



**MUNICIPALITY OF BARRINGTON
MUNICIPAL PLANNING STRATEGY**

**Approved by the Minister of Municipal Affairs
December 11th, 1996**

Office Consolidation – February, 2010

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- Map 2 - Barrington-Barrington Passage Corridor Rural Centre (Barrington Passage and Crowell)
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- Map 4 - Woods Harbour Rural Centre

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- Map 5 - Municipality of the District of Barrington
- Map 6 - Barrington-Barrington Passage Corridor Rural Centre (Barrington Passage and Crowell)
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INTRODUCTION

PREAMBLE

This Municipal Planning Strategy (Strategy) for the Municipality of the District of Barrington has been prepared in accordance with the **Planning Act**, Chapter 346, Revised Statutes of Nova Scotia, 1989. The provisions of this Strategy apply to all lands including islands within the boundaries of the Municipality of Barrington as shown on Generalized Future Land Use Map 5.

This Strategy and its implementing Land Use By-law (By-law) replaces the Municipality's Strategy and By-law approved by the Minister of Municipal Affairs on December 16, 1985. It is, for the most part, a revised consolidation with refinements of the previous document.

The general intent of the Strategy remains the same; that of promoting and enhancing the physical, social and economic growth of the Municipality so as to maintain a high quality living environment. As such, the Strategy serves as a guide to Council when dealing with future development proposals and in determining capital expenditure priorities.

HISTORY

The area now comprising the Municipality of Barrington has had a long and varied history. The earliest known colonists were the French who established a settlement and fort in 1627 near present day Port LaTour. Following the expulsion of the Acadians in 1755, the first English settlers came to the area in 1761 from Cape Cod and Nantucket.

With time, a number of coastal communities were established where the land favoured development and afforded protection from the elements of a marine climate. In these formative years, fishing, lumbering and some agriculture were the mainstay of the area.

Throughout the greater part of the 19th Century, the area as well as the region prospered in the shipbuilding industry and the export trade. In the Municipality, major shipyards were located at Barrington and Clyde River. However, the advent of steam and a changing investment climate brought an end to the age of sail. Today, the fishery and its associated industries have emerged to dominate the local economy. Regular rail service linking the Municipality with Yarmouth and Halifax began in 1907. Once again, changing times witnessed the gradual decline of rail service as the road network was gradually improved. One such improvement was the completion in 1949 of the causeway linking Cape Sable Island with the mainland. In August 1982, Canadian National terminated rail service on its south shore line between Yarmouth and Liverpool.

Today, there are many reminders of the past that have helped shape the present-day Municipality. The Old Meeting House and the Barrington Woolen Mill are two well known historical buildings. As well, there are many fine old homes throughout the area.

POPULATION

The population of the Municipality has fluctuated a great deal over the past 100 years in response to various economic and historical factors. Since 1931, the population has steadily increased at varying rates achieving its highest level in 1991 at 7,775 persons.

FORMAT

The Strategy is structured by first stating the goals, followed by more specific objectives. The goals and objectives are translated into policy statements which are the actual intents of Council. Goals, objectives and policies are stated for different issue areas identified during the course of the planning exercise. Furthermore, other matters have been examined and policies produced in accordance with Section 38(2) of the **Planning Act**. All policies are prefaced by introductory, descriptive and background statements.

PUBLIC PARTICIPATION

All portions of this Strategy were reviewed by the Planning Advisory Committee. As well, a number of public meetings were held in the summer of 1996 to receive comments on all aspects of the Strategy. Once the Strategy has been adopted by Council, it is intended that an ongoing planning program, including public participation, will continue.

GOALS AND OBJECTIVES

The goals and objectives set out in statement form what the planning process is trying to accomplish. As such, they act as a guide from which one can constantly assess and, if necessary, redirect the intentions of the Strategy. Goals are stated first followed immediately by the objectives. All goals and objectives should be considered collectively.

GENERAL DEVELOPMENT GOAL

To secure a high quality living environment for all residents by ensuring that future development in the Municipality is harmoniously integrated within the context of both the man-made and natural environment.

- To discourage land development in environmentally sensitive areas that are subject to periodic flooding and wind erosion.
- To protect residential, commercial, industrial development and the natural resources of the Municipality from the encroachment of incompatible land uses.

RESIDENTIAL DEVELOPMENT GOAL

To promote a variety of housing forms that provide residents with a wide choice of accommodation possibilities.

- To encourage landowners and developers to develop land holdings for residential purposes.
- To promote compact and higher density development in rural centres where central servicing is or may be available while maintaining the prevailing character of such areas.

ECONOMIC DEVELOPMENT GOAL

To encourage the economic growth of the industrial, commercial and tourism sectors in order to maximize employment opportunities and related benefits for the residents.

- To promote the development and expansion of commercial enterprises so as to best serve the residents of the Municipality.
- To encourage the tourism industry to expand.
- To encourage expansion of resource based industries on the basis of good management of the natural resources.

ENVIRONMENTAL HEALTH GOAL

To maintain environmental quality, particularly with respect to ground and surface water supplies for domestic, industrial and recreational use.

- To encourage the proper construction, installation and maintenance of private on-site sewage disposal systems and wells.
- To ensure that the cost of constructing and maintaining municipal sanitary sewer and the collection and disposal of refuse is minimized through economic and environmentally sound methods of treatment.
- To seek the protection of surface and groundwater supply sources by discouraging land development that would detrimentally affect the quality and quantity of water.

RECREATION GOAL

To ensure that the residents have access to a range of recreational and cultural opportunities.

- To develop a long-range strategy for the acquisition, maintenance and protection of cultural and recreational lands and programs.
- To encourage the preservation of lands having inherent natural, biological and recreational value and to maintain and enhance the quality of such environments.

TRANSPORTATION GOAL

To encourage on both a local and regional level the provision of a safe, rapid and efficient transportation system for the movement of people and goods.

- To promote the maintenance and upgrading of all modes of transportation on a local and regional level.

GENERAL GOVERNMENT SERVICES GOAL

To provide adequate societal services for the citizens of the Municipality.

- To cooperate with other agencies and governments in making available to the residents the services necessary to ensure their health, welfare and safety.

CHAPTER A – GENERAL DEVELOPMENT

MUNICIPAL WIDE PERSPECTIVE

Existing Land Use Map 1 (1985) reveals a linear coastal development pattern throughout most areas of the Municipality. This development pattern has been historically influenced by economic and social considerations and the environmental limitations of the land.

In the formative years of development, settlers established themselves in protective coves, harbours and bays where there were productive inshore fishing grounds. Poor soil conditions and the sometimes harsh marine climate were and continue to be major factors limiting agricultural activity. The centre of forestry resource activity was localized in the Upper Clyde River area. The physical limitations of the land to support a more diverse resource based economy resulted in the continued development of the fishery. Today, this resource and its associated marine related industries is the primary source of economic and employment opportunity in the Municipality.

The physical limitations of the land has also impeded general development. The Maritime Resource Management Services study **Development Constraints and Opportunities of the Barrington Municipality, 1977** reveals that throughout the coastal area and its immediate hinterlands, a considerable portion of the soils have a thick mantle of organic matter. The water table of these areas is usually high throughout the coastal areawater table of these areas is usually high throughout the year. Excavation, backfilling and remedial measures to correct drainage are major considerations limiting economic development of such lands.

Given this general overview, continued pressure was placed upon land along the coast to meet the demands for housing, commerce and industry. As there was little demand for land to the interior, the road network which evolved was generally restricted to the developing coastal corridor.

This general development trend has not created any major land use conflicts. However, extensive residential infilling has occurred in many areas along the existing public road network. In the Woods Harbour area, for example, the capability to infill is almost non-existent and newer homes have been built in back of existing development. Access to a public road from this back yard or double-tiered development is by private road or right-of-way.

In future, it is expected that there will be continued demand within the coastal corridor to accommodate a wide range of land use activities. This will likely result in conflict between various land uses given the limited quantity of suitable land along the existing public road system. Continued linear expansion as well as double-tiered development will also make it more difficult if not impossible to obtain access to interior lands suitable for development beyond the established built-up area. Recognizing this situation and the need to secure a high quality living environment for residents, yet accommodate a range of land use activities, the Municipality intends to direct future development in a more comprehensive and sensitive manner. To initiate this approach, a series of general development policies will be established to address several municipal wide development issues.

SUBDIVISION OF LAND AND DEVELOPMENT
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The administration of Provincial Subdivision Regulations became the responsibility of the Municipality on April 1, 1995. To integrate planning and development and the subdivision process, particularly in matters concerning public and private roads, Council adopted a Subdivision By-law which was approved by the Minister on August 19, 1996. Consistent with the policies of this Strategy and its implementing Land Use By-law this By-law sets out provisions, requirements and procedures respecting the subdivision of land; fees for amending and repealing plans and for reviewing and approving plans or instruments of subdivision. More specifically, there are provisions, requirements, procedures and specifications respecting the construction of public and private roads and municipal sanitary sewer.

To ensure that the bulk of future development throughout the Municipality has immediate access to safe and reliably maintained public roads, Council will establish a general provision in the By-law requiring all development to locate on lots abutting and fronting upon public roads.

A-1 It shall be the intention of Council to establish a general provision in the By-law requiring all development in any area of the Municipality to locate on lots which abut and front upon public roads.

Council has been aware; however, that there are certain developments and conditions where the requirement for a lot to abut and front upon a public road is not always necessary or practical. To this end, Council carried out a series of amendments to the previous Strategy and By-law exempting certain development from this requirement provided they met other access provisions. These accesses include private roads, "K" roads, rights-of-way or water access. This Strategy will maintain these exemptions for the uses and zones as follows:

- a) any residential use permitted in the RD, R1, R2, MU and CG Zones abutting and fronting upon a private road, "K" road or which is served by a right-of-way;
- b) any other use permitted in the RD Zone abutting and fronting upon a private road or which is served by a right-of-way except commercial uses;
- c) any commercial use in the existing grouped commercial facility east of Highway #330 in the CG Zone at Barrington Passage which is served by a right-of-way;
- d) any use permitted in the IM Zone abutting and fronting upon a private road, "K" road or which is served by right-of-way.
- e) cottages and single detached dwellings in the RD Zone on islands or where lots are not to be accessed other than by water.

