are indicated in Figure 4. The size of Trenton's pre-school and primary school age group (0-14 years) has declined from 23.3 % of the population in 1981 to 19.6 % of the population in 1991. The secondary school age group (15-19 years) has declined from 11.1 % of the population in 1981 to 8.8 % of the population in 1991. The young adult group (20-34) has also experienced a slight decline during this ten year period.

The overall working age population (20-64 years) increased from 54 % of the population in 1981 to 57.9 % of the population in

1991. The greatest increase is in the 35-54 working age group. As the baby boom generation ages and people live longer, the 35+ age groups will continue to represent the largest share of the population. These groups accounted for 41.9 % of the population in 1981 and 48.6 % in 1991.

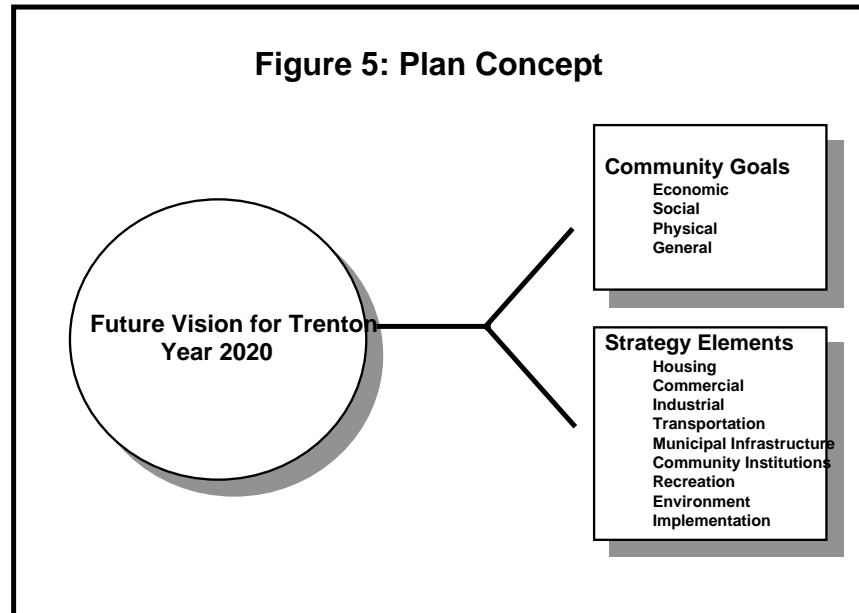
Between 1981 and 1991 the number of seniors (65+ years) increased significantly from 11.5 % of the population in 1981 to 13.9 % of the population in 1991. The proportion of seniors in the population is significantly higher in Trenton (13.9 %) as compared to the provincial average of 12.6 %.

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 outmigration of young adults to urban areas. As the baby boom 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.



## CHAPTER THREE: PLAN CONCEPT

The Municipal Planning Strategy defines a community vision for Trenton in the year 2020, based on community goals and an overall strategy for development (refer to Figure 5).



### A Future Vision for Trenton

Trenton's Municipal Planning Strategy must address the question, "What type of community would citizens like Trenton to be in the year 2020?"

As part of the public consultation process used in developing this plan, a broad consensus has emerged. Trenton residents indicated that they appreciate the following qualities in their community: its small town nature, residential character, location and its physical beauty. One of the challenges for the future will be to maintain these qualities through effective management of community resources.

The following statement represents the community vision for Trenton in the year 2020. More importantly, however, it serves as a benchmark by which Trenton can measure the success of its planning and development efforts.

*In the year 2020, Trenton will be a community that provides its residents with a high quality of life. Trenton residents will enjoy a safe and tranquil living environment. Trenton will be primarily a residential community, supporting businesses which meet local commercial needs. The economy in Trenton will shift from the traditionally industrial based economy to an information technology based one. Advances in technology will enable more people to work from their homes.*

*The population will stabilize by the year 2020 and will continue to age as the baby boom generation moves through their life cycle. The changing makeup of the population will affect the composition of households and the demand for housing. By 2020 the aging housing stock will create a demand for new housing construction. This demand will be met by the development of a range of housing types, including smaller, more affordable housing accommodations.*

*Trenton's strong community identity will be enhanced through the development of community and recreational resources. The waterfront industrial lands will be redeveloped for public recreational use. The Steeltown Centennial Park will be developed as a year round tourism facility, drawing people from local and regional markets. A network of pathways, incorporating natural features and linear open spaces, will link major open space areas throughout Trenton including: the Steeltown Park, the waterfront, and Smelt Brook Park.*

*Trenton will be known as an "environmentally friendly" community. Development occurs in Trenton in harmony with the natural environment. Residents will have a greater appreciation for the natural environment. Open space lands preserved along watercourses and other environmentally sensitive features provide opportunities for increased environmental awareness and education.*

*Industrial development in Trenton is based on information and airport related technologies and is compatible with the environment. The Trenton Airport is the location of a regional high technology light industrial park and a commercial aircraft centre.*

*Trenton residents are actively involved in maintaining and preserving their community identity through long range planning, responsible management and development of community resources.*

*In summary, Trenton will be a progressive community, flexible and responsive to change, while retaining its small town character and charm.*

## **Goals**

The vision statement for Trenton is based on the community's long term ideals for the economic, social, physical and political environment of Trenton. The community goals for Trenton are as follows:

### **Economic**

- To foster an economic environment which is based on local needs and builds on community resources.

### **Social**

- To create a living environment which fosters a high quality of life, sense of security and stability for all residents of Trenton.

- To maintain a variety of community activities and services to meet the diverse lifestyle needs of all residents of Trenton.
- To provide every member of the public with an opportunity to participate in planning activities in Trenton.

### **Physical**

- To ensure development occurs in an efficient and orderly manner and is properly integrated with existing development.
- To encourage and ensure an adequate supply of land is provided for all required land uses for the planning period.
- To promote and enhance environmentally responsible land uses and activities.
- To ensure a high quality living environment by providing access to adequate housing and maintaining stable residential neighbourhoods.
- To provide adequate municipal services and utilities to sustain existing development and facilitate future development.
- To provide a safe and efficient transportation system.

### **General**

- To be responsive and flexible to potentially constructive changes in the physical, economic and social conditions of the Town.

## **Strategy Elements**

The Strategy incorporates realistic targets and specific courses of action to achieve the stated community goals. The Strategy responds directly to specific community issues and concerns related to housing, commerce, industry, infrastructure, transportation, recreation, community institutions and the natural environment.

### **Housing**

The housing objectives of this Planning Strategy strive to facilitate a diversity of housing types with an emphasis on meeting the lifestyle needs of the community. The Strategy also seeks to provide for stable residential neighbourhoods and encourages the conservation and rehabilitation of the existing housing stock. The housing policies address several issues, including housing mix, affordability, density, rehabilitation, special housing needs and compatible uses in residential neighbourhoods.

### **Commercial**

The commercial objectives and policies in this Strategy seek to provide for commercial development which meets the shopping and service needs of the local community. The Strategy strives to facilitate efficient and orderly commercial development which is compatible with adjacent land uses. The commercial policies focus on downtown revitalization from an economic, social and physical standpoint. The Strategy also provides for additional commercial opportunities outside the downtown area but establishes controls on the form and location of this development.

**Industrial**

The industrial objectives and policies provide for future industrial growth in Trenton by allocating a sufficient supply of land to meet anticipated future demand. The Strategy seeks to facilitate the development of light industrial uses having minimal impact on the environment. Policies support strict controls on heavy industrial development which have potential to negatively impact the environment.

**Transportation**

The transportation objectives and policies of this Strategy provide for a safe and efficient transportation network, both for pedestrian and vehicular traffic. The Strategy also seeks to stimulate future airport development by promoting the Trenton Airport as a regional facility. Airport policies address both economic and environmental issues related to airport development.

**Municipal Infrastructure**

The municipal infrastructure objectives and policies seek to provide municipal services in a cost effective and efficient manner. Policies address issues related to water supply and distribution, sewage collection and treatment and solid waste management.

**Institutional and Community Uses**

The institutional objectives and policies attempt to maintain the community institutions which have been integral part of Trenton's development. Policies support the maintenance and development of high quality institutional facilities which are located and operated in accordance with community objectives.

**Recreation and Open Space**

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 Park and recreation programs, facilities and spaces. The policies emphasize the development of Steeltown Park as a four season tourist facility.

**Environment**

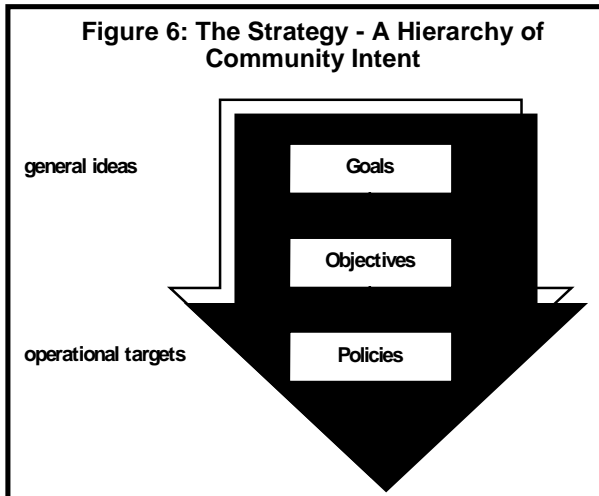
The environment objectives and policies in this Strategy advocate a proactive approach to environmental management in Trenton. Policies provide for physical development based on the carrying capacity of the natural environment.

**Implementation**

The implementation objectives and policies address how the policies in the plan will be implemented and monitored. Policies provide for changes to the planning documents and also support on-going public participation in the planning process.

## CHAPTER FOUR: OBJECTIVES AND POLICIES

Chapter four presents the objectives and policy statements for each of the key elements of Trenton's Municipal Planning Strategy. The Strategy is both a statement of policy and an expression of community intentions and aspirations. The Strategy also represents a hierarchy of community intent progressing from general ideas to operational targets (refer to Figure 6).



The goals, presented in Chapter Three, are long term community ideals. They provide direction and serve as the basis for determining appropriate courses of action.

The objectives are more specific statements derived from the goals, which provide realistic targets for achieving community goals. The objectives also reflect the issues and concerns that are unique to Trenton. The objectives are presented at the beginning of the each policy section to provide a frame of reference for the subsequent policies.

