



TOWN OF TRURO



This Tabloid is a complete reproduction of the land use policies and zoning requirements contained in the new Municipal Development Plan and Zoning By-law, with the exception of technical appendices. These documents are the result of an extensive review of the 1976 Municipal Development Plan and Zoning By-law currently in effect. The purpose of presenting this information in this way is to provide an opportunity for the citizens of the Town to conveniently read these documents as they are written. In addition to this tabloid, the general public are invited to a series of open sessions to be held at the Civic Building, 730 Prince Street, during the week of November 22nd., 1982, at which time members of Council, the Planning Advisory Committee and the Town Planner will be available to discuss these documents.

The following schedule of events is anticipated:

November 22nd. and 23rd.—7:00 to 10:00 p.m. Representatives of Ward I will be available.

November 24th. and 25th. — 7:00 to 10:00 p.m. Representatives of Ward II will be available.

November 26th. — 7:00 to 10:00 p.m. AND November 27th. — 1:00 to 5:00 p.m.

Representatives of Ward III will be available.

D. McC. Carter, Mayor.

MUNICIPAL DEVELOPMENT PLAN



PREAMBLE

The Municipal Development Plan for the Town of Truro has been prepared according to the provisions of Part III of The Planning Act, Chapter 16, Statutes of Nova Scotia, 1969, as amended. The Plan covers the area within the official boundaries of the Town of Truro as indicated on Plate 1.

The purpose of the Plan is to guide the decisions of Council in the regulation of land use and the provision of public services and facilities. The general goal of the Plan is to encourage orderly growth and development of the Town while ensuring a secure and pleasant environment for its citizens.

THE DOCUMENT

The main body of this Plan consists of policy statements, each of which are prefaced by written intent. The contents are divided into five specific parts in which all of the policies are comprised. These parts are:

Municipal Structure dealing with the issues of Municipal administration;

Land Uses dealing with specific land uses and how they relate within the community;

Transportation and Parking dealing with transportation and parking issues as they relate to land use;

INTRODUCTION

Municipal Servicing dealing with water supply, sewage and sewage treatment, storm sewers and sanitary landfill services and how they should develop;

Implementation dealing with Plan administrative procedures and fiscal implications.

The maps that are specifically referred to in policy statements also constitute a part of this Plan. These maps and their official scales are:

Future Land Use Map at a scale of 1 : 6,000;

Transportation Map at a scale of 1 : 12,000;

Environmental Constraints Map at a scale of 1 : 12,000;

All other maps, including the above at different scales, are for information purposes only.

This Plan does make use of development agreements as provided for by Section [33(2)(b)] of the Planning Act. The general motive in using these agreements is to accommodate a specific use where the zoning for such a use would not be desirable or more succinctly, when it is not so much "what" but "how" a development occurs which determines its compatibility among other uses.

This Plan was prepared under the auspices of the Council of the Town of Truro through the Town Planning Advisory Committee (T.P.A.C.) in accordance with Section 22 of The Planning Act. In the course of preparing the Plan a number of studies were undertaken and referred to (see the bibliography). These studies may be viewed at the Town Office.

HISTORICAL CONTEXT

The Town of Truro is the urban center for central Nova Scotia with a long and impressive history. It was nicknamed "The Hub of Nova Scotia" more than one hundred years ago when rail lines linking the province met here. As road transportation increased the town also became the "hub" of the provincial highway system.

The Acadians established the colony of Cobequid in 1703. This colony was subsequently vacated during the Acadian Expulsion of 1755 and was again established some 55 years later by families from New England and northern Ireland. In 1765, the community, comprising of some 82 individuals, received Township status from the English Crown. This status resulted in the first municipal meetings to be regularly held and allowed, one year later, the first representative of the area to be sent to the House of Assembly in Halifax. This was to be the forerunner of Truro's historical participation in the governing of Nova Scotia.

In 1875, with an active fire brigade, Truro was incorporated as a Town resulting in the establishment of a municipal water system serving a population of approximately 3,000. The Town prospered and grew over the years developing a comprehensive network of municipal services to facilitate a population today of approximately 13,000 and a commercial, industrial and social infrastructure for a population of approximately 45,000.

COMMUNITY CONTEXT

Planning for orderly growth has been a continual objective of the Town of Truro and in 1976 it became one of the first communities in the Province to adopt a Municipal Development Plan and Zoning By-law under current legislation. This Plan is a comprehensive review of its 1976 predecessor and attempts to encourage a balance of growth and a sense of security within the community. In presenting some of the issues the three major land uses are discussed below outlining major concerns dealt with in the Plan.

A. Residential

Truro is presently in a state of residential flux. The old axioms of proximity to place of work and access to amenities found only in an urban environment no longer apply. The governing forces of time and distance have been dramatically altered by the automobile. Economics and changing life styles have evoked an exodus away from the established urban centre to the neighbouring rural fringe. This has been expressed in terms of a slowdown in construction activity and a decline in population within the Town during a period when such activities were prospering within the area.

The prognosis of this being a continual trend is not supported by current indicators such as the state of the economy and the high cost of energy. The socio-economic implications of urban living are becoming attractive and the Town must prepare for such an eventuality. The population projections indicated in appendix A are conservatively based on a historic analysis. Although population counts by Census Canada have indicated a drop in both 1976 and 1981 censuses this in part was accounted

for in a decline in household size, which is at an all time low, while households have increased as indicated in appendix B. That is to say, that there are more houses in Truro today than in 1976 although there are fewer people living in them.

Preparedness for a change in trend toward urban centers must be a fundamental part of land use planning. The Town of Truro has many natural and jurisdictional constraints on available land within its boundaries. These constraints and the objectives of this Plan must be effectively dealt with to increase development opportunities for residential growth.

B. Commercial

Truro, like most Nova Scotia towns, has had a thriving downtown commercial and business core since the town's beginning. The population growth and resultant prosperity during the past two decades has brought changes to Truro. The location of the Trans-Canada Highway and its Halifax link to the west changed the level of access to the Town. The new highway access in turn became the focus of a mall within the town boundary and a substantial amount of strip development including automobile sales and fast food outlets. Despite the increased level of competition, most of the downtown merchants were able to withstand this new competition and are still active in the marketplace.

The Truro Mall applied for expansion of its retail space during 1979. This application failed to materialize after an appeal to the Planning Appeal Board by local merchants. The hearing produced a study entitled A Retail Market Analysis, Truro Mall which was prepared for the Hudson's Bay Company store and concluded that they could establish a store at the mall without affecting either the local merchants or the downtown shopping area. Downtown merchants through the Business Improvement District Committee (BIDC) commissioned the Truro Development Opportunities Plan which showed that a new Hudson's Bay Department Store would seriously cut into the sales volume of the local merchants and particularly the downtown merchants.

In preparation for this Plan the Town commissioned a further study entitled Commercial Development Potential to determine the likely impact of major commercial development on the existing retail community. This study concluded that such retail growth, of approximately 930 M² of department store type space, could occur with minimal impact around 1984 (see appendix C) with a possibility of further development of a similar scale some four years later.

This study of commercial development potential did not elaborate on the location of such a facility but did indicate that such additional growth would be better placed in the downtown. Lacking the mandate and site specific information necessary, the study did not speculate on the economic viability of such a downtown location.

The result of this investigation effected all commercial activity in the community, in that, the Town in revising its Municipal Development Plan should be specific with respect to all commercial activity within the community especially the relationship between these uses and their effect on the Town's infrastructure.

C. Industrial

An integral part of any municipal development plan is the treatment of industrial space. If it is improperly considered, problems can arise. Over allowance for industrial space can greatly disrupt balanced land use planning and may hinder proper residential development. Inadequate provision of industrial land can present a bottleneck to development. Unplanned industrial development can be detrimental to the environment both physically and aesthetically and to further development opportunities. Thus, it is necessary in the preparation of a development plan to have some understanding of prospective industrial space requirements in order to minimize these problems. Additionally, since industrial development has implications for employment and population growth it has

Introduction continued

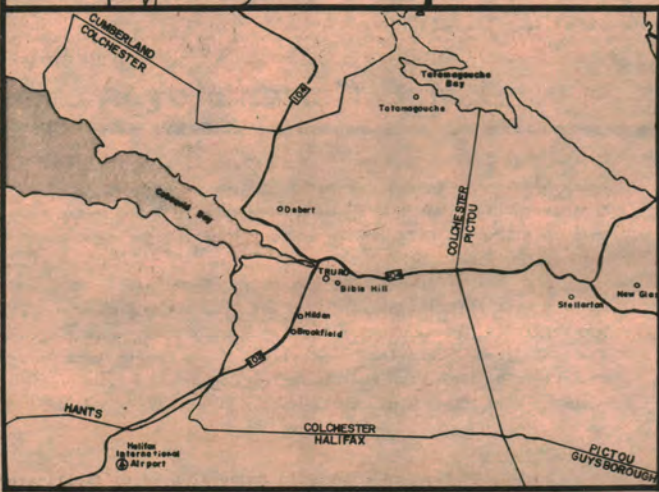
repercussions on other sections of the plan.

To ensure that the industrial needs of the Town were being reasonably met a study Industrial Development Potential was commissioned. The conclusions of this study indicated that industrial lands identified in this Plan are sufficient for the immediate future (see appendix D). The study also cautioned that in the longer term industrial land opportunities appear to be a depleting resource within the Town. The results of this study are reflected in various policies within the Plan as industry depends on all the resources of a community, or in other words, a well planned community is important in attracting industrial growth.

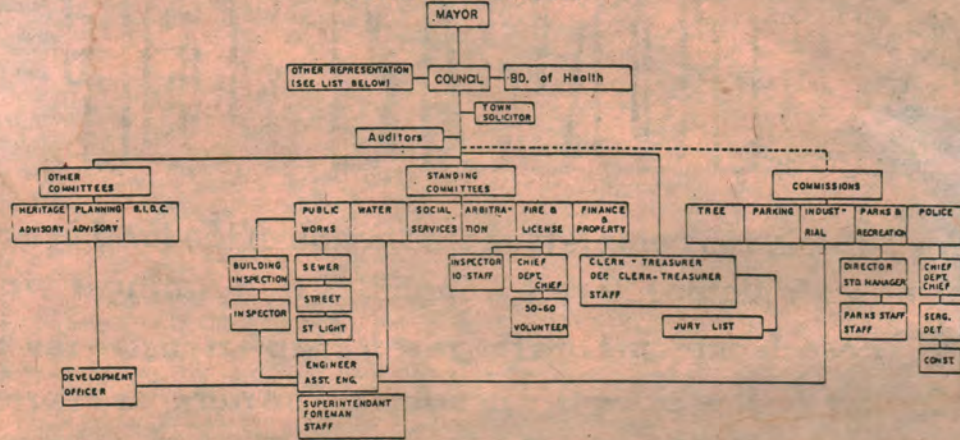


TOWN OF TRURO LOCAL MAPS

PLATE I



TOWN OF TRURO MUNICIPAL STRUCTURE



- REPRESENTATIVES ON OTHER BODIES**
- CHAMBER OF COMMERCE
 - CHILDREN'S AID
 - COBEQUID MENTAL HEALTH
 - REGIONAL LIBRARY
 - JOBS UNLIMITED
 - TOURIST ASSOCIATION
 - VICTORIAN ORDER OF NURSES
 - PROVINCIAL EXHIBITION
 - DISTRICT SCHOOL BOARD
 - COLCHESTER HOSPITAL BOARD
 - JOINT EXPENDITURE
 - FLOOD CONTROL COMMITTEE
 - CENTENNIAL POOL
 - HUMAN RIGHTS COMMITTEE
 - JOINT PLANNING

considering the diverse situations which arise. Technical advice was not readily available, although often needed. During this review, the above subject was carefully discussed and the following points were agreed to:

(a) that joint planning with the County of Colchester needs to be encouraged and some forum established in which joint concerns can be dealt with.

Therefore, it shall be a policy of Council to:

P-103 - Encourage the revitalization of the joint planning with the surrounding municipality.

(b) that although there are mutual concerns between the County and the Town, they do not share a common administrative or urban structure and therefore many internal issues have no commonality. For this reason the Town should develop some planning capability of its own.

Therefore it shall be a policy of Council to:

P-104 - Consider the development of its own planning capabilities.

Land Use Policies



- A. RESIDENTIAL**
- B. COMMERCIAL**
- C. INDUSTRIAL**
- D. RECREATIONAL**
- E. ENVIRONMENTAL PROTECTION**
- F. INSTITUTIONAL**

Residential

1. Introduction: Planning Approach

Residential land uses were approached with a view towards the similarities between uses in an attempt to limit specialized land use designations in favour of more specialized policy. This allows the "Future Land Use Map" to display the basic land use objectives and the policies describe land use interrelationships. This section consists of written policies on how various land uses will be handled or more succinctly the "what", "where" and "how" of residential development within the town.

As a result of the above approach the following writer format was established:

- Residential Land Use Designations** - which outlines the basic land uses throughout the town.
- Framework for the Future** - which describes the broad policy intent on issues relating to residential development within the town.
- Development Opportunities** - which describes in the first instance the development opportunities which are effected by the time frame of "existing" and "future" and in the second instance, the development opportunities which are characteristic of specific land uses.
- Future Residential Areas** - which describes specific areas and the characteristics within each that effect policy approach.

2. RESIDENTIAL LAND USE DESIGNATIONS

Indicated on the Future Land Use Map are two residential land use designations, low density and medium to high density.

2.1.1 Low Density Residential Areas

These residential areas have two distinct land use possibilities, Single Family and Double Family uses. It is intended that these uses should freely associate, within low density residential areas indicated on the Future Land Use Map, in contiguous groups encompassing a definable street or

neighbourhood. Rezoning of a single lot should only be considered if the lot is abutting the desired zone.

Therefore, it shall be the policy of Council to:

P-201(a) - Permit two types of residential zones; single family and double family in low density residential areas as indicated on the Future Land Use Map.

(b) Permit the above zones in contiguous lot groupings of streets or neighbourhoods.

(c) Permit the rezoning of single lots if the lot abuts the desired zone.

On the 1976 Zoning Map for the Town of Truro, no single family zones were created. This came about because of the interpretation that only single-family dwellings on larger lots, which had not been converted to anything more, could be zoned for single family use. This concept resulted from the theory that developments containing larger lots are not enhanced when intermixed with lots of a smaller size, although they share a commonality in their need for secure environment. Consequently, this distinction is recognized and two types of single family areas are identified with the major difference being the lot size on which they can develop.

Often there is a need which requires the creation of a second dwelling unit within a single family home (such as to accommodate "granny"). Therefore single family zones shall be considered to be areas which contain lots designed for single family detached dwellings which may be converted to permit an additional dwelling under special and limited provisions.

Therefore, it shall be a policy of Council to:

P-201(d) - Identify two types of single family areas, with the distinction being the lot size on which they can develop both of which are designed for single family use which can be converted, in a limited way, to provide for a total of two dwelling units.

2.1.2 Existing Apartment Buildings in Low Density Areas

In adopting this Plan, Council is aware that some medium density uses; in particular large, well established apartment buildings would be made non-conforming. It is, therefore, intended that these uses shall be zoned to existing use.

Therefore, it shall be a policy of Council to:

P-202 - Appropriately rezone existing apartment building uses in low density areas subject to medium density zone requirements provided that:

- (i) such uses existed prior to the adoption of this Plan, and
- (ii) such zones are limited to the lot on which the use is existing.

2.2.1 Medium to High Density Residential Areas

It is intended in this plan to encourage medium to high density residential uses, in and around the downtown area, to maximize the land use densities within these areas. This contemplates a mixture of residential activity from medium density uses such as triplexes, low rise apartments, town houses, etc. to high density activity such as high rise apartments. The intention here is the intermixing of two distinct land uses, medium and high density.

Therefore, it shall be the policy of Council to:

P-203(a) - Designate on the Future Land Use Map areas of medium to high density residential development.

2.2.2 Existing Commercial Uses in Residential Medium to High Density Areas

In adopting this Plan, Council is aware that existing commercial uses in residential medium to high density areas would be made non-conforming. It is, therefore, intended that these uses be zoned to existing use.

Therefore, it shall be a policy of Council to:

P-203(b) - Appropriately zone existing commercial uses in residential medium to high density areas provided that:

- (i) such uses existed prior to the adoption of this Plan, and
- (ii) such zones are limited to the lot on which the use is existing.

2.3 Revitalization Areas I & II

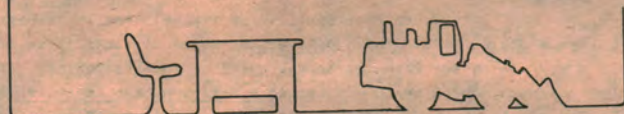
The recently completed "Railway Relocation Study", among other things, was instrumental in pointing out the significance of Victorian architecture in downtown Truro. These areas have a high use potential and are well preserved, two often conflicting characteristics. The people of the Town of Truro have a great deal of pride associated with these areas as evidenced by the well preserved architecture. Solely residential use of these areas, with respect to architectural preservation has economic problems. Energy costs have put a great deal of pressure on the owner/developer to transform these structures into more energy efficient enclosures and more densely utilized spaces. The high cost of restoration and incorporation of modern energy efficient technologies may be expected only in the very rare cases.

Revitalization areas I and II are identified as being architecturally significant areas. Designating these areas for solely medium density residential uses is seen to be detrimental to this architectural heritage. It is intended here to limit the

A. Municipal Government Structure

B. Municipal Planning Structure

Municipal Structure



A. MUNICIPAL GOVERNMENTAL STRUCTURE

The Town of Truro has a typical organizational structure (see Chart 1.1) beginning with Council, its Committees, Commissions and seven basic departments which attend to the daily administration of the Town while legal services are contracted. These administrative bodies respond to Council, its Committees and Commissions on the basis of subject and designated individual responsibilities. This relationship is effective in as much as the various tasks are completed. Of concern, is the time it takes to perform these tasks. This may be a result of municipal responsibilities becoming increasingly complex both to those involved and those who must use the system. In approaching this subject, it was clear that the implications go beyond the scope of a land use plan and is included here because the administration of land use planning often epitomises the problems experienced. Two basic areas of concern were discussed:

(a) the municipal structure and its ability to manage and administer an increasingly complex array of business. The result of this discussion concluded that an objective evaluation of the municipal structure would be beneficial if it resulted in more efficient operation.

Therefore, it shall be a policy of Council to:

P-101 - have an objective evaluation of the municipal structure with a view to more efficient operation.

(b) the ability of the public who must use the administrative system to do so more effectively. The result of this discussion concluded that a concise documentation of the administrative system and how it works should be prepared and that this information be made available to the public.

Therefore, it shall be a policy of Council to:

P-102 - develop an administrative document which explains the operations of the Town in clear, simple terms and make this information available to the public.

B. MUNICIPAL PLANNING STRUCTURE

The 1976 Municipal Development Plan was administered by Town Council and its Planning Advisory Committee. Although this is the proper decision-making mechanism, these groups do not have the technical resources nor the time to afford when

Land Use Policies continued

the current uses so as to expand, in a controlled fashion, land uses possibilities for this area and at the same time preserve this heritage.

Therefore, it shall be a policy of Council to:
P-204(a) - Create a Residential Mixed Use Zone permitting single-family residential uses with limited conversion possibilities to a maximum of four (4) dwelling units in revitalization areas I & II.

Revitalization Area I - (See Future Land Use Map)

In addition to permitted uses (above), allow office, professional and medium to high density residential uses by Development Agreement only.

Therefore, it shall be a policy of Council to:
P-204(b) - Consider (and may permit) office, professional and medium to high density residential uses in revitalization area I as designated on the Future Land Use Map by Development Agreement only. Such an Agreement, in addition to criteria outlined in the Implementation part of this Plan, may include but is not limited to some or all of the following:

detailed external architectural representations indicating architectural preservation and/or continuity to be maintained and shall include:

- building plan(s) and details
- building elevations
- landscaping plan(s)

architectural representations may consist of photographs, drawings or similar graphic means subject to the agreement of Council.

Council may consult its own architectural advice should circumstances warrant such professional consideration.

Revitalization Area II - (See Future Land Use Map)

Revitalization II has been created to allow restaurants in areas adjacent to arterial streets as indicated on the Future Land Use Map, in addition to professional, office and medium to high density residential uses by Development Agreement only.

Therefore, it shall be a policy of Council to:
P-204(c) - Consider (and may permit) in addition to Policy 204(b) above, restaurant uses in revitalization area II as designated on the Future Land Use Map and subject to the same criteria as Policy 204(b) above.

3. FRAMEWORK FOR THE FUTURE

In the preparation of this plan, two documents were produced Natural Land Capabilities Study and Background Report on Residential Activity to evaluate residential activity and opportunity in the Town. Some of the highlights of these documents are:

3.1 Natural Land Capabilities

The Town does not have a great deal of good quality land indicating that the development of a serviced lot will cost more than it would in areas with better physical characteristics; such areas do exist near the Town. The predominant characteristic of lands in the Town is varying degrees of slope. This condition is best accommodated by improved subdivision design to work in harmony with slope conditions and maximize the lot potential.

Therefore, it shall be a policy of Council to:
P-205 - Encourage subdividers to improve subdivision design by offering counselling.

3.2 Background Report on Residential Activity

This document indicates quite clearly that the Town has problems attracting residential development. Although this situation may be related to external government policies and the economic climate, there are internal issues which the Town should address. These issues are:

(a) That the benefits of living in Town, both social and economic are little known.

Therefore, it shall be a policy of Council to:
P-206 - make public information relative to both the social and economic benefits of residing in Town.