A-2 Notwithstanding policy A-1, it shall be the intention of Council to exempt certain types of development from the public road requirement subject to meeting certain other access related requirements. The uses exempted and the requirements shall be as follows:

- a) **any residential use permitted in the RD, R1, R2, MU and CG Zones where:**
 - i) **lots abut and front upon a private road or "K" road; or**
 - ii) **existing lots are or can be served by right-of-way; or**
 - iii) **lots served by right-of-way which are created pursuant to Section 5.01 (a) of the Subdivision By-law.**

- b) **excluding commercial uses, any other use permitted in the RD Zone where:**
 - i) **lots abut and front upon a private road; or**
 - ii) **existing lots are or can be served by right-of-way; or**
 - iii) **lots served by right-of-way which are created pursuant to Section 5.01 (a) of the Subdivision By-law.**

- c) **any commercial use in the existing grouped commercial facility east of Highway #330 in the CG Zone at Barrington Passage where:**
 - i) **existing lots are or can be served by right-of-way;**
 - ii) **lots served by right-of-way which are created pursuant to Section 5.01(a) of the Subdivision By-law.**

- d) **any use permitted in the IM Zone where:**
 - i) **lots abut and front upon a private road or "K" road; or**
 - ii) **existing lots are or can be served by right-of-way; or**
 - iii) **lots served by right-of-way which are created pursuant to Section 5.01 (a) of the Subdivision By-law.**

- e) **cottages and single detached dwellings in the RD Zone on existing island lots or lots created pursuant to Section 5.01(b) of the Subdivision By-law where the lots are not to be accessed other than by water or are located on an island provided that the lots meet the minimum required water frontage established in the By-law.**

It should be noted that Section 5.01(a) of the Subdivision By-law allows, in certain circumstances, the limited subdivision of land where new lots do not abut and front upon a public road, private road or "K" road. Council has set out the situations enabling certain development on lots created pursuant to this Section. Council also requires that the lots be served by rights-of-way. To adequately serve these lots and those existing land locked lots, Council will establish in the By-law a minimum width for any newly created right-of-way.

- A-3 It shall be the intention of Council that lots which do not abut and front upon a public, private or "K" road be served by rights-of-way and to establish in the By-law a minimum width which shall apply to all newly created rights-of-way.**

Council shall permit, in any zone, the creation of lots having less than the minimum lot area required by the By-law where they are to be served by on-site sewage disposal systems pursuant to Section 5.04 of the Subdivision By-law. Such lots shall be deemed to meet the minimum lot area requirements of the By-law, however, they must be approved for the installation of on-site sewage disposal systems by the Department of Environment. Council shall establish a general provision in the By-law to issue development permits for their development with the exception of shopping centres, industrial uses and fish reduction plants in the RD Zone, and fox, mink and piggery operations in the RD and MU Zones.

- A-4 It shall be the intention of Council to permit, in any zone, the creation of lots having less than the minimum lot area required by the By-law where lots are to be served by on-site sewage disposal systems pursuant to Section 5.04 of the Subdivision By-law. Such lots shall be deemed to meet the minimum lot area requirements of the By-law.**

- A-4A It shall be the intention of Council to establish a general provision in the By-law to issue development permits for lots created pursuant to Section 5.04 of the Subdivision By-law in any zone except for shopping centres, industrial uses and fish reduction plants in the RD Zone, and fox, mink and piggery operations in the RD and MU Zones. (Refer to Policies B-4, B-5, B-7, B-8 and E-25).**

Throughout the Municipality, there are properties containing more than one existing main building. In future, there may be a desire or need to create separate lots for these buildings. The difficulty here is one of satisfying the yard requirements and, where applicable, the requirement that a lot abut and front upon a public road. Given that existing separation distances between existing buildings cannot be adjusted and that increased lot dimensions and area may not always be possible through the acquisition of adjoining land, some flexibility from the requirements is not unreasonable. Therefore, Council shall establish a policy to allow the creation of lots containing at least one existing main building from an existing area of land containing two or more such buildings, such lots being subject to the limitation of Section 5.01(a) of the Subdivision By-law. It should be noted, however, that the Building Code may limit the distance between lot lines and the walls of buildings and structures. This policy shall also be extended to those properties listed in Schedule "H" of the By-law. In this matter, Council shall establish special provisions in the By-law that may waive any one or all the minimum yard requirements where they cannot otherwise be met and waive the requirements that lots front and upon a public road.

- A-5 It shall be the intention of Council to allow the creation of lots containing at least one existing main building from an existing area of land containing two or more such buildings in any area of the Municipality including those properties listed in Schedule "H" of the By-law pursuant to Section 5.01(a) of the Subdivision By-law and to establish special provisions in the By-law that:**

- a) **waive any one or all the minimum yard requirements for the use where they cannot otherwise be met; and**
- b) **waive the requirements where the lots abut and front upon a public road cannot be met.**

Where lots for existing commercial and industrial uses listed in Schedule "H" are created pursuant to Policy A-5, Council shall continue to treat such use as permitted uses in the Residential General (R1) Zone and establish special provisions in the By-law to regulate their future development.

A-6 It shall be the intention of Council to treat as conforming uses any existing commercial or industrial use identified in Schedule "H" of the By-law in the Residential General (R1) Zone where a separate lot for such use is created pursuant to Policy A-5 and to establish special provisions in the By-law to regulate their future development.

Council considers the increase in the frontage or area or both frontage and area of existing undersized vacant or developed lots as an improvement even though the increase may not result in their meeting all the minimum lot requirements of the By-law.

A-7 It shall be the intention of Council to permit the increase in the frontage or area or both frontage and area of existing undersized vacant or developed lots even though the increase would not result in their meeting all minimum lot requirements of the By-law.

Council shall permit in any zone, the creation of not more than two lots having no less than 90% of the minimum lot area or frontage or both required by the Land Use By-law pursuant to Section 5.06 of the Subdivision By-law. Additionally, Council shall establish a general provision in the By-law to issue development permits for those lots.

A-8 It shall be the intention of Council to permit the creation of not more than two lots having no less than 90% of the minimum lot area or frontage or both required by the By-law pursuant to Section 5.06 of the Subdivision By-law and to establish a general provision in the By-law to issue development permits for these lots.

Another and somewhat rare municipal wide issue is the encroachment of permanent development components such as buildings, structures, wells, on-site sewage disposal systems or driveways in or upon immediately adjacent lots. These encroachments are likely inadvertent creations resulting from the siting of components over vaguely described boundary lines or from their being included in transfers of land title.

The removal of an encroachment may present problems with the reduction in lot area, lot frontage or any one or more yards to less than the minimum requirements established in the By-law. Council believes that a relaxation from the minimum requirements is not unreasonable as it is desirable, if not necessary, to ensure the integrity of property. Therefore, in an attempt to resolve the problem, Council shall establish a policy to permit the removal of a permanent development component such as a building, structure, well, on-site sewage disposal system or driveway encroaching in or upon immediately adjacent lots

pursuant to Section 5.09 and 5.10 of the Subdivision By-law. To this end, Council shall establish a general provision in the By-law waiving any one or more minimum requirements where they cannot otherwise be met and to issue development permits to the affected lots. The Building Code may limit the distance between lot lines and the walls of buildings and structures.

A-9 It shall be the intention of Council to permit the removal of a permanent development component such as a building, structure, well, on-site sewage disposal systems or driveway encroaching in or upon immediately adjacent lots pursuant to Section 5.09 and 5.10 of the Subdivision By-law and to establish a general provision in the By-law waiving any one or more minimum lot requirements where they cannot otherwise be met and to issue development permits to the lots affected.

DEVELOPMENT STANDARDS

Development standards are intended to promote orderly development for privacy and access. These standards include lot sizes consistent with the Subdivision By-law as well as special lot sizes for certain developments, yard requirements, maximum building height, parking, loading and unloading areas, access and the screening of certain development features. Council will establish these development standards in the By-law which will apply to all development in the Municipality; however, these standards will vary according to the different types of development.

A-10 It shall be the intention of Council to promote orderly development for privacy and access by establishing development standards in the By-law to regulate lot sizes consistent with the Subdivision By-law as well as special lot sizes for certain developments, yard requirements, maximum building heights, parking, loading and unloading areas, access and the screening of certain development features which will apply to all development in the Municipality but these standards will vary according to the different type of development. (Refer to Policies A-11,B-4, B-5, B-6, B-7, B-8, E-20, E-21, E-26)

MINIMIZING LAND USE CONFLICT

Generally speaking, land use conflict arises where developments of an incompatible nature encroach upon one another. This occurrence is no more evident than where industrial and commercial uses locate near residential or institutional developments or vice versa. While various land use designations have been established to initially guide future development, Council should establish special abutting yard restrictions in the By-law for new commercial and industrial uses or the expansion of existing commercial and industrial uses which abut existing residential or institutional uses. Also, Council should establish a special requirement for the screening of parking lots, loading spaces, and areas of open storage where new industrial uses or the expansion of existing ones abut residential or institutional

uses. Reciprocally, special side yard requirements should be established in the By-law for new residential uses which abut any industrial or commercial use. These requirements shall apply in any area of the Municipality. Special exemptions shall also be established reducing the minimum side yard requirements where industrial uses abut. Finally, a special exemption waiving the minimum yard requirement for industrial uses should be established in the By-law where yards abut the coastal shoreline in any area of the Municipality.