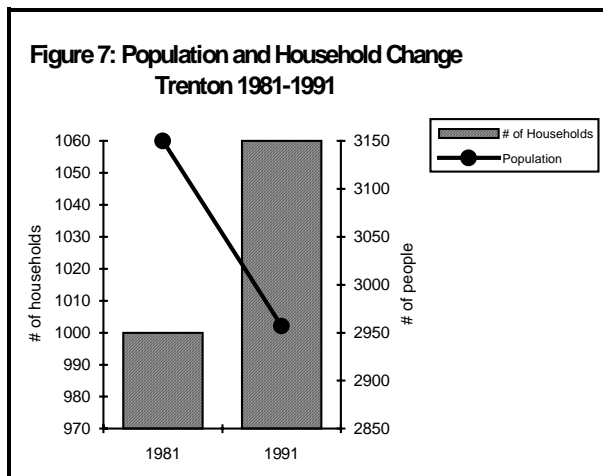
The policy statements more specifically define the long term objectives. They identify general courses of action to achieve the targets set out in the objectives. The policies in the proceeding sections of the Strategy provide the framework for the management of the Town and also serve several other purposes. First, they clearly identify for the larger community, Council's intentions with respect to land use and related matters. The policies say, 'When we encounter this situation we will act this way for these reasons'. Second, they provide a rational and consistent basis for decision making. The policies ensure that all individuals are treated fairly and that decision-makers are accountable to the larger community. Finally, they establish a framework for the adoption of land use controls. That is, the policies in the Strategy are implemented by land use controls set out in a Land Use By-law. The day to day administration of land use regulations requires reference to the policies and principles set out in a community plan.

This chapter is organized according to Trenton's eight policy areas: housing, commercial, industrial, transportation, municipal infrastructure, community and institutional uses, recreation and open space, and environmental protection. For each policy area an overview of the subject, and the objectives and policies are presented.

## Housing

### Overview

The population of Trenton has declined steadily at a rate of 6.6 % for the 10 year time period between 1981 and 1991. Over the same period 88 dwelling units were added to the housing stock. Population projections for Pictou County predict a continuing population decline over the next ten years. These trends indicate that in terms of quantity, existing housing stock can accommodate future housing demand.



Over the last ten years the average number of persons per households in Trenton has decreased from 3.1 in 1981 to 2.8 in 1991. The drop in average household size can be attributed to factors such as smaller families, changing family structure and a large number of one and two person households. Although the population is declining steadily in Trenton, the number of households has increased from 1000 in 1981 to 1060 in 1991, an increase of 6 % for this ten year period (refer to Figure

7).

These trends indicate that future housing demand appears to be for new housing types. As household size decreases, the need for a diversity of housing options increases. The trend towards smaller households and smaller families increases demand for alternatives to the single-family home.

### Objectives

The objectives for housing are as follows:

- To provide a variety of housing types and densities reflective of the diverse needs, income levels and lifestyle choices of the community.
- To protect the character and integrity of neighbourhoods and residential areas by discouraging the encroachment of incompatible uses.
- To ensure that future residential development occurs in appropriate locations where adequate servicing, road infrastructure and other municipal services can be efficiently provided.

### Policies

#### Housing Types

The trend towards smaller families, smaller households and an aging population indicates a future demand for smaller, more affordable housing accommodations. In Pictou County the Nova Scotia Housing Department and/or Canadian Mortgage and Housing Corporation operate family and senior housing through the Pictou Regional Housing Authority. There are two such senior's housing developments in Trenton, located on High

and on Main Streets. Both developments, consisting of a total of 40 seniors housing units, are currently at capacity (Source: Pictou Regional Housing Authority). Results of a household survey conducted November of 1993 indicate that the majority of respondents support the development of more single family homes (87 %), seniors' housing (77%) and affordable rental accommodations (58%). 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.

These demographic trends suggest future housing needs for Trenton. The Town recognizes the demand created by the present population base, but also would like to provide housing for a more diverse demographic profile. Trenton is primarily a residential community, providing a range of housing types within the existing residential area. Survey respondents indicated the need to provide for more single family homes. 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.

**Policy R-1**

**In co-operation with the Pictou Regional Housing Authority, the Nova Scotia Department of Housing and Canadian Mortgage and Housing Corporation, Council shall assess the need for additional seniors and family housing.**

**Policy R-2**

**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**

**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**

**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.

**Figure 8: Low Density Residential**

Low density development generally includes single and two family dwellings (refer to Figure 8). Residential development in Trenton is predominantly low density development. Single detached dwellings account for 81.6 % of housing within Trenton. (Statistics Canada; 1991) 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.

**Figure 9: Medium Density Residential**

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 (refer to Figures 9 and 10). In Trenton medium to high density residential development accounts for 15.9 % of housing within Trenton (Statistics Canada; 1991). 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

**Figure 10: High Density Residential**

multiple unit dwellings with more than five dwelling units, is controlled through the development agreement process.

**Policy R-5**

**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**

**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 residential uses.**

**Policy R-7**

**Council shall establish the following four 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 Medium Density (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.**

- 4. A Residential Mobile Home Park (R-MHP) Zone. Uses permitted in this zone include the following and similar uses: mobile home parks, mobile home park offices and maintenance equipment storage related and incidental to the operation of the park, neighbourhood parks, home occupations and the following neighbourhood commercial uses which serve mobile home park residents: neighbourhood convenience stores and laundromats. This zone shall apply to existing mobile home parks within the General Residential Designation. New mobile home parks shall be considered in areas designated General Residential by a Land Use By-law amendment (re-zoning) to the R-MHP Zone.**

#### Integrity of Residential Neighbourhoods

In keeping with the Town's objective to protect the integrity of residential neighbourhoods, 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, higher density housing types 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.

Specific concerns have been identified with respect to the number of mobile homes locating in neighbourhoods throughout the Town. Council recognizes several potential conflicts related to the apparent temporary nature of mobile homes and the effect this has on the stability of surrounding neighbourhoods. Concerns have also been expressed regarding the compatibility of the long and narrow design of mobile and mini-homes with existing single family homes. Seventy percent of household survey respondents indicated that they do not wish to see any future development of mobile homes within the Town. In response to these concerns and the special lot design requirements for mobile homes, Council intends to limit future development of mobile homes in the Town to mobile home parks and also restrict the development of housing types which are similar in appearance to mobile homes. The Town's Mobile Home Parks By-law sets out standards for mobile home lots, landscaping and open space areas within Mobile Home Parks. Existing mobile homes located on individual lots outside of mobile home parks are considered non-conforming uses, subject to the requirements of the Planning Act.

Similar issues have been raised regarding multiple unit developments in the Town. Specifically, concerns are related to the transient nature of apartment dwellers, maintenance problems caused by absentee ownership of multiple unit developments, and

the impact of increased parking and traffic on residential streets. Council intends to provide for medium and high density residential development and also address residents' concerns by establishing controls on the form and location of these uses.

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-8**

**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-6.**

**Policy R-9**

**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 Planning Act.**

**Policy R-10**

**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-6 in the Implementation section.**

**Policy R-11**

**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 Policy IM-6 in the Implementation section.**

**Policy R-12**

**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;**
- 4. that the proposal satisfies Policy IM-6 in the Implementation section.**

**Policy R-13**

**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.**

Another issue is commercial development in residential areas. Sixty-seven percent of household respondents indicate that there needs to be more control on home based businesses. 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 neighbourhood 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-14**

**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-15**

**Notwithstanding Policy R-14, 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 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 (see also policies in Neighbourhood Commercial section).**

**Policy R-16**

**Notwithstanding Policy R-14, 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-17**

**Notwithstanding Policy R-14, 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 Policy IM-6 in the Implementation section;**
- 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 Policy IM-6 in the Implementation section.**

There are also a significant number of properties throughout the Town which are in poor condition in terms of property appearance and structural condition. Statistics Canada data for 1991 indicates that 13.7 % of housing in Trenton requires major repairs and 38.2 % requires minor repair work. Government housing programs are available which provide assistance to eligible homeowners for housing improvements and repair work. Council would like to facilitate increased use of such home improvement programs.

**Policy R-18**

**To encourage the improvement of housing conditions in Trenton by making homeowners aware of existing government programs which provide financial incentives for the upgrading of housing stock.**

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 in two ways: 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 unserviced areas of the Town.

The Town intends to reserve the 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.

**Policy R-19**

**To encourage the development or redevelopment of presently underutilized serviced lands within the Town. Provisions shall be established in the Land Use By-law to allow for the infilling of lots which do not meet the frontage and/or area requirements of the Land Use By-law (refer to Policies IM-15 & 16 in the Implementation section).**

**Policy R-20**

**Council shall limit unserviced 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 (refer to Policy S-1 in the Municipal Infrastructure section).**

**Policy R-21**

**To monitor the rate of residential growth to ensure an adequate supply of lands to meet future demand.**

**Policy R-22**

**To maintain discussions or undertake studies 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**

**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.**

## Commercial

### Overview

The 1990 study entitled, The Market for a New Retail Plaza on Main Street, Trenton, Nova Scotia concludes that Trenton is dramatically under-serviced relative to its trading area and to the other Towns in Pictou County. The study identifies that Trenton is home to 45 out of 1425 commercial and industrial businesses in the entire Pictou County region (approximately three per cent of the total). Trenton's population of approximately 3000 people represents six per cent of the total population for Pictou County (Statistics Canada; 1991). The retail trade area for Trenton consists of approximately 5000 people, incorporating people from the Town of Trenton, adjacent rural areas, and north end New Glasgow. On the basis of the size of Trenton's population and retail trade area, this study suggests that Trenton should be home to six to ten per cent of Pictou County's commercial and industrial businesses, and that a potential market exists for future retail development in Trenton. The difficulty with this conclusion is that Trenton's expected retail share is estimated based on an examination of all commercial and industrial businesses in Pictou County. A significant proportion of these businesses serve regional markets and have locational requirements not based on local retail trade areas, but on servicing and infrastructure needs.

The Town recognizes that its share of retail trade activity is limited to commercial development which meets the community's local commercial needs. The services listed most frequently on the household survey included basic commercial services such as groceries and hardware. Household survey results also indicated that the majority of respondents (89 %) would like to see more shopping and commercial facilities in Trenton and 75% of respondents purchase goods outside Trenton as they are not available within the Town. On this basis, the Town's strategy for future commercial development involves providing for a range of commercial uses which meet the local shopping and service needs of the community.

There are several existing residential properties located in the Downtown 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 Downtown Commercial area and the need to attract new commercial uses.