(b) That relatively few major landowners and the lack of aggressive land development has resulted in limited residential development opportunities in the Town. The Town of Truro and the Province of Nova Scotia are two of these major landowners.

Therefore, it shall be a policy of Council to:
P-207 - Encourage the Province of Nova Scotia to release lands, located in Future Residential Area "C", not required for the operation of the School for Girls and thereby open these lands for development. (See also Policy 225)

(c) That Truro has the opportunity to be one of the growth towns in the Province, being located in the second fastest growing area in the Province. The Town's share of this growth over the past ten years has averaged only 20% of new housing starts of the area immediately surrounding the Town.

Therefore, it shall be a policy of Council to:
P-208 - Encourage by the use of this plan and whatever other means possible, residential development to occur within the Town.

(d) That at the current rate of growth the Town has approximately a 44-year supply of land. This would indicate that land reserve is in question, especially if considering unforeseen servicing problems or an upward trend in growth which could dramatically affect this land reserve.

Therefore, it shall be a policy of Council to:
P-209 - Consider in any expansion of the Town, the suitability and serviceability of future lands within the area, with a view to increasing vacant land reserves for future growth.

(e) That there must be an acceptable level of municipal services to handle growth. To maintain this, given current pressures, the tax base must experience growth if the same or improved level of services is to be provided.

Therefore, it shall be a policy of Council to:
P-210 - Consider entering into a study with the Municipality of the County of Colchester and/or the Village of Bible Hill to evaluate the benefits of The Village amalgamating with Truro as compared to a new town status.

(f) That there are attributes of living in the Town as well as at the urban fringe and that these settlement characteristics have both social and economic roots that go beyond the scope of a Municipal Development Plan. One characteristic which is fundamental to a Municipal Development Plan is the

security which comes from knowing that the future of the neighbourhood is predictable by virtue of zoning and planning guidelines, offering security to investment.

Therefore, it shall be a policy of Council to:
P-211 - Administer this plan and corresponding Zoning By-law in a judicious and expedient manner to curtail illegal land uses and to ensure a sense of security in Town.

No one of these issues can be said to be responsible for the current no growth situation which the Town is experiencing, but all of them contribute, and if there is to be a trend reversal these points must be actively addressed.

4. DEVELOPMENT OPPORTUNITIES

Towns in Nova Scotia have experienced a general trend of residential development occurring outside their boundaries. This trend may be the result of overall economic conditions and Federal/Provincial policies with respect to fiscal arrangement with the municipalities. There are indications, however, that this situation may be changing. The Town of Truro must be prepared for this eventuality. Although the Town cannot single-handedly change this trend, it can encourage such change by self-promotion and ensuring a wide range of development opportunities do exist.

4.1 Future Medium Density Residential Uses in Future Low Density Residential Areas

Over the years there has been considerable demand for medium density land uses within undeveloped low density residential areas. This demand is still evident. Rather than attempt to predetermine such medium density areas without further study of the situation, it was decided, that Council should consider zoning to medium density use within Future low density residential areas based on demand provided:

- that a minimum of 2 hectares is involved, and
- that the area to be zoned is abutting and has independent street access to a collector or arterial street as indicated on the Transportation Map.

This should not be interpreted to:

- 1) accommodate isolated incidences or structures of medium density development; or
- 2) areas which must make use of local streets in which to gain access to the above collector or arterial streets unless such streets are for the sole use of the area being zoned; or
- 3) include in existing low density residential areas.

Therefore, it shall be a policy of Council to:
P-212 - Permit by zoning amendment medium density residential uses in low density residential areas as indicated on the Future Land Use Map provided:
- that there is 2 or more hectares involved, and
- that the area is abutting or has independent access to a collector or arterial street.

This shall not be taken to mean:
(i) isolated residences as structures; or
(ii) areas which made use of local streets which are not independent to the area; or
(iii) to include low density residential areas other than those which are directed as "Future Residential" on the Future Land Use Map.

4.2 Specialized Residential Considerations

4.2.1 Mobile Home Parks

During the discussion on mobile home parks, it was concluded that such parks may be created in the Town and that such areas should be located in future residential areas subject to "The Mobile Home By-law" for the Town of Truro. There was concern expressed about the above by-law and the objectives of this Plan especially minimum and maximum size and distance from public roads.

Therefore, it shall be a policy of Council to:
P-213 - Permit by zoning amendment the development of mobile home parks in future residential areas as indicated on the Future Land Use Map subject to the Mobile Home By-law for the Town of Truro.
P-214 - Revise the "Mobile Home By-Law" of the Town of Truro to be more commensurate with this Plan.

4.2.2 Rural

The intention of establishing a rural residential land use in the Town is to maintain undeveloped lands in larger land parcels for the future growth of the Town, as well as to control sporadic urban growth away from serviced areas.

This is a continued policy from the 1976 Municipal Development Plan because it has worked well in controlling sporadic growth which would put undue pressure on municipal services.

Therefore, it shall be a policy of Council to:
P-215 - Continue the practice of zoning all undeveloped areas of the Town which are not serviced, as rural residential land uses.

4.2.3 Estate Residential

The intention of creating an estate residential land use is to afford the opportunity to develop areas of the Town as indicated in sub-section 5.4 "Future Residential Area "D" which may have servicing problems and cannot develop in a contiguous way. This land use contemplates small rural type lots (minimum of 1/2 hectare) with either individual or group on-site services but not on the integrated municipal system of water or sewer.

Therefore, it shall be a policy of Council to:
P-216 - Permit by zoning amendment the development of estate lots where it is clear that the area will not be serviced by the Town in a conventional way.

4.2.4 Redevelopment

The discussions on residential redevelopment resolved that residential development above the ground floor in downtown commercial areas is a benefitting land use which utilizes largely vacant floor spaces with little commercial value. This anticipates high density residential use in these areas. (See also Commercial Policy 234)

Therefore, it shall be a policy of Council to:
P-217 - Permit residential uses above the ground floor in commercial general areas designated on the Future Land Use Map.

4.2.5 Senior Citizens Homes and Homes for the Disabled

Apartment complexes such as Senior Citizen Homes and Homes for the Disabled are medium to high density residential land uses which require special identification because of their specified use. The basic requirements of any apartment complex such as yard, parking, recreation and amenity spaces are evident although in more moderate proportions. Also these facilities are comfortably located in a variety of residential densities provided proximity to community service is maintained.

Therefore, it shall be a policy of Council to:
P-218 - Establish a specific zone for Senior Citizen's Homes and Homes for the Disabled with special requirements commensurate with their use. Such zones may be established in low, medium and high density residential areas as indicated on the Future Land Use Map provided that such a facility is not, in the opinion of Council, too remote from community services.

4.2.6 Boarding House, Guest Homes, Daycare Centers, Nursing Homes and Homes for the Aged

It is anticipated that these uses will exist as of right in medium density areas with special provisions characteristic of the use in question. It is also anticipated that with the exception of Guest Homes these uses will be permitted in double family, low density areas provided that in the case of Daycare Centers and Boarding Houses they are limited by way of proximity to an existing arterial or a collector street. This is to relieve the likelihood of increased traffic on local streets.

Therefore, it shall be a policy of Council to:
P-219(a) - Permit Boarding Houses, Guest Homes, Daycare Centers, Nursing Homes and Homes for the Aged in the medium density areas subject to special requirements concerning:

- additions, (when converting)
- parking,
- amenity space

P-219(b) - Permit Nursing Homes and Homes for the Aged within double family zones subject to the special requirements indicated in Policy 219(a) above.

P-219(c) - Permit Boarding Houses and Daycare Centers within double family zones subject to a special requirement regarding proximity to arterial and collector streets as indicated on the Transportation Maps in addition to the special requirements indicated in Policy 219(a) above.

4.2.7 Business Uses in Residential Areas

The concept of allowing limited business uses in a residential area is intended to facilitate the use of a part of a private residence to conduct a business activity which by size and by type of use does not disturb the primary functions of the structure as a place of residence or the area as a residential area.

Therefore, it shall be a policy of Council to:
P-220 - Permit the limited use of private residences in a residential area for business purposes provided all other aspects of this plan are complied with.

4.2.8 Converted Dwellings

The concept of a dwelling conversion is to facilitate the development of additional dwelling units in a structure which was originally designed as a single family dwelling. This permits maximum use of existing structures where the use as a single family dwelling is no longer practical or desirable. It is intended that such conversions are to be permitted in all residential zones but may be limited in number in certain zones. A dwelling conversion should not be considered as such if the conversion requires an addition, in the form of a habitable room, beyond the original structure.

Therefore, it shall be a policy of Council to:
P-221 - Permit "dwelling conversions" in all residential zones subject to the requirements of the zoning by-law which may limit the number of such conversions in certain zones.

P-222 - Consider a "Converted Dwelling" as such provided no additions in the form of a habitable room are required beyond the original structure.

4.2.9 Commercial Vehicles in Residential Zones

The parking of commercial motor vehicles in residential areas has been of particular concern over the years. The parking of a transport truck or the group parking of smaller commercial vehicles on residential properties is a problem which affects the integrity of a residential area. This use of land is not one which is inherent to residential activity but rather commercial activity. Consequently, the parking of commercial motor vehicles beyond a certain size or number is seen to be a commercial use of the land and as such is not a permitted use of residential land.

Therefore, it shall be a policy of Council to:
P-223 - Regulate the parking or storage of commercial motor vehicles on properties in all residential areas identified on the Future Land Use Map.

5. FUTURE RESIDENTIAL AREAS

The following areas are designated for future residential growth. Each of these areas has distinct characteristics, requiring a different approach from the point-of-view of the Town.

5.1 Future Residential Area "A"

Located south of Upham Drive and north of the future arterial road from the Industrial Park. This is the most active area in town for residential development.

Topography - Slopes down from Young Street toward Willow Street.

Servicing - potential Hilden trunk line along Willow Street.

Property Ownership - Long north-south strips of land reminiscent of the early French land grants.

Problems - The ownership patterns in relation to the topography and servicing create a benefitting situation to the owners closest to the trunk services.

Solution - The Town should consider the installation of trunk services between Willow Street and Young Street, thereby opening up development opportunities to all the landowners on an equal basis. This practice should be repeated in the future, as development goes further south.

Therefore, it shall be a policy of Council to:
P-224 - Provide trunk sewer and water services west to east along Upham Drive between the Industrial Park and Young Street and similarly further south in the future as development progresses and such services are required.

Land Use Policies continued

5.2 Future Residential Area "B"

Located along the west town boundary between James Street and the Lower Truro Road. This area was not considered in the "Natural Land Capabilities Study" because of its obvious good quality land and its proximity to services. The only problem it may have is with existing subdivision layout resulting in awkward residual land parcels.

In this area the Town of Truro is the second largest landowner. This town-owned land should either be sold for subdivision purposes or subdivided by the Town and sold. There may be an opportunity here to display good subdivision techniques.

Therefore, it shall be a policy of Council to: P-225- Sell, or subdivide and sell, lands which do not have a municipal purpose within future residential areas.

5.3 Future Residential Area "C"

Located on the east town boundary north of the watershed lands. This area was evaluated in the "Natural Land Capabilities Study" and, due primarily to slope, had a lower rating for development. In conjunction with this, sanitary sewer servicing to the north is the oldest in town with undetermined capacity. Well over half of these lands are owned by the Province of Nova Scotia through the School for Girls.

To solve the problems in this area, some of the following points should be considered:

- good subdivision design is important here and future subdivisions should be carefully considered and the Town should be prepared to recommend improved subdivision design techniques to developers. (See Policy 205)
- Provincial lands should be turned over for residential development purposes. (See Policy 207)
- sanitary sewer services to the north should be investigated and, if necessary, improved to permit development in this area.

Therefore, it shall be a policy of Council to: P-226- Carry out an investigation of and, if required, improve the sanitary sewer system which would receive additional use through the development of future Residential Area "C" as indicated on the Future Land Use Map, to ensure development opportunities do exist.

5.4 Future Residential Area "D"

Located on the south town boundary between the Millbrook Reserve and Young Street. This is reasonably good quality land, although remote from services. Some discussion was held with respect to permitting, a minimum of one-half (1/2) hectare, estate lot development in this area as future servicing might be a problem. Should the Town consider such development, this would be an appropriate area.

Therefore, it shall be a policy of Council to: P-227- Consider single family residential estate development (minimum 1/2 hectare) because of the topography and possible servicing problems, in the south of town in Future Residential Area "D", permitting on-site services on lots or the establishment of group septic services.

5.5 Future Residential Area "E"

Located south of the proposed arterial road on the Salmon River floodplain, these lands are floodplain and should not be developed until the findings of the "Flood Damage Reduction Study", currently being carried out, are known. At that time development should only occur in compliance with the recommendations of the above study and the Flood Damage Reduction Program. (See also Part II-E (Environmental) Policy-275)

Therefore, it shall be a policy of Council to: P-228- Prohibit further development of future residential area "E" until the finding of the "Flood Damage Reduction Study" is available and the future arterial street from Lorne Street to Robie Street is complete at which time this policy should be reconsidered.

There is in future Residential Area "E", a major trucking firm that has established over the years. This is not an ideal land use for this area as the high truck traffic and hours of operation are not conducive to surrounding residential activities. This operation is a fact, however, and has attempted to be a good neighbour willing to sort out its differences with respect to its operation. The problem with recognizing this land use is that the many forms of industrial activity which may occur make the proposition undesirable. The present use, however, need not be totally disruptive if improvements can be made. As a result it was concluded that any further development of the trucking firm of E. B. Hill Excavators Ltd. should be permitted in this area by Development Agreement only.

Therefore, it shall be a policy of Council to: P-229- Subject to Policy 228 above, consider (and may permit) E. B. Hill Excavators Ltd. to continue to develop their lands in Future Residential Area "E" by Development Agreement only. Such an Agreement, in addition to the criteria outlined in the Implementation Section of this plan, may include but is not limited to some or all of the following:

- limit the use, to the existing use - "trucking and warehousing".
- consider the hours of use to avoid the interruption of normal sleeping times.
- control traffic access and egress.
- buffering to be established, and if at all possible, should be visual as well as acoustic.
- Industrial Zone requirements and setback should be applied.
- The owner shall prepare a site plan showing all work to be carried out including phased future work.
- maintenance arrangement shall be a part of the Agreement.
- Any phased expansion shall be a part of the Agreement.
- Open storage shall be a part of the Agreement (where, if at all permitted).
- Preventing the storage of hazardous material on the site shall be a part of the Agreement.

Commercial



The Town of Truro is the commercial heart of Central Nova Scotia. Its geographic position and relationship to major transportation routes is historic and the very nature of its commercial vitality. These characteristics of the town are

expected to continue to benefit future commercial activity.

1. COMMERCIAL LAND USE DESIGNATION

The purpose for distinguishing between various commercial land uses is because not all commercial activities have the same land use requirements. Indeed some commercial land uses can be detrimental to other commercial uses due to their land requirements, the distinguishing of uses is then intended to improve land use relationships and thereby development opportunities.

1.1 General Commercial

A general commercial area is essentially the focal point of the business community of a Town. It represents the financial, business, and commercial core around which towns and cities are built. The variety of commercial activity is wide and oriented toward the retail market place consisting of specialized goods and services. The land constraints are severe permitting only confined and intensely utilized spaces producing a competitive atmosphere.

In recent years this general commercial activity has been constrained to limited growth and development by various factors. The need for more commercial space has pushed many commercial general land uses to other areas of the community and attracted the development of Shopping Malls to accommodate market demands. This drain of commercial activity has resulted in a somewhat less intense commercial core.

The future role of the downtown was discussed in detail during this review and it was concluded that its reinforcement was essential and that development opportunities must be enhanced (see also subsection 4.24 "downtown redevelopment").

Therefore, it shall be a policy of Council to: P-232- Designate the commercial areas identified as commercial areas "A" on the Future Land Use Map as general commercial permitting a wide variety of business, office and retail commercial activities.

One of the major concerns of a Downtown is the advent of the indoor shopping mall. This phenomenon prompted a maze of activity, not only in Truro but elsewhere in the province. There is an expressed desire in Truro to have these Malls locate in the Downtown. Foregoing the economic problems this may present, it is clear that the confined nature of the downtown commercial areas cannot deal easily with the concept of large development without serious implications with respect to land, traffic, parking and municipal services. As a result the consideration of any large scale project should be very carefully evaluated. Since the scale of development is the problem, it was concluded that new or expansions of existing developments exceeding a certain size should be considered only by development agreement.

- Therefore, it shall be a policy of Council to:
- P-233(a)- Permit commercial development of fewer than 930 M² of retail space within the commercial general areas "A" as indicated on the Future Land Use Map by conventional by-law.
 - P-233(b)- Consider (and may permit) new or expansions of existing commercial developments in excess of 930 M² of retail space within the downtown commercial areas "A" as indicated on the Future Land Use Map by Development Agreement only. Council shall consider with particular attention the effects on traffic, parking and municipal services in addition to the criteria outlined in the implementation section of this plan.

The downtown commercial area consists largely of three and four-storey structures which are not wholly conducive to commercial use. Some business and professional uses are located above the ground floor; however, they rarely go beyond the second floor. To make better economic use of such existing structures and to enhance the potential use of new structures, it was concluded that by permitting residential uses above the ground floor at least two positive effects would result:

- 1) to permit better economic use of these structures;
- 2) to engender a 24-hour vitality into the downtown.

- Therefore, it shall be a policy of Council to:
- P-234(a)- Permit residential uses above the ground floor in the commercial general area "A" as designated on the Future Land Use Map subject to high density residential requirements.
 - P-234(b)- Reduce or remove the amenity space requirements from residential uses permitted in commercial general area "A" as designated on the Future Land Use Map.

Existing Residential Uses in General Commercial Areas

In adopting this Plan, Council is aware that some residential uses would be made non-conforming. Therefore, it is intended that these existing residential uses not be rezoned.

- Therefore, it shall be a policy of Council to:
- P-234(c) - Appropriately zone existing residential uses in General Commercial Areas provided that:
 - (i) Such uses existed prior to the adoption of this Plan, and
 - (ii) Such zones are limited to the lot on which the use is existing.

1.2 Highway Commercial

To many the term "highway commercial" is ambiguous. Some explanation of this term will be helpful in understanding why such areas are identified in land use plans. The term may appear to be self explanatory (a commercial area near the highway), however, much is left unsaid. It is generally accepted that three characteristics are significant in the type of uses permitted in a Highway Commercial area. They are:

- Highway Dependent
- Land Intensive and
- Low Traffic Generators

Highway Dependent

This means that the commercial activity is operationally dependent on its proximity and access to a major highway, as opposed to being business benefitting from such proximity and access. The obvious benefit from such a land use designation is that heavy transport traffic is reduced in the inner community where it presents a hazard.

Land Intensive

This means that the commercial activity is operationally in need of large areas of land (example: a lumber yard or a car lot), as opposed to land required for customer parking only.

Low Traffic Generators

Because of the preferred location of highway commercial areas, it is not desirable to encourage land use activities which would generate large volumes of traffic and impede the primary function of an access road.

In considering these characteristics carefully, it becomes clear that within the Town of Truro only two locations remain which have a potential for highway commercial use. These areas, indicated as commercial areas "B" on the Future Land Use Map, are designated highway commercial to provide a balanced opportunity for commercial growth and development.

Strict interpretation of Policy 235(a) below would provide for specialized retail activity to occur in highway commercial areas. There was some concern expressed on this matter, in particular, the amount of retail activity which could occur seemed limited when considering that most structures are in place and that their economic viability depends on choices of use. The result of this concern was that a broader interpretation of the above criteria was used in that a use permitted must display at least one or more of the above characteristics. This was not taken to mean that these predominantly highway commercial areas should degenerate into large lot commercial general areas but rather to preserve the economic viability of the existing urban infrastructure. Uses were, therefore, selected based on the following guidelines:

- 1) That the use had a characteristic which corresponded to being either land intensive, low traffic generating and/or highway dependant.
- 2) That the use does not have an opposing characteristic which overshadows its highway commercial character.
- 3) That the use is not better suited to another type of commercial area. (See also Policy 243).

- Therefore, it shall be a policy of Council to:
- P-235(a)- Designate commercial "B" areas as indicated on the Future Land Use Map as highway commercial permitting a wide range of commercial activity to occur provided they are either highway dependant, land intensive and/or low traffic generators.
 - P-235(b)- Evaluate carefully the uses which may be permitted in a highway commercial area so as to not degenerate the primary intent of these areas.

One use which was of particular concern was that of a grocery store. This use is land intensive because of its need for substantial parking, however, it is a heavy traffic generator and is not highway dependant. This use was carefully considered and it was determined that if the way in which it generates traffic could be controlled then it would be a reasonable highway commercial use. For this reason it was decided that such an objective could be achieved by development agreement. This consideration was given to only larger such installations which would qualify them as land intensive and only then as a single use.

- Therefore, it shall be a policy of Council to:
- P-235(c)- Consider (and may permit) new or expansions of Grocery Stores beyond 930 M² of retail space in highway commercial areas as indicated on the Future Land Use Map by development agreement. Council shall consider with particular attention the effects on traffic in addition to criteria outlined in the implementation section of this plan.

Existing Residential Uses in Highway Commercial Areas

In adopting this Plan, Council is aware that some residential uses would be made non-conforming. It is, therefore, intended in this Plan that these uses be zones to existing uses.

- Therefore, it shall be a policy to:
- P-235(d) - Appropriately zone existing residential uses in highway commercial areas provided that:
 - (i) such uses existed prior to the adoption of this Plan, and
 - (ii) such zones are limited to the lot on which the use is existing.