A-11 It shall be the intention of Council to establish special provisions in the By-law for commercial, industrial, residential and institutional uses where permitted in any area of the Municipality respecting (Refer to Policy A-10):

- a) a special abutting yard restriction for loading parking, outdoor storage and outdoor display for commercial and industrial uses where any yard abut a residential or institutional use.
- b) a special requirement that parking lots, loading spaces and areas of open storage for industrial uses be screened where any yard used for such purposes abuts a residential or institutional use.
- c) a special side yard requirement where residential and institutional uses abut any commercial or industrial use.
- d) a special exemption reducing the minimum side yard requirements where industrial uses abut.
- e) a special exemption waiving the minimum yard requirement for industrial uses where any yard abuts the coastal shoreline.

MOBILE HOME PARKS

There does not appear to be a need to establish special site requirements in the Land Use By-law for mobile home parks as they are adequately dealt with by the Municipality's Mobile Home Park By-law No. 19. However, mobile home parks should be restricted to the Residential General, Residential Restricted, Mixed Use, Commercial General and Rural Development designations.

A-12 It shall be the intention of Council to permit mobile home parks only in the Residential General, Residential Restricted, Mixed Use, Commercial General and Rural Development designation and to refer persons interested in developing mobile home parks to the Municipality of Barrington Mobile Home Park By-law No. 19.

HOME OCCUPATIONS

Council recognizes that many residents conduct home occupations within the home or in buildings accessory to the home. Home occupations include commercial uses; manufacturing, assembly, processing or repair work operations; business and professional

offices; domestic and household arts. Council intends to permit these uses to continue, however, to retain residential appearance, Council will establish requirements in the By-law with respect to dwelling appearance, the floor area within the dwelling or accessory building that may be devoted to the use and parking requirements.

A-13 It shall be the intention of Council to permit home occupations including commercial uses, manufacturing, assembly, processing or repair work operations, business and professional offices, domestic and household arts in residential uses including accessory buildings thereof in the RD, R1, R2, MU and CG Zones and to establish requirements for their use in the By-law respecting dwelling appearance, the floor area within the dwelling or accessory building that may be devoted to the use and parking requirements.

TEMPORARY USES

There will be occasions when temporary uses such as scaffolds, tool sheds, construction camps including mobile homes and similar buildings or structures and the temporary use of land will be required throughout the construction phase of a development. To accommodate such uses, Council should establish a policy to permit these uses provided they are removed within a reasonable length of time after completion of any development.

A-14 It shall be the intention of Council to establish a general provision in the By-law permitting the temporary use of land and the temporary uses or erection of buildings or structures such as scaffolds, tool sheds, construction camps, mobile homes and similar buildings or structures incidental to the construction of any development in any area of the Municipality.

A-15 It shall be the intention of Council to establish in the By-law the period of time for which temporary uses of lands or buildings or structures shall be permitted.

OPEN STORAGE OF FISHING GEAR AND EQUIPMENT

The open storage of fishing gear and equipment on residential properties has been a long standing tradition throughout the Municipality. Therefore, Council shall permit this practice to continue in any zone where residential uses are permitted.

A-16 It shall be the intention of Council to permit the open storage of fishing gear and equipment on residential properties in any zone where residential uses are permitted.

CHAPTER B - RURAL DEVELOPMENT

The bulk of development in the Municipality is located in the more rural coastal communities throughout the mainland and Cape Sable Island. Within this area, the prevailing land use character is low density and mixed use. Land uses include residential, institutional, recreational, agricultural, forestry, commercial, industrial and utility uses.

There does not appear to be a need to establish numerous future land use designations or zone categories. Therefore, Council will designate this area as Rural Development and Generalized Future Land Use Map (GFLUM) 5 to permit a wide range of land uses. To regulate this development, Council will first zone all lands within the Rural Development designation as Rural Development (RD) in Zoning Map Schedule "A" of the By-law and second establish the RD Zone in the By-law to permit a wide range of land uses.

- B-1 It shall be the intention of Council to guide the location of future development in the rural area of the Municipality by establishing a Rural Development designation in GFLUM 5 to accommodate a wide range of land uses.**
- B-2 It shall be the intention of Council to zone as Rural Development (RD) in Zoning Map Schedule "A" of the By-law all lands within the Rural Development designation.**
- B-3 It shall be the intention of Council to establish the Rural Development (RD) Zone in the By-law to permit a wide range of land uses including residential, institutional, recreational, agricultural, forestry, commercial, utility and industrial uses.**

COMMERCIAL DEVELOPMENT ISSUES

Generally located in smaller communities throughout the Rural Development designation, commercial activities are limited in variety and in the number of persons which they serve. Such uses include small grocery stores, service stations and the occasional auto repair shop. While their functions is one of catering to local needs, large scale developments including shopping centres cannot be overlooked given the larger tracts of vacant land within the area. In this matter, Council will establish a large lot size requirement and special access provisions in the By-law for shopping centres.

- B-4 It shall be the intention of Council to establish a large lot size requirement and special access provisions in the By-law for shopping centres in the Rural Development (RD) Zone.(Refer to Policy A-10).**

2000 and 2001 has seen increasing interest in developing tourist cabin accommodations in the Rural Development designation. Tourist cabins are but one of several tourist accommodations permitted "of-a-right" within this designation and its corresponding Rural Development (RD) Zone. Other tourist accommodations include hotels, motels, guest homes, resorts, hostels and campgrounds. These uses are within the generic category of commercial uses.

Except for guest homes (bed and breakfast), all commercial uses in the Rural Development (RD) Zone are required to locate on lots which abut and front upon a public road (Refer to Policy A-2b). The rationale for this is their having direct access onto a safe and reliable transportation network which also provides them a high visibility to the traveling public. There are, however, certain features such as scenic views or a more remote location which are desirable assets in attracting the tourist trade. While such features are available where lands abut and front upon a public road, there are other more isolated locations throughout the RD Zone where access can only be provided by a private road or a right-of-way.

It is one of the economic development goals and objectives of this Strategy to encourage growth in the tourism sector and to encourage this industry to expand. Council believes that some flexibility is desirable, if not necessary, to encourage this sector. In this matter, Council will exempt tourist accommodations from the public road requirement in the By-law in the RD Zone provided they meet certain other access related requirements based upon the number of sleeping accommodations (rental units) and, in the case of case of campgrounds, the number of rental sites. Other access requirements will include private roads or a minimum right-of-way width. Council will also establish special travelway requirements in the By-law for tourist accommodations served by right-of-way. Additionally, Council will, as the case in the Commercial General (CG) Zone, permit a lounge, tavern or cabaret only as an accessory use to a hotel or motel in the RD Zone. This permission shall only apply where lots for hotels and motels do not abut an existing residential or institutional use in any zone nor have such existing uses on the opposite side of a public or private road or right-of-way in any zone.

B-5 Notwithstanding Policy A-1 and A-2(b), it shall be the intention of Council to establish in the By-law a special waiver from the public road requirement for tourist accommodations including hotels, motels, resorts, tourist cabins, hostels and campgrounds in the Rural Development (RD) Zone provided:

- a) lots abut and front upon a private road; or
- b) existing lots are or can be served by a minimum right-of-way width of 20 feet; or
- c) lots served by right-of-way are created pursuant to Section 5.01(a) of the Subdivision By-law having a minimum right-of-way width of 20 feet.

B-6 It shall be the intention of Council to establish special travelway requirements in the By-law for tourist accommodations served by right-of-way.

B-7 It shall be the intention of Council to establish in the By-law the number of sleeping accommodations (rental units) permitted in a tourist accommodation (in the case of campgrounds, the number of rental sites) served by a private road or right-of-way in the Rural Development (RD) Zone as follows:

- a) any number of sleeping accommodations (rental units or sites) where the tourist accommodations is served by a private road.

- b) a maximum of 10 sleeping accommodations (rental units or sites) where the tourist accommodation is served by a right-of-way.

B-8 It shall be the intention of Council to establish a special condition in the By-law permitting a lounge, tavern or cabaret only as an accessory use to hotels and motels in the Rural Development (RD) Zone provided that lots for hotels or motels do not abut an existing residential or institutional use in any zone nor have such existing uses on the opposite side of a public or private road or right-of-way in any zone.

INDUSTRIAL DEVELOPMENT ISSUES

While it is desirable that industry locate in areas away from residential communities, it may be possible for them to locate in the Rural Development designation. To minimize the potential for conflict with existing residential and institutional uses, Council will establish a large lot size requirement for industry (except fish reduction plants) locating in the Rural Development designation.

B-9 It shall be the intention of Council to establish a minimum lot size requirement of one (1) acre in the By-law for industrial uses except fish reduction plants locating in the Rural Development (RD) Zone. (Refer to Policy A-10)

Scrap and salvage yards are uses requiring open storage areas. In addition to the large lot size, Council will establish a special minimum separation distance requirement and screening requirement in the By-law where such uses abut existing residential, institutional and recreational uses or abut a public road in any zone.

B-10 It shall be the intention of Council to establish a special minimum separation distance requirement as well as a screening requirement in the By-law where scrap yards or salvage yards in the Rural Development (RD) Zone abut existing residential, institutional or recreational uses or abut a public road and in any zone. (Refer to Policy A-10)

Fish reduction plants are an issue which Council should give careful consideration given their potential for creating nuisance odours. While such facilities are a necessary and integral feature of the fishing industry, Council will establish special provisions in the By-law to regulate new fish reduction plants so as to minimize their potential for conflict with existing residential, institutional, recreational and cottage uses. These special provisions include a large minimum lot size and yard requirements; a separation distance of not less than one (1) mile from existing residential, institutional, recreational and cottage uses; and a requirement that all buildings, structures and areas of loading and unloading be screened from any public or private road.

B-11 It shall be the intention of Council to establish the following special requirements in the By-law for fish reduction plants in the Rural Development (RD) Zone (Refer to Policy A-10):

a) a large minimum lot size and yard requirements; and

- b) **a separation distance of not less than one (1) mile from any existing residential, institutional, recreational use or cottage in any zone; and**
- c) **that any buildings, structures and areas for loading and unloading be screened from any public or private road.**

AGRICULTURE ISSUE

Fox and mink and hog operations to be hereinafter referred to as commercial livestock operations are considered intensive land use activities. This is to say that a structure or series of structures for the confinement of a large number of these animals can be located on a relatively small tract of land as the food supply is not derived from active utilization of the land itself. Given these parameters, these uses could be established in the yards of residential uses. While their development is not to be discouraged, occasional offensive odour from these uses may create conflict should they locate near residential or institutional development. To minimize this potential for conflict, Council will establish a large minimum lot size and special yard requirements for locating in the RD Zone.