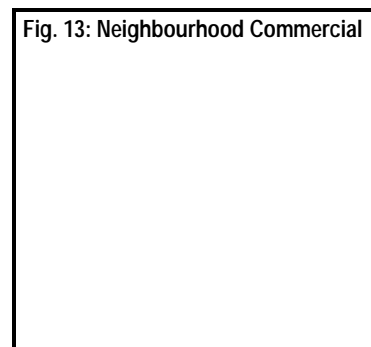
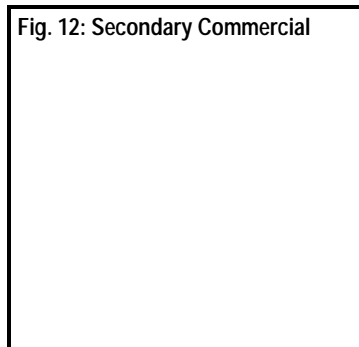
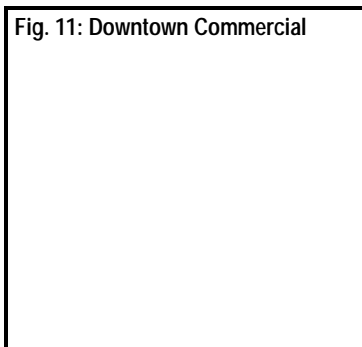
### Objectives

The objectives for commercial development are as follows:

- To ensure that future commercial development occurs in an orderly manner and in appropriate locations.
- To provide for commercial growth and development through the establishment of a hierarchy of commercial areas and facilities.
- To improve the physical appearance of the downtown commercial area.
- To ensure that commercial development is compatible with surrounding land uses.

## Policies

There are three distinct types of commercial development in various locations throughout the Town. First, the majority of commercial development in Trenton is concentrated in the downtown commercial core. The downtown serves the local commercial needs of the people who live and work in Trenton. Downtown commercial uses generally include small scale retail and service uses which benefit from a pedestrian oriented environment and the concentration of amenities in the downtown commercial core (refer to Figure



11). The second area, immediately adjacent to the downtown, is a transitional area consisting of a mixture of residential and commercial uses. This area is an extension of the downtown 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 downtown location (refer to Figure 12). The final component of the commercial hierarchy is the small scale commercial operation located in the residential neighbourhood. In Trenton these types of commercial operations include neighbourhood commercial uses which are aimed at serving local commercial needs at a neighbourhood level (refer to Figure 13), and home occupations. The commercial policies address form and locational issues associated with each of these types of commercial developments.

### Policy C-1

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

#### Downtown Commercial

The majority of commercial development in Trenton is concentrated in the downtown commercial core. This area is focused on the east and west sides of Main Street to the west side of High Street, between Caroline Street to the north and Glass Street to the south. Several studies have been completed concerning the physical, social and economic revitalization of the downtown commercial area. The following issues related to downtown commercial development have been identified: dissatisfaction with the appearance of buildings and the lack of landscaping; pedestrian safety concerns; need for regulations to control the location of propane storage tanks; and the shortage of commercial properties in the downtown. The following policies strive to create opportunities and incentives for the continued expansion and revitalization of the downtown commercial core. Specifically the policies attempt to create a socially and

economically diverse downtown environment by providing for a mixture of uses, intensification of development, physical and pedestrian improvements and beautification of the downtown commercial area.

**Policy C-2**

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

**Policy C-3**

**To facilitate the establishment of a local downtown business association to represent local business interests in downtown Trenton.**

**Policy C-4**

**To designate the area including the east and west sides of Main Street to the west side of High Street between Caroline Street to the north and Glass Street to the south as "Downtown Commercial" on the Future Land Use Map.**

**Policy C-5**

**To establish in the Land Use By-law a "Downtown Commercial Zone" within the Downtown Commercial future land use designation. The Downtown 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 C-2 zone requirements.**

**Policy C-6**

**To facilitate the redevelopment of commercial properties in the Downtown Designation by:**

- 1. eliminating setback requirements for this area, except for abutting yard requirements when the Downtown Commercial Zone abuts any residential zone; and**
- 2. establishing provisions in the Land Use By-law for a cash-in-lieu payment in place of compliance with parking requirements for property owners in this area (refer to parking policies in the Transportation Section).**

**Policy C-7**

**To implement the downtown improvements recommended in the 1986 Trenton Main Street Revitalization Plan and the 1989 Prospects For Trenton: Community Initiatives by:**

- 1. developing a priority schedule for implementation;**
- 2. investigating relevant provincial and federal government funding programs;**
- 3. encouraging and supporting the efforts of public and private organizations to beautify the downtown area;**

4. **investigating the feasibility of relocating the propane tank facility opposite the Civic Building in Trenton to a more appropriate location;**
5. **initiating a program of pedestrian improvements to the downtown.**

#### Secondary Commercial

The Secondary Commercial Designation is situated immediately north of the downtown 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 downtown commercial core. Commercial uses which are not suitable in the downtown 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 downtown commercial core. Proposals for secondary commercial uses in this area will be considered by development agreement. Because this area is predominantly residential, lands within the Secondary Commercial Designation are zoned for low density residential use. As with other existing residential neighbourhoods, Council also intends to consider proposals for neighbourhood commercial uses in this area (refer to neighbourhood commercial policies).

#### **Policy C-8**

**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 Future Land Use Map. Generally, lands within this designation are zoned for single and two family residential use.**

#### **Policy C-9**

**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 downtown commercial area and the following criteria:**

1. **that the proposal is not suitable in the Downtown 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;**
3. **that the proposal satisfies Policy IM-6 in the Implementation Section.**

#### 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**

**To include existing neighbourhood commercial uses within the Neighbourhood Commercial (C-1) 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 R-2 uses.**

#### **Policy C-11**

**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 Policy IM-6 in Implementation Section.**

#### 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**

**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**

**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 C-2 Zone, for lands in the abutting residential designations. The following commercial future land use boundaries shall be considered inflexible:**

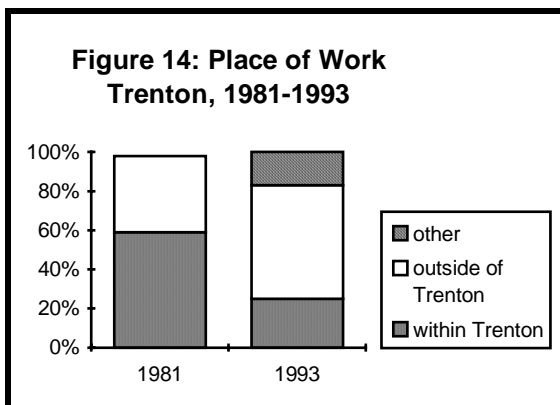
- 1. the boundary around the east side of High Street in the area designated as "Downtown Commercial" and**
- 2. the boundary around the east side of Main Street in the area designated as "Secondary Commercial".**

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

## Industrial

### Overview

Historically economic prosperity in Trenton and the entire Pictou County region has been directly influenced by fluctuations in manufacturing activity. In recent years the downsizing of Trenton's main industry, Trenton Works, has had a significant impact on the economic stability of the Town. The Town recognizing the need to diversify its economic base, commissioned the 1988 Business Development Plan for Trenton to identify future economic development opportunities. Subsequent to the completion of this study, the Town has undertaken 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 particular, the trend away from large industrial operations in the goods producing sector and towards smaller establishments in the service sector has had a major impact on Trenton's labour force market. According to the 1993 household survey the majority of respondents (58 %) now work outside Trenton in one of the other Towns or elsewhere in Pictou County, while only 25 % of respondents work within Trenton (at

Trenton Works, Nova Scotia Power or other businesses in Trenton). This is a significant change from 1981 when household survey results indicated that only 38.5 % of respondents worked outside Trenton, while the majority of respondents (59.2 %) worked within Trenton (refer to Figure 14). Changes in labour market in Trenton have resulted in a declining industrial tax base and an increasing residential tax base. According to 1990 Municipal Statistics the residential tax base accounts for 80.6 % of Trenton's total tax base.

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 four primary locations for industrial development: the waterfront industrial area, the Trenton Industrial Park, the Little Harbour Road industrial area and the Trenton Airport.

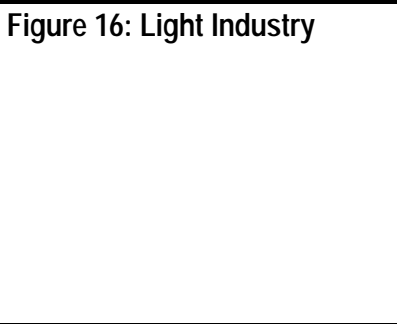
The waterfront industrial area has historically been the location of large scale heavy industrial uses such as the Trenton Works plant, the Nova Scotia Power Generating Station, the Tibbetts Paint Factory and the Irving Fuel Storage Facility. This is a suitable location for future industrial development as it is serviced and has ready access to transportation corridors such as the rail line, the East River and a major arterial road.

The Trenton Industrial Park consists of small scale, light industrial uses such as East Coast Fire Restoration Service, Arnold's Service Shop and the Pictou County Sports Hall of Fame. The park consists of approximately 18 acres of serviced industrial lands, with 13 acres remaining for future industrial development.

The Little Harbour Road industrial area consists of the following existing industrial uses: Warren Maritimes Paving and Construction Company, and the Cameron and Fraser Coffin Factory. This area is located on the east side of the Town in an area which is currently undeveloped. 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 as the industrial development is adequately buffered from any existing residential uses by undeveloped forested lands. Although the lands surrounding this industrial area are presently undeveloped, they are designated and zoned for single family residential use. Council intends to reserve a portion of these lands for the comprehensive development of a high quality residential subdivision. Through the secondary planning process, Council will ensure that adequate buffers are provided if these lands are developed for residential use.

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.

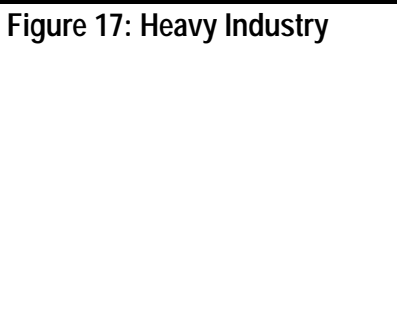
**Figure 16: Light Industry**



Excluding the Airport lands, all existing industrial areas and vacant lands at the Trenton Industrial Park are to be designated and zoned for general industrial use. The General Industrial Zone provides for a range of industrial and commercial uses. The Town will encourage the development of industrial uses having the least impact on adjacent uses and the environment through the General Industrial Zone (refer to Figure 15). Heavy industrial uses such as those which emit noise and air pollution (refer to Figure 16) will only be permitted to locate in areas designated as Industrial through the development agreement process. Existing heavy and obnoxious industries shall become non-conforming uses, subject to the requirements of the Planning Act and Policy IM-14. A broad range of commercial uses which the Town considers to be compatible with industrial development are permitted within this zone, including commercial uses which provide support services to industry or which are land intensive and require area for

outdoor storage and display.