1.3 Local Commercial

The Town of Truro has had few policies or guidelines to control the establishment of neighbourhood convenience stores in residential areas other than to restrict them totally. For this reason the newer subdivisions are without convenience stores, while the older sections of town are over-crowded with such establishments. The purpose of a Local Commercial establishment is for convenience, where an item forgotten on a shopping list may be acquired within walking distance from a person's residence.

The more undesirable attributes of Local Commercial establishments in residential areas are:

- that they generally have a commercial appearance which is not conducive to the predominantly residential use;
- that they generate a large amount of traffic;
- that they have a potential to become larger in size;
- that they have a tendency to modify an existing use to the detriment of one or both of the uses; and
- that they have off-street parking, which in appearance is detrimental to the predominant residential use of the area.

Given that Local Commercial activity in a residential neighbourhood is desirable, provided the undesirable qualities can be controlled, it is intended in this plan that such uses be permitted in residential areas subject to special requirements.

- Therefore, it shall be a policy of Council to:
- P-236(a)- Permit by zoning amendment Local Commercial uses in residential areas subject to the following constraints:
 - That the architectural appearance be conducive to the predominantly residential use.
 - That they be permitted only on collector and existing arterial streets as designated by this Plan.
 - That they be limited in size.
 - That they be permitted to conjoin a residential use provided that the requirements of both uses are complied with.
 - That parking is adequately buffered from adjacent uses and that proper access and egress is provided.

Existing Local Commercial Uses

In adopting the above approach, Council is aware that some existing local commercial uses would not be able to zone to a conforming use. Subject to the above criteria. It is, therefore, the intention of this Plan to recognize these existing uses.

- Therefore, it shall be a policy of Council to:
- P-236(b) - Zone existing local commercial uses regardless of criteria established in Policy 236(a) above provided that:
 - (i) such uses existed prior to the adoption of this Plan, and
 - (ii) such zones are limited to the lot on which the use is existing.

1.4 Shopping Centers (Malls)

Shopping Centers are a relatively new phenomena to Nova Scotia Municipalities. These commercial establishments are characterized as being large land users, intensively commercial and heavy traffic generators. There is little doubt that Shopping Centers have a profound impact on the entire community. It is because of the scope and intensity of use, that it was decided that Shopping Center development beyond a certain size should be considered very carefully, especially its effect on the local economy, the existing commercial infrastructure and municipal streets and services.

The Town of Truro has two Shopping Centers located

Land Use Policies continued

within its boundaries which are considering expansion. These facilities Truro Center and Truro Mall have both conducted independent market studies which suggest that such growth is warranted. The competition for this growth prompted an additional study by the Town in preparation for this plan entitled Commercial Development Potential. The primary objective of this study was to evaluate whether such development was warranted and to establish what impact this type of development would have on existing retail activity. The principal findings of this study confirmed that the development potential was there and by approximately 1984 the relative impact of such development would be minimal on the existing retail market place.

Therefore, it shall be a policy of Council to:
P-237- Consider (and may permit) the expansion of existing or the development of new Shopping Centers beyond 930 M² (930 square metres) by development agreement only. Council shall consider with particular attention the possible effect on the shopping center development act; and the effect on municipal streets and services, in addition to criteria outlined in the implementation section of this plan.

There are two areas within the Town of Truro which are suitable for Shopping Center development; downtown and north of West Robie Street. The primary factor which ultimately governs specific location is economics. Although a particular location may be desirable from one point of view the proposition will only become a fact if the economics of doing so make sense. The situation in Truro is such that not enough facts are known about various development options to give qualified direction by which decisions are made. Although the study, Commercial Development Potential did not recommend any particular location it did make recommendations suggesting what the Town's objectives should be:

- Truro should strive to maintain its historical role as a commercial center for the trade area of Colchester County and parts of the counties of Hants, Halifax, Pictou and Cumberland.
- Truro should seek to capture the available commercial market potential within its boundary.
- Truro should seek to strengthen the downtown business area by encouraging local merchants to work to increase sales and by providing municipal assistance to improve the quality of the downtown environment.

From these objectives, it is clear that the Town should actively pursue commercial growth if it wants to continue as a major commercial center.

- Therefore, it shall be a policy of Council to:
- P-238(a)- Encourage Shopping Centers to develop within the Town in either of the two locations downtown or north of Robie Street West.
 - P-238(b)- Reinforce the downtown business area by being supportive of the downtown revitalization programs.

The Town of Truro can, within its jurisdiction, put into place policies and regulations which by design assure reasonable and orderly growth.

These progressive measures are instituted to give the community a sense of security, and to offer real opportunities for new development. The commercial sector is one of the primary benefactors of such decisively clear policy. In Truro, however, commercial activity is not confined to the corporate limits of the Town and cannot be viewed in isolation. It is because this planning effort is isolated that the Town must be prepared to take whatever measures are necessary to ensure the effectiveness of its planning.

Therefore, it shall be a policy of Council to:
P-239- Take whatever steps are necessary to ensure orderly and reasonable commercial growth in areas adjacent to the Town.

2. DOWNTOWN REDEVELOPMENT

Downtown Truro has over the recent years been active through various organizations in maintaining its commercial viability. Organizations such as The Chamber of Commerce, Truro Parking Commission, Truro Business Improvement District Committee and Truro Development Corporation have addressed many of the issues that concern the downtown and made efforts to improve growth and development opportunities in the following ways:

- downtown revitalization and beautification projects
- encouraging development to come to the downtown
- creating of off-street parking
- removing of on-street parking
- proposed creation of a pedestrian mall
- proposed changes to development controls and regulations
- encouraging local merchants to improve their properties

These efforts are in keeping with the "Downtown Opportunities for Development Plan" prepared by the Truro Business Improvement District Committee and are seen as positive steps in continuing the commercial viability of the downtown.

- Therefore, it shall be a policy of Council to:
- P-240- Encourage downtown groups and organizations to fulfill their planned objectives and be supportive in whatever means are available to the Town.
 - P-241(a)- Support the Parking Commission in the creation of off-street parking.
 - P-241(b)- Consider the closure of streets for the purposes of constructing a pedestrian mall or the provision of off-street parking.
 - P-242- Encourage both commercial and business developments to establish in the downtown, provided they are in keeping with the intent of this plan.

Industrial

1. INTRODUCTION

The Town of Truro has been a leader in the promotion of orderly industrial development and in the provision of space for such development. The establishment of the Truro Industrial park in 1962, only one year after the establishment of Burnside, made it the second Industrial Park in the province. The Truro

Area Industrial Commission established by an act of the Nova Scotia legislature passed in March 1963 "became a model for the setting up of similar commissions in other communities in the Atlantic Region".

In May of 1980 an Act to Amend the Truro Industrial Commission Act of 1963 was given assent by Nova Scotia's Lieutenant Governor. This Act dissolved the "Truro Area Industrial Commission" and reconstituted it as the "Truro Industrial Commission". Since its establishment the new commission has been actively pursuing the expansion of the Truro Industrial Park. This renewed effort to open up serviced land for industrial development is an important step towards encouraging such development to locate in the town.

The industrial base, within the corporate limits of the Town, consists of a variety of industries such as manufacturing, processing and warehousing. The majority of this industrial growth has occurred in the established industrial park which offers a controlled environment for growth and development. Over the years industrial activity has been stable offering a sense of security to the Town and industry alike. It is therefore one of the primary objectives of this plan to encourage this growth to continue, both in the industrial park and in other areas so identified within the Town.

Therefore, it shall be a policy of Council to:
P-244- Designate lands on the Future Land Use Map for use by industry.

2. ENVIRONMENTAL CONSIDERATIONS

Industrial development within any community carries with it questions of environmental effect on other land uses. These questions are not easily answered and the variety of possible environmental disruptions make strict delineation in the form of regulations difficult if not impossible. It is because of these difficulties and the fact that the town wishes to promote "clean" industries, that this plan discourages industries which are considered obnoxious.

Therefore, it shall be a policy of Council to:
P-245- Refuse to permit any industry the right to develop by reason of its obnoxiousness to other land uses or its detrimental effect on municipal services. This obnoxiousness may take the form of a visual disturbance; an acoustic disturbance; a tactile disturbance; an odorous disturbance and/or a corrosive disturbance.

Today there are technologies that industries can use which reduce and in many cases eliminate these obnoxious characteristics. If applied these technologies can change what otherwise would be an offensive industry and make it acceptable.

Therefore, it shall be a policy of Council to:
P-246- Consider (and may permit) an industry which would not otherwise be permitted, by reason of its obnoxious characteristics, by development agreement only. Council shall consider with special attention the application of technologies which will reduce or eliminate the offensive nature of the operation in question, in addition to criteria outlined in the implementation section of this plan.

3. MANAGEMENT AND ADMINISTRATION

During this Plan review, a study entitled Industrial Development Potential was commissioned. The purpose of this study was to evaluate what potential the Town of Truro has for industrial growth and make recommendations on how to sustain or improve this potential. The results of this study indicate the past performance of industrial growth and development has been good and with improved management and promotion the prospects for the Truro area will continue to be bright. In short, industrial activity in the Truro area can be expected to grow during the 1980's as rapidly as, if not more rapidly than, it did during the 1970's. To ensure that this growth comes to the Town of Truro two important aspects must be addressed:

- (1) a consistent promotional effort must exist;
- (2) regulations on land use must be clarified and simplified.

Therefore, it shall be a policy of Council to:
P-247- Support the Industrial Commission in its management and promotional efforts including the possible appointment of an industrial officer to ensure consistency in administrative approach.
P-248- Encourage the Industrial Commission to work closely with the Town Council to ensure that the use of standards and conveyances in land transactions are current and do not needlessly duplicate the municipal regulations or by-laws.

4. LAND OPTIONS

Within the Town of Truro available industrial lands are well defined and largely confined to the Industrial Park. This Industrial Park has in the past 15 years grown to approximately one half of its full capacity as outlined in the 1976 M.D.P..

Recently, with as few as one half dozen lots available, the Industrial Commission put plans into effect to develop the remainder of the park. This timely expansion of industrial land is expected to last between five to fifteen years. Further expansion of the Industrial Park is severely limited; the northern boundaries abut existing residential development while the western and southern boundaries abut the Millbrook Indian Reserve. The remaining southern and eastern boundaries of the Park abut lands designated for future residential uses, which because of topography is probably the best use of this land. In short, the expansion possibilities of the Industrial Park are confined and should be a serious consideration in any of the town's future plans. Alternative industrial lands outside the Park, but within Town, are also limited in potential; however, advantageous use of these lands should be encouraged.

Therefore, it shall be a policy of Council to:
P-249- Conduct a study of industrial land options within the Town.
P-250- Consider the need for additional industrial lands with any expansion of municipal boundaries.
P-251- Develop a strategy by which industrial lands outside the Industrial Park may be used to advantage.
P-252- Complete the planned development of serviced lots in the Industrial Park.

5. RESIDENTIAL CONSIDERATIONS

Residential Development is an important factor in encouraging industry to develop in a specific area. Most industry is cognizant of the living environment to which its employees must accommodate themselves. The Town of Truro has many opportunities to develop quality living environments within its boundaries. The application of good planning and subdivision design are methods by which this may be achieved. As pointed out in the residential section of this plan, co-ordinated subdivision design is not evident and the number of attractive subdivision lots are limited. This is a result of

various problems such as land ownership patterns, topography and servicing interruptions. These circumstances are not likely to change unless there is some co-ordinated effort to promote growth in the residential sector.

Therefore, it shall be a policy of Council to:
P-253- Develop ways to attract a larger share of residential development attendant with expansion of the Industrial Park.

Within the Industrial Land Use designations on the Future Land Use Map there exist residential properties which will eventually become industrial uses. This is not likely to occur all at once or indeed very quickly. For these reasons and because these uses would become non-conforming, it is intended that these uses should continue to function normally until they are acquired for industrial purposes.

Therefore, it shall be a policy of Council to:
P-254- Permit existing residential uses which are in an industrial zone to function as a normal residential use subject to double family residential land use requirements.

6. EXISTING INDUSTRIAL NON-CONFORMING USES

Within the Town there exists a number of Industries which are non-conforming by virtue of their zone. This circumstance is a result of historic land use patterns which are no longer being continued. These sporadic instances of industrial activity range from small localized uses which have grown from backyard garages to rather more substantial industries which have outgrown their land or in some instances where other land uses have encroached on them. These industries should be given an opportunity and every encouragement to relocate in more suitable areas.

Therefore, it shall be a policy of Council to:
P-255- Encourage existing non-conforming industries to locate within designated industrial areas as indicated on the Future Land Use Map.

7. BUFFER STRIPS

Industrial land uses in some instances abut lands which are dissimilar in use. This circumstance usually involves residential, institutional and recreational uses which are not enhanced by such proximity. To ensure that an overall quality environment is maintained, industrial lands abutting such dissimilar uses shall be required to provide a buffer strip, which should be a visual as well as an acoustic separation, as a part of their site requirements.

Therefore, it shall be a policy of Council to:
P-256- Require industries, which abut dissimilar uses as designated on the Future Land Use Map, to provide a buffer strip between themselves and such dissimilar uses. Such buffer strips should be a visual as well as an acoustic interruption.

8. OTHER USES IN THE INDUSTRIAL PARK

As the industrial park grows and the employment force increases there will exist a potential need for certain commercial and recreational land uses to service the work force. These services have developed in other industrial parks and are designed to meet the sole requirements of a work force within the park. This limited land use activity which may become desirable in a planned park must be controlled as it is not herein the intention to encourage such land uses within designated industrial areas.

Therefore, it shall be a policy of Council to:
P-257- Consider (and may permit) the development of commercial and recreational land uses, within the industrial park which are designed to service the parks work force primarily, by development agreement only. Council shall consider the scope of such uses including the hours of operation; in addition to criteria outlined in the implementation section of this plan.

9. INDUSTRIAL DEVELOPMENT ADJACENT TO THE TOWN

The municipality of the County of Colchester surrounds the town's limits. The lands adjacent to the town boundaries may be developed for various uses. It is seen as being undesirable for some of these uses to be allowed (such as industrial uses) where they are adjacent to a dissimilar use in the town. Since these lands are outside the jurisdiction of the Town and because the use to which these lands may be put will affect residents of the town, it is felt that the town should state its position with respect to this potential land use problem.

Therefore, it shall be a policy of Council to:
P-258- Discourage industrial development adjacent to the town boundaries where conflicts with a dissimilar land use exist.

Recreational

1. INTRODUCTION

Recreational activities in any community are a key component in assessing "quality of life". Most individuals, businesses and industries look for these elements in deciding whether or not to locate in a particular community. The Town of Truro is rated highly in this regard due to its broad range of recreational facilities. For the purpose of this plan the word "recreation" is taken in its broad interpretation to include parks, cultural and sports uses alike.

The town of Truro operates its recreational activities through a Commission in accordance with the Truro Parks & Recreation Commission Act. In this regard, all recreational policies and activities are developed and administered by the recreation commission, with the exception of land use designation, budget approval, and large capital expenditures. The Council of the town, within the context of a municipal development plan, is concerned primarily with land use designation, which in turn should be developed in response to the requirements and objectives of the commission. Without this direction from the commission it is only possible to follow

Land Use Policies continued

traditionally established patterns and attempt to consolidate recreational lands and monies which are acquired under the subdivision by-law.

- P-259(a)- Designate lands on the Future Land Use Map for recreational purposes.
- P-259(b)- Set aside lands, or monies in lieu of land, acquired for recreational use through the subdivision by-law and encourage the Commission to establish a tentative use for these acquisitions.

There are two classifications of recreational or cultural use recognized in this Plan.

1. Lands which are maintained for active uses, such as:
 - sport fields and facilities
 - playgrounds
 - places for open assembly and entertainment, etc.
2. Lands which are maintained for more passive uses, such as:
 - natural memorial and formal parks
 - travelways
 - picnic areas, etc.

Therefore, it shall be a policy of Council to:
P-259(c)- Distinguish between active and passive recreational uses.

2. The Recreation Commission

The policy of the Recreation Commission is to support private or community initiated recreation projects by:

- permitting the use of recreation lands for community projects,
- acting as a body through which community initiated projects can be co-ordinated, and
- providing management and administration for recreation in the Town.

Generally capital expenditures by the commission are rare and are only used for expansion or improvements to existing facilities. Maintenance and facility improvement are the main objectives of the commission and monies received through the use of these facilities are used accordingly. The Recreation Commission is, then, a responsive type of organization interested in encouraging privately inspired projects. These projects are currently subjectively based and are without formal guidance; for instance, community groups may have the desire to contribute to recreation but have no idea of what if anything is required. After some discussion and with knowledge that many of these projects are left for the Commission to maintain, it appeared reasonable that the Commission should provide the guidance required.

- P-260- Assist and encourage the Truro Parks and Recreation Commission to prepare a comprehensive parks and recreation master plan for the Town. This plan should establish policies and practices, goals and objectives, recreational standards and outline recreational land use criteria for the Commission.
- P-261- Encourage the Parks and Recreation Commission to publicize their plans so that community efforts may better correspond to the objectives of the Commission.
- P-262- Review and revise these policies as necessary once a comprehensive recreation masterplan has been approved by the Parks and Recreation Commission.

Over the years, the Parks and Recreation Commission has established the following broad objectives which are intended to identify specific problems:

- That there should be a larger community-scaled park/playing field in the southern residential portion of the town to meet future needs.
- That there should be diversity in recreational activity in the town.

These objectives are specifically oriented and should be considered in the development of any plan.

Therefore, it shall be a policy of Council to:
P-263- Support the Parks and Recreation Commission in the acquisition of larger parks or recreational sites where a need is established.

P-264- Encourage the Parks and Recreation Commission to be supportive of diverse recreational activities within the community. This is to encourage the development of community initiated activities which may not be as popular as others but are desirable elements all the same (e.g. lacrosse vs. hockey).

3. VICTORIA PARK

"Victoria Park" is a large park in the center of the Town which has some very unique physical characteristics. Over the years there have been many development proposals for this facility. Some of these proposals which have been successful are:

- a campground
- an outdoor swimming pool
- tennis courts
- a baseball field
- a playground
- various monuments
- picnic areas
- a bandshell
- a scenic drive
- trails
- walkways
- natural springs and
- points of interest
- a particpark

These are developments which have occurred and the list goes on with those that have been and are being proposed. There appears to be no end to the uses, which such park might be put. It is for this reason and the fact that this park is getting overcrowded, particularly at its entrance, that a decision was made to have a development plan drawn up for the park. Such a plan should co-ordinate all activity in the park in order that the developments which do occur are beneficial to the true potential of such a unique resource.

- Therefore, it shall be a policy of Council to:
P-265- Encourage and assist the Parks and Recreation Commission to prepare a detailed development plan for Victoria Park.
- P-266- Acquire further access to Victoria Park.

4. TRADITIONAL LAND USES

On the Future Land Use Map, major recreational lands are identified with a particular use in mind. These uses have been established largely by the traditional use of the land.

They are as follows:

Victoria Park - The traditional uses here are in two areas; the lower park (being at or near the formal entrance to the park off Park Road) with active recreational or cultural activities and the upper park being reserved for more traditional park-like activities.

Truro Golf and Country Club - The traditional use here is as a private golf course as well as to support the prospect of other recreational facilities provided that no permanent structures are built except on existing land at or above an elevation of 10.668 metres (C.G.D.) Canadian Geodetic Datum.

T.A.A.C. grounds - The traditional use here is field sports and active play.

Kiwanis Park - The traditional use here is a park.

Victoria Square - The traditional use here is a formal park and gardens. Some reorientation of this facility may be necessary for street improvements; however, the square is to be maintained at its present size.

Lands near North Street including the ice arena site - The traditional use here is the location for recreational facilities and sports fields.

The above land uses are traditionally based and should be considered in any recreation master plan developed and approved by The Truro Parks and Recreation Commission. However, in no case should any such plan use these lands for purposes other than parks, recreation or cultural activities.

Therefore, it shall be a policy of Council to:
P-267- Maintain traditionally established recreational land uses as outlined in this plan and designated on the Future Land Use Map.

The operation and maintenance of recreational facilities in a municipality is a costly exercise. This is well acknowledged by the Truro Parks and Recreation Commission; in fact one of the purposes for being a commission of council is to enable such a body to develop ways in which some revenue may be generated to off-set the costs of maintaining and developing a quality recreational environment. This objective is achieved in major sports facilities, such as pools and ice arenas, through rentals and admission fees. Parks, however, generate little or no revenue to accommodate cost of maintenance and development. There existed at one time a tent and trailer facility in Victoria Park which had the following effects:

- It gave tourism in the town a positive vitality.
- It placed Victoria Park as a unique resource on the map and made Truro a place to visit.
- It generated revenue, which offset maintenance costs and encouraged further development of the park.

Although this facility was perhaps incorrectly located and as a result disappeared from the park, it nevertheless had a positive effect and was, therefore, a good concept.

This subject was discussed extensively in this review and it was concluded that it would be desirable to see a revival of such a facility in the town provided it was properly located and designed to quality standards.

Therefore, it shall be a policy of Council to:
P-268- Assist the Parks and Recreation Commission with the development of a municipally-operated campground within the town.

5. JOINT USE OF FACILITIES

The concept of jointly using educational and municipally-owned recreational facilities for public use has always been considered an opportunity to make full use of these valuable resources. The problems are generally ones of jurisdiction, management, administration and maintenance. These problems on occasion have been satisfactorily worked out; for example, the Centennial Pool. From a land use point of view the sharing of field facilities and sports facilities could be better organized so as to reduce duplication of effort and cost. In the Town the joint agreements which have been accomplished have greatly enriched the community as a whole, and as such are considered a very important aspect of recreation.