B-12 It shall be the intention of Council to establish in the By-law a large minimum lot size and special yard requirements for commercial livestock operations locating in the Rural Development (RD) Zone.

CHAPTER C - INDUSTRIAL MARINE

Traditionally, fishery and marine related industries have located near existing wharf facilities. Except for several wharf facilities in the Rural Centre of Woods Harbour, the majority of wharfs are in relatively isolated locations throughout the rural area. To minimize the potential for conflict with other land uses, particularly residential and institutional uses, Council will continue to encourage fishery and marine related industries except fish reduction plants to locate in the general vicinity of existing wharf facilities. In this matter, Council will designate lands in the general vicinity of existing wharfs outside Rural Centres as Industrial Marine on GFLUM 5. Council will zone as Industrial Marine (IM) on Schedule "A" of the By-law all lands within the Industrial Marine designation as well as establish the IM Zone in the By-law to permit fishery and marine related industrial uses except fish in reduction plants.

- C-1 It shall be the intention of Council to designate lands in the vicinity of existing wharf facilities outside of Rural Centres as Industrial Marine on the GFLUM 5 to accommodate fishery and marine related industrial uses except fish reduction plants.**
- C-2 It shall be the intention of Council to zone as Industrial Marine (IM) on Schedule "A" of the By-law all lands within the Industrial Marine designation.**
- C-3 It shall be the intention of Council to establish the Industrial Marine (IM) Zone in the By-law to permit fishery and marine related industrial uses except fish reduction plants.**
- C-4 It shall be the intention of Council to permit new fishery and marine related industries or the expansion of such existing uses beyond the Industrial Marine (IM) Zone boundary into the immediately adjacent Rural Development (RD) Zone only by amendment to the Land Use By-law subject to the following criteria:**
 - a) that the potential nuisance effects of odour and noise resulting from the operational activities of the proposed uses do not detrimentally effect abutting residential or institutional uses;**
 - b) that traffic noise and headlight glare do not cause nuisance effects upon abutting residential or institutional uses;**
 - c) that the development conforms with all relevant criteria of Policy H-6 of the Implementation Chapter.**

CHAPTER D - COASTAL WETLANDS

The 1977 Maritime Resource Management Services study **Development Constraints and Opportunities of the Barrington Municipality** provides an overview of the coastal areas physical capability to support development. In numerous instances, the study suggests a variety of remedial measures to accommodate on-site sewage disposal systems and building activity. However, coastal salt marshes and beaches were identified as not being well suited for development purposes.

Salt marshes are susceptible to flood hazard rendering these areas unsuitable for development. These marshes are extremely valuable as they support a rich and diverse wildlife culture. As well, they act as a breeding ground for various fish species necessary to the fishery. Unstable soil conditions created by wind erosion and flooding are also hazards to the development of beaches.

Given these development constraints, salt marshes and beaches throughout the Municipality should be protected from future development. Council should designate such lands as Coastal Wetlands and limit their development to passive and active recreational activities.

- D-1 It shall be the intention of Council to designate coastal salt marshes and beaches in the Municipality identified by air photo interpretation and the Land Registration and Information Service, the Wetlands Atlas for Digby, Yarmouth and Shelburne Counties as Coastal Wetlands on GFLUM Map 5 where development shall be limited to passive and active recreational activities.**
- D-2 It shall be the intention of Council to zone as Coastal Wetlands (CW) on Schedule "A" of the By-law all lands within the Coastal Wetlands designation.**
- D-3 It shall be the intention of Council to establish in the By-law a Coastal Wetlands (CW) Zone to permit a variety of passive and active recreational activities.**

CHAPTER E - RURAL CENTRES

The Barrington-Barrington Passage area and the communities of Central and Lower Woods Harbour are the most highly developed areas in the Municipality. Given their more compact urban-like setting and diversity of land use activity, the likelihood of land use conflict in these communities is greater than in the more rural component.

These communities will likely continue as focal points of social and economic activity in the Municipality. In order to retain their many unique qualities and features, Council will designate the Barrington-Barrington Passage Corridor and Woods Harbour as Rural Centres on the GFLUM 5. Within these Rural Centres, Council will establish such policies as are necessary to ensure that development is directed to locate in a manner attuned to each community's needs.

E-1 It shall be the intention of Council to designate as Rural Centre the Barrington-Barrington Passage Corridor and Woods Harbour on the GFLUM 5 to accommodate a wide range of land use activities in a manner attuned to community needs.

RURAL CENTRE - BARRINGTON- BARRINGTON PASSAGE CORRIDOR

The Barrington-Barrington Passage corridor is located along the shores of Barrington Bay. The larger communities of Barrington and Barrington Passage anchor the north and south extremities of the area and are linked by the Highway #3 communities of Crowell and Brass Hill. The boundaries as shown on the Existing Land Use Maps 2 and 3 encompass an area of approximately three square miles. The area is, for the most part, served by municipal sanitary sewer.

Residential General

The bulk of residential development is distributed along Highway 3 east of the abandoned CNR right-of-way. Throughout this are numerous institutional uses including several museums, the Municipal Administrative Centre, a school, churches, two post offices, an R.C.M.P. detachment, a fire department and a number of other community organizations. Recreational facilities include a baseball field. Agricultural activity, except for the family garden plot, is non-existent. Additionally, there are several commercial and industrial uses

As in the previous Strategy and implementing By-law, Council will designate these lands as Residential General on GFLUM 6 and 7 and zone them as Residential General (R1) on Schedules "B" and "C". Council will also establish the R1 Zone in the By-law to permit a wide range of land uses.

E-2 It shall be the intention of Council to designate as Residential General the built-up residential sector and reserve vacant lands in the Barrington-Barrington Passage Corridor on GFLUM 6 and 7 to accommodate the following uses:

- **all residential uses;**

- **guest homes;**
- **boarding houses;**
- **commercial uses as conditional uses in existing fraternal centres;**
- **fraternal centres;**
- **institutional uses;**
- **public parks and recreational uses;**
- **private recreational clubs;**
- **agricultural uses except fox, mink farms and piggery operations;**
- **medical clinics;**
- **government buildings;**
- **utilities;**
- **existing commercial and industrial uses listed in Schedule "H" of the By-law and their change in use;**
- **new commercial and industrial uses and the expansion beyond existing property boundary lines of existing industrial and commercial and industrial uses including the expansion of change in use by development agreement.**

E-3 It shall be the intention of Council to zone as Residential General (R1) on Schedules "B" and "C" all lands within the Residential General designation.

E-4 It shall be the intention of Council to establish in the By-law a Residential General (R1) Zone to permit those uses listed in Policy E-2 except those governed by development agreement.

The previous Strategy and By-law enabled Council to consider certain commercial uses by development agreement in the Residential General designation. The impact of commercial development upon the residential fabric cannot be dismissed as such uses, by their very nature, can be disruptive in terms of the type of use, scale of development, traffic generation, lighting requirements and hours of operation. Within this context, Council will consider proposals for certain commercial developments in the Residential General designation only by development agreement.

E-5 It shall be the intention of Council to consider proposals for tourist accommodations(excluding guest homes); restaurants; retail stores; business and professional offices; commercial day nurseries; personal service shops; service shops; photography studios; printing shops including dwelling units located in the same building as any of the foregoing uses other than home occupations in the Residential General designation on GFLUM 6 and 7 only by development agreement pursuant to the to the Municipal Government Act subject to the following criteria:

- a) **The impact of the proposed development on adjacent residential uses in the area with particular regard to the scale of the structure or structures that are proposed.**
- b) **The impact of the proposed development on automobile traffic circulation particularly with respect to ingress and egress from the site and parking areas.**

- c) **That the lot shall be large enough to ensure that adequate screening and landscaping can be carried out.**

E-6 It shall be the intention of Council that the development agreement pursuant to Policy E-5 shall contain terms and conditions to ensure compliance with the policies of this Strategy. Towards this end, the agreement shall include some or all of the following where applicable:

- a) **The specific use and size of the structure or structures;**
- b) **Provisions for adequate buffering to screen the development from adjacent conflicting uses;**
- c) **Any matter which may be addressed in the By-law, i.e. yard requirements, parking, loading and unloading requirements;**
- d) **All other matters enabled under Sections 66 and 67 of the Planning Act.**

E-7 It shall be the intention of Council to require a site plan showing the location of the building or buildings on the lot, parking and loading areas, accesses, the location and type of screening which shall form part of the development agreement.

The Rural Centre Commercial General designation and its corresponding CVG Zone permits a lounge, tavern or cabaret only as an accessory use to a hotel or motel. To ensure continuity of policy intent, Council will also permit, as part of a development agreement, a lounge, tavern or cabaret only as an accessory use to a hotel or motel. Unlike the CG Zone which is commercially oriented, the Residential General designation and its corresponding R1 Zone is intended to accommodate residential and other compatible use. Therefore, to minimize conflict, Council will require that any hotel or motel intending to have a lounge, tavern or cabaret as an accessory use will only be permitted where the lot for the hotel or motel does not abut an existing residential or institutional use in any zone nor have such existing uses on the opposite side of a public or private road in any zone.

E-7(a) Further to Policy E-5, it shall be the intention of Council to permit, as part of a development agreement, a lounge, tavern or cabaret only as an accessory use to a hotel or motel provided the lot for the hotel or motel does not abut an existing residential or institutional use in any zone nor have such existing uses on the opposite of a public or private road in any zone.

Amended
30/09/08

As for existing commercial uses either on their own lots or located on the same lot as a residential use, Council will list these uses as permitted uses as Schedule "H" of the By-law and will permit their expansion within existing property boundary lines. Council will also permit a change in use "as-of-right" to any use that would otherwise only be considered by development agreement pursuant to Policy E-5 and E-7(a) and the expansion of such use within existing property boundary lines. In these matters, Council will establish special provisions in the By-law.