**Figure 17: Heavy Industry**



## Objectives

The objectives for industrial development are as follows:

- To encourage industrial expansion by promoting Trenton as a preferred site for future industrial growth.
- To concentrate all industry in adequately planned and serviced industrial areas.
- To attract a diversity of industry which is compatible with the Town's character and environment.

## Policies

### Policy M-1

**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

**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

**To continue to use the recommendations of the 1988 Trenton Business Development Plan as a basis for developing future economic development proposals for Trenton.**

### Policy M-4

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

### Policy M-5

**To include all lands designated as Industrial within the General Industrial 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 Planning Act and Policy IM-14.**

### Policy M-6

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

**Policy M-7**

**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-6 in the Implementation Section, and the application of technologies and design techniques that reduce or eliminate the obnoxious nature of such industries.**

**Policy M-8**

**To permit the development of light industrial uses on lands within the Airport designation by development agreement (refer to airport policies in the Transportation section).**

**Policy M-9**

**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.**

## Transportation

### Overview

The transportation network is a fundamental component of a community's urban structure. It provides for the movement of goods and the means by which people can get to work, shop and spend their leisure hours. The transportation system should, therefore, be designed to support the overall goals of the community, whether these goals are physical, social, or economic. In Trenton, the transportation network incorporates a system of streets, public transit, parking, pedestrian linkages, and water, rail and air transportation services. A significant factor affecting the street network in Trenton is the large daily commuter workforce; over 77 % of Trenton's population is employed outside of the Town. Consequently, daily traffic in Trenton on Main Street has been estimated at approximately 10, 000 people (Retail Plaza Market Study; 1990). Assuming that there are 1.4 occupants per vehicle, there are over 7,000 vehicles per day on Main Street. This situation presents several opportunities and constraints for future development in Trenton.

### Objectives

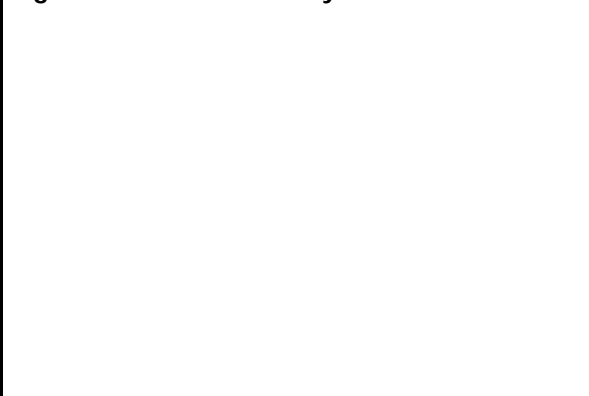
The objectives for transportation are as follows:

- To establish an adequate and well-maintained system of public streets which provides for an efficient flow of traffic and safe and convenient access to existing and future areas of development.
- To provide a network of pedestrian facilities throughout the Town.
- To provide an adequate supply of parking space in all areas of the Town.
- To encourage and promote future development and expansion of the Trenton Airport.

### Policies

#### Road Network

**Figure 17: Road Hierarchy**



Streets are the principle component of any urban transportation network. A road system is composed of various road types each performing a particular function (refer to Figure 17). Roads can be classified according to the type and degree of service they provide to the public. To ensure a well-maintained level of service it is important to develop a road classification network which applies to existing and future street systems.

The Town has adopted the following three-tiered system of local, collector and arterial roads and has applied it to existing and future roads in the Town, as shown on the Transportation Map:

Arterial means a roadway used primarily for through traffic to carry large volumes of all types of vehicular traffic moving at medium to high speeds. Arterials typically connect with collectors and other arterials, carrying through traffic between major land uses. The amount of direct access to adjacent development is limited on arterial roads. Generally, there are controlled pedestrian crossings on arterials and a clear separation between pedestrian and vehicular traffic.

Collector means a roadway which provides land access and traffic movement with equal importance. Collectors typically carry traffic moving at moderate speeds, between local and arterials. Collectors also serve traffic from neighbourhood to neighbourhood and secondary traffic generators such as community centres, schools, and neighbourhood commercial uses. Generally, vehicular and pedestrian traffic is separated by a sidewalk on collectors.

Local means a roadway whose primary function is to provide direct access to individual properties. Locals are typically designed to carry low traffic volumes, moving at slow speeds for short distances. They normally connect to other locals and collectors and serve residential land uses. Generally local streets do not have sidewalks, vehicular and pedestrian traffic share the same right-of-way.

The road classification system will be used as a basis to designate various road types in Trenton as local, collector or arterial. Roads will be classified according to their service function and traffic characteristics. The classification system will be applied to existing and future roads and is used to determine the capability of the road system to serve specific land uses. The road classification system will also be used to identify long term priorities for road construction, maintenance and improvements. Household survey respondents identified street maintenance as a particular concern in Trenton. Fifty seven percent of household survey respondents indicated that street maintenance in the Town is inadequate and 43 % ranked street maintenance as a top priority for municipal spending.

**Policy T-1**

**To establish a road classification system which will designate existing and future streets in the Town as either arterial, collector or local streets. This classification system shall be used primarily to ensure that the location of future development is consistent with the role of the street within the traffic circulation pattern (refer to Transportation Map).**

**Policy T-2**

**To require that all new streets be designed to reflect their capacity and intended use. The engineering specifications as defined in Schedule D of the Trenton Subdivision By-law, shall be used as a basis to determine adequate road design standards.**

**Policy T-3**

**To establish medium and long term priorities with respect to road construction, maintenance, and improvements.**

**Policy T-4**

**To seek the co-operation and assistance of the Provincial government in upgrading the Town's major arterial roads.**

Unlimited access to arterial roadways, which carry high traffic volumes, can increase the potential for traffic hazards. This problem is already evident on Main Street, which functions as an arterial, but has developed as the focus of the downtown commercial core. The Town intends to prevent future access problems on arterials by regulating new intersections with arterial roads through the subdivision process. The only arterial within Trenton which is largely undeveloped, is Park Road. Potential future connections with Park Road are indicated on the Transportation Map.

**Policy T-5**

**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. Council shall also indicate on the Transportation Map possible future street intersections with Park Road.**

Parking

Parking is an integral part of an efficient transportation network. The Land Use By-law establishes parking standards for different types of development. Excessive regulations can affect the economic or physical viability of a proposed development, whereas, insufficient parking requirements can create problems such as traffic hazards and nuisance for surrounding areas. The majority of household survey respondents in Trenton indicated a general satisfaction with parking areas and traffic associated with commercial development. The main concern related to parking in Trenton is the effect on-site parking provisions have on the economic health and viability of the downtown commercial area. Due to small lot sizes and fragmented ownership patterns in the downtown, developers and property owners often experience difficulties providing adequate on-site parking. This in turn limits redevelopment opportunities for downtown property owners. The Town would like to ensure the continued viability of the downtown commercial area. Council intends to resolve the downtown parking issue by providing developers with the option to contribute to public parking facilities. This will enable the Town to play a stronger role in the supply and management of downtown parking.

**Policy T-6**

**To include provisions in the Land Use By-law for off-street parking and parking lot design to ensure adequate dimensions, circulation and accesses and egresses.**

**Policy T-7**

**To permit developers of commercial properties within the Downtown Commercial Designation to provide either adequate on-site parking as required in the Land Use By-law, or to provide cash-in-lieu of parking or a combination of the required parking and cash for the balance of the required**

**parking. The amount of the required payment to the Town shall be determined by formula contained in the Land Use By-law.**

### Pedestrian Network

Equally important as the vehicular routes for inter and intracommunity movement are the networks of pedestrian walkways and bicycle trails. These pedestrian routes serve the following functions: they link all major pedestrian destinations, reduce conflict with vehicular traffic, and make pedestrian circulation safe and enjoyable. The Town of Trenton has commissioned several studies which address this issue of pedestrian circulation. The Main Street Revitalization Plan recommends establishing better connections with the East River by implementing a river recreation program. The Recreation Master Plan suggests integrating Steeltown Park with Smelt Brook and the East River through a system of pedestrian linkages. The study, Prospects for Trenton: Community Initiatives proposes a waterfront development project which incorporates a system of nodal parks along the waterfront integrated with downtown civic improvements. The Town recognizing the need to provide for pedestrian connections, has identified several priorities. The Town intends to work with community groups, other levels of government, the private sector and property owners to realize the community's objectives for pedestrian circulation.

#### **Policy T-8**

**To ensure that a network of pedestrian walkways is established to provide safe and convenient pedestrian circulation. The following pedestrian improvements shall be considered priorities:**

- 1. pedestrian facilities in the Downtown Commercial area;**
- 2. sidewalks along arterial and collector roads;**
- 3. sidewalks and other pedestrian linkages connecting residential neighbourhoods with schools, parks, bus routes and other pedestrian destinations;**
- 4. safe, pedestrian crosswalks, particularly at intersections;**
- 5. pedestrian linkages connecting and using natural features such as watercourses, ravines and forested lands.**

#### **Policy T-9**

**To investigate the feasibility of acquiring the abandoned rail right-of-ways within the Town to be developed as linear path systems.**

#### **Policy T-10**

**To co-operate with landowners, particularly along the East River waterfront, to implement a system of pedestrian walkways throughout the Town.**

### Regional Transportation: Trenton Airport

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 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 (refer to Figure 18). Several environmental and economic issues have been identified related to future development at the Trenton Airport.

**Figure 18: Airport Development Areas**



The environmental issues are related to the potential adverse impact of airport development on Trenton's ground water aquifers. The airport lands are situated uphill of most wells in the Trenton well field. According to C.J. MacLellan and Associates, in their 1992 proposal entitled, Trenton Area Aquifer

Protection Plan, the airport is considered to be a significant threat to the Trenton aquifers. 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 administers regulations which govern the installation of petroleum tanks and require permits for any land uses which discharge effluent. The Department of the Environment 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.

The Town of Trenton supports an airport strategy which reflects both the environmental and economic issues of future airport development. The Town's airport strategy will provide for a range of development possibilities in an environmentally responsible manner.

**Policy T-11**

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 T-12**

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 T-13**

To include all areas designated as Airport within the Airport 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 T-14**

To control the development of permitted uses on Town lands within the Airport Zone, by long term lease agreement or agreement of sale. In negotiating such agreements, Council shall have regard to the criteria in Policy T-15.

**Policy T-15**

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 attract 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 Policy IM-6 in the Implementation Section.