- Therefore, it shall be a policy of Council to:
P-269(a)- Support the acquisition of parks, playgrounds and playing fields proximate to school sites to better utilize both.
- P-269(b)- Endeavor to develop joint use agreements with various schools and institutions throughout the community.

Environmental

1. INTRODUCTION

The Town of Truro, like most communities, has a variety of physiographic characteristics which are not conducive to urban development. Within the town's municipal boundaries the following characteristics are in evidence - wetlands such as river, stream, marshes, bogs and floodplains; steep slopes; and pronounced run-off ravines all of which play an important part in land drainage. With increased urbanization these characteristics become more noticeable as do their implications. It is intended in this plan to deal with these situations by controlling urban land use activities in these areas.

Therefore, it shall be a policy of Council to:
P-270- Identify lands on which uses are to be prohibited because of physical characteristics which naturally predetermine the use of the land.

The mapping of these environmentally sensitive areas has little regard for existing or future land use patterns and often represents an obstacle to the logical order which a Future Land Use Map tries to present. It is for this reason and for the purposes of this plan that areas of environmental concern are identified on a separate map entitled "Environmental Constraints". This map is intended to be used in conjunction with the Future Land Use Map in regulating the zoning of land uses.

Therefore, it shall be a policy of Council to:
P-271- Identify important hydrologic and geomorphic characteristics on a map entitled "Environmental Constraints" which is to form a part of the "Future Land Use Map."

A further reason for identifying these environmentally important areas on a second map is because if, for one reason or other, the environmental constraints can be overcome (by flood-proofing or changes to the drainage system through municipal services) then the land use designated on the Future Land Use Map will indicate the intended use without change to this plan.

Therefore it shall be the policy of Council to:
P-272- Permit by zoning amendment the rezoning of an area which is zoned because of environmental characteristics identified on the map "Environmental Constraints" provided such constraints are satisfactorily overcome and that the use intended is otherwise consistent with this plan.

2. Floodplains

The Town of Truro is located along the upper tidal region of the Salmon River. Much of the town's northern and western lands are indeed floodplain. Over the years, urban development has encroached on these floodplains threatening to impede the floodway and reduce water storage thereby incurring both public and private property damage with floods at various times of the year.

Therefore, it shall be a policy of Council to:
P-273- Establish a line separating existing development and relatively undisturbed floodplain and indicate these limits on the Future Land Use Map.

Within these identified floodplains, it is intended that land uses will be controlled where they involve the building of structures or the development of land that would require altering the topography in such a way as to have the effect of reducing the capacity or otherwise altering the dynamics of the existing floodway. Traditional uses that do not require structures or seriously alter the land such as farming, ranching or outdoor recreation should be permissible uses in such floodplains. Public uses put to the floodplain such as roadways, dykes or the development of municipal services are also permissible uses provided they do not further impede the floodway. These land use restrictions are intended to apply to all floodplains identified on the Environmental Constraints map.

- Therefore, it shall be a policy of Council to:
P-274(a)- Prohibit the uses put to land designated as floodplain which involve the building of structures or the development of land which would adversely effect the dynamics of the existing floodway.
- P-274(b)- Permit traditional uses of the floodplain such as farming, ranching and outdoor recreation provided they require no permanent structures.
- P-274(c)- Consider carefully the development of public roads, dykes and municipal services so that they do not further impede the dynamics of the floodway.

This plan identifies a circumferential street (See Transportation policies) on the floodplain in the northern part of the town. This street is intended to improve traffic flows in the community. The proposed alignment of this street creates areas of the floodplain which, although still susceptible to flooding, have a potential for development provided that:

- all structures are floodproofed to approved elevations and in accordance with the Flood Damage Reduction Program; and
- the circumferential street is constructed.

These "flood fringe" areas are not without flood risk and shall not be developed until an established flood level is determined.

- Therefore, it shall be a policy of Council to:
P-275(a)- Identify an absolute limit to development on the floodplain which coincides with the alignment of the circumferential street proposed from Lorne Street to the West town boundary and shows the limit on the Environmental Constraints map.
- P-275(b)- Designate areas of land between the line identified in Policy P-273 and the limits identified in 275(a) above as "flood fringe" areas.

- P-275(c)- Permit development within "flood fringe" areas in accordance with this plan provided:
 - that all structures are floodproofed in accordance with the flood damage reduction study; and
 - that the circumferential street is constructed. [Subject to P-274(c)]

There exists areas of the town that are largely developed which are susceptible to flooding. These areas are lot specific and therefore difficult to identify by standard mapping procedures. For this reason it was decided that the town should require developments to floodproof any new structures to the generally accepted flood level of 10.668 M (C.G.D.) in accordance with standards established by the flood damage program currently in effect.

Therefore, it shall be a policy of Council to:
P-276- Require all development to be floodproofed to a minimum elevation of 10.668 M (C.G.D.) Canadian Geodetic Datum in accordance with standards established in the federal flood damage reduction program.

The Governments of Nova Scotia and Canada have entered into agreements which are intended to reduce the costs related to flood damage. Under this program, a study of the river systems in the Central Colchester Area is presently being conducted. The work commenced in January 1980, and will be completed when suitable high flows occur in the river systems.

A principal product of the study will be the mapping of various levels of flood risk, which will be immediately useful for determining appropriate land use and site development policies. Provincial policy will reflect these study findings and it is thought that municipal policies regarding land use will be based on these as well.

Further investigations will address a range of possible remedial works and actions that might reduce the risk of damage to existing susceptible structures.

Therefore, it shall be a policy of Council to:
P-277- Consider the revision of these policies upon the completion of the Flood Damage Reduction study currently under way in Truro.

3. Slope and Drainage Courses

The lands in the southern section of the town are dramatically sloped which results in a variety of drainage problems. The soils in this area are not permeable and surface water run-off is high even in the natural state. Continued urban development in this area will result in an increase of surface water run-off. Drainage then is a serious matter and surface water run-off must be dealt with satisfactorily as problems such as flooding basements, overloading storm water systems and erosion will increase.

There are two ways to deal with surface water run-off

Land Use Policies continued

in urbanized areas. They are:

- Development of a storm sewer system consisting of curbs, gutter, catch basins and underground pipes, and
- Natural run-off ravines which must be preserved and maintained.

Underground storm sewer systems are costly both in terms of capital expenditure and maintenance. Their efficiency can only be realistically designed to capture the normal expected run-off which is then carried to the closest convenient outfall location.

The natural run-off ravines are then an integral part of surface water control and indeed provide an important municipal service. These areas have been created by natural drainage which in comparison to drainage from an urbanized area is considerably less dramatic.

Another environmental characteristic of concern is excessive slope. It is generally accepted that slopes in excess of 30% (16.7° of the horizontal) create problems for urban development.

- the degree and speed of surface water run-off;
- erosion and resulting sedimentation transfer; and
- the potential for slumping

can take on monumental proportions and be a source for continued cost and aggravation. In consideration of municipal roads and services, maintenance costs are of concern and the above problems are best avoided.

- P-278(a)- (a) Designate areas which are fundamental to storm water management such as run-off ravines, streams and rivers and areas of excessive slope on the Environmental Constraints map.
(b) Indicate the criteria by which these areas are established on the Environmental Constraints map.
(c) Restrict the uses within these areas.
(d) Permit limited recreational use of these areas.
(e) Include these areas in the forest management program to be administered by the Town.
P-278(b)- Discourage in-filling, excavation or the large scale removal of vegetation with the areas identified in policy P-278(a) (above).

4. The Lepper Brook Watershed

A predominant portion of the town reservoir and a small portion of the watershed are located within the town boundaries. Much of these lands are town owned and those that are not are remote from existing services and road. These lands are in a natural state and it is the intention of this plan to maintain this situation so far as is possible.

- P-279- Designate all publicly-owned lands in the watershed as environmentally protected areas with the intention of limiting the use to which they may be put.

Private lands in the watershed must be permitted to assume land uses which are not inconsistent with their potential. Developments which do occur must be accomplished with high standards since there are two important objectives which must be achieved:

- (1) that the landowner must be able to make the most reasonable use of his land.
(2) that such uses must be developed according to standards which ensure that the quality of water is not affected.

The development standards referred to above are not available because they must be based on site specific information to ensure that they will be successful. This information may only be achieved by proper study of the environmental characteristics inherent in the Lepper Brook watershed.

- P-280- Carry out a Watershed Management study which will serve in part as a basis for establishing development standards for various land uses in the watershed.

This approach implies that land use controls will be effected in the entire watershed. The major portion of this watershed is under the jurisdiction of the County of Colchester and urbanization has begun to occur. This situation is one of concern from the Town's point of view as virtually no land use controls exist. Given past trends, there is a strong likelihood that land use activities will increase within the watershed which, if left uncontrolled, would increase the potential of the town's water supply being adversely affected.

- purchase all or most of the lands in the watershed;
- annex the watershed; and/or
- designate the watershed as a protected area.

After some discussion, it was determined that all three approaches have something to offer:

- ownership offers complete rights;
- annexation offers management and administrative abilities; and
- designation offers certain legal possibilities for the protection of water quality.

- P-281(a) Continue the policy of purchasing lands within the Lepper Brook watershed as they become available and as funds permit.
P-281(b) Affect planning on the entire Lepper Brook watershed lands by whatever means are available to the Town.

The town has put forward an application to annex the lands contained within the Lepper Brook watershed. This application, at the time of writing, has proceeded past the hearing stage. A decision from the Public Utilities Board has not yet been received. In light of this situation it was decided that a review of these and other policies affected should be evaluated when such a decision has been received.

Therefore, it shall be a policy of Council to: P-282- Revise these policies when a decision on the annexation application has been received.

Institutional



The Town of Truro continues to be the center for institutional services for central Nova Scotia. The Town provides the centralized urban framework required by institutional uses and in turn they put focus on the Town as a service center. It is important, therefore, for the Town to encourage development of these services.

Therefore, it shall be a policy of Council to: P-283- Encourage institutional growth within the community.

Traditional institutional uses such as churches, hospitals, schools and other public land uses are easily identified and are generally strategically located in the community. These uses should be permitted in all sectors of the community. However, they should conform to specific standards.

- P-284(a)- Designate areas of institutional-use on the Future Land Use Map and establish standards for such uses.
P-284(b)- Permit by zoning amendment future institutional uses such as churches, schools, hospitals and other public land uses in all sectors of the town provided they are zoned for institutional use and meet all the requirements of such a zone.

Other institutional uses possess a variety of characteristics which are more or less in keeping with specific land uses; for instance, a home for the aged is more in keeping with a residential area than it is to an industrial area; a private or fraternal club office and meeting place is more in keeping with a commercial use than any other use; a church or school is more in keeping with an institutional use than any other use. The point here is that an institutional use should be permitted in a zone appropriate to its function and should conform to the requirements of that zone.

- P-285(a)- Permit institutional uses in commercial zones provided such uses conform to the requirements of the commercial zone in which they are located.
P-285(b)- Recognize existing institutional uses in Residential Zones provided that:

- i) Such use existed prior to the adoption of this Plan, and
ii) Such zones are limited to the lot on which the use is existing.

One of the larger municipal uses of land is the sanitary landfill site. This use is seen to be an institutional land use in that the lands have a designated municipal purpose. These lands are indicated as such on the Future Land Use Map. (See also Municipal Servicing Policies.)

- Therefore, it shall be a policy of Council to: P-286- Designate lands on the Future Land Use Map for municipal use as a landfill site.

Institutional uses in residential areas can be a source of disturbance to the residential nature of abutting properties. For this reason institutional uses shall be required to provide a buffer strip between themselves and abutting properties. This buffer strip should be a visual as well as an acoustic interruption.

- Therefore, it shall be a policy of Council to: P-287- Require institutional uses in residential areas to provide a buffer strip between themselves and abutting residential properties.

Transportation & Parking Policies



A. Transportation

The development of the town has associated strongly with the fact that it is the transportation "hub" of the province. With the construction of highway 102 west of the town in the early 1970's a great deal of traffic was removed from the town. This decrease in emphasis of the streets of Truro as the main link in the provincial highway system removed also the need for major street improvements within the town. Over the years, however, urban growth in and around the town has renewed the need for many of these improvements. The town then sees the need to facilitate improved transportation routes within its street system. To achieve this objective and to ensure a long-lasting investment in such improvements a system of streets was classified and identified in order to facilitate traffic through and around the town.

- Therefore, it shall be a policy of Council to: P-301(a) Designate streets in the town as either arterial, collector or local and to identify these streets on a map entitled "Transportation" to be used in conjunction with the Future Land Use Map.

In adopting these street classifications, it is necessary to establish criteria for their use and to achieve this the following basic definitions are to be used:

An Arterial Street - is a main street which is intended to accommodate, in the most expedient way, traffic through the town.

A Collector Street - is a street which is intended to collect traffic from specific areas and deliver this traffic to an arterial street.

A Local Street - is a street intended to facilitate the individual land uses associated with the street. Because these street classifications extend

throughout the town, it becomes necessary to distinguish between existing and future streets. The existing streets can not easily accommodate a set of standards or access controls which arterial or collector streets require; as a result two sets of criteria for existing and future streets are to be established.

Therefore, it shall be a policy of Council to: P-301(b) Adopt the following criteria associated with street classifications designated in policy 301(a):

- On Existing Arterial Roads to:
(i) limit on-street parking;
(ii) limit private access where alternatives are possible;
(iii) limit minor street access where alternatives are possible;
(iv) upgrade all intersections;
(v) provide turning lanes at all intersections;
(vi) maintain existing building setbacks and improvements where alternatives are possible especially at corners.

- On Future Arterial Roads to:
(i) prohibit on-street parking;
(ii) limit private access;
(iii) limit local street access;
(iv) allow only major intersections;
(v) provide turning lanes at all intersections;
(vi) future arterial roads or extensions shall not, for the purposes of subdivision, be considered street frontage;
(vii) require a minimum 30.5 M foot right-of-way.

- On Existing Collector Roads
(i) limit on-street parking;
(ii) limit private access where alternatives are possible;
(iii) limit local streets where alternatives are possible;
(iv) provide turning lanes at all major intersections;
(v) maintain existing building setbacks and improve them where alternatives are possible especially at corners.

- On Future Collector Roads
(i) limit on-street parking;
(ii) require increased building setbacks and larger lot size on collectors;
(iii) private drives should have turn-arounds on their own property;
(iv) provide turning lanes at all street intersections;
(v) limit minor street intersections to minimum distance between same;
(vi) require a minimum 18.3 M right-of-way.

The effect these street designations will have on land uses is important as some land uses in this plan are permitted because they front or have proximity to a certain type of street.

Therefore, it shall be a policy of Council to: P-302- Use street classifications as criteria for determining land use locations.

In 1977-78 a study was conducted in Truro relative to solving the railway problems in the town. This was a federal-provincial and municipal effort to improve the rail service by circumventing the town and outlying urban areas. The "Railway Relocation Study" proved that railway relocation was financially impractical, at least in the foreseeable future. This study went on to deal more directly with local transportation concerns and in particular on how to improve the rail system with respect to rail/automobile conflicts.

- Other conclusions were:
- keep in touch with federal and provincial programs regarding railway relocation should it become feasible to relocate the tracks.

Therefore, it shall be a policy of Council to: P-303- Keep in touch with government policies and programs should railway relocation become possible.

- attempt to reduce the rail/street conflict within the Town.

Therefore, it shall be a policy of Council should the rail/street conflict increase to:

- P-304- pursue further solutions such as:
(a) relocation of the track if increased railway traffic is the cause of the problem.
(b) Consider again a grade separation should urban growth cause the problem.
(c) Some compromise if it is caused by some combination of the two - (a) and (b) above.

- attempt to locate industries which require rail services to an area of the town which would require less shunting.

Therefore, it shall be a policy of Council to: P-305- Encourage the establishment (and the relocation) of industrial land uses and freight operations to appropriate industrial location within Town to reduce shunting problems.

- encourage alternate land uses in the central area to make use of lands now used by the railway.

Therefore, it shall be a policy of Council to: P-306- Encourage alternate land uses in the central area should some or all the tracks be removed.

Additional consideration of downtown traffic patterns were developed within the railway study and solutions were suggested. The overriding theme of the solutions dealt with through-traffic to urbanized areas around the town. This would tend to suggest that Truro is in need of improving and creating north-south and east-west vehicular transportation routes.

- Therefore, it shall be a policy of Council to: P-307- Improve north-south and east-west street connectors through town to facilitate a better flow of traffic by employing such methods as:
- intersection improvement
- improved street alignments
- securing property right-of-ways for future arterial and collector roads outlined on the Transportation Map.

Within the framework of this plan it is only possible to deal with traffic interactions within the town's corporate limits. Since there is much urban development surrounding the town, the main concerns are assumed to be access to and through town in the most expedient way possible while the main concern of the town is to avoid unnecessary conflicts with local traffic (presumably the same objective). A major recommendation of the railway relocation study was to point out the need for an area-wide traffic plan to indicate the proposed transportation network as it applies to vehicular traffic and to identify improvements to be made.

Therefore, it shall be a policy of Council to: P-308- Work with the provincial Department of Transportation to develop an area-wide traffic plan for the town and immediate areas.

Transportation and Parking Policies continued

During the course of this review, discussions were carried out with various local transportation authorities to determine what objectives the town should have to ensure improvements to traffic circulation. These discussions resulted in the following objectives:

- to develop a detailed traffic plan and to implement this plan in accordance with the priorities and policies it establishes.

Therefore, it shall be a policy of Council to:

P-309- Develop a detailed traffic plan and to implement this plan in accordance with the priorities and policies it establishes.

- to discourage through traffic on local streets by the use of design controls and/or street closures where necessary.

Therefore, it shall be a policy of Council to:

P-310- Discourage through traffic on local streets by the use of design controls and/or street closures.

- to identify major intersections and street improvements required to improve traffic flows and include them in this plan.

Therefore, it shall be a policy of Council to:

P-311- Identify major intersections and street improvements required to improve traffic flows on the "Transportation Map".

- to establish truck routes in the town to improve safety and traffic flows.

Therefore, it shall be a policy of Council to:

P-312- Establish truck routes in and through the town.

B. Parking

The concept of having "parking regulations" is one which ensures that through the years, on-going development provides for itself adequate parking apart from municipal streets. The way in which this is achieved is to establish an assigned parking requirement according to use, which must be provided when that use comes into being. Existing uses are not required to provide parking because of this plan coming into effect but are to provide such parking if:

- they have a change of use, or
- they expand their use.

In the case of existing uses which expand their use, the parking requirement is intended to accommodate only the expanded portion of the use.

There are instances where the lot cannot accommodate the parking requirements, for this reason, the required parking need not be on the same lot but shall be provided within a reasonable distance and in the same zone.

Therefore, it shall be a policy of Council to:

P-313- Require that all land uses in the town provide parking according to their use, such parking to be provided when:

- a new use comes into being,
- an existing use changes, or
- an existing use is expanded.

P-314- Require that the parking requirement be provided within the same zone in which the use is permitted.

The downtown is a unique place and the parking requirements are particularly difficult to achieve. Due to the lack of available land, developing businesses see little potential for the area unless they can provide the required parking. This is often not the case and development is denied. In an attempt to overcome this problem and recognizing the value of parking, the Parking Commission has identified an area in the downtown which pays a special tax for the purpose of providing parking. This "Area Rate" is used to acquire lands and develop off-street parking facilities within the area taxed with the intention of eventually replacing the need for parking requirements with municipal parking lots. The exception to this is permitted residential uses in the area which must have parking provided for them according to the parking requirements.

Therefore, it shall be a policy of Council to:

P-315- Remove the requirement for parking in the downtown where an "Area Rate" has been established and is being maintained in accordance with the "Truro Parking Commission Act". The exception to this is permitted residential uses in such areas.

P-316- Encourage (and assist) the Parking Commission with the development of organized municipal parking lots within the downtown area.

P-317- Consider periodically the feasibility of municipal parking structures in the downtown.

The on-street parking currently provided in the downtown is a continuing problem to traffic flow, a fact that has been referred to by several traffic studies in recent years. More specifically the "Truro-Colchester Railway Relocation Study" and the "Truro Downtown Development Opportunities Plan" recommended that parking along Prince Street be removed or reduced to facilitate traffic flows and that additional off-street parking should be provided. These and other recommendations are based on the fact that the streets of downtown Truro are limited in size and act as main arterial and collector streets. Parking is the only flexible component of these streets which could improve traffic flow.

Therefore, it shall be a policy of Council to:

P-318- Remove (or reduce) on-street parking on heavily used streets to facilitate improved traffic movement.

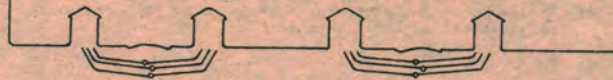
The Truro Parking Commission is primarily responsible for the development, management and administration of municipally owned off-street parking facilities. The Council through its other administrative bodies is responsible for the control and regulation of on-street parking and ensuring that the parking requirements are met and maintained.

Therefore, it shall be a policy of Council to:

P-319- Actively enforce the parking requirements throughout the Town and ensure that these and other parking regulations and laws are co-ordinated to be effective in their intent.

The parking of commercial motor vehicles on residential properties is viewed as an illegal land use rather than a violation of any parking requirements. For this reason see residential policy (231) part II-A of this Plan.