Any expansion beyond existing property boundary lines or where there is any change in use to an industrial use, Council shall consider such only by development agreement in accordance with commercial Policies E-5, E-6, E-7 and E-7(a) and industrial Policies E-11 and E-12.

E-8 It shall be the intention of Council to treat existing commercial uses on their own lots or which are separate from a residence on the same lot in the Residential General designation as permitted uses and to list them in Schedule "H" of the By-law and to establish special provisions in the By-law to permit "as-of-right" the following:

- a) **the expansion of the existing use within existing property boundary lines;**
- b) **the change in use to any use that would otherwise only be considered by development agreement pursuant to Policy E-5 and E-7(a), including a change in use to a bank or financial institution, and the expansion of such use within existing property boundary lines;**
- c) **the change in use to any other use permitted in the Residential General (R1) Zone.**

E-9 It shall be the intention of Council to consider the expansion beyond existing property boundary lines of existing commercial uses or uses permitted by Policy E-8(b) or any change in use to an industrial use on properties listed in Schedule "H" of the By-law and which are in the Residential General designation on GFLUM 6 and 7 only by development agreement in accordance with commercial Policies E-5, E-6, E-7 and E-7(a) and industrial Policies E-10 and E-11.

Throughout the Municipality, a number of fraternal organizations such as the Legion, Lion's Club, Independent Order of Odd Fellows and Freemasons utilize older 1 1/2 and 2 storey buildings as meeting places. In the RD, MU and CG Zones, any unutilized floor area in these buildings may be leased to commercial uses permitted in the respective zones, however, the same cannot be said for the fraternal centres located in the R1 Zone.

Council believes that the leasing of unutilized floor area to accommodate commercial uses in existing fraternal centres in the R1 Zone is reasonable. Such uses, however, should be conditional in terms of the type of use, the amount of floor area to be occupied and parking requirements.

E-10 It shall be the intention of Council to treat retail stores, business and professional offices, commercial day care centres, adult commercial day care centres, personal service shops, service shops, photography studios and printing shops as conditional uses that may locate in existing fraternal centres in the R1 Zone and to establish in the By-law, the amount of floor area that such uses may occupy within these centres and provide that the parking requirements are met.

Council also recognizes the Residential General designation as an attractive location for industrial activity other than those connected with the fishery. The inclusion of such uses is possible provided that careful considerations is given with respect to the type of industry, traffic congestion and hazards, screening of objectionable features and other nuisance factors that could

have disruptive or detrimental effects upon adjacent residential, institutional, recreational and commercial uses. With these considerations in mind, Council will consider industrial uses except those which are obnoxious including fish reduction plants, fish plants and boat shops except existing ones, scrap yards and salvage yards by development agreement within the Residential General designation.

E-11 It shall be the intention of Council to consider industrial uses except those which are obnoxious including fish reduction plants, fish plants and boat shops except existing ones, scrap yards and salvage yards in the Residential General designation on GFLUM 6 and 7 only by development agreement pursuant to the Planning Act subject to the following criteria:

- a) **the industrial use will not, by way of emissions of odour, dust, smoke or noise or vibration, disrupt or detrimentally affect abutting or nearby existing land uses nor be a use characterized by producing wastes that can contaminate soils or watercourses;**
- b) **the primary industrial activity shall be contained within a wholly enclosed building;**
- c) **that any proposed alteration or expansion to any existing building with respect to any retail store whether or not accessory to the industrial use does not further reduce any yard that does not conform to the General Commercial (CG) Zone requirements of Part 20 of the By-law.**
- d) **that adequate screening is provided on the site to screen any objectionable features such as the outdoor storage of equipment, parts or waste materials so as not to be visible from abutting residential, institutional, recreational or commercial properties or such properties immediately across the road or from the public roads;**
- e) **that the use shall not create traffic congestion or undue traffic hazards on public roads in the neighbourhood and that all provisions of By-law respecting parking, loading and unloading requirements are satisfied;**
- f) **that any proposed alteration or expansion to the existing building with respect to the industrial use does not further reduce any yard that does not conform to the Industrial Marine (IM) Zone requirements of Part 20 of the By-law;**
- g) **that adequate provision is made for sewage disposal, and Council is satisfied that all necessary permissions for sewage disposal have been received from the regulatory body having jurisdiction.**

E-12 It shall be the intention of Council to require a site plan showing the location of the building or buildings on the lot, parking areas and accesses, outdoor storage and loading areas and building plans showing the nature and design of the proposed use and any alterations to or expansions to the existing buildings which shall form part of the development agreement entered into under Policy E-8.

As for existing industries which are separate from a residential use located on the same lot or which are located on their own lots within the Residential General designation, Council will list them in Schedule "H" of the By-law as permitted uses. Council will also establish special provisions in the By-law for the expansion of such uses within their existing property boundary lines. Any expansion beyond such boundaries or any change in use to another industrial use or to a commercial use in the Residential General designation may only be considered by development agreement in accordance with industrial Policies E-11 and E-12 and commercial Policies E-5, E-6 and E-7.

E-13 It shall be the intention of Council to treat existing industrial uses which are separate from a residential use located on the same lot or which are located on their own lots except those under existing development agreements in the Residential General designation as identified in Schedule "H" of the By-law as permitted uses and to establish special provisions in the By-law for their expansion within their own existing property boundary lines.

E-14 It shall be the intention of Council to consider the expansion bend existing property boundary lines of existing industrial uses or any change in use to another industrial use or to a commercial use in the Residential General designation on properties listed in Schedule "H" of the By-law only by development agreement in accordance with industrial Policies E-11 and E-12 and commercial Policies E-5, E-6 and E-7.

Commercial General

The Barrington-Barrington Passage Corridor is the focal point of commercial and business activity in the Municipality. This activity is highly concentrated in Barrington Passage along Highway #3 and #330 from the causeway to the abandoned C.N.R. right-of-way which crosses Highway #3. Two distinct nodes of activity have evolved which are separated by a mixture of residential and commercial uses.

A long established and compact commercial core, interspersed with several residential and institutional uses has developed in the vicinity of Snow's Road and the Station Road. Pedestrian oriented, the area provides residents with a wide range of goods and services. The second node of commercial activity is at the intersection of Highway #3 and #330 and is more highway oriented.

To accommodate commercial development in Barrington Passage, Council will designate as Commercial General these lands between Fresh Brook and the eastern property line of the Barrington Passage Fire Department. Within the designation Council will zone all lands as Commercial General (CG) and will establish the CG zone in the By-law to accommodate commercial uses, residential and institutional uses, utilities and existing industrial uses identified in Schedule "H" of the By-law.

E-15 It shall be the intention of Council to designate as Commercial General those lands between Fresh Brook and the eastern property line of the Barrington Passage Fire Department on GFLUM 6 to:

- a) **primarily accommodate commercial uses; and**

- b) **secondarily accommodate residential, institutional, utilities and existing industrial uses identified in Schedule "H" of the By-law and the expansion beyond existing property boundary lines of existing industrial uses by development agreement.**

E-16 It shall be the intention of Council to zone as Commercial General (CG) on Schedule "B" of the By-law all lands within the Commercial General designation.

E-17 It shall be the intention of Council to guide future development by establishing in the By-law a Commercial General (CG) Zone in the By-law to permit commercial uses, residential and institutional uses, utilities and existing industrial uses identified in Schedule "H" of the By-law except those industries under existing development agreement.

E-18 It shall be the intention of Council to permit the expansion of existing commercial and business uses and the establishment of such new uses in areas immediately adjacent the Commercial General designation only by amendment to the By-law subject to the following criteria:

- a) **that traffic noise and headlight glare does not cause nuisance effects upon abutting residential uses in the adjacent Residential General designation;**
- b) **that the development conforms with all relevant criteria of Policy H-6 in the Implementation Chapter.**

Within the Commercial General (CG) Zone, there exists a grouped commercial facility east of Highway #330. Resembling strip malls or plazas, this facility comprises two separate groupings of commercial buildings wherein each building abuts the next but are each separately owned and located on individual lots. Each building has its own entrance and loading area. Collectively, they share common parking areas and access. The group nearest the shoreline are served by a right-of-way over the parking area.

In recognizing these unique circumstances, Council will establish a waiver of all zone requirements in the Land Use By-law in anticipating the expansion of existing development and the establishment of new development either abutting or generally adjacent to existing grouped facilities east of Highway #330 at Barrington Passage in the CG Zone.

E-19 It shall be the intention of Council to establish in the By-law a waiver of all zone requirements to accommodate the expansion of existing development or the establishment of new development either abutting or generally adjacent to existing grouped commercial facilities east of Highway #330 at Barrington Passage.

Council will establish special access provisions with respect to size, number and location in the By-law for commercial developments in the Commercial General (CG) Zone for greater control of vehicular and pedestrian traffic.

E-20 It shall be the intention of Council to establish special access provisions with respect to size, number and location in the By-law for commercial developments in the Commercial General (CG) Zone. (Refer to Policy A-10)

Business Park

Amended
26/05/09

The Council has long recognized the potential for business opportunities which could be realized by the development of a Business Park in the Municipality. Council has researched this issue and commissioned consultants to investigate the suitability of sites for business/industrial park sites within the municipality. The conclusions of the studies were recommendations for short term development of a business park site in the Barrington Passage area and a long term development of an industrial park site in the Ridge Road area off Highway 103.

Council decided to proceed in the short term with development of a Business Park on Municipal owned property in the area of Sterling Road in Barrington Passage. The site met the criteria recommended in the consultant study and can be serviced by an extension of the central sewer system in Barrington. Council intends to proceed in the long term with development of an industrial park site in the Ridge Road area off Highway 103 when conditions warrant.

E-20A It shall be the intention of Council to designate municipal lands in the vicinity of Sterling Road in Barrington Passage as Business Park on GFLUM 5 to accommodate light industrial uses, business and professional offices, call centres, commercial uses, emergency services, government buildings and offices, community colleges and utilities excepting sewage lagoons.