**Policy T-16**

**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 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 T-17**

**Council shall limit unserviced development within the Airport Zone to non-intensive airport storage facilities and by requiring larger lot sizes for development with on-site services. Note that airport development proposals with on-site services also require the approval of the Provincial Department of Environment.**

**Policy T-18**

**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.**

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 manoeuvring within the vicinity of the airport. This area covers the entire Town of Trenton, parts of New Glasgow and the County. 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. To restrict the height of development within the outer surface, take-off/approach and transitional areas of the airport, Council intends to undertake a technical

study to determine the boundaries of each of these areas and work together with the *Transport Canada and municipalities*<sup>1</sup> of New Glasgow and the County to develop intermunicipal height regulations.

Transport Canada also identifies land uses which are hazardous to aircraft because they have potential to restrict visibility by attracting birds, or through the generation of smoke, dust or steam, or which may interfere with airport navigation. Council intends to include a general provision within the Land use By-law which excludes these types of uses from the Town *at such time as the authority to do so has been delegated from Transport Canada*<sup>2</sup>.

**Policy T-19**

***Upon delegation of the necessary authority from Transport Canada to*<sup>3</sup> include general provisions in the Land Use By-law to ensure that any future development within the Town does not adversely impact airport operations. These provisions shall include maximum height restrictions and controls on land uses which have potential to attract birds and restrict visibility.**

**Policy T-20**

**Council shall undertake a technical study of the outer surface, take-off/approach and transitional areas of the Trenton Airport, and Transport Canada<sup>4</sup>, and work with the adjacent municipalities of New Glasgow and the County of Pictou to establish intermunicipal regulations to control the height of development within these areas.**

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 T-21**

**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. (refer to Transportation Map). Once this airport service road is constructed, Council shall require that future airport development have direct access to a collector road.**

**Policy T-22**

**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.**

## **Municipal Infrastructure**

### **Overview**

Municipal infrastructure, including the provision of roads, water, sewer, and waste management services, has long been recognized as a critical factor in economic development and prosperity. However, the future outlook raises concerns related to the maintenance and upgrade of infrastructure facilities. At present, Trenton provides municipal infrastructure services on a municipal basis for water and sewer, and on a regional basis for sewage treatment and solid waste management. The Pictou County Water and Sewer Technical Committee, in their 1991 report, have concluded that responding to current and future water and sewer system infrastructure deficiencies on a regional or intermunicipal basis will be less costly, from a capital investment perspective than dealing with deficiencies on a municipal basis. As such, there is a growing recognition that a comprehensive long range strategy for the supply of water and sewer services to urban Pictou County is needed.

### **Objectives**

The objectives for municipal infrastructure are as follows:

- To provide a level of infrastructure, with respect to storm and sanitary sewers, solid waste collection and disposal, sewage treatment, water supply and distribution which is adequate to meet the existing and future needs of the community.
- To ensure that a co-ordinated approach is taken to the planning, upgrading and extension of infrastructure services and the planning and approval of new development.

### **Policies**

#### General

Concentrating development within serviced areas is an efficient use of land by providing for maximum use of existing water and sewer services. The majority of properties within the Town are located within the range of municipal infrastructure, with the exception of the Airport property, residential properties in the north end of Town, undeveloped lands around the Airport and a portion of the Steeltown Park.

The Town, recognizing that there is limited authority under the Planning Act to control unserviced development, intends to restrict this type of development to non-intensive uses and larger lot sizes. The Town envisions the undeveloped areas outside the Airport to be developed comprehensively as residential subdivisions, with the developer providing infrastructure services according to standards outlined in the Town's Subdivision By-law. To stimulate future development at the Airport, the Town intends to provide infrastructure services to this area as funds permit, and then pass the servicing costs on to the developer.

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.

**Policy S-1**

**Council shall limit unserved development by establishing requirements in the Land Use By-law that restrict the range of uses in areas not served by centralized services to non-intensive forms of development and by requiring larger lot sizes for development having on-site servicing systems. Note that proposals for unserved development also require the approval of the Provincial Department of Environment.**

**Policy S-2**

**It is Council's intent to recommend amendments to the Planning Act to enable greater controls on development not serviced by centralized sewer and water systems.**

**Policy S-3**

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

**Policy S-4**

**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 S-5**

**Council shall assess development proposals to ensure that existing municipal services systems are adequate to meet the proposed demand. Council intends to use the following mechanisms to assess development proposals:**

- 1. criteria set out in the Land Use By-law to assess re-zoning and development agreement applications; and**
- 2. a central services form, issued under the authority of the Provincial Building Code Act, as part of the building permit process which enables the Town to set out conditions for approval.**

**Policy S-6**

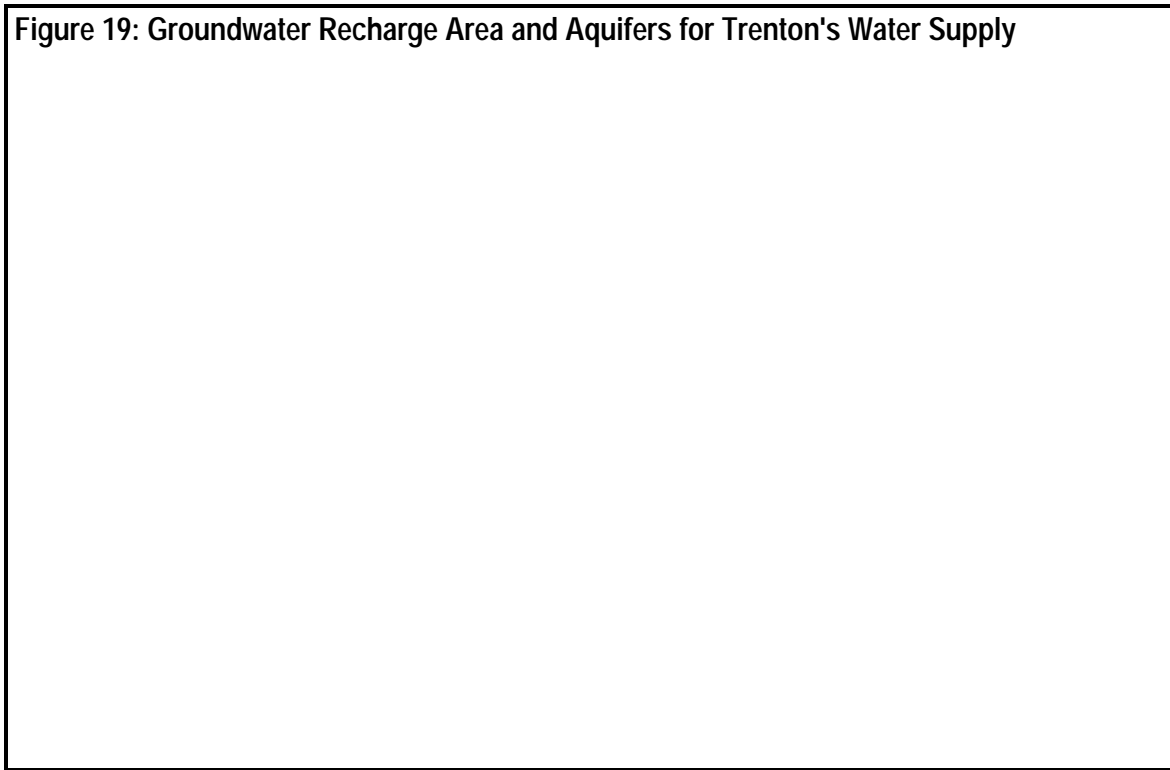
**To establish a long term maintenance and improvement program for the upgrading of municipal infrastructure services. This program shall include a priority list of projects, costs estimates, and an evaluation of the capacity and condition of the systems. The plan shall be updated on an annual basis and incorporated into Town budgeting procedures as funding permits.**

### Water Supply & Distribution

Trenton's water system, consists of a treatment plant, a 800, 000 imperial gallon reservoir, drilled wells and a distribution system. Water flows by gravity from the reservoir to the distribution system. The treatment plant removes iron and manganese and provides chlorination.

The source of Trenton's water supply is a system of groundwater wells. The wellfield 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 Lowdens Brook (refer to Figure 19). Concerns have been expressed regarding the potential for contamination of the ground water supply.

**Figure 19: Groundwater Recharge Area and Aquifers for Trenton's Water Supply**

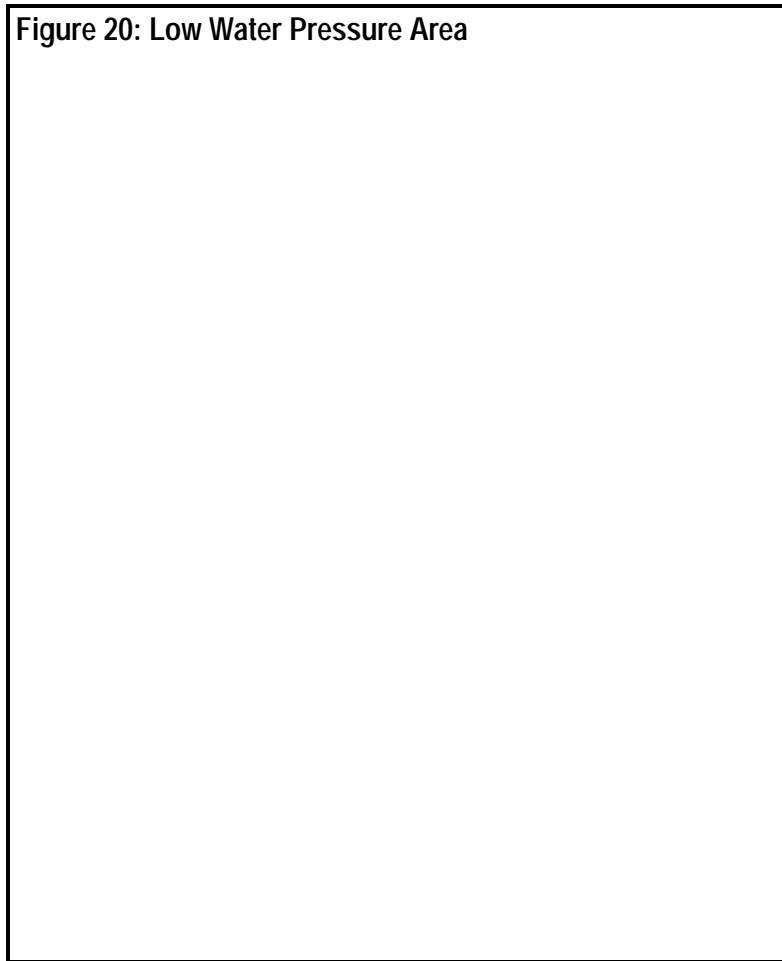


Over the years Trenton has conducted several studies on their water system and consequently has undertaken numerous improvements resulting in greater water quantity, quality and flow. However, the Town continues to experience difficulties with water pressure in certain areas (refer to figure 20). The 1991 Water Distribution System Pressure Study makes several recommendations to improve water pressure in Trenton. Recently, the Town has received funding and intends to undertake the recommended improvements.