Municipal Servicing Policies



A. INTRODUCTION

A primary reason for including municipal servicing policies in a land use plan is because these services of the town are directly related to the use put to the land. These municipal services are expensive, both from a capital and a maintenance point of view. According to the Town's subdivision by-law the development of new services is provided at the expense of the land developer and maintenance is ultimately left to the town. These two parties and ultimately the individual land owners are interested in the most economical methods of achieving an efficient system. Traditional linear subdivision designs, with large frontages, is becoming a luxury which no one can afford. The use of modern subdivision design incorporating innovative engineering techniques is now essential to economic land development.

Therefore, it shall be a policy of Council to:

P-401- Encourage and assist developers to improve subdivision design.

B. WATER SUPPLY AND DISTRIBUTION

1. The supply, treatment and distribution

The Town of Truro and the Municipality of the County of Colchester have independently and jointly conducted various studies relating to this subject, beginning back in 1937 through 1979. Many sources of water supply have been studied and in some cases, tested with various degrees of success. In summary, these are:

- groundwater systems such as shallow well, gallery systems and deep wells, (pump assisted);
- surface water systems by impounding such as Lepper Brook, Christie Brook, Salmon River and Chiganois River;
- surface water systems by intake methods - Salmon River;

The Town's existing water supply is primarily the Lepper Brook surface water (impound) system, supplemented by deep wells (pump assisted).

Certainly the Town is in need of constantly improving supply, treatment and distribution if development is to continue to the south. Of all the opportunities available to the Town, the most reasonable opportunities are identified in the 1972 study of water supply and distribution by W. N. Horner and Associates. These were:

- to provide additional storage at the Lepper Brook surface water source (second dam);
- to provide water treatment at the source;
- to provide increased storage south of the existing storage on Pleasant Street.

These actions would provide the Town of Truro with immediate improvements in water quality, extended servicing potential and secure a source of supply for the future.

Therefore, it shall be a policy of Council to:

P-402- Construct a second dam upstream of the present dam on Lepper Brook.

P-403- Construct a water treatment plant at the existing dam site with a capacity for future demands.

P-404- Construct a third storage tank south of the Pleasant Street tank to supply the Industrial Park and future residential development south of Upham Drive.

2. Regional Implications

The Town of Truro is surrounded by suburban growth which will result in an increasing demand for good water. With this type of growth expected to continue, for at least the immediate future, some areas that are likely to seek an improved source of water supply are:

- Bible Hill
- Valley
- Salmon River
- Lower Truro
- Truro Heights
- Hilden

Although the above-mentioned Lepper Brook source is indicated as having the capacity to supply some of these areas it would be a strain to supply them all. For this reason the suggested alternate source of water supply would be Chiganois located west of the Town. This watershed is larger than Lepper Brook and does have tremendous potential. This system could plug into the Lepper Brook system by a transmission line or act as an independent system - the latter requiring a second treatment facility.

Watershed protection is very important to surface water supply systems and land use activities are of real concern. The Lepper Brook watershed is located both in the County and Town and the secondary source, the Chiganois watershed, is located entirely within the County.

3. Lepper Brook Watershed

This watershed is located at the eastern boundary of the Town and within the jurisdiction of both municipalities. At present, the County has no planning policies regarding this area and protection of the watershed from development or the establishment of quality development is not assured. That is to say, the Town has no control regarding the subdivision of land or development approval, resulting in conflict which is both annoying and costly to all concerned. The Town of Truro has embarked on a long-term plan to purchase watershed lands as they become available. This is a long process of protection and although other procedures exist, they require mutual co-operation between municipalities, which has not been an endemic quality of the region. The options which do exist are as follows:

- both municipalities participate in a common watershed management committee or board;
- the Town may approach the Provincial Government for financial assistance to purchase the watershed;

- the Town may approach the Provincial Government for some unilateral designation of the watersheds for the protection of the water supply;
- annex the watershed, thus giving the Town planning authority and development control.

4. Chiganois River Watershed

Although this watershed is perceived by the Town as being a County concern, it is interested in its protection from a regional point of view and would be supportive of any action by the County to protect this watershed for the future of its citizens.

Therefore it shall be the policy of Council to:

P-405- Identify the watershed of Lepper Brook and take steps to have it protected.

P-406- Retain the option of working on a co-operative management scheme for the planned protection of water on a regional basis including the watershed of Chiganois River.

P-407- Encourage the County of Colchester to develop a planned approach with respect to land uses within watersheds important to the supply of water.

(For other policies relative to this subject see Environmental Land Use policies Part II-E subsection 4.)

C. SEWERAGE AND SEWAGE TREATMENT

1. The System

A sewer system in Truro has been in existence for approximately 81 years and has not to date experienced any major problems. There is concern, however, on the part of the Town Engineer as to the condition of the oldest part of the system and with this in mind, its capacity for future development east of Town is in some doubt. The remainder of the system, however, is known to be in good shape and capable of handling future development potential due primarily to the McClure's Brook trunk line and the Hilden connection.

Therefore, it shall be a policy of Council to:

P-408- Investigate the true capacity of the older parts of the sanitary sewer system with the future development of eastern portions of the Town in mind.

The system is a gravity flow through the major portion of the Town and assisted by pumping stations at the flood plain to four outfall locations at the Salmon River. Storm water is a separate system and due to good engineering practices throughout the years, only two minor areas of combined system are known to exist.

The industrial demands on the system are by-and-large within the designed limitations of the system, with one exception. Crossley-Karastan is both a large user of water and discharges large quantities of waste water. From its early stages, its peak loading of the McClure's Brook trunk line and pumping station has been a problem. The Company early on developed a lagoon or holding pond which allows the discharge to be delivered over a longer period of time. This worked well and has relieved this problem. The Company, however, has grown and its discharges have increased and there is a suggestion that this lagoon is perhaps smaller than it should be.

Therefore, it shall be a policy of Council to:

P-409- Evaluate constantly existing and proposed industrial development so as to protect the integrity of the sanitary sewer system for future treatment. This may result in pre-treatment requirements for various existing and future industries.

2. Sewage Treatment

There is no sewage treatment for the Town of Truro and sewage is disposed of by four main outfall locations in the Salmon River. Historically there have been efforts made to acquire sewage treatment for the area.

- 1971 - A study on pollution control was prepared by W. N. Horner and Associates. This study proposed a main trunk line running east to west through Town, intercepting the 4 main outfall lines and ending in a treatment plant located on the flood plain north of Robie Street.
- 1972 - A study of industrial effluents by W. N. Horner and Associates indicated that pre-treatment was not required by industries at that stage.
- 1973 - A study on Hilden sewage by C.B.C.L. proposed a small treatment plant on McClure's Brook. However, anticipating treatment facilities for Truro, the Hilden system was connected to the Town system.
- 1975 - As a result of J.P.A.C.'s work on this subject, alternative sites were discussed for a joint Town and County sites treatment plant and a study by Engineering Inspectors and Designers Limited did preliminary treatment and trunk line design.

Due primarily to co-operative efforts on the part of the Town and County, a final site was selected and an agreement was in the making to develop a regional sewage treatment plant. For financial reasons, this process did not materialize and the County embarked on a continued expansion of their sewerage system and the installation of package treatment facilities for various sectors of the County. The Town, conversely could not afford to proceed with a similar program.

Today, there are numerous primary treatment plants operating with various degrees of success in the County and the Town has not added treatment although their system has grown. Current changes in municipal funding arrangements for the installation of sewerage systems and treatment facilities are expected to have an effect on urban growth in the rural municipalities. The Town is similarly affected from the point of view of sewage treatment. Since there is no provincial program, it is difficult for the Town to develop policies which would bear any relationship to provincial goals. Therefore, policies must be struck on assumptions which may or may not be reasonable depending on future provincial programs. These assumptions are:

- There will be provincial/federal programs available for the development of sewage treatment facilities.
- That these programs will display equity between urban and rural municipalities.
- That these programs will reflect the diversity of regional co-operation as well as municipal autonomy which exists in the Province.

Therefore it shall be the policy of Council to:

P-410- Provide sewage treatment for all sewage within the Town and those areas serviced by the Town.

Municipal Services Policies continued

- P-411- Plan any upgrading or maintenance of the system in such a way as to prepare for eventual sewage treatment and trunk line installation.
- P-412- Solicit the co-operation of the Municipality of the County of Colchester in providing sewage collection and treatment facilities where economies of scale and better service can be provided.
- P-413- Negotiate with the Provincial Government for a cost-sharing agreement to construct treatment facilities.
- P-414- Occasionally prepare briefs to the provincial authorities to outline the Town's concerns regarding Provincial program on Municipal Cost Sharing and indicate possible improvements in future programs to enable the Town to be more competitive for growth and development.

D. STORM SEWERS

There have been no studies directly relating to storm water control although various references on this subject indicate that problems do exist. Development of the existing system has been on an "as required" basis and although there have been attempts towards planned development they have not been based on any comprehensive study of the problem.

Although the subdivision by-law currently in effect does offer the possibility of future development of a comprehensive system, there remains the existing developed areas and their need for an integrated system. As well, a storm water system requires that all related structural components be in place for the system to work. These are:

- Curb and Gutter
- Catch Basins
- Underground Storm Lines & Laterals

The latter two are a part of the new subdivision by-law while the first (curb and gutter) is still a part of the Town's responsibility.

Therefore, it shall be a policy of Council to:

P-415- Study the storm sewer situation with the objective of identifying problems and recommending planned programs of development, including the incorporation of curbs and gutters with new subdivision developments and continuing an annual program of upgrading existing systems to catch up to development over a period of years.

E. SANITARY LANDFILL SITE

Another municipal service provided by the town is a sanitary landfill site operated by the engineering department. This facility is located in the south of town just east of Young Street and is a well-managed facility suitably buffered from all adjacent land uses. Of concern, however, has been its general proximity to the town reservoir and watershed. It has been a solid policy of council to keep these facilities separate. The landfill site is developing away from such a conflict and constant monitoring has proved successful. It is anticipated that these lands will be reforested and eventually form an extension to Victoria Park as recreational lands.

Therefore, it shall be a policy of Council to:

P-416- Continue the policy of developing the sanitary landfill site away from the Lepper Brook watershed.

P-417- Continue an annual program of reforestation of the expanded sanitary landfill site.

P-418- Reclaim the sanitary landfill site as future recreational lands.

Implementation



A. INTRODUCTION

This part deals with what the Plan and related documents are, how they are administered and what effect they have. The first of these sections are found in The Planning Act* and are produced here for reference only. For strict interpretation refer to the enabling legislation. The latter sections deal with specific interpretation of aspects of this Plan and are intended to work in conjunction with various policies adopted.

B. DOCUMENTS

1. The Municipal Development Plan

The Municipal Development Plan for the Town of Truro is the prime policy document providing an ongoing framework by which the future growth of the town shall be encouraged, controlled and coordinated. The policies of this plan will be implemented by a variety of means, but generally through action of Town Council and by provincial legislation.

In addition to employing specific implementation measures, it shall be the intention of the Town Council to carry on a planning program through the Town Plan Advisory Committee, a planning department, and to encourage the general public (individuals and groups) to comment on and participate in planning matters in the town. This planning program may from time to time be designed to work in co-operation with the surrounding municipalities on mutual planning issues.

* Chapter 16, 1969, Statute of Nova Scotia, The Planning Act, as amended.

This document is comprised of various maps which guide the establishment and subsequent changes to zoning within the town. These are:

- i) "Future Land Use Map" which indicates the uses to which land may be put.
- ii) "Environmental Constraints Map" which indicates lands which are unsuitable for development.
- iii) "Transportation Map" which indicates the various classifications of streets within the town which effect development.
- iv) "Existing (generalized) Land Use Map" which fulfills the purpose of indicating past development trends which are used to establish future land use patterns.

In interpreting the Future Land Use Map, an area immediately adjacent to a given generalized land use designation may be considered for a zoning amendment to a use permitted

within the adjacent designation without requiring a plan amendment provided that the policies of this plan are not violated.

2.1 Zoning By-law

The Zoning By-law is the principal mechanism by which land use policies shall be implemented. It shall set out zones, permitted uses and development standards which shall reflect the policies of the Municipal Development Plan as per Section 33(3) of the Planning Act.

Notwithstanding the above, it shall be a Policy of Council to recognize that certain areas are premature for specific zoning classifications by reason of lack of public services or other constraints.

The zoning map associated with the by-law indicates the zones within the community to which specific development criteria are associated. The administration of the Zoning by-law shall be carried out by a "Development Officer" who shall administer all subdivision controls and grant development permits.

2.2 Criteria for Amendments to the Zoning By-law

In amending the zoning By-law Council shall follow specific criteria. Such amending criteria shall insure that the amendment is:

- i) in conformance with the intent of this Plan,
- ii) not premature,
- iii) not in conflict with nearby or adjacent uses,
- iv) physically suitable, and
- v) adequately buffered where required.

Therefore, it shall be a policy of Council to:

P-501- In considering amendments to the Zoning By-law, in addition to all other criteria as set out in various policies of this Plan, Council shall have regard to the following matters:

- (a) That the proposal is in conformance with the intents of this Plan and with the requirements of all other Town By-laws and regulations;
- (b) That the proposal is not premature or inappropriate by reason of:
 - (i) the financial capability of the Town to absorb any costs relating to the development;
 - (ii) the adequacy of sewer and water services and utilities or if services are not provided, the adequacy of physical site conditions for private on-site sewer and water systems;
 - (iii) the adequacy and proximity of school, recreation, and any other community facilities;
 - (iv) the adequacy of road networks in, adjacent to, or leading to the development;
 - (v) the potential for the contamination of watercourses or the creation of erosion or sedimentation;
 - (vi) creating a leap-frog, scattered or ribbon development pattern as opposed to compact development.
- (c) That controls are placed on the proposed development so as to reduce conflict with any other adjacent or nearby land use by reason of:
 - (i) type of use;
 - (ii) emissions including air and water pollutants and noise;
 - (iii) height, bulk, and lot coverage of the proposed building;
 - (iv) traffic generation, access to and egress from the site, and parking;
 - (v) open storage;
 - (vi) signs;
 - (vii) similar matters of planning concern.
- (d) Suitability of the proposed site in terms of steepness of grades, soil and geological conditions, location of watercourses, marshes, swamps, or bogs and proximity of highway ramps, railway right-of-ways and other nuisance factors.
- (e) Provision for buffering, screening and access control to reduce potential incompatibility with adjacent land uses and traffic arteries.

3. Subdivision Regulations and By-law

The subdivision regulations are regulatory criteria for land being subdivided while the subdivision by-law establishes who, how and by what means land may be subdivided. These documents regulate the subdivision of land, within town, and are related to the Municipal Development Plan and Zoning By-law which regulates the use put to the land.

4. Other Development Controls

There are various other regulations related to development which the town administers. These are:

- i) Building By-law
- ii) Mobile Home By-law
- iii) Unsightly Premises By-law
- iv) Anti-noise By-law
- v) Minimum Standards and Maintenance By-law
- vi) Heritage By-law

C. "AMENDMENT PROCEDURES" and "REVIEWS REQUIRED"

Municipal Development Plan Amendments

The procedure for amending the Municipal Development Plan is the same as the procedure for adopting a Municipal Development Plan. Council must pass an amendment by majority vote after holding a public hearing duly advertised (Section 15(1) Planning Act) and considering any objections to the amendment.

The amendment is then subject to approval of the Minister of Municipal Affairs (Section 16 & 18 The Planning Act).

Planning amendments are required when:

1. A policy intent is changed.
2. A detailed planning study has resulted in a zoning amendment that would violate the Future Land Use Plan.
3. Detailed studies have been carried out as a refinement to the Municipal Development Plan and it is the desire of Council to incorporate such studies into the Plan.

Plan Amendment Not Required

An amendment to the Plan shall not be required where:

1. A rezoning agrees with the intent of this plan and the Future Land Use Map designation for the area in question.
2. A rezoning on/or adjacent to the boundaries between land uses designated on the Future Land Use Map, which agrees with one or other of the land use designations.
3. An updating of the Development Control by-laws that do not conflict with the intent of the policies of the plan.

Plan Review

In accordance with Section 20 of The Planning Act, this plan may be reviewed when either the Minister of Municipal Affairs or Council deems it necessary; but in any case, not later than five (5) years from its coming into force or from the

last review.

D. EFFECT OF ADOPTION

The adoption of this plan shall not commit Council to undertake any of the projects contained herein but shall prevent Council from undertaking any development not within the scope of the Plan in a manner which is inconsistent or at variance to the Plan.

The Council shall ensure that copies of the approved plan are made available to the public.

E. MUNICIPAL LAND ASSEMBLY

In order to attain the objectives of the Municipal Development Plan of the Town of Truro, it shall be the intent of the plan to facilitate land assembly as outlined in section 21 of The Planning Act for the following reasons:

- to facilitate new growth and development in an area which is actively being revitalized or redeveloped where such land assemblies cannot by virtue of time or money be so assembled privately.
- to facilitate the development of municipal parks, recreation and conservation areas.
- to facilitate the development of municipal parking lots.
- to encourage or make available lands which by virtue of ownership are not available for development but which are necessary for the contiguous growth of the community.
- to facilitate redevelopment of a major non-conforming use where the redevelopment is either a conforming use or is consistent with the Municipal Development Plan.

Therefore, it shall be the policy of Council to:

P-502- Consider and may use Part 3, Section 21 of The Planning Act to perform land assembly and land transactions which are consistent with the objectives of this plan.

F. DEVELOPMENT AGREEMENTS

During the past few years the Town of Truro has worked with a Municipal Development Plan and Zoning By-law affording the Town the opportunity of dealing with growth and development in a predetermined fashion. This experience has enlightened Council to the fact that it is difficult to preconceive all forms of potential development which may be desirable in the town especially developments which are large and have a potential for substantial impact on the existing infrastructure. There are many examples which have occurred which make this situation all the more evident. Granted, many of these examples are overcome by this plan and by-law; however, there remains certain rare types of development which defy the application of standard zoning techniques and have a more profound impact on the community than a plan may consider.

Often, regardless of whether these developments can be accommodated by standard planning procedures and zoning techniques, there are no assurances that the development will maintain all of its displayed characteristics, the result being that major projects may adversely affect the integrity of a segment of the community. In other situations minor variance (Section 44 of The Planning Act) may be too limited to permit a development which on the whole would be desirable. These and other situations have occurred and probably will occur. If it is desirable to have urban renewal or to maintain quality environments within the community it is desirable to have the flexibility to deal with major developments in a controlled fashion through Development Agreements [as provided for in (Section [33(2)(b)] and Section [44(14)] of The Planning Act).

The Evaluation of Development Agreements

It is clear that Development Agreements should be used with discretion. It would not be desirable for Council to be dealing with all developments in this fashion as the time and cost, both monetary and in administration, would be prohibitive. Therefore it is the intention of this plan to deal with those developments of a large scale by Development Agreements as outlined in this Plan, and only then at Council's discretion.

Therefore, it shall be the policy of Council to:

P-503- Consider (and may permit, consistent with this plan) developments, which may not otherwise be permitted by the Zoning By-law, only by agreement pursuant to Section 33 (2)(b) and Section 34(1) of The Planning Act.

P-504- In evaluating a proposal for a development by Development Agreement Council shall have regard for, but shall not be limited to, the following matters:

1. The impact of the proposed development on:
 - (i) abutting land uses
 - (ii) municipal services
 - (iii) pedestrian and motor traffic.
 2. The suitability and availability of other appropriate sites in town for the proposed use.
 3. Comments arising from a public hearing on the proposed development.
 4. The submission of a site plan showing the location and scale of the structures on the lot, parking areas, landscaping, and building plans showing the nature and design of the proposed structure.
- P-505- Hold a public hearing prior to entering any agreement. Procedures for public notice and hearing shall be the same as those required for zoning amendments as outlined in Section 38 of The Planning Act.

P-506- Include in any agreement made pursuant to Section 34 of The Planning Act terms and conditions necessary to ensure that the development is consistent with the policies of this plan. The agreement shall include, but shall not be limited to, some or all of the following:

- (i) The specific use and size of the structure whether new, or an expansion, or renovation of an existing structure is proposed.
- (ii) The compatibility of the structure with adjacent uses in terms of design.
- (iii) The compatibility of the site, in terms of landscape design, with adjacent uses.
- (iv) Provision for adequate buffering to screen the development from adjacent and dissimilar land uses which conform to this Municipal Development Plan.
- (v) Provision for adequate setbacks from adjacent land uses.
- (vi) Any matter which may be addressed in the Zoning By-law.
- (vii) Time limits for the initiation and completion of construction (and may include phased construction).
- (viii) The provision of services and utilities.
- (ix) Flood damage reduction controls with regards to possible floodplain development.
- (x) Any other matter which Council feels is necessary to ensure the general compatibility of the use and structure with adjacent uses and structures.

G. Capital Program

In addition to guiding and giving order to private development within the Town, Council may undertake programs of its own to encourage development in certain areas, improve, enhance or provide for a greater range of social, recreational, cultural, educational facilities and activities.

In order to achieve these fundamental goals for the total community, it shall be the intention of Council to incorporate the policies and programs of this plan into the capital budget to the greatest extent possible with a goal of eventual full integration of planning and capital programming.

Implementation continued

These major capital projects are:

Sewer Services

1. Development of a municipal sewer and water service from the industrial park along Upham Drive to Young Street. (Repeat this approach in future as development progresses South.)
2. Investigate and repair municipal sewers in the northeastern section of town to permit additional development.
3. Provide the town with sewage treatment.