E-20B It shall be the intention of Council to establish a Business Park (BP) Zone in the By-Law to permit the uses identified in Policy E-20A.

E-20C It shall be the intention of Council to consider potentially obnoxious uses including certain light industrial uses, food processing operations, laboratories, heavy equipment repair operations, recycling depots and service industries only by development agreement subject to the following criteria:

- a) that the use will not, by way of emissions of odour, dust, smoke, noise or vibration, or by excessive traffic generation; disrupt or detrimentally affect abutting or nearby land uses nor be a use characterized by producing wastes that can contaminate soils or watercourses;
- b) that the use excluding storage facilities and wholesale warehousing and distribution facilities is contained and conducted within a wholly enclosed building.
- c) that adequate screening is provided to screen storage and work yards so as not to be visible from abutting uses;
- d) that all provisions of the By-Law respecting minimum yards, parking, loading and unloading requirements are satisfied;

- e) that the use generally conforms with all relevant criteria of Policy L-6 in the Implementation Chapter.

E-20D It shall be the intention of Council that any development agreement entered into pursuant to Policy E-20C shall contain such terms and conditions to ensure compliance with the policies of this strategy and the agreement shall also include some or all of the following where applicable:

- a) the specific use and size of the buildings or structures;
- b) the provision for adequate buffering;
- c) the location, size and number of parking and loading spaces;
- d) all other matters enabled under the Municipal Government Act.

E-20E It shall be the intention of Council to require a site plan showing the location, dimensions and height of buildings or structures on the lot, watercourses, parking and loading areas, access, the location and type of screening which shall form part of the development agreement.

E-20F It shall be the intention of Council to identify those uses to be considered by development agreement in Policy E-20C in the By-Law.

Lounges, Taverns and Cabarets Issue

The serving and consumption of alcoholic beverages in public premises is available in four commercial establishments in the CG Zone. Included are three restaurants and a lounge accessory to a motel.

Restaurants whether or not alcohol is served, are not controversial uses. They are permitted "as-of-right". Council acknowledges that lounges, taverns and cabarets are reasonable accessory uses to hotels and motels and will, therefore, permit them in the CG Zone.

As main uses, that is to say, stand alone as a principal use on a lot or within a shopping centre, plaza or grouped commercial facility; lounges, taverns and cabarets should locate within a compatible commercial neighbourhood. The CG Zone in Barrington Passage is acknowledged as the focal point of business and commerce in the Municipality. There are, however, well established residential and institutional developments in this zone. Council holds the opinion that lounges, taverns and cabarets are not compatible with these uses by reason of hours of operation, traffic and noise. Nevertheless, it is also Council's opinion that this zone was established for a wide range of commercial developments and that these uses should locate here provided that special conditions are established in the By-law.

These special conditions permitting these uses "as-of-right" include: as an accessory use to a hotel or motel; locating in a shopping centre, plaza or grouped commercial facility; and as a main use on a lot or a use accessory within an indoor recreational establishment on its own lot provided the lot does not abut existing residential or institutional uses in any zone nor have such existing uses on the opposite side of a public or private road in any zone.

E-21 It shall be the intention of Council to establish the following special conditions in the By-law permitting lounges, taverns and cabarets "as-of-right" in the Commercial General (CG) Zone (Refer to Policy A-10):

- a) they are an accessory use to a hotel or motel; or
- b) they are located in a shopping centre, plaza and grouped commercial facility; or
- c) they are a main use on a lot or a use accessory within an indoor recreational establishment on its own lot provided the lot does not abut an existing residential or institutional use in any zone nor have such existing uses on the opposite side of a public or private road in any zone.

RURAL CENTRE- WOODS HARBOUR

Woods Harbour lies nine miles west of Barrington Passage along Highway #3. Existing Land Use Map 4 combines the communities of Central Woods Harbour and Lower Woods Harbour. The area boundary encompasses approximately two square miles.

The built-up areas of the community is within a Wastewater Management District. For the most part, development is served by a municipal wastewater facility. The District also institutes a program to improve or replace existing on-site sewage disposal systems including their maintenance where development cannot be connected to municipal sanitary sewer.

The focal point of activity is the fishery and marine resource industry. These uses are situated in close proximity to the waterfront west of Highway #3 between the Falls Point Road and the lobster pound south of the abandoned C.N.R. spur line.

Commercial activity is of a local nature and includes several small retail outlets and a service station. A commercial core is not evident as these activities tend to be scattered throughout the residential sector. Institutional uses include a post office, fire hall, community hall and three churches. As in Barrington-Barrington Passage, agricultural activity is non-existent.

Mixed Use

Council recognizes that there is a desire to accommodate a broad range of land uses in the built-up area west of the abandoned C.N.R. right-of-way and the shoreline of Woods Harbour. Therefore, Council will designate the lands as Mixed Use on GFLUM 8 and will zone these lands as Mixed Use (MU) in Schedule "D" of the By-law. In establishing the Mixed Use (MU) Zone in the By-law, Council will permit all agricultural, institutional, recreational, residential, light industrial and utility uses; existing commercial and industrial uses located on the same lot as a residential use, all commercial uses permitted in the Commercial General (CG) Zone and industrial uses identified in Policy E-25 by development agreement.

E-22 It shall be the intention of Council to designate as Mixed Use the built-up mixed development area between the abandoned C.N.R. right-of-way and the shoreline of Woods Harbour (except those lands designated Industrial Marine and Coastal Wetlands on GFLUM 8 to accommodate the following uses:

- **all agricultural, institutional, recreational, residential, light industrial and utility uses; and**
- **existing commercial and industrial uses located on the same lot as a residential use listed in Schedule "H" of the By-law; and**
- **all commercial uses permitted in the Commercial General (CG) Zone; and**
- **industrial uses identified in Policy E-27 by development agreement.**

E-23 It shall be the intention of Council to zone as Mixed Use (MU) on Schedule "D" all lands within the Mixed Use designation.

E-24 It shall be the intention of Council to establish in the By-law a Mixed Use (MU) Zone to permit those uses listed in Policy E-22 except those governed by development agreement.

Fox, mink and piggery operations in the MU Zone will be treated in the same manner as they are in the RD Zone.

E-25 It shall be the intention of Council to treat fox, mink and piggery operations in the same manner as they are in the RD Zone. (Refer to Policies A-10 and B-8)

With respect to existing commercial or industrial uses which are separate from a residence on the same lot Council will list them in Schedule "H" of the By-law as permitted uses and will establish special provisions in the By-law to permit their expansion or change in use to any use permitted "as-of-right" in the MU Zone.

E-26 It shall be the intention of Council to treat existing commercial or industrial uses which are separate from a residence on the same lot in the Mixed Use (MU) Zone as permitted uses and list them in Schedule "H" of the By-law and to establish special provision in the By-law to permit the following:

- a) the expansion of the existing use within or beyond existing property boundary lines;**
- b) the change in use to any other use permitted "as-of-right" in the Mixed Use (MU) Zone.**

Finally, Council will provide for the establishment of new heavy industrial uses except fish reduction plants in the Mixed Use designation. In this matter, Council will consider such uses only be development agreement subject to the criteria of Policy E-11 and the requirements of Policy E-12.

E-27 Except for fish reduction plants, it shall be the intention of Council to consider new heavy industrial uses in the Mixed Use designation only by development agreement subject to the criteria of Policy E-11 and the requirements of Policy E-12.

Residential Restricted

There is a need to set aside lands for residential purposes including some institutional and recreational uses. Lands east of the abandoned CNR right-of-way are, for the most part, vacant and would be ideal for these purposes. Therefore, Council will designate as Residential Restricted on GFLUM 4 all lands east of the abandoned CNR right-of-way to accommodate any residential, institutional or recreational use. Council will also zone these lands as Residential Restricted (R2) on Schedule "D" of the By-law and establish the Residential Restricted (R2) Zone in the By-law to permit any residential, institutional or recreational uses.

E-28 It shall be the intention of Council to designate as Residential Restricted on GFLUM 8 all lands east of the abandoned CNR right-of-way to permit any residential, institutional or recreational use.

E-29 It shall be the intention of Council to zone as Residential Restricted (R2) on Schedule "D" of the By-law all lands within the Residential Restricted designation.

E-30 It shall be the intention of Council to establish the Residential Restricted (R2) Zone in the By-law to permit any residential, institutional or recreational use.

Within this designation, there may eventually be a need for convenience stores. In this matter, and as is the case in the Residential General designation, Council will consider proposals for convenience stores only by development agreement pursuant to the **Planning Act** subject to the criteria of Policy E-5 and the requirements of Policies E-6 and E-7.

E-31 It shall be the intention of Council to consider proposals for convenience stores in the Residential Restricted designation only by development pursuant to the Planning Act subject to the criteria of Policy E-5 and the requirements of Policies E-6 and E-7.

RURAL CENTRE - INDUSTRIAL MARINE

The marine resource industry is the mainstay of economic activity in Woods Harbour. Generally speaking, these industries have not overly intruded into the residential fabric of the community. In the Barrington-Barrington Passage Corridor there is only one fish processing plant. There is also a warehousing facility in the vicinity of this plant. These activities are east of the Commercial General designation and do not intrude upon the mainstream of community activity.

In future, the establishment of new fishery and marine oriented industries or the expansion of existing ones could result in conflict given the more compact and diverse nature of activity in Rural Centres. For purposes of overall continuity with the more rural Industrial Marine locations, Council will designate as Industrial Marine those lands between Falls Point and the

southern boundary line of the lobster pound south of the abandoned C.N.R. spur line right-of-way in Woods Harbour and the area east of the Commercial General designation in the Barrington-Barrington Passage Corridor. Council will zone as Industrial Marine (IM) all lands within the Industrial Marine designation in Woods Harbour and the Barrington-Barrington Passage Corridor to permit the same uses as in the rural (IM) Zone. Residential, institutional and commercial uses will also be permitted in the IM Zone in Woods Harbour subject to the requirements of the Mixed Use (MU) Zone.