The present system can accommodate a daily usage of 587, 520 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 cause concerns related to the long term

viability of Trenton's groundwater supply. The Town intends to work with other municipalities in Pictou County to develop a long term strategy for the region's water supply.

Figure 20: Low Water Pressure Area



**Policy S-7**

**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 intermunicipal 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 wellfield;**
- 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. **intermunicipal co-operation with other municipalities in Pictou County to develop a regional strategy for the supply of water services to Pictou County.**

**Policy S-8**

**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 for the areas indicated on Figure 20.**

Sewage Collection & Treatment

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 stormwater system based natural drainage channels will minimize the potential for erosion and flooding. To ensure that stormwater is drained in a manner which minimizes damage to the environment, Council intends to undertake a stormwater management study which examines the natural drainage pattern for the Town's water systems and establishes guidelines for environmentally sound stormwater management design.

**Policy S-9**

**To maximize the use of existing sewage treatment facilities by:**

1. **ensuring that new development through the subdivision process provides for separation of sanitary and storm sewers;**
2. **continuing to implement a storm water separation program, as funding permits;**
3. **preparing a master stormwater management plan as per policy E-5 in the Environmental Protection section; and**
4. **reviewing development proposals to ensure that the existing system has adequate capacity.**

**Policy S-10**

**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.**

Solid Waste Management

Solid waste collection in Trenton is managed by Pictou County Solid Waste Management System. This committee provides a regional collection service through a private company and maintains a site for waste disposal in Mount William, Pictou County. The Town supports this co-operative effort to address solid waste management in Pictou County.

**Policy S-11**

**To continue to co-operate with the other municipalities in Pictou County through the Pictou County Solid Waste Management System to provide an efficient waste management collection program and to maintain a safe and efficient site for its disposal.**

## **Institutional and Community Uses**

### **Overview**

Institutional uses include community facilities such as schools, churches, daycares, government uses, health care and special care facilities, cultural facilities, private clubs; and also includes public utilities. Institutional facilities provide vital community services and it is important that their location provides a convenience to Trenton residents. In addition to meeting community service needs, institutional facilities contribute economic benefits to the Town by providing employment, attracting other types of development and generally increasing commercial sector activity. The Town intends to continue to encourage and support the development of institutional uses in suitable locations.

### **Objectives**

The objectives for Institutional and community uses are as follows:

- To provide for all institutional and community uses to be properly and conveniently located to meet the needs of the community.
- To work with the Pictou County District School Board and the provincial government to achieve the highest possible quality of educational facilities located in appropriate areas of the Town.

### **Policies**

#### Land Use Strategy

There are several types of institutional uses which provide a range of services to the community and require varying levels of land use control. While institutional uses are generally desirable uses and should be permitted in a wide range of locations, standards shall be established in the Land Use By-law to reduce any potential adverse impacts, particularly in residential areas.

In general, institutional uses shall be regulated through the Institutional Zone of the Land Use By-law. The Institutional Zone sets out special requirements for parking, landscaping and/or separation distances to visually buffer institutional uses from adjacent residential properties within the residential area. All existing institutional uses shall be zoned Institutional and proposals for new uses will be considered in any designation on the Future Land Use Map, by a re-zoning to the Institutional Zone.

In the previous Strategy and By-law, daycares were regulated through the Institutional Zone. Council now recognizes that the land use impacts are different for daycares operated from a residential dwelling, then for daycares which are operated as a main use. Council views residential daycares as compatible uses within a residential area which can be controlled in the same way as home occupations. Council feels that daycares which are not operated as an accessory use from a dwelling have a greater impact on adjacent properties and will continue to regulate these uses through the Institutional Zone.

There are also institutional uses such as private clubs, which are similar in nature to commercial businesses and are appropriately located in the downtown commercial area.

The Town intends to provide for a diverse downtown by permitting institutional development in this area, subject to the requirements of the Downtown Commercial Zone.

**Policy I-1**

**To include an Institutional Zone in the Land Use Bylaw which shall apply to institutional uses. All existing institutional uses, with the exception of residential daycares, shall be zoned Institutional. Proposals for new institutional uses will be considered in any designation on the Future Land Use Map, by a re-zoning to the Institutional Zone provided the proposal has access to a road of sufficient capacity and satisfies Policy IM-6 of the Implementation Section.**

**Policy I-2**

**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. Daycares are also subject to regulations established by the Provincial Department of Community Services.**

**Policy I-3**

**Council shall permit institutional uses within the area designated and zoned as Downtown Commercial.**

Institutional Facilities

The Town intends to maintain high quality institutional facilities which are located and operated in accordance with community objectives and are open and accessible to all residents of Trenton.

**Policy I-4**

**Council shall co-operate with the Pictou District School Board in the land acquisition and planning for new school facilities.**

**Policy I-5**

**Council shall encourage agreements with the Pictou District School Board to provide for:**

- 1. the use of school gymnasiums and facilities for community uses; and**
- 2. the use of school properties for recreational uses where appropriate (refer to Policy P-16 in the Recreation section).**

**Policy I-6**

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

**Policy I-7**

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

## Recreation and Open Space

### Overview

The Town of Trenton has a long history of recreational planning and management. The Town offers a range of recreational services including a municipal park, passive and active recreation open spaces, and various recreation programs. Approximately 26 % of the land area in Trenton is being used for recreation and open space purposes. In addition to undertaking several in-house recreation studies, the Town has also commissioned the following studies: the Recreation Master Plan in 1988 and the Steeltown Park Master Plan in 1990. These studies make several recommendations to develop the future potential of Trenton's existing recreational resources. 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.

### Objectives

The objectives for Recreation and Open Space are as follows:

- To continue to provide adequate recreational space, facilities and programs to meet the year round recreational needs of the residents of Trenton.
- To attempt to provide access to the shores of the East River and its tributaries for public recreation and other compatible uses.
- To ensure that a variety of open spaces are provided throughout the Town.

### Policies

#### Recreation Management

Recreation services in the Town are co-ordinated by a Committee of Council, the Recreation and Leisure Services Committee. The Recreation and Leisure Services Committee co-ordinates the efforts of the Recreation Department, the Steeltown Park Commission, and the Trenton Rink. The Town also provides for public participation as part of the recreational planning process through regular surveys and by citizen membership on the Committee. These groups and organizations, through the Committee make recommendations regarding the development and maintenance of the recreational services offered by the Town. The Town intends to use the recommendations of the Recreation and Leisure Services Committee and any relevant recreation studies as a basis for identifying recreational development priorities.

#### Policy P-1

**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, the Park Commission and public input.**

#### Policy P-2

**To establish annual priorities for the acquisition, 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**

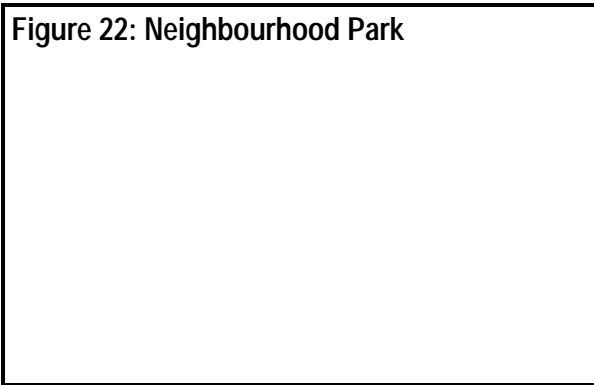
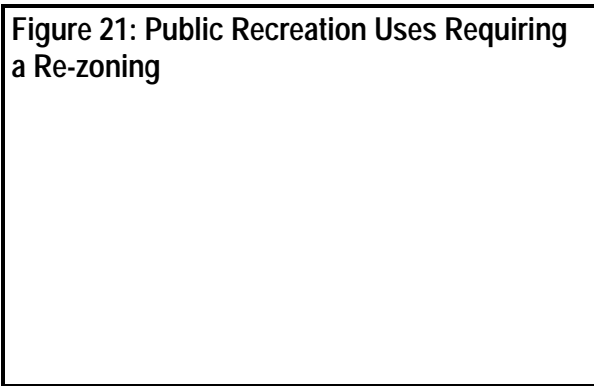
**the Town's budgeting operations, as funding permits. The 1988 Recreation Master Plan and the 1990 Master Plan for Steeltown Centennial Park will be used as sources to identify recreation priorities.**

**Policy P-3**

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

Recreation & Open Space Land Use Strategy

A Park designation shall be established on the Future Land Use Map which shall apply to all publicly owned lands within the Town's major community recreational facility, the Steeltown Centennial Park. The Town regulates the development of recreation and open space uses through the following two zones: the Park (P-1) Zone and the Recreation and Open Space (P-2) Zone. The Park Zone applies to all lands designated as Park, within the Steeltown Centennial Park and provides for a range of recreational, cultural, conservation and tourist related uses. The Recreation and Open Space (P-2) Zone applies to smaller scale public recreational lands, located outside of the Park designation, and provides for a range of passive and active recreational uses. Proposals for the development of additional P-2 uses, excluding neighbourhood parks, will be considered in any designation by a re-zoning to the P-2 Zone (refer to Figure 21). Neighbourhood parks include recreation uses



which, by the nature of their size, serve the immediate residential neighbourhood. Council feels that these uses are compatible with residential neighbourhoods and shall be permitted to locate anywhere in the residential area (refer to Figure 22). In addition to publicly owned recreational lands and facilities, private recreational uses are also a consideration. The Planning Act requires that a municipality acquire or provide compensation for privately owned lands zoned for park or open space purposes. Because of these requirements, the Town intends to regulate private recreation uses through the Institutional Zone. Recreation and open space uses, whether public or private, are compatible with and contribute to the diversity of the downtown area and, as such are permitted anywhere in this designation.