Storm Water Control

1. Provide curb and gutter installation concurrent with new development.
2. Develop a schedule of annual improvements to storm water control by:
 - addition of curbs and gutters

- improving catch basins
- improving underground piping
- improving drainage ravines and outfall locations

Water Services

1. Installation of water treatment in the town.
2. Construction of a second dam on the Lepper Brook to improve storage capabilities.
3. Construction of a third (elevated) tank to improve water supply to the South of town.
4. Provide trunk water mains down Upham Drive with the above sewer service. Repeat this further South in the future as development requires.
5. Acquire lands in the watershed as monies permit.

Transportation (See Transportation Map)

1. Construct North by-pass (Marsh road).
2. Align Willow Street with Park Street bridge.
3. Align Young Street with Lorne Street.

Recreation

1. Development of a Parks and Recreation Master Plan for the town.
2. Preparation of a Development Plan for Victoria Park.
3. Development of a municipally-owned campground.

Other Projects

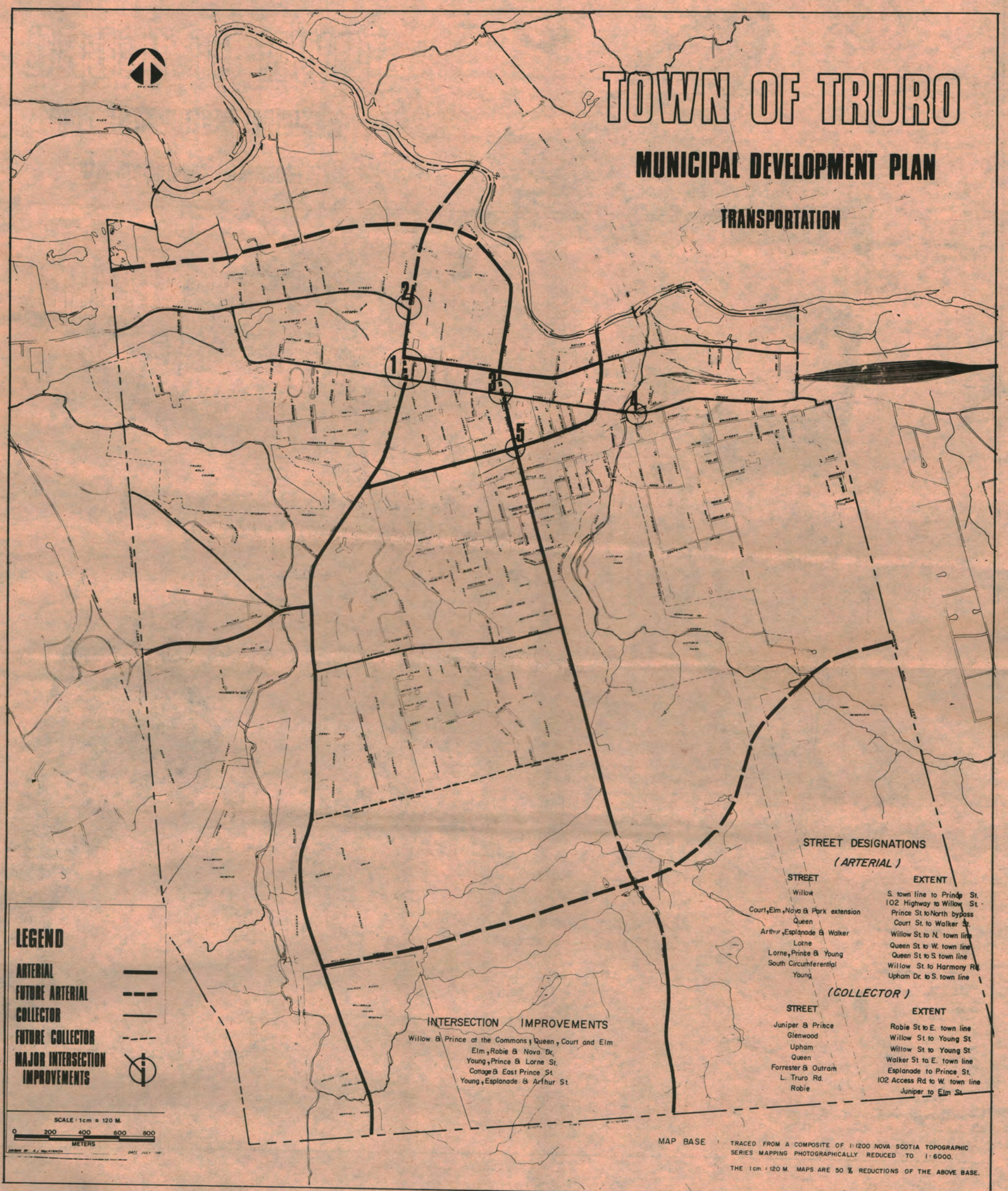
1. Complete planned expansion of the Industrial Park.
2. Continue the main street improvement projects in the downtown.
3. Continue the development of municipal parking lots in the downtown.








TOWN OF TRURO

MUNICIPAL DEVELOPMENT PLAN

TRANSPORTATION



LEGEND

- ARTERIAL 
- FUTURE ARTERIAL 
- COLLECTOR 
- FUTURE COLLECTOR 
- MAJOR INTERSECTION IMPROVEMENTS 

SCALE: 1cm = 120 M.



INTERSECTION IMPROVEMENTS

- Willow & Prince at the Commons; Queen, Court and Elm
- Elm, Robie & Nova Dr.
- Young, Prince & Lorne St.
- Cottage & East Prince St
- Young, Esplanade & Arthur St.

STREET DESIGNATIONS (ARTERIAL)

STREET	EXTENT
Willow	S. town line to Prince St.
Court, Elm, Nova & Park extension	102 Highway to Willow St.
Queen	Prince St to North bypass
Arthur, Esplanade & Walker	Court St to Walker St.
Lorne	Willow St to N. town line
Lorne, Prince & Young	Queen St to W. town line
South Circumferential	Queen St to S. town line
Young	Willow St. to Harmony Rd.
	Upham Dr. to S. town line

(COLLECTOR)

STREET	EXTENT
Juniper & Prince	Robie St to E. town line
Glenwood	Willow St to Young St.
Upham	Willow St to Young St.
Queen	Walker St to E. town line
Forrester & Outram	Esplanade to Prince St.
L. Truro Rd.	102 Access Rd to W. town line
Robie	Juniper to Elm St.

MAP BASE : TRACED FROM A COMPOSITE OF 1:1200 NOVA SCOTIA TOPOGRAPHIC SERIES MAPPING PHOTOGRAPHICALLY REDUCED TO 1:6000.
 THE 1cm = 120 M. MAPS ARE 50% REDUCTIONS OF THE ABOVE BASE.

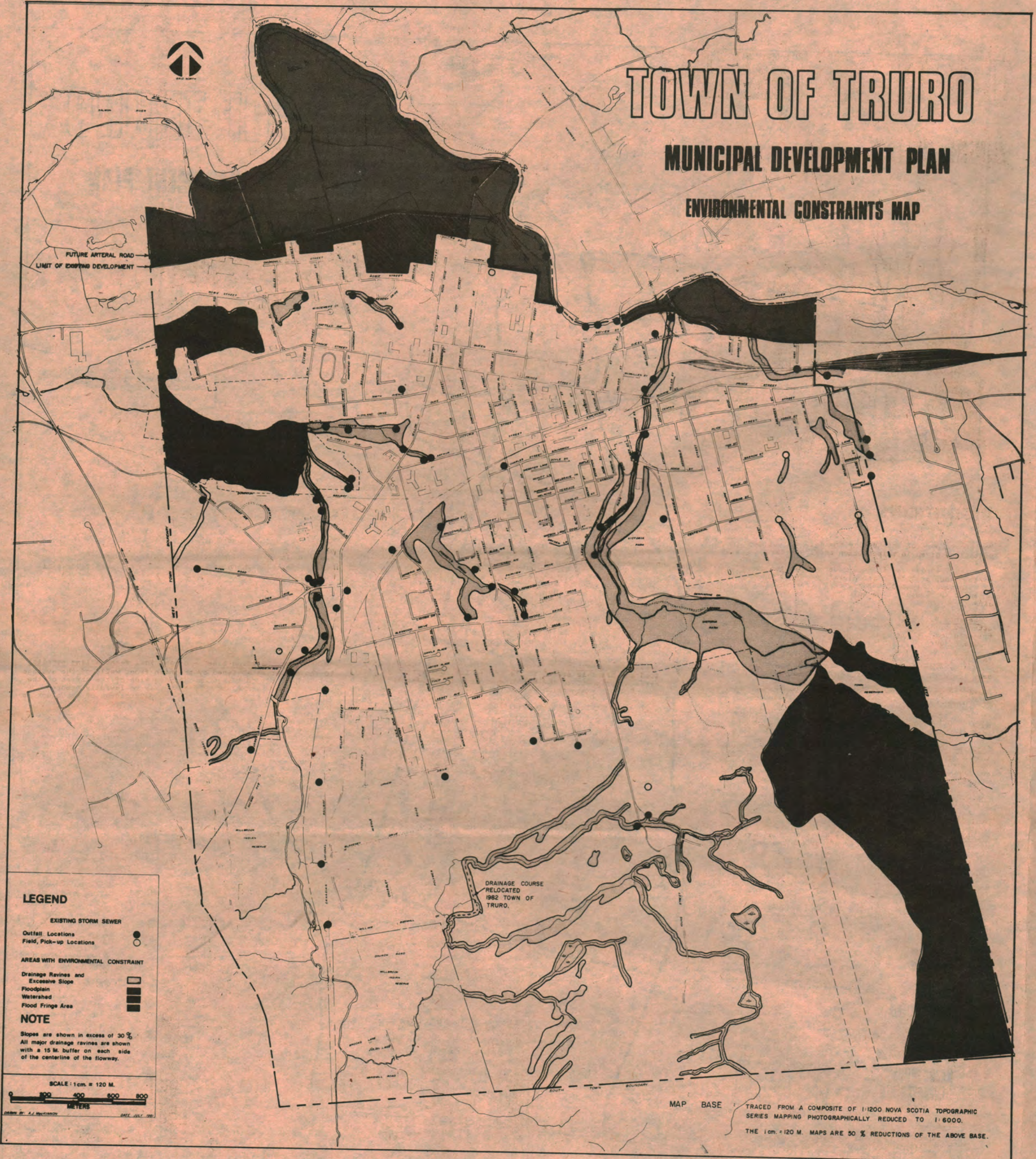
TOWN OF TRURO

MUNICIPAL DEVELOPMENT PLAN

TOWN OF TRURO



MUNICIPAL DEVELOPMENT PLAN

ENVIRONMENTAL CONSTRAINTS MAP







LEGEND

EXISTING STORM SEWER

Outfall Locations 
 Field, Pick-up Locations 

AREAS WITH ENVIRONMENTAL CONSTRAINT

Drainage Ravines and Excessive Slope 
 Floodplain 
 Watershed 
 Flood Fringe Area 

NOTE

Slopes are shown in excess of 30%
 All major drainage ravines are shown with a 15 M. buffer on each side of the centerline of the flowway.

SCALE: 1cm = 120 M.



MAP BASE

TRACED FROM A COMPOSITE OF 1:1200 NOVA SCOTIA TOPOGRAPHIC SERIES MAPPING PHOTOGRAPHICALLY REDUCED TO 1:6000.
 THE 1cm = 120 M. MAPS ARE 50% REDUCTIONS OF THE ABOVE BASE.

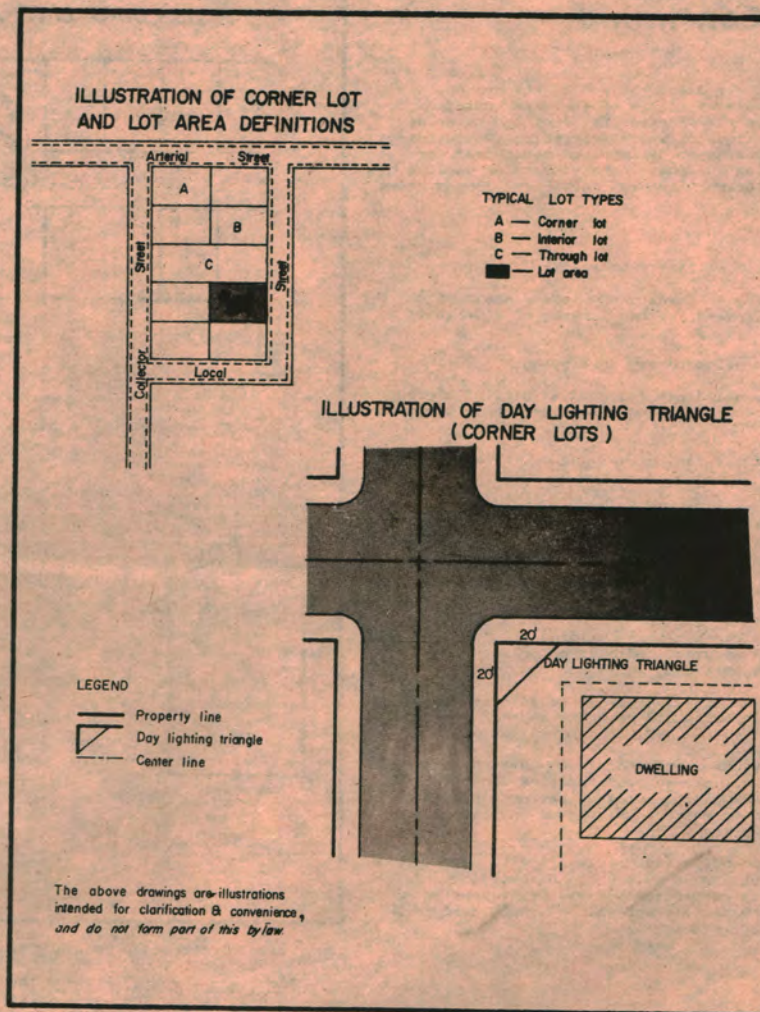
TOWN OF TRURO

MUNICIPAL DEVELOPMENT PLAN

ENVIRONMENTAL CONSTRAINTS MAP

TOWN OF TRURO

ZONING BY-LAW



DEFINITIONS

For the purpose of this By-law the definitions and interpretations given in this Section shall govern:

Words used in the present tense include future; words in the singular include the plural; words in the plural include the singular the word "used" includes "arranged, designed or intended to be used"; the word "shall" is mandatory and not directory.

"Accessory Building" - means a subordinate building, whether attached or detached, not used for human habitation, located on the same lot with the main building, and includes a private garage or carport.

"Accessory Use" - means a use, customary, incidental and subordinate to the principal use or building and located on the same lot with such principal use or building.

"Alter" - means to change the structural component of a building or to increase the volume of a building or structure.

"Amenity Space" - means any yard space, as required by this by-law, which is landscaped and not occupied by a building or used as a driveway or parking space.

"Apartment Building" - means a building or part thereof, other than a converted dwelling, consisting of more than three dwelling units, which units have a common entrance from the street level and the occupants of which have the right to use in common halls, stairs, yards or one or more of them.

"Attached Building" - means a building otherwise complete in itself which depends for structural support, or complete enclosure, upon a party wall shared in common with an adjacent building.

"Automobile Repair Shop" - means a building or part of a building used for the mechanical repair of automobiles and includes an auto body shop.

"Automobile Sales Establishment" - means a building or part of a building or space on a lot used for retail sale of motor vehicles and motor vehicle accessories, and includes a public garage and repair shop.

"Automobile Service Station" - means a building or place for the sale of motor vehicle requirements, where minor repairs and servicing are carried out.

"Bachelor Apartment" - means a dwelling unit designed for occupancy by one or two persons and consists of a bed-living room, a kitchenette and sanitary facilities.

"Block" - means the smallest area of land, the boundaries of which consist entirely of public streets, rivers, railroads, public parks or any combination thereof.

"Boarding House" or "Rooming House" - means a dwelling in which either room or room and board is supplied to more than two persons, exclusive of the proprietor and members of his family.

"Building" - means any structure, whether temporary or permanent, used or built for the shelter, accommodation or enclosure of persons, animals, material or chattels, and includes any awning, bin, bunker or platform, vessel or vehicle used for any of the said purposes.

"Building Area" - means the maximum horizontal area of a building at grade measured to the centre of party walls or to the outside of exterior main walls including air walls and all other spaces within the building, but excluding porches, steps, chimney breasts, car ports or open platforms.

"Building Line" - means any line regulating the position of a building or structure on a lot.

"Carport" - means a building or structure which is without walls on at least two sides and is used for the parking or storage of a motor vehicle and for the purposes of this by-law a carport with an enclosed second storey shall be considered a garage.

"Commercial Motor Vehicle" - means any motor vehicle, its trailers and attachments which is registered by the Registry of Motor Vehicles of the Province of Nova Scotia as a commercial vehicle with a TARE weight in excess of 3650 kg and includes such similar vehicles as taxis, buses, tractors and construction equipment but does not include vehicles registered for recreational use.

"Committee" - means the Planning Advisory Committee of the Town of Truro.

"Converted Dwelling" - means a building originally built and designed as a single family dwelling unit which contains two or more dwelling units.

"Council" - means the Town Council of the Town of Truro.

"Day Care Centre" - means a place where four or more pre-school children are cared for on a temporary daily basis without overnight accommodation but does not include a school.

"Daylighting Triangle" - means that area of a corner lot which is enclosed by a triangle, the apex of which is the intersection of the flanking lot line and the front lot line, two sides of which triangle are 6 M in length measured from said point of intersection along the said lines and the base of which triangle is formed by a straight line joining the said exterior lot lines at the said points 6 M from the intersection.

"Development" - means and includes any erection, construction, addition, alteration, replacement or relocation of or to any building or structure and any change or alteration in the use made of land, building or structures.

"Development Agreement" - means an agreement made pursuant to the provisions of subsection 2(b) of Section 33 of the Planning Act.

"Development Officer" - means the officer appointed by the Town of Truro and charged with the responsibility of administering the provisions of the Planning Act and of this Zoning By-law, in accordance with Section 43 of the Planning Act.

"Domestic and Household Arts" - includes dressmaking, tailoring, hairdressing, instruction in music, dancing, arts and crafts, weaving, painting, sculpturing, moulding, or otherwise making or repairing garden or household ornaments, articles of clothing, personal effects or toys.

"Drive-in Restaurant" - means a building or part thereof where food and drink is served to the public for consumption in parking areas appurtenant to the building whether or not facilities are provided for consumption within the building.

"Duplex" - See definition "Dwelling Types", (d).

"Dwelling" - means a building designed exclusively for residential occupancy, including boarding and rooming houses but not including hotels or private hotels.

DWELLING TYPES:

(a) **"Single Family"** - shall mean a dwelling designed or used for occupancy by one family.

(b) **"Single Family Detached"** - means a completely detached dwelling unit.

(c) **"Semi-Detached"** - means a building that is divided vertically into two dwelling units, each of which has its own entrance.

(d) **"Duplex"** - means a separate building divided horizontally into two dwelling units.

(e) **"Triplex"** - means a separate building divided horizontally into three dwelling units.

(f) **"Rowhouse" and "Townhouse"** - means a building that is divided vertically into three or more dwelling units, each of

which has independent entrances to a front and rear yard immediately butting the front and rear walls of each dwelling unit.

"Dwelling Unit" - means one or more habitable rooms with a private entrance, designed or intended for use by one or more individuals as an independent and separate housekeeping establishment in which separate kitchen, sanitary facilities and sleeping room are provided for the exclusive use of such individuals.

"Erect" - means (with reference to a building or structure), build, construct or reconstruct and shall include:
(1) the moving of a structure from one location to another,
(2) any physical operation, such as excavating, filling or draining, preparatory to building, construction or reconstruction
and "erected" shall have a corresponding meaning.

"Established Building Line" - of any lot, means a line parallel to the street established by the main front walls of the average set back of all buildings on the same side of the street of the block within which block a building may be lawfully erected provided that not less than half of the frontage of the block is built upon.

"Established Grade" - means in reference to a building, the average elevation of the finished surface of the ground where it meets the exterior main walls of such building; or with reference to a structure means the average elevation of the finished grade of the ground immediately surrounding such structures exclusive in both cases of any artificial embankment or entrenchment.

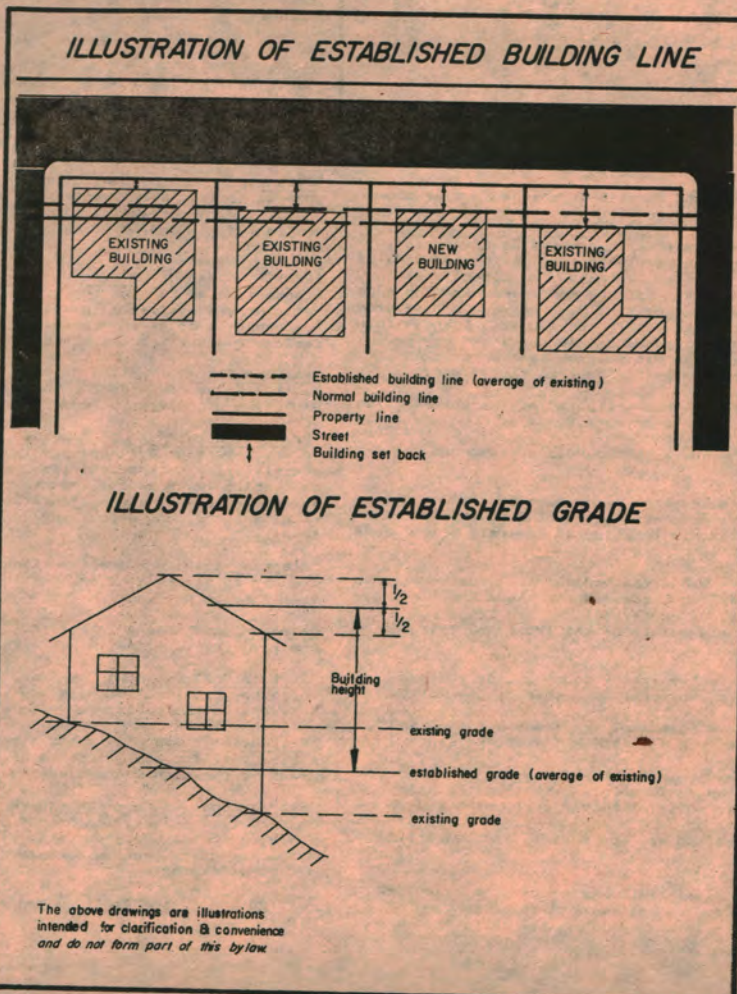
"Existing" - means existing as of the effective date of this by-law.