Any expansion in areas immediately adjacent the (IM) Zone boundaries in Woods Harbour and Barrington-Barrington Passage Corridor will be dealt with only by amendment to the By-law subject to the criteria of Policy C-4.

E-32 It shall be the intention of Council to designate as Industrial Marine those lands between Falls Point and the southern boundary line of the lobster pound south of the abandoned CNR spur line right-of-way in Woods Harbour and the area east of the Commercial General designation in the Barrington-Barrington Passage Corridor on GFLUM's 6 and 8 to accommodate fishery and marine related industries.

E-33 It shall be the intention of Council to zone as Industrial Marine (IM) on Schedules "B" and "D" all lands within the Industrial Marine designation in the Barrington-Barrington Passage Corridor and Woods Harbour to permit the same uses as in the rural (IM) Zone. Residential, institutional and commercial uses will also be permitted the (IM) Zone in Woods Harbour subject to the requirements of the Mixed Use (MU) Zone.

E-34 It shall be the intention of Council to permit new fishery and marine related industries or the expansion of existing uses into areas immediately adjacent the Industrial Marine (IM) Zone boundary in the Barrington-Barrington Passage Corridor and Woods Harbour only by amendment to the By-law subject to the criteria of Policy C-4.

RURAL CENTRE - COASTAL WETLANDS

There are a number of coastal salt marshes in the Rural Centre designation. They are to be designated and zoned for passive and active recreational activities in accordance with Coastal Wetlands Policies D-1, D-2 and D-3.

E-35 It shall be the intention of Council that coastal salt marshes in the Rural Centre designation will be designated and zoned Coastal Wetlands for passive and active recreational activities in accordance with Coastal Wetlands Policies D-1, D-2 and D-3.

CHAPTER E1 - WIND TURBINE GENERATORS

Wind turbine generators (WTG) are a new feature upon the provincial landscape. In 2002, Nova Scotia Power Inc. installed WTG units in the Municipality of Clare and Inverness County. There has also been expressions of interest shown in WTG development in the Municipality. From ground level to the highest point of a rotor blade's arc, WTG may vary in height to 300 or more feet or approximately 100 meters. WTG may stand alone as an individual unit on a lot or in a series of units on a lot which may be referred to as a wind farm or wind park. The energy generated by WTG is intended to be sold to Nova Scotia Power Inc. via connection to the latter's power transmission line system and possibly other customers.

Geographic location, elevation, wind speed and the desired energy output are perhaps the major factors determining the height of WTG. In recognizing these factors, height requirements and the desirability of emission free energy, Council will accommodate WTG as a utility in a manner which is flexible yet takes into consideration their impact upon development. Council will permit WTG to locate as-of-right in any zone excluding the Coastal Wetlands (CW) Zone; exempt them from the maximum height requirements of the By-law; and, permit more than one WTG on a lot. Council will also require the issuing of development permits for WTG in the zone in which they are a permitted use.

As for WTG impact upon development including scale, potential noise and to provide a measure of safety, Council will establish in the By-law special WTG minimum yard requirements; other special minimum yards, rotor blade clearance from grade; and permit WTG to traverse above another lot containing WTG. Council will also establish in the By-law a special condition that WTG be removed off-site within two year of the date of decommissioning except where there is a permitted change in use.

- E1-1 Notwithstanding policies governing uses permitted and development permit requirements in a particular zone, it shall be the intention of Council to permit wind turbine generators (WTG) as a utility to locate as-of-right in any zone excluding the Coastal Wetlands (CW) Zone and to require the issuing of development permits for WTG in the zone in which they are a permitted use.**
- E1-2 It shall be the intention of Council to exempt WTG from the maximum height requirements contained in the By-law and to permit more than one WTG on a lot (wind farm or wind park) .**
- E1-3 It shall be the intention of Council to establish special minimum yard requirements in the By-law for WTG in any zone.**
- E1-4 It shall be the intention of Council to establish special requirements in the By-law for rotor blade clearance from grade and to permit WTG to traverse above another lot containing WTG.**
- E1-5 It shall be the intention of Council to establish a special condition in the By-law requiring WTG to be removed off-site within two (2) years of the date of decommissioning except where they are changed to a use permitted in the zone in which they are located.**

E1-6 It shall be the intention of Council to establish special minimum yard requirements in the By-law where WTG abut the coastal shoreline.

CHAPTER F - TOURISM

The Town of Yarmouth is a major tourist exit and entry point in the province. During the tourist season, ferry service is provided to Bar Harbour and Portland, Maine. The arrival and departure schedules for these ferries are such that tourists entering or leaving the province would not have to make arrangements for accommodations within the region. In the Municipality of Barrington, this problem may be further compounded with the eventual construction of the Highway #103 by-pass at Barrington.

To improve the tourism sector; the strong sea image, historic sites and buildings and other recreational features such as the many beaches should be promoted. Additionally more tourist establishments including guest homes, hotels, motels, resorts, hostels, campgrounds, inns, tourist trailer parks and tourist cabins should be encouraged.

- F-1 It shall be the intention of Council, in conjunction with the Discover Shelburne County Tourist Association and the South Shore Tourism Association, to encourage the development of schemes and projects which will attract and encourage tourists to remain longer in the Municipality. The following activities should be considered:**
- a) **develop a "rural vacation program" for visitors wishing to experience the lifestyle of the area. This scheme would involve accommodating visitors in area homes; and**
 - b) **encourage the upgrading of existing tourist establishments and the construction of such new uses.**
- F-2 In co-operation with the Department of Tourism, it shall be the intention of Council to publicize and promote the activities listed in Policy F-3 through an active advertising campaign.**
- F-3 It shall be the intention of Council to encourage the development of low-cost day trip facilities such as picnic tables and small parking areas at selected points of scenic and historical significance. Assistance on this project shall be sought from Department of Tourism and the Department of Natural Resources.**
- F-4 It shall be the intention of Council to participate in and support regional attempts to improve tourism in the region.**

CHAPTER G - AGRICULTURE AND FORESTRY

Agriculture

The Canada Land Inventory categorizes 98 percent of the soils in the Municipality as Class 7 which are considered unsuitable for any agricultural endeavour. Also prevalent are Class 3 and 6 soils. However, complex terrain and other limitations restrict their economic improvement. As a further example of the inability of the land to support agriculture, the 1961 Soil Survey of Shelburne County summarizes conditions in the following manner: "Few areas are suitable for agriculture and no new areas of soil should be broken for they are more suited to forestry."

Given the high capital investment and unfavourable environmental constraints, it is unlikely that any extensive agricultural undertakings will take place in future. However, mink and fox and piggery operations may be totally self-sustaining and viable. (Refer to Chapters B and E).

G-1 It shall be the intention of Council to seek aid from the Department of Agriculture to assist those persons wishing to enter the farming business, particularly those becoming involved with horticulture, commercial strawberry or any other small fruit production.

Forestry

The forest industry in south western Nova Scotia is considered the second most important sector of the regional economy next to the fishery. Canada Land Inventory mapping of the Municipality identifies 99 percent of forested lands as Class 4 and 5 which is considered no better than average in potential for forestry utilization.

Wood products derived from local sawmill operations include lumber and/or boxwood laths. Such operations are considered small by provincial standards. However, they are valuable assets to the local construction and fishing industry.

Future potential in the forestry and wood-related industry lies in the value of the forest as a renewable resource, particularly in the production of firewood to augment escalating energy costs. There is also potential in developing Christmas tree operations. Therefore, some form of forest management program should be encouraged, particularly among the small wood lot owners. Such a program should maximize the benefits of this valuable resource and would assist and sustain local sawmill activity.

G-2 It shall be the intention of Council to encourage sawmill operations in the Municipality.

G-3 In order to improve harvesting and cultivation practices, it shall be the intention of Council to encourage local woodlot owners in conjunction with the Department of Lands and Forests to improve harvesting and cultivation practices such as co-operative woodlot ventures, reforestation, Christmas tree development and U-Cut operations for firewood.

CHAPTER H - MUNICIPAL SERVICE AND WATER RESOURCES

MUNICIPAL SANITARY SEWER

A Municipal Wastewater facility was constructed in the Barrington-Barrington Passage Corridor in 1976. In 1990, a Wastewater Management District was established in Woods Harbour. Comprising a Municipal Wastewater facility, the District also provides for the improvement to or replacement of existing on-site sewage disposal systems where development cannot connect to municipal sanitary sewer. These on-site systems are maintained and serviced by the Municipality. For information purposes, all development within the Wastewater Management District will be subject to the provisions and requirements of Sewer By-law No. 27.

In recognizing the need to minimize future operating and maintenance costs which minimizes user charges, Council should encourage development to infill along the existing service line in both Rural Centres. Given the future development potential of vacant lands beyond the existing serviced area, Council should adopt a policy to ensure that these unserviced lands are developed in a rational manner and consistent with the Municipality's financial capability to extend trunk services.

- H-1 It shall be the intention of Council to encourage all development in Rural Centres to connect to municipal sanitary sewer.**
- H-2 It shall be the intention of Council to consider extending municipal trunk sanitary sewer into the unserviced areas of the Rural Centres adjacent to the existing serviced area only when it is financially feasible for Council to extend such service.**

REFUSE DISPOSAL

The weekly collection of refuse and recyclable materials is provided by firms under contract with the Municipality. Refuse is transported to the Town of Yarmouth landfill operating at Brooklyn in the Municipality of Yarmouth. This arrangement is temporary until a regional landfill site is identified and developed. Recyclable materials are sorted locally and sold on demand of the marketplace.

The Municipal dumpsite adjacent Highway #3 near the Goose Lake Road is now used for receiving demolition and construction debris, household furnishings and some industry waste. It is likely that the site will be used for this purpose into the near future.