**Policy P-4**

**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 (P-1) Zone of the Land Use By-law which shall permit a range of recreational, cultural, conservation and tourist related uses.**

**Policy P-5**

**To establish a Recreation and Open Space (P-2) 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 P-2 Zone shall permit a range of passive and active recreation open space uses. Proposals for new P-2 uses will be permitted in any designation by a re-zoning to the P-2 Zone, subject to criteria in Policy IM-6 in the Implementation section.**

**Policy P-6**

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

**Policy P-7**

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

**Policy P-8**

**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-6 of the Implementation Section.**

Steeltown Centennial Park

The Steeltown Centennial Park is a 574 acre municipal park, owned and operated by the Town of Trenton. It is the largest municipal park in the Province of Nova Scotia. The Park, developed as a vision of former major A.T. Logan, is approximately 20 % developed with the with the remaining portion being natural woodlands and waterways. The Park contains facilities including: a municipal campground, a miniature golf course, hiking and cross country ski trails, and a recently constructed swimming pool. The 1990 Master Plan for Steeltown Centennial Park recommends future development opportunities for the Park. The theme for the Park, developed as part of this study, is conservation of the natural environment, community participation and family activity. Consistent with this theme, the development objective for the Park is 'to improve and expand existing facilities and introduce new facilities which will meet the demands of current and future use patterns, and which are complementary to the natural character of the Park'.

The Town considers future park development an economic development priority. The Town envisions the Park as a four season tourist and community recreation facility serving local and regional markets.

**Policy P-9**

**To investigate funding opportunities for future park development including government programs, private fund-raising contributions and joint municipal funding ventures.**

Open Space Acquisition & Development

**Figure 23: Open Space Acquisition Through Subdivision**



The Town acquires additional open space lands through donations, purchase and dedications received through the subdivision process (refer to Figure 23). In assessing the suitability of parcels of land for recreational use, the Town through its Recreation and Leisure Services Committee, must consider the useability of the land in terms of size, location, physical characteristics and current demand. The Town recognizes that there is a need for a balance of passive and active recreational uses and an adequate distribution of open space lands in all residential areas of the Town.

Several recreation studies recommend the development of a continuous pedestrian open space network linking the major open space areas throughout the community. The Town has identified several priority linkages and intends to investigate the feasibility of establishing pedestrian pathways in these areas.

The Town also intends to ensure that adequate open space is provided for in multiple unit dwellings with three or more units.

**Policy P-10**

**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 P-2 Zone. The open space dedication requirements shall not apply to consolidations or resubdivision of existing lots.**

**Policy P-11**

**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 the Recreation and Leisure Services Committee.**

**Policy P-12**

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

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

**Policy P-13**

**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.**

Recreation Programs & Facilities

The household survey indicates that the majority of respondents are very satisfied with recreation facilities and programs in the Town. In terms of recreational programming, the Town will continue to provide program leadership through the Parks and Recreation Department, but recognizes that it is not financially feasible for the Parks and Recreation Department to meet all programming needs. The Town will support community groups in their efforts to supplement recreational programming. In terms of recreational facilities the Town is well served with its present facilities. The Town intends to maximize the use of its existing facility resources by making schools accessible for community use and through more effective programming of community facilities. In 1993 the Recreation Department conducted the Recreation Needs Assessment to identify priorities with respect to indoor recreational programs and facilities. The recommendations of this study are incorporated within the following recreation policies.

**Policy P-15**

**To continue to provide program leadership through the Parks and Recreation Department and to facilitate the provision of high quality recreational programs and services for Town residents.**

**Policy P-16**

**To work with the Pictou District School Board to establish guidelines for the community use of schools for recreational purposes and to:**

- 1. establish a second gymnasium;**
- 2. establish a multi-purpose facility to accommodate cultural programs such as children's crafts, music and dance lessons; and**
- 3. identify ways in which extracurricular activities can be developed for children.**

**Policy P-17**

**To make every effort where appropriate and financially feasible, to make park areas and recreation facilities in the Town accessible to the physically challenged.**

## Environmental Protection

### Overview

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 comprehensive strategy for environmental planning and management. This strategy provides a policy framework for regulating development in environmentally sensitive areas.

### Objectives

The objectives for the environmental protection are as follows:

- To maintain and enhance the quality of the natural environment.
- To identify and protect environmentally sensitive areas within the Town.
- To provide for the long term management of the water resources of Town.

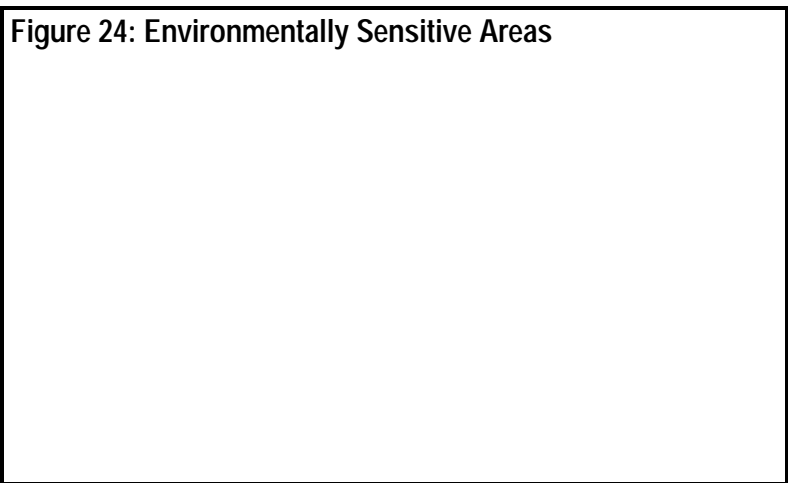
### Policies

#### Development Strategy for Environmentally Sensitive Areas

Environmentally sensitive areas generally include areas of land which are valuable from an ecological perspective and/or have physical constraints making them unsuitable or hazardous to development.

The environmentally sensitive areas which are a particular concern in Trenton are those associated with hydrological features and steeply sloping lands (refer to Figure 24).

**Figure 24: Environmentally Sensitive Areas**



Hydrological features include watercourses, natural drainage channels and water retention areas. Natural drainage channels are depressions in the landscape that have formed by the eroding action of water. These features perform the following important functions; they carry runoff from adjacent areas

to watercourses, and they 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 which are 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.

Environmentally sensitive land features include steeply sloping areas of land which are often unstable and therefore hazardous to develop; and also low-lying areas of land which are subject to flooding.

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 these environmentally sensitive areas. Environmentally sensitive areas in Trenton are designated on the Environmental Protection Map of the Strategy. It is Councils' intent that generally, these areas be maintained in their natural state. However, under certain conditions limited development may be possible within these areas and on adjacent lands which by virtue of their proximity to environmentally sensitive areas, have potential for negative environmental impacts. Council has designated Environmental Protection Areas on the Zoning Map which include both environmentally sensitive areas and adjacent lands. Before development (including the erection of a building or structure and the alteration of land levels with respect to development) is permitted within Environmental Protection Areas, the developer may be required to undertake an environmental study to evaluate the potential environmental impacts of the proposal and to identify how any negative impacts can be mitigated. Where negative environmental impacts are found to be insignificant, a development permit shall be issued. Where negative environmental impacts are significant, it is Council's intent to use a legal agreement to control development within these areas. This mechanism is a development agreement, except on Town lands where a lease agreement will be used. Steeltown Park is an area which contains a range of environmentally sensitive 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**

**Council shall designate all environmentally sensitive areas within the Town on the Environmental Protection Map, which shall form part of the Future Land Use Map.**

**Environmentally sensitive areas shown on the Environmental Protection Map include the following:**

- 1. watercourses (includes an area from 15.2 metres [50 feet] from the top of each bank of the watercourse);**
- 2. water retention areas (low-lying areas subject to flooding, and wetlands i.e., swamps, bogs, marshes);**
- 3. steep slopes (greater than 25 per cent slope).**

**Policy E-2**

**Council shall protect environmentally sensitive areas by prohibiting as-of-right development within areas designated Environmental Protection on the Zoning Map, Schedule A of the Land Use By-law. Environmental Protection Areas shown on the Zoning Map include environmentally sensitive areas designated on the Environmental Protection Map of the Strategy and adjacent lands, which by virtue of their proximity to environmental sensitive features, have potential for negative environmental impacts.**

**Policy E-3**

**Council recognizes that certain development (including altering of land levels associated with development) may be possible in environmentally sensitive areas and on lands immediately adjacent to these areas, provided measures are taken to identify and mitigate any potential adverse impacts on the environment. Within areas designated as Environmental Protection on the Zoning Map and where the proposal has potential for adverse environmental impacts, the Development Officer shall require that developers complete an environmental study conducted by a qualified professional. This study shall evaluate the potential impact of the proposal and identify mitigative measures to be taken before any development is permitted. The study shall include the following:**

- 1. a description of the nature and extent of the environmentally sensitive area;**
- 2. a description of the scope of the proposal and its relationship to the area;**
- 3. a discussion and assessment of the potential impacts of the proposal on the area;**
- 4. a proposed means by which the negative impacts on the environmentally sensitive area will be prevented or mitigated.**

**On the basis of this study, 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 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**

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\*The agreement is a Development Agreement, except on Town owned property where a lease agreement shall apply.

- 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-6 in the Implementation Section.**

#### Stormwater Management Planning

Construction practices in the Town have accelerated 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 Park.

To prevent further environmental damage, the Town intends to prepare a master stormwater management plan which examines the natural drainage pattern of the Town's watercourses and establishes guidelines for site grading and drainage during construction. Council intends to use this master stormwater management plan closely integrated with land development processes. Once this study is complete developers are required to submit site grading and drainage plans, prepared by a qualified professional, which incorporate the stormwater management guidelines and demonstrate erosion and sediment control measures to be undertaken. Council will implement this approach at both the subdivision and land development stages.

#### **Policy E-4**

**To minimize environmental damage during construction, Council shall prepare a master stormwater management plan which examines the natural drainage pattern of the Town's watercourses and establishes guidelines for environmentally sound stormwater management design. Once this study is complete, Council shall investigate implementation mechanisms to require developers to submit site grading and drainage plans before any construction at both the subdivision and land development stages.**

#### 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 future developers to reduce levels of all forms of pollution.

**Policy E-5**

**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 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;**
- 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**

**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 S-7 in the Infrastructure section; and**
- 2. limit the types of uses permitted in unserved areas.**



## CHAPTER FIVE: IMPLEMENTATION

### Overview

The Implementation Chapter describes how the policies in this Municipal Planning Strategy will be implemented by Town Council. This chapter 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.

### Objectives

The objectives for implementation are as follows:

- To implement the policies in the Strategy in a consistent and on-going manner.
- To ensure that all development proposals, the Land Use By-law and all other planning and development decisions of Council and Planning Advisory Committee are consistent with the intent of the policies contained in this Strategy.
- To provide for a planning process which is open and consultative and promotes public awareness and active participation.