"Floor Area": means

(a) in reference to a dwelling - the maximum area contained within the outside walls excluding rooms not habitable at all seasons of the year;

(b) in reference to business or commercial establishments - the total useable floor area within a building used for business or commercial purposes but excludes washrooms, furnace and utility rooms and common halls or malls between individual establishments;

(c) with reference to an apartment - the maximum floor area contained within the finished walls of the dwelling unit.



DEFINITIONS Continued

(d) "Gross Floor Area": - means the sum of the gross horizontal areas of the several floors of the main buildings on the same lot measured from the exterior faces of the exterior walls or from the centre lines of walls separating two buildings, but shall exclude the basement or cellar, and space used for heating or air conditioning equipment, the storage or parking of motor vehicles, locker storage, laundry facilities, common areas and recreational area.

"Frontage" - see definition of "lot frontage".

"Garage" - means a building or structure which is enclosed on three or more sides and is used for the parking or storage of a motor vehicle.

"Grade Level" means grade prior to any development.

"Group Dwellings" - means buildings designed as part of a group of dwellings on the same lot, held and maintained under single ownership.

"Guest Home" - means a single family dwelling converted to a tourist establishment.

"Height (Of Building)" - means the vertical height from the established grade level around the exterior main walls to the highest point of the roof joists in the case of a flat roof or to the average height in the case of a pitched roof.

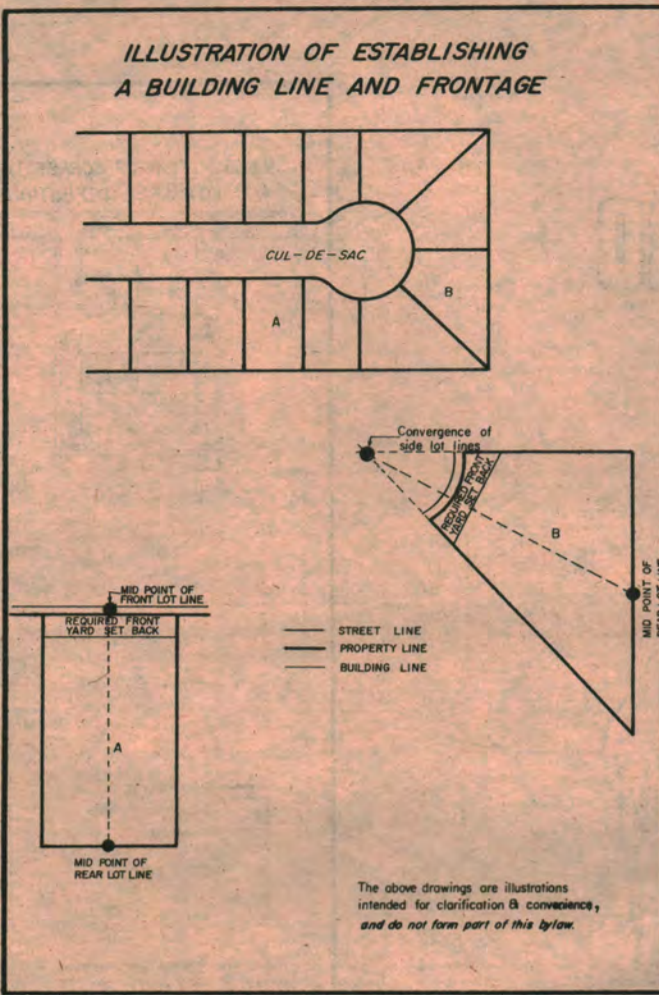
"Habitable Room" - means a living room, bedroom, kitchen with or without space for eating, or a dining room.

"Institutional" - means a use put to a building or land used for non-commercial purpose by an organized body or society for promoting a particular objective.

"Kennel" - means a building or structure where animals, birds or livestock used as domestic household pets are kept or boarded commercially.

"Landscaping" - means any combination of trees, shrubs, flowers, grass or other horticultural elements, decorative stonework, gravelling, paving, screening or other architectural elements, all of which are designed to enhance the visual amenity of a property or to provide a screen.

"Loading Space" - means an off-street space or berth on the same lot with a building or contiguous to a group of buildings, for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials and which is connected to a public street by an appropriate access.



"Lot Line" - means any boundary of a lot.

"Lot Line (Front)" - means the line dividing the lot from the street; in the case of a corner lot, the shorter boundary line abutting the street shall be deemed the front lot line and the longer boundary line abutting the street shall be deemed the side lot line. In the case of a through lot, either boundary dividing the lot from a street may be the front lot line.

"Rear Lot Line": - means the lot line opposite the front lot line.

"Side Lot Line": - means a lot line other than a front or rear lot line.

"Flanking Lot Line" - means a side lot line which abuts the street on a corner lot.

"Main Building" - means the building in which is carried on the principal purpose for which the building lot is used.

"Main Wall" - means the exterior front, side, or rear wall of a building and all structural members essential to the support of a building or structure.

"Mobile Home" - means any portable dwelling so constructed as to permit its being used as a conveyance upon public streets or highways and designed and constructed to permit occupancy for dwelling and located on wheels, jacks or permanent foundations, and which may be connected to utilities and sanitary services and does not include a vacation travel trailer.

"Mobile Home Lot" - means a lot designed for one mobile home in accordance with the town's mobile home by-law.

"Mobile Home Park" - means an establishment comprised of land or premises under single ownership designed and intended for use by five or more mobile homes exclusively but does not include camping ground for seasonal use.

"Neighbourhood Convenience Store" - shall mean a store that serves the needs of the adjacent neighbourhood and shall include items of merchandise which constitute the main feature of the following types of stores: general stores, food stores, hardware stores, sporting goods stores, delicatessens and drug stores, provided that, all such items are new retail merchandise and that such business is conducted within a wholly enclosed building.

"Net Retail Area" - means the gross space leased or leaseable to tenants, exclusive of malls, public washrooms and other common areas.

"Nursing Home" or "Home for the Aged" - means a building wherein nursing care or room and board are provided to individuals incapacitated in some manner for medical reasons but does not include a hospital.

"Obnoxious Use" - shall mean a use which creates by its nature or operation a nuisance or is offensive by the creation of noise or vibration, or by reason of the emission of gas, fumes, dust, oil or objectionable odor, or by reason of the unsightly storage of goods, wares, merchandise, salvage, refuse matter, waste or other material.

"Office" - means a room designed, furnished or used for the purpose of regularly transacting business, where business may be transacted, a service performed or consultation given but shall not include a manufacturing of any product or the retail selling of goods.

"Parking Area" or "Parking Lot" - means an open area, other than a street, used for the temporary parking of more than two vehicles and available for public use, whether free, for compensation or as an accommodation for clients, customers or residents and which has access to a public street.

"Parking Space": - means an area of at least 16.5 M² and at least 2.75 metres wide for the purpose of parking a motor vehicle exclusive of driveways and/or aisles.

"Personal Service Shop" - means a building or part of a building in which persons are employed in furnishing services or otherwise administering to the individual and personal needs of persons and may include such establishments as barber shops, beauty parlors, automatic laundry shops, hairdressing shops, shoe repair and shoe shining shops, and depots for collecting drycleaning and laundry.

"Planning Act": - means the Planning Act of Nova Scotia, being Chapter 16 of the Acts of Nova Scotia, as that Act may be amended from time to time.

"Premise" includes a lot of land and all of that which is upon the land including buildings with the contents thereof.

"Professional Buildings" - means a building or part thereof in which the principal or main use is the provision of professional services to the public.

"Recreational Space" - means a space provided in common and exclusively for the occupants of a building or part thereof in which or on which recreational uses are carried out.

"Recreational Use": - means parks, playgrounds, tennis courts, lawn bowling greens, indoor and outdoor skating rinks, arenas, athletic fields, golf courses, picnic areas, swimming pools, day camp, community centres, commercial recreational establishments and similar uses.

"Recreation (Commercial)" - means recreational uses provided for profit or gain.

"Recreation (Passive)" - means recreational use which is not an obnoxious use, or in any way detrimental to the environment, or in any way land intensive with regards to use or its structures and may be a use similar to - hiking, horseback riding, bicycling, picnicing, bird watching, fishing, etc., but does not include motorized vehicles of any sort.

"Registered" - means registered at the Registry of Deeds of Colchester County.

"Restaurant" - means a building or part thereof where food and drink is served to the public for consumption within the building but does not include a drive-in restaurant.

"Retail Space" - means a building or part thereof in which goods, wares, merchandise, substances, articles or things are offered or kept for sale directly to the public at a retail value and includes only that space to which the public is commonly permitted.

"Rowhouse" or "Town House" - see definition "Dwelling Types", (f).

"School" - shall mean an educational establishment.

"Public School": shall mean an authorized school under the jurisdiction of a Public School Board, a High School Board or a Board of Education.

"Private School": shall mean a school other than a commercial or public school.

"Nursery School": shall mean a school operated for pre-school age children.

"Commercial School": shall mean a school where instruction is given for the purpose of remuneration and shall include dancing schools, music schools, golf schools, trade schools, nursery schools, and any other school conducted for remuneration.

"Shopping Centre" or "Shopping Mall" - means a grouping of retail spaces for lease or rent under single management containing a minimum of 930² of net retail area all of which is located on a single lot.

"Semi-detached Dwelling" - See definition of "Dwelling Types", (c).

"Service Industries" - includes the processing of milk and dairy products, bakeries, public garages including engine and body repair shops, printing establishments, laundry or cleaning establishments, paint shops, plumbing shops, sheet metal shops and similar uses.

"Service Shop" - means a building or part thereof used for the sale or repair of household articles and includes radio, television and appliance repair shops but does not include industrial or manufacturing or motor vehicle repair shops.

"Setback" - means the distance between any lot line and the nearest wall of any building or structure and extending the full width or length of the lot.

"Sign" - means a structure, device, light or natural object including the ground itself, or any part thereof, or any device attached thereto, or painted or represented thereon, which shall be used to identify, advertise, or attract attention to any object, product, place, activity, person, institution, organization, industry or business, or which shall display or include any letter, word, model, number, banner, flag, pennant, insignia, device or representation used as an announcement, direction or advertisement, and which is intended to be seen from the premises or from a parking lot. The word "sign" shall include signs which are affixed to the inside of windows or glass doors and are intended to be seen from roadways or parking lots. No other indoor sign shall be deemed a sign within this by-law.

- (a) "Ground Sign" means a sign supported by one or more uprights, poles or braces placed in or upon the ground.
- (b) "Illuminated Sign" means a sign that provides artificial light directly, or through any transparent or translucent material, from a source of light connected with such sign, or a sign illuminated by a light focused, upon or chiefly directed at the surface of the sign.
- (c) "Projecting Wall Sign" means a sign which projects from; is perpendicular to; and is supported by; a wall of a building.
- (d) "Facial Wall Sign" means a sign which projects from and is supported by a wall of a building.
- (e) "Roof Sign" means a sign fixed; placed upon or supported by the roof of a building.
- (f) "Portable Sign" means a sign designed to be carried, pulled, pushed or hauled and which is not permanently fixed in a location.

(f) "Sign Area" means the area of the smallest triangle, rectangle or circle or semi-circle which can wholly enclose the surface area of the sign. All visible faces of a multifaceted sign shall be counted separately and then totalled in calculating sign area. Three dimensional signs shall be treated as dual-faced signs, such that the total area shall be twice the area of the smallest triangle, rectangle or circle or semi-circle which can totally circumscribe the sign in the plane of its largest dimension.

(g) "Number of Signs" means that for the purpose of determining number of signs, a sign shall be considered to be a single display surface or display device containing elements organized, related and composed to form a unit. Where matter is displayed in a random manner without organized relationship or elements, or where there is reasonable doubt about the relationship of elements, each element shall be considered to be a single sign.

"Single Family Detached Dwelling": - See definition "Dwelling Types" (b).

"Site Coverage": - means lot coverage.

"Streets" or "Roads": - means the whole and entire right-of-way of every highway, road or road allowance, vested in the Province of Nova Scotia or the Town of Truro and includes sidewalks.

"Street Line": - means the boundary of a street or road.

"Structure": means anything that is constructed or erected, the use of which requires location on the ground, or attached to something having location on the ground.

"Tourist Establishment" - means a building used to accommodate the travelling public for gain or profit by supplying them with sleeping accommodation and includes guest homes, tourist cabins, motels, auto courts, hotels and apartment hotels.

"Town" - means the Town of Truro.

"Triplex dwelling" - See definition of "Dwelling Types", (e).

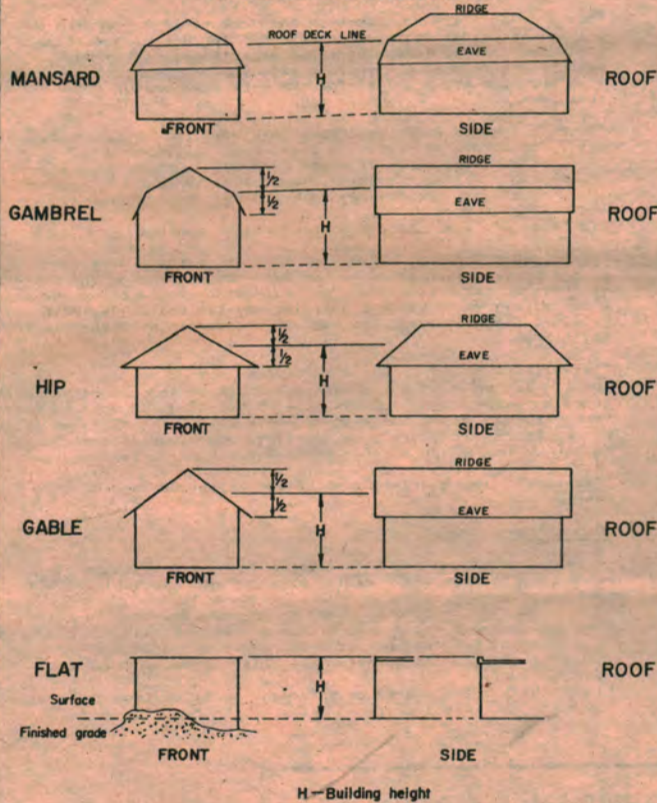
"Warehouse" - means a building where wares or goods are stored but does not include a retail store.

"Yard" - means the part of a lot unoccupied by the main building.

- (a) "Front Yard": means a yard that extends across the full width of a lot between the front lot line and the nearest main wall of any building on such lot.
- (b) "Rear Yard": means a yard that extends across the full width of a lot between the rear lot line and the nearest main wall of the main building on such lot.
- (c) "Side Yard": means a yard that extends from front yard to a rear yard between the side line of a lot and the nearest main wall of the main building thereon. Where more than one building is erected or altered on one lot the side line of the lot shall be interpreted as the centre line between two buildings.
- (d) "Flanking Yard" - means a side yard which abuts a street on a corner lot.
- (e) "Minimum Yard" - means the smallest yard permitted by this By-law.

"Zone" - means a designated area of land shown on the schedules of this By-law.

ILLUSTRATION OF BUILDING HEIGHT DEFINITIONS



The above drawings are illustrations intended for clarification & convenience, and do not form part of this bylaw.

"Lot" - means any parcel of land described in a deed or as shown on a registered plan of subdivision.

"Lot Area" - means the total horizontal surface within the lot lines of a lot, excluding the horizontal area of such lot covered by water, or marsh, or beyond the rim of a river bank or water-course, or between the top and toe of a cliff or embankment of 22 1/2 degrees or more from horizontal, provided that only the lot area lying within the zone in which a proposed use is permitted may be used in calculating the minimum lot area under the provisions of this By-law for such permitted use.

"Corner Lot": - means a lot situated at the intersection of and abutting upon two or more streets.

"Through Lot": - means a lot bounded on two opposing sides by streets.

"Lot Coverage" - means that percentage of the lot area covered by the building area but excluding that portion of any building that is constructed entirely below grade and underground.

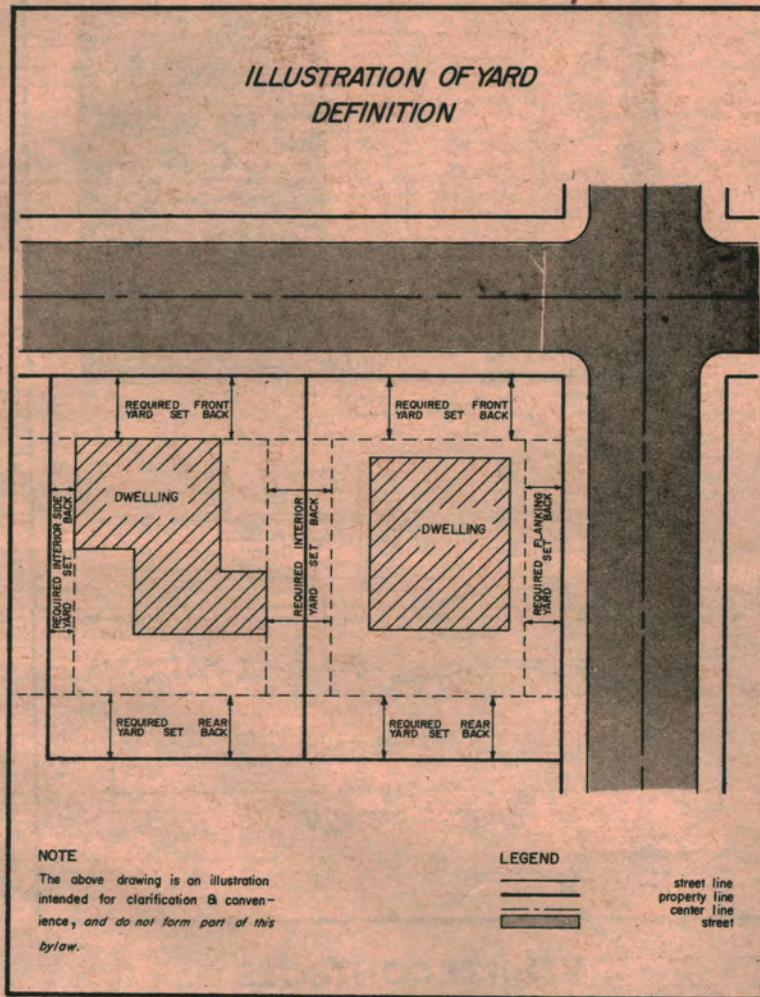
"Lot (Depth of)" - means the horizontal distance between the front and rear lot lines. Where these lot lines are not parallel, the lot depth shall be the length of a line joining the mid-points of the front and rear lot lines.

"Lot Established Centerline" - means a line which divides a lot into two parts by either of the following methods:

- joining the mid points of the front lot line and rear lot line with a direct and straight line
 - or - joining the mid point of the front lot line and the apex of a triangle formed by extending the side lot lines to their point of convergence, with a direct and straight line.
- and may be referred to as "the established centerline".

"Lot Frontage" - means the distance between side lot lines measured along a line perpendicular to the established centerline at the required setback from the front lot line.

General Provisions For All Zones



4.1 Scope

- (a) No development shall hereafter be permitted or the use of any building changed unless a development permit has been issued and no development permit shall be issued except in compliance with this By-law
- (b) Any person who violates a provision of this By-law shall be subject to prosecution as provided for under Part XI of the Planning Act of Nova Scotia.

4.2 Fronting on Streets

- (a) No development permit shall be issued unless the lot or parcel of land upon which the development is proposed abuts and fronts upon a street.
- (b) No development permit shall be issued for a lot or parcel of land which accesses on an arterial street in a future residential area as indicated in the Municipal Development Plan.

4.3 Compliance with other By-laws

Nothing in this By-law shall exempt any person from complying with the requirements of the Building By-law or any other by-law in force within the Town of Truro, or from obtaining any license, permission, permit, authority or approval required by any other by-law of the Town of Truro.

4.4 Accessory Uses Permitted

Where this By-law provides that land may be used for a purpose or a building or structure may be erected or used for a purpose, such purpose may include any accessory uses thereof.

4.5 Non-conforming Uses

Non-conforming uses are subject to the provisions of Part VIII of the Planning Act.

4.6 Existing Undersized Lots

Notwithstanding anything in this By-law, a vacant lot having less than the minimum frontage or area required by this By-law, if such lot is separate from adjoining lots or parcels of land on the effective date of this By-law, may be used for a purpose permitted in the zone in which the lot is located and a building may be erected on the lot provided that the other applicable provisions of this By-law are complied with.

4.7 Existing Buildings

Where a building has been erected on or before the effective date of this By-law on a lot having less than the minimum frontage or area, or having less than the minimum frontyard or side yard or rear yard required by this By-law the building may be enlarged, reconstructed, repaired or renovated provided that:

- (a) the enlargement, reconstruction, repair or renovation does not further reduce the front yard or side or rear yard that does not conform to this By-law and,
- (b) all other applicable provisions of this By-law are complied with.