WATER RESOURCES

The residents of the Municipality rely on individual on-site dug or drilled wells for their domestic water supply. This form of water supply appears to meet the needs of the population. Therefore, it is important to minimize the potential for contaminating wells and

the groundwater source. The concern here is twofold; contaminated surface water infiltrating wells and the introduction of waste water into the groundwater regime. In both instances, the cause may be attributed to the improper location, design or installation of wells and on-site sewage disposal systems. In this matter, Council should encourage residents in the proper location, design and construction of wells and on-site sewage disposal systems in order to maintain a clean and safe water supply.

H-3 It shall be the intention of Council to encourage residents in the proper installation of private on-site wells and sewage disposal systems to ensure a clean and safe water supply.

CHAPTER I - RECREATION

An inventory of recreational facilities reveals that there are a number of baseball fields, community halls, school related facilities museums, an outdoor tennis court and skating rink. In 1995, a multipurpose arena and outdoor swimming pool was constructed on municipal lands on Sherose Island. Additionally, there are numerous beaches including Sand Hills Provincial Park at Villagedale. In the past the Municipality has provided financial assistance to local groups and organizations in promoting recreation. This practice is expected to continue into the future.

I-1 It shall be the intention of Council to continue the support of local groups and organizations involved in promoting recreation in area communities.

CHAPTER J - TRANSPORTATION

Transportation services are vital links to the overall economic and social fabric of the area. These services are the jurisdiction of various public and private agencies. Therefore, the role of the Municipality should be one of liaising with these agencies on matters related to the maintenance and improvement of these services.

ROADS

Legislative changes in 1995 requires the Municipality to pay the Province an annual fee per kilometre to maintain approximately 11.9 kilometres of existing public road. The Municipality will also be responsible for any future public roads. Except for several privately owned roads all other roads are owned by the Department of Transportation and Public Works.

The provincial roads adequately serve the area and are in a good state of repair. The role of Council then, is to liaise with the Department of Transportation as necessary to ensure that any problems associated with the road system is mutually resolved.

J-1 It shall be the intention of Council to assist the Department of Transportation in the provision and maintenance of listed roads by providing advice based on local conditions. More specifically, Council will:

- a) **assist the Department of Transportation in evaluating road conditions, hazards and solutions to them;**
- b) **undertake any other advisory functions which may be of assistance to the Department of Transportation.**

WATER

The fishery is linked to a system of decentralized wharf facilities. The Small Craft Harbours Branch of the Department of Fisheries and Oceans maintains public wharfs, breakwaters, skidways and retaining walls in 13 locations throughout the Municipality. There are also a number of privately owned wharf facilities.

Any change or disruption in this network such as the centralization of public wharfs would have a detrimental effect upon the lifestyle of the area. Therefore, Council should discourage any attempts to centralize wharfs. Council shall also encourage the maintenance and improvement of wharf facilities throughout the Municipality.

J-2 It shall be the intention of Council to discourage any government program attempting to centralize wharf facilities and to encourage the maintenance and improvement of wharfs throughout the Municipality.

Another key element in marine transportation is the ferry services from Yarmouth to Portland and Bar Harbour, Maine. These services provide an essential link in the transport of fresh fish and lobster to the New England market and in tourism.

J-3 It shall be the intention of Council to encourage any effort to maintain ferry services from Yarmouth to Bar Harbour and Portland, Maine.

AIR

The Yarmouth Airport serves as a base for Air Nova, general aviation and a flying school. Air Nova schedules two daily flights on weekdays and three daily flights on weekends. Any effort to maintain the facility and its services will benefit the region.

J-4 It shall be the intention of Council to encourage any efforts to maintain the Yarmouth Airport and its services.

CHAPTER K- PROTECTION SERVICES AND MEDICAL FACILITIES

POLICE

Police protection is provided by the Municipality and is handled by the Royal Canadian Mounted Police (R.C.M.P.). Comprising six officers, the detachment is located at Barrington. The detachment also serves the Town of Clark's Harbour on Cape Sable Island. The Municipality will continue monitoring the situation and, as necessary, liaise with the R.C.M.P. and the provincial government should additional police protection be required.

K-1 It shall be the intention of Council to monitor the level of police protection and to liaise with R.C.M.P. and the provincial government should additional police protection be required in future.

FIRE AND AMBULANCE

There are seven volunteer fire departments in the Municipality. They include Woods Harbour, Shag Harbour, Barrington Passage, Barrington, Port LaTour, Port Clyde and South Side. Mutual assistance is provided at the County Level.

Operational costs are obtained from various sources including donations, fund raising events and operating grants from the Municipality's general revenue fund. The Woods Harbour, Barrington and Port LaTour fire departments also receive an operating subsidy from the Municipality through area rates.

Ambulance service is provided by two community operations in the Municipality and the Roseway Hospital at Sandy Point in the Municipality of Shelburne. The community operation is located at Barrington Passage and serves the central and western portions of the Municipality while the Roseway service covers the remaining eastern sector. The Municipality, through an area rate, provides an operational grant to assist the Island and Barrington Area operation.

In general, both fire protection and ambulance service appear adequate. However, Council should, from time to time, liaise with these services to resolve problems of mutual concern.

K-2 It shall be the intention of Council to liaise with the fire departments and ambulance operations in order to resolve problems of mutual interest.

HOSPITAL AND OTHER RELATED FACILITIES

There are two major medical facilities in the region to serve residents of the Municipality. These facilities in which the Municipality has provided capital contributions include the Regional Health Centre in the Town of Yarmouth and the Roseway Hospital. At the local level, the Municipality operates Bay Side Home at Brass Hill. This is a thirty bed special care home for the mentally challenged.

K-3 It shall be the intention of Council to encourage and support the best possible health care facilities in the region and to support the continuation of Bay Side Home as an adult residential centre or other special care facility.

CHAPTER L - IMPLEMENTATION

GENERAL

- L-1** This Municipal Planning Strategy for the Municipality of Barrington is a policy document providing the framework by which the future growth and development of the Municipality shall be encouraged, regulated and coordinated. The Policies of the Strategy will be implemented through a variety of means but generally through the powers of the Council as provided by the Planning Act, the Municipal Act and any other statutes as may apply.
- L-2** In addition to employing specific implementation measures, it shall be the intention of Council to maintain a program of ongoing planning through its Planning Advisory Committee. Such a program may include but shall not be restricted to any of the subject areas mentioned in this Strategy, special studies, concerns of a regional, environmental, economic matter and any other matters which Council considers suitable.
- L-3** In order that decisions may be based on expert advice beyond that which the Municipality is able to supply, it shall be the intention of Council to circulate applications for amendments to the Land Use By-law and applications for approval of subdivisions to the appropriate provincial government agencies such as Departments of Environment, Transportation, and Municipal Affairs for their information, comment or approval as may be required.
- L-4** The principal mechanism by which land use policies are implemented is the Land Use By-law. The Land Use By-law sets out zones, permitted uses and development standards and in so doing, shall reflect the policies of the Municipal Planning Strategy as per Section 51(1) of the Planning Act.
- L-5** It is not intended that all land in the Municipality shall be zoned at the outset as indicated by the policies of this Strategy or as indicated on the Generalized Future Land Use Maps. Rather, in order that Council may encourage economic development in the Municipality, yet maintain some control over such development, initial zoning provisions will reflect the existing development pattern but any major development proposal shall be processed as zoning amendments or by the use of development agreements. However, within the designations as set out in the Generalized Future Land Use Maps, various zones will be established and no zoning amendments shall be permitted except in conformity with all policy intentions of this Strategy.

CRITERIA FOR AMENDMENT TO THE LAND USE BY-LAW

- L-6** In considering amendments to the Land Use By-law, in addition to all the other criteria set out in the various policies of this Strategy, Council shall have regard to the following criteria:

- a) that the proposal is in conformance with the intentions of this Strategy and with the requirements of all other municipal by-laws and regulations;
- b) that the proposal is not premature or inappropriate by reason of:
 - i) the financial capability of the Municipality to absorb any costs relating to the development;
 - ii) the adequacy and proximity of schools, recreation and any other community facilities;
 - iii) the adequacy of road networks in, adjacent to, or leading to the development.
 - iv) creating a negative impact upon the natural resource base.
- c) suitability of the proposed site in terms of steepness of grades, soils and geological conditions, location of watercourses and the proximity of highway ramps, and other nuisance factors.

AMENDMENTS TO THE PLANNING STRATEGY

L-7 This document and all associated maps constitute the official Municipal Planning Strategy of the Municipality of the District of Barrington. An amendment to this Strategy shall be required.

- a) where any major policy intent is to be changed;
- b) where a zoning amendment will violate the Generalized Future Land Use Plan Map;
- c) where the findings or recommendations of detailed studies would result in an amendment that refines the Municipal Planning Strategy.

L-8 Amendments to the Planning Strategy shall require the approval of the Minister of Housing and Municipal Affairs and shall be carried out in accordance with the Provisions of Section 42 and 43 of the Planning Act.

ACTIONS NOT REQUIRING AN AMENDMENT TO THE PLANNING STRATEGY

L-9 Areas adjacent to a given land use designation on the Generalized Future Land Use Maps may be considered for rezoning to a zone established by policies for that designation without requiring an amendment to the Planning Strategy, provided that the intentions of all other policies of the Strategy are satisfied.

REVIEW OF THE MUNICIPAL PLANNING STRATEGY

L-10 In accordance with Section 49 of the Planning Act, this Strategy may be reviewed when either the Minister of Housing and Municipal Affairs or Council deems it necessary but in any case shall be reviewed within five years from the date of its coming into force or the date of its last review.

CAPITAL PROGRAM

L-11 In addition to regulating private development, Council may undertake programs of its own to encourage development in certain areas to enhance, improve or protect the environment of the Municipality or to provide a greater range of social, recreational or cultural facilities and activities. It is one of the purposes of this Strategy to aid in establishing such programs.

Therefore, it shall be the intention of Council to incorporate the policies and provisions of this Strategy into the Capital Budget and the three year Capital Program of the Municipality to the greatest extent possible, with the goal of eventual full integration of planning, capital programming and budgeting.