### Policies

#### Municipal Planning Strategy

Trenton's 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 Planning Act, the Towns 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

**To adopt the Municipal Planning Strategy for the Town of Trenton 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 Planning Act, the Towns Act and any other applicable provincial statutes and municipal by-laws.**

#### Policy IM-2

**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; or**
- 3. there is a conflict with a provincially adopted land use policy.**

**Policy IM-3**

**To provide for changing community circumstances by reviewing the Municipal Planning Strategy when Council deems it necessary or no later than five years from the effective date of this Strategy.**

**Policy IM-4**

**To monitor the implementation of the Strategy by reviewing the Strategy on an annual basis and establishing priorities for implementation.**

The Planning Strategy must also provide a certain degree of flexibility, particularly when determining the boundaries of future land use designations on the Future Land Use Map. To provide for flexible boundaries, Council shall consider requests to re-zone lands abutting a given land use designation without a Municipal Planning Strategy amendment. In considering such requests Council shall ensure that the effect of the re-zoning is minor and is consistent with the intent of the Strategy. In specific cases Council does not want to have flexible boundaries. These areas are the residential designations abutting commercial designations. Flexible boundaries are indicated on the Future Land Use Map with a dashed line and inflexible boundaries are shown as solid.

**Policy IM-5**

**Council shall 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, except pursuant to Policy C-13.**

Development Control

The Land Use By-law provides the necessary controls 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.

There are three types of Land Use By-law amendments: (1) text amendments (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 Strategy amendment. A Land Use By-law amendment may be requested by an individual or by Council.

A development agreement is a legal agreement between Council and a property owner. Development agreements provide an opportunity for Council to exercise a greater degree of control over certain types of land uses set out in the Strategy and restrict development to the specific uses outlined in the agreement. In addition to the items addressed in the Land Use By-law, the development agreement may also address hours of operation and maintenance of the development.

The Planning 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.

**Policy IM-6**

**When considering Land Use By-law amendments and development agreements, Council shall have regard to any relevant policies in this Strategy and the following criteria:**

- 1. that the proposal is in conformance with the intent of this Strategy and with the requirements of all other Town By-laws and regulations;**
- 2. that the proposal makes adequate provisions to ensure compatibility with adjacent uses in terms of:**
  - a. use, bulk, scale and external design of development;**
  - b. landscaping, buffers and/or separation distances for screening purposes;**
  - c. traffic generation to ensure safe and convenient pedestrian and vehicular access and adequate on-site parking with minimal impact on the adjacent street network;**
- 3. that a written analysis of the proposal is provided by staff which is based on whether the proposal is premature or inappropriate by reason of:**
  - a. the financial capability of the Town to absorb any capital or operating costs relating to the development;**
  - b. the adequacy of the water and sewer services and utilities or if services are not provided, the adequacy of physical site conditions for private on-site sewer and water systems;**
  - c. the adequacy and proximity of school, recreation and community facilities;**
  - d. the adequacy of the road network leading to or adjacent to the development;**
  - e. the potential for contamination and sedimentation of watercourses, erosion and flooding;**
  - f. the potential for adverse environmental impacts such as air, water, soil, or noise pollution;**
  - g. the physical suitability of the site in terms of slope, soil, geological conditions, and the relative locations of watercourses and wetlands including, marshes, swamps and bogs;**
  - h. the impact on environmentally sensitive areas identified on the Environmental Protection Map.**

**Policy IM-7**

**Where this Planning Strategy provides for development agreements, such agreements may contain items with respect to, but not limited to the following:**

- 1. the type of use, density and phasing;**

2. the compatibility of the structure with adjacent uses in terms of external design and appearance;
3. traffic generation, access to and egress from the site and parking;
4. open storage and landscaping;
5. provision for pedestrian walkways;
6. provision and development of open space;
7. drainage, both natural and subsurface;
8. the implementation of measures during construction to minimize and mitigate adverse impacts during construction in environmentally sensitive areas;
9. hours of operation and maintenance of development;
10. any other matter enabled by section 74 of the Planning Act.

**Policy IM-8**

To assist in the evaluation of applications to enter into development agreements, Council shall require developers to provide the following information:

1. the submission of a site plan(s) showing the following:
  - a. physical characteristics of the proposed site including lot dimensions, topography, slope, contours, elevations, natural drainage, watercourses and vegetation;
  - b. adjacent public streets and rights-of-way;
  - c. existing municipal sewer and water facilities or any other public utility;
  - d. proposed location and use of all buildings to be constructed or used;
  - e. proposed stormwater management, where applicable and proposed sewer and water requirements;
  - f. proposed loading, parking and outdoor facilities including driveways, aisles and ramps as well as any exterior signage and lighting;
2. the submission of conceptual or preliminary plans showing the nature of any buildings or structures through plan and elevation renderings.

**Policy IM-9**

To establish in the Land Use By-law provisions to recover the costs of advertisements required by the Planning Act for development agreements and Land Use By-law amendments.

General Development Standards

This section provides policy statements needed to support and implement general provisions in the Land Use By-law that do not relate specifically to any of the subject areas previously outlined. The policies refer to such issues as temporary uses, access drives, the placement of fences, landscaping and outdoor lighting, signage, outdoor storage and display, non-conforming uses and subdivision related Land Use By-law provisions.

**Policy IM-10**

**Council shall establish provisions in the Land Use By-law for the temporary use of land or buildings for uses required during construction and uses erected for a special occasion or holiday.**

**Policy IM-11**

**Council shall, for reasons of traffic safety, establish the following provisions in the Land Use By-law: (a) to regulate the location, number and size of accesses from a property to the abutting street, provided the property has access to at least one street; and (b) to regulate, require or prohibit the placement of fences, landscaping and outdoor lighting.**

**Policy IM-12**

**To enhance the aesthetic environment of the Town, improve pedestrian and traffic safety, and minimize adverse impacts on adjacent properties, Council shall establish regulations in the Land Use By-law which apply to signage in the Town. Sign provisions shall regulate the number, type, size and location of signs permitted in the Town. Within any commercial or industrial designation, Council shall also consider proposals for ground signs which do not meet the height requirements set out in the Land Use By-law by development agreement. When assessing such proposals Council shall have regard to the following criteria:**

- 1. that the sign is compatibility with the building and streetscape in terms of design, materials, size, scale, colour, placement and method of illumination;**
- 2. that the number of signs on the property and/or building do not adversely impact the aesthetic environment or create a hazard for pedestrian or vehicular traffic in the area;**
- 3. that the proposal provides adequate setbacks from the front property line and adjacent properties;**
- 4. that the proposal satisfies Policy IM-6.**

**Policy IM-13**

**Council shall establish in the Land Use By-law general provisions to regulate or prohibit the outdoor storage and display of goods, machinery, vehicles, building materials, waste materials, aggregates, and other such items within all zones. To improve the physical appearance of these land uses, where permitted, provisions shall require outdoor storage sites to be screened with landscaping or structures.**

**Policy IM-14**

**Notwithstanding other provisions pertaining to non-conforming uses in this Strategy and the Land Use By-law, Council shall consider allowing the extension, enlargement, alteration, reconstruction, recommencement, and change of use of non-conforming structure or uses of land within any designation, except pursuant to Policy R-9, by development agreement. In**

considering such proposals Council shall have regard to the following criteria:

1. that the proposal is similar in use to the non-conforming use or is more compatible with the uses permitted in the Land Use By-law for the property;
2. that the proposal conforms, at a minimum, to the setback and height requirements of the zone in which it is located or is substantially the same as it was before it was damaged or destroyed;
3. that the proposal is restricted to a lot in existence on or before the date of approval of this Strategy;
4. that the proposal satisfies Policy IM-6.

The Town of Trenton presently has a Subdivision By-law, which was adopted in 1992. The By-law establishes regulations for the subdivision 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 Planning 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-15**

**Council shall establish provisions in the Land Use By-law which allow for development on existing undersized lots pursuant to Sections 9.4 and 9.6 of the Town's Subdivision By-law, provided all other applicable provisions of the Land Use By-law are met.**

**Policy IM-16**

**Council shall establish provisions in the Land Use By-law which allow for development on a lot created pursuant to Section 9.5 of the Town's Subdivision By-law which provides for the creation of lots that have less than the required frontage and/or area, provided that all other applicable provisions of the Land Use By-law are satisfied.**

Public Participation

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 Planning 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 surveys, and public meetings.

**Policy IM-17**

**To make available through the library and Town Office, all approved and up to date minutes from Council and 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.**

**Policy IM-18**

**To encourage the active participation of residents in Town planning and development matters through the Planning Advisory Committee and by using avenues for communication such as community notice boards, community cable television and local newsletters.**



## **FUTURE LAND USE MAP**

## **TRANSPORTATION MAP**

## **ENVIRONMENTAL PROTECTION MAP**

## APPENDIX A FUTURE LAND USE DESIGNATIONS

Potentially Permitted Uses	GR	SDR	DC	SC	M	AP	P
Single Unit	Y	Y		Y			
Two Unit	Y	●		Y			
Multiple Unit maximum 5 units	●		Y1	●			
Multiple Unit greater than 5	n		Y1	n			
Mobile Home Parks	●						
Boarding Houses/ Bed and Breakfasts maximum 2 rooms	Y1	●	Y	Y1			
" maximum 5 rooms	●		Y	●			
" greater than 5 rooms	n		Y	n			
Home Occupations	Y1	Y1		Y1			
Seniors Housing	●		Y1	●			
Neighbourhood Commercial	●			●			
Downtown Commercial			Y				
Secondary Commercial				n	Y		
Air Transport & Service Uses						Y	
Aviation Services						Y	
Airport Related Commercial						n	
Light Industrial					Y	n	
Heavy Industrial					n		
Institutional Uses	●	●	Y	●	●	●	●
Neighbourhood Parks	Y	Y	Y	Y	●	●	Y
Park Uses							Y
Recreation & Open Space Uses	●	●	Y	●	●	●	Y

- Y Uses permitted in specific zones within the designation  
 Y1 " Special conditions apply  
 ● Uses permitted by re-zoning  
 n Uses permitted by development agreement  
 GR General Residential  
 SDR Single Detached Residential  
 DC Downtown Commercial  
 SC Secondary Commercial  
 M Industrial  
 AP Airport  
 P Park

## **APPENDIX B FOOTNOTES ON AMENDMENTS TO ORIGINAL DOCUMENT:**

#	Amendment Type	Effective	File Ref.
<sup>1</sup>	Ministerial Amendment upon Adoption of MPS/LUB	2 June '95	1-95 TrZ
<sup>2</sup>	ibid		
<sup>3</sup>	ibid		
<sup>4</sup>	ibid		