4.8 Existing Lots

Notwithstanding anything else in this By-law, the use of a building, existing on a lot, on the effective date of this By-law, may be changed, to a use permitted on the lot where the lot frontage or area required is less than the requirements of this By-law, provided that all other requirements of this By-law are satisfied.

4.9 Height Regulations

The height regulations of this By-law shall not apply to church spires, water tanks, elevator enclosures, silos, flagpoles, television or radio antennae, ventilators, skylights, barns, chimneys, or clock towers.

4.10 Conformity with Existing Setbacks

In R-1 or R-2 Zones where existing buildings do not comply with the minimum requirements as to front yard, a building may be erected within 61 metres of any such building and within the same block, with a setback equal to the established building line, but such setback shall not be less than 3 metres from the street line and need not be greater than the setback prescribed for the zone in which it is situated.

4.11 Temporary Construction Uses

- (a) In a development for which a development permit is in force and while such development is under construction, nothing in this By-law shall prevent the erection of temporary buildings or scaffolds or other structures incidental to the construction in progress until such construction has been finished or has been discontinued for a period of sixty days.
- (b) Nothing in the By-law shall prevent structures erected for special occasions or holidays provided only that no such use remains in place more than 14 consecutive days.

4.12 Building to be Moved

No building shall be moved within or into the Town of Truro until a development permit therefor has been issued.

4.13 Restoration to a Safe Condition

Subject to the provisions of Section 48 of the Planning Act; to the provisions of this By-law; the Building By-law; and the Minimum Maintenance By-law a building or structure may be strengthened or restored to a safe condition.

4.14 Water and Sewers Must be Available

Except in a Residential Estate (R-7) or Rural (R-6) zones no development permit shall be issued for any development where municipal water and sanitary sewers are not available.

4.15 Multiple Use

Where any land or building is used for more than one purpose, the provisions of this By-law relating to each such use shall be complied with.

4.16 Truck, Bus and Coach Bodies

No truck, bus, coach or street or railway car body, whether or not it is mounted on wheels, or any other such structure other than a mobile home, shall be used for human habitation or be used as a dwelling.

4.17 Building to be Erected on a Lot

No person shall erect or use any building unless such building is erected upon a lot.

4.18 One Main Building on a Lot

No person shall erect more than one main building on a lot except in:

- an Industrial (M-1) Zone
- a Commercial Shopping Center (C-4) Zone
- a Mobile Home Park (R-5) Zone
- a grouped dwelling in a medium density Residential (R-3) Zone.

4.19 Public Uses Permitted

Municipal offices or buildings shall be permitted in any zone.

ZONES

2.1 General

The Town of Truro shall be divided into zones the extent and boundaries of which are shown on the map which is Schedule "A" of this By-law of which it forms a part. The provisions of this By-law shall apply to all such zones. The said map may be referred to as the Zoning Map.

2.2 Zone Symbols

The following zones appear on the Zoning Map and are represented by the following symbols.

ZONES	SYMBOLS
(a) Residential Zones	R
- single family - large lot	R-1(a)
- single family - small lot	R-1(b)
- double family	R-2
- medium density	R-3
- high density	R-4
- mobile home park	R-5
- rural residential	R-6
- estate residential	R-7
- residential/mixed use	R-8
(b) Commercial Zones	C
- general	C-1
- highway	C-2
- local	C-3
- shopping centre	C-4

ZONES	SYMBOLS
(c) Industrial Zone	M
- general	M-1
(d) Parks and Recreation Zones	P
- Park zone	P-1
- Recreation zone	P-2
(e) Institutional Zone	S
- special use	S-1
(f) Environmentally Protected Zones	E
- Floodplain	E-1
- Slopes and drainage ravines	E-2
- Watershed	E-3

2.3 Zoning Boundaries

Zoning Boundaries shall be determined as follows:

- (a) Where a zone boundary is indicated as following a street or highway the boundary shall be the centre line of such street or highway.
- (b) Where a zone boundary is indicated as approximately following the lot lines, such lot lines shall be the boundary.
- (c) Where a railroad or railway right-of-way, an electrical transmission right-of-way, or a watercourse serves as a boundary between two or more different zones, the centre line of such right-of-way or of such watercourse shall be the boundary.
- (d) Where there is no landmark that indicates the precise location of a boundary the boundary shall be scaled from the Zoning Map.
- (e) Where a zone boundary is indicated as following the town boundary, the town limit shall be the boundary.

ADMINISTRATION

3.1 Town Plan Advisory Committee (T.P.A.C.)

- (a) Town Planning Advisory Committee appointed by Town Council in conformity with Section 22 of the Planning Act shall be herein referred to as the Committee.
- (b) duties of the Committee:
 - at the direction of Council, hold hearings, advise Council regarding planning matters.
 - advise the Council as to the intent of the Municipal Development Plan.
 - assist Council in the periodic review of the Municipal Development Plan and Zoning By-law in conformity with Sections 20 and 37 respectively of the Planning Act.

3.2 Development Officer

- (a) The Council shall appoint a Development Officer pursuant to the provisions of Section 43 of the Planning Act who shall issue development permits and carry out such duties as are prescribed by the Planning Act or by this By-law and shall perform such other duties as the Council may direct.
- (b) The Council may from time to time appoint a Deputy Development Officer who when the Development Officer is unable to do so by reason of absence or other cause shall carry out the duties of the Development Officer and may make any decision he could have made.

3.3 Development Permits

- (a) No development shall be undertaken unless a development permit has been granted by the Development Officer.
- (b) The development permit shall be in the form as is set out in Schedule "B" of this By-law.
- (c) No development permit shall be issued unless the provisions of this By-law have been complied with.

3.4 Application for Development Permits

- (a) Every application for a Development Permit shall be in duplicate and shall be accompanied by such plans and copies drawn to an appropriate scale and showing such of the following as the Development Officer may require:
 - (i) the true shape and dimensions of the lot to be used, and upon which it is proposed to erect any building or structure,
 - (ii) the proposed location, height, and dimensions of the building, structure, or work in respect of which the permit is applied for,
 - (iii) the proposed location and dimensions of parking spaces, loading spaces, driveways,
 - (iv) natural land features such as wetlands, water compounds, water courses, slope by topography, and
 - (v) such other information as may be necessary to determine whether or not such development, reconstruction or redevelopment conforms with the requirements of this By-law.

- (b) The application shall be signed by the owner of the lot or by the owner's duly authorized agent and shall set forth in detail the present and proposed use of the lot and each building or structure, or part of each building or structure, together with all information necessary to determine whether or not every such proposed use of land, building or structure conforms with the requirements of this By-law.

- (c) Where the Development Officer is unable to determine whether the proposed development conforms to this By-law and other by-laws and regulations in force which affect the proposed development he may require that the plans submitted under Subsection 3.4(a) be based upon an actual survey by a Nova Scotia Land Surveyor.

3.5 Other Structures Requiring a Development Permit

- (a) sign permit see Section (6.1)
- (b) temporary sign permit see Section (6.1)

4.20 Illumination

No person shall illuminate any area or erect any illuminated sign unless all glaring lights are directed away from adjoining properties and any adjacent street.

4.21 Permitted Encroachments in Yards

Except for accessory buildings, every yard required by this By-law shall be open and unobstructed by any structure, except fences, provided, however, that the structures listed in the following table shall be permitted to project into or over the specified yards for the distances that are specified in the table below:

Structure	Yard in which Projection is Permitted	Maximum Projection from Main Wall Permitted into Required Yard
Sills, belt courses, cornices, eaves, gutters, chimneys, pilasters, or canopies	Any yard	600 millimetres
Window Bays	Any yard	1 metre and a maximum width of 3 metres
Fire escapes and exterior staircases	Rear and side Yards only	1.5 metres over a maximum width of 3 metres
Balconies	Any yard	2 metres
Open, roofed porches not exceeding one storey in height; uncovered terraces	Rear and front yards only	2.5 metres including eaves and cornices
Car Ports	Rear and side Yards only	within 1 metre of the property line

4.22 Natural Hazards and Yard Requirement

Where in this By-law a front yard, side yard or rear yard is required and part of the area of the lot is usually covered by water or marsh, or is beyond the rim of a river bank or watercourse, or between the top and toe of a cliff or embankment having a slope of 16.54 or 30 degrees or more from the horizontal, then the required yard shall be measured from the nearest main wall of the main building or structure on the lot to the edge of said area covered by water or marsh, or to the rim of said river bank or watercourse, or to the top of the said cliff or embankment if such area is closer than the lot line.

4.23 Accessory Buildings

Accessory uses, buildings and structures may be permitted in any zone but shall not:

- (a) be used for human habitation except where a dwelling is a permitted accessory use;
- (b) be located within the front yard of a lot;
- (c) be built closer to the front lot line or side lot line than the minimum distance required by this By-law for the main building on the lot; where an accessory building is built on a corner lot it shall be located in the rear yard or in the side yard which is not adjacent to the flanking street;
- (d) be built closer to a street than the main building is to that street;
- (e) except for non-residential accessory buildings in a Rural Residential (R-6) Zone or accessory buildings in an Industrial (M-1) Zone exceed 4.5 metres in height;
- (f) except in a Rural Residential (R-6) Zone or Industrial (M-1) Zone exceed 70 M² in total floor area;
- (g) be built within 2 metres of the main building;
- (h) be considered an accessory building if attached to the main building in any way; or
- (i) be considered an accessory structure if located completely underground.

4.24 Accessory Buildings, Exceptions Regarding Setbacks

Notwithstanding section 4.23 clauses "c" and "d" the following yard exceptions apply:

- (i) common semi-detached garages or carports may be centered on the mutual side lot line and,
- (ii) accessory buildings with no windows or perforations on the side of the building which faces the said lot line, may be located a minimum of 1 metre from the said lot line in any residential zone, except a Rural Residential (R-6) Zone;

4.25 Daylighting Triangle

On a corner lot where yards are required, no fence, sign, hedge, shrub, bush or tree or any other structure, vehicle or vegetation shall be erected, placed or permitted to grow to a height greater than .60 metres above grade within a daylighting triangle.

4.26 Uses Permitted by Development Agreement

Notwithstanding anything else in this By-law

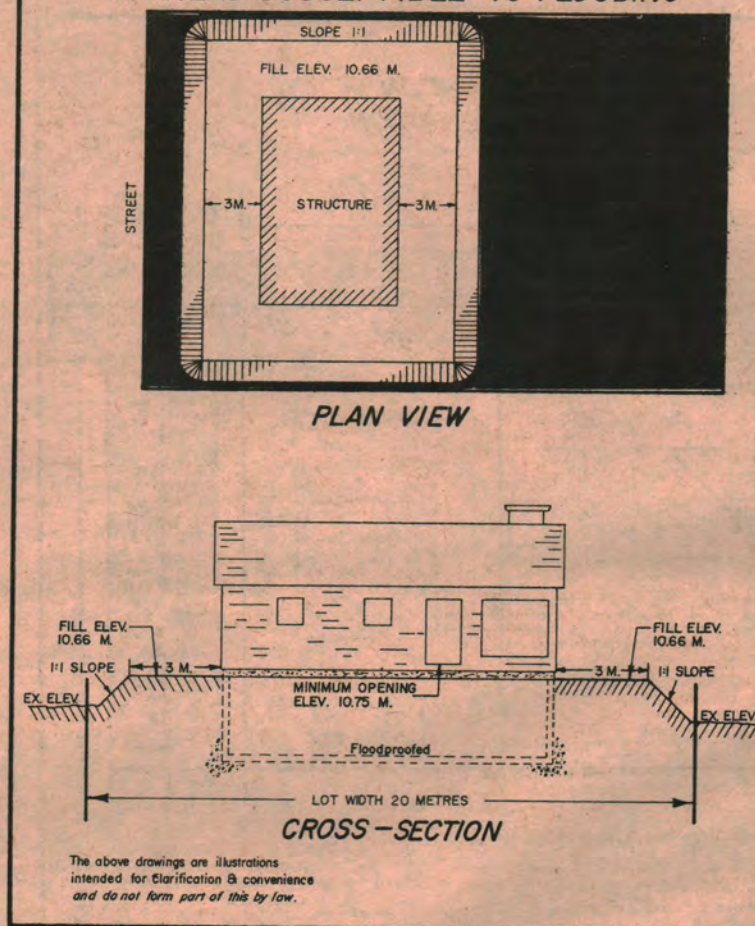
- a) Council may by resolution under the authority of Section 33(2)(b) and 34 of the Planning Act and Policies: P-203(b) & (c) P-229 of Part II-A of the Residential Section and P-233(b) P-235(c) P-237 of Part II-B of the Commercial Section and P-246 P-257 of Part II-C of the Industrial Section all of which are subject to policies: P-503 P-504 P-505 and P-506 of Part V of the Implementation Section of the Municipal Development Plan approve any so specified development which would not otherwise be permitted by this By-law.
- (b) Approval by Council under clause (a) shall only be granted subject to the condition that the registered owner of the land upon which the development is to occur shall enter into an agreement with Council containing such terms and conditions as Council may direct.

4.27 Special Requirements for Development within Areas Subject to Flooding

No development permit shall be issued in any zone that is below 10.668 M (C.G.D.) Canadian Geodetic Datum unless the following special requirements are met:

- (i) "minimum opening elevation" shall be above 10.75 M (C.G.D.) Canadian Geodetic Datum.
- (ii) Fill shall be placed around the perimeter of the main building to a height equal to the minimum opening elevation for a distance of 3 metres perpendicular to the said perimeter. Such fill shall have a minimum perimeter slope of one to one (1:1).
- (iii) Foundation walls subgrade floors and footings shall be water-proofed as per requirements contained in the Truro Building By-law 1980.

ILLUSTRATION OF DEVELOPMENT IN AREAS SUSCEPTIBLE TO FLOODING



VEHICLE CONTROLS

5.1 Parking Requirements

For every building or structure to be erected or enlarged, or for which application for a development permit involving a change of use is made, off-street parking located within the same zone as the use and having unobstructed access to a public street shall be provided and maintained in accordance with the following requirements.

USE	REQUIREMENTS
(a) Residential	
(i) A dwelling containing not more than three dwelling units	One parking space for each dwelling unit
(ii) All other dwellings	1.5 parking spaces for each dwelling unit
(iii) Senior Citizens Homes and Homes for the Disabled	one parking space for each dwelling unit
(b) Commercial	
(i) Hotels, staff houses, motels, tourist cabins	One parking space per suite or rental unit
	PLUS
	One additional parking space for each 4.5 M ² of floor area devoted to public use (taverns, restaurants and auditoria) exclusive of lobbies and halls
	One additional parking space for each 18.5 M ² of retail space exclusive of lobbies and halls
(ii) Offices	One parking space per 28 M ² of floor area, within the same zone
(iii) Shopping Centres	5.25 parking spaces for every 93 M ² net retail area
(iv) Funeral Homes	One parking space for each five seats capacity of the chapel with a minimum of ten parking spaces
(v) Bowling Alleys and Curling Rinks	One parking space for each two persons in the designed capacity of the establishment and for the purposes of this subsection capacity shall mean six persons per bowling lane and eight persons per curling sheet. In other parts of the building additional parking spaces shall be provided in accordance with the requirements set out in this By-law for the use to which the other parts of the building may be used
(vi) Taverns, lounges, Restaurants, night clubs	One parking space for each: 18.5 M ² of a floor area where the total floor area is not greater than 93 M ² ; 9.3 M ² of a floor area where the total floor area is greater than 93 M ² .
(vii) All other commercial uses (including Banks and Trust Companies)	One parking space for each 18.5 M ² of retail space, within the same zone, and which spaces may be within a building.
(c) Institutional	
(i) Hospitals	One parking space for each two beds plus one parking space for every two employees on the largest shift plus one parking space for every two doctors on staff or one parking space per 84 M ² of floor area, whichever is the greater.
(ii) Nursing Homes and Homes for the Aged	One parking space for every two beds plus one parking space for every two employees on the largest

- (iii) Churches, church halls, auditoria, theatres, arenas, halls, stadia, private clubs, and other places of assembly
- (iv) Elementary schools, junior high, kindergarten, daycare
- (vi) High schools, colleges
- (vii) Trade schools
- (viii) Dormitories, fraternity and sorority houses
- (d) Industrial**
- (i) Industrial/Manufacturing
- (ii) Wholesale

shift, or one parking space per 65 M² of floor area whichever is greater.

Where there are fixed seats, one parking space for every five seats, or 3.0 metres of bench space. Where there are no fixed seats, one parking space per 9.3 M² of floor area devoted to public use.

One parking space for every two employees.

One parking space for every two employees plus one parking space per ten students.

One parking space per two employees plus one parking space per five students.

One parking space per two sleeping rooms.

One parking space per two employees on the largest shift.

1.5 parking space per employee.

Note: Wherever parking space requirements are worked out to 1/2 a parking space, one parking space shall be provided.

5.2 Exemptions from Parking Requirements

Any development included in an area which is designated as an area to be rated for parking facilities as set out in the "Truro Parking Commission Act" Chapter 117 of the Statutes of Nova Scotia, 1970, shall not be required to provide parking under this section.

5.3 Parking of Commercial Motor Vehicles

No person shall in any residential zone, use any lot for the parking or storage of a commercial motor vehicle or any vehicle licensed for commercial use in excess of three (3) vehicles per lot.

5.4 Loading Spaces

(a) In any zone, no person shall erect any building or structure for manufacturing or storage, or for use as a warehouse, department store, retail store, wholesale store, market, freight or passenger terminal, hotel, hospital, mortuary or other uses involving the frequent snipping, loading or unloading of persons, animals or goods, unless there is maintained on the same premises with every such building, structure or use one off-street space for standing loading and unloading for every 3,255 M² or fraction thereof floor area used for any such purpose to a maximum of six loading spaces.

- (ii) (b) Each loading space shall be subject to clause 5.7
- (c) The provision of this subsection shall not apply to any building with less than 232 M².
- (d) No such loading spaces shall be located within any required front yard or be located within any required yard which abuts a Residential, Recreational or Institutional Zone.

5.5 Standards for Parking Areas or Lots

Where off-street parking facilities for more than four (4) vehicles are required by the provisions of this by-law:

- (a) the parking area shall be maintained with a stable surface that is treated to prevent the raising of dust or loose particles;
- (b) the lights used for illumination of the parking lot or parking station shall be so arranged as to divert the light away from streets, adjacent lots and buildings;
- (c) a structure, not more than 4.5 metres in height and not more than 4.5 M² in area may be erected in the parking area for the use of attendants;
- (d) the parking area shall be within the same contiguous zone;
- (e) when the parking area is of a permanent hard surfacing, each parking space shall be clearly marked and maintained as such;
- (f) approaches or driveways to any parking area, other than that required for a single family dwelling, semi-detached, or a duplex dwelling shall be defined by a curb of concrete or rolled asphalt and the limits of

Vehicle Controls continued

of the parking area shall be defined by a fence, curb or other suitable enclosure designed to provide a neat appearance;

- (g) in addition the location of approaches or driveways shall be not closer than 15 metres from the limits of the right-of-way at a street intersection;
- (h) entrance and exit ramps to parking areas shall not exceed two (2) in number on any one street and each such ramp shall be a width of 7 metres at the street line and edge of pavement; the width of a driveway or ramp leading to a parking area shall be no less than 3.5 metres for one way or more than 7 metres for two way.

5.6 Area Calculation for Parking Requirements

The area required for parking shall be calculated by multiplying the "parking requirement" by (122 M²) inclusive of driveways and aisles which abut parking spaces.

5.7 Minimum Area Requirements

- (i) **Parking Space** - the minimum area required for a parking space shall be 16.5 M² (2.75 M x 6.0 M);
- (ii) **Loading Space** - the minimum area required for a loading space shall be 42 M² (3.5 M x 12.0 M) with unobstructed clear height of 3.5 M;

SIGNS

6.1 General

- (a) Where this section is inconsistent with the regulations respecting advertising signs on or near public highways made or administered by the Province of Nova Scotia Department of Highways, the more restrictive regulations shall apply.
- (b) No person shall erect a sign without first obtaining a development permit (sign) from the Development Officer and no permit to erect a sign shall be issued unless all the provisions of this By-law are satisfied.
- (c) Unless otherwise indicated in this section all signs must have a development permit (sign) issued prior to being erected.
- (d) A sign permit shall be issued by the Development Officer, in the form prescribed in Schedule "C" of this by-law, and shall be issued only when the provisions of this by-law have been complied with.
- (e) A Development Permit (sign) may be for a specified length of time.
- (f) The Development Officer may issue a temporary sign permit upon obtaining from the applicant for such permit a deposit in the amount of One Hundred dollars which sum shall be returned to the applicant upon removal of the temporary signs in compliance with the terms of the temporary sign permit.

6.2 Safety and Maintenance

- (a) Every sign and all parts thereof, including framework, supports, background, anchors and wiring systems shall be constructed and maintained in compliance with the building, electrical, and fire prevention by-laws.
- (b) All signs and all parts thereof shall be maintained and kept in a good state of repair.

6.3 Limit on Number of Signs

- (a) For the purpose of this section, where a multiple tenancy building is occupied by more than one business each business area shall be considered as separate premises.
- (b) Notwithstanding anything else in this By-law or elsewhere, not more than two (2) signs may be erected on any premises at any one time, but for the purposes of this section:
 - (i) a double-faced sign shall count as a single sign;
 - (ii) signs enumerated in Section 6.4 Clauses (a) to (h) inclusive, "Signs permitted in all Zones" shall not be counted in calculating the total;
 - (iii) not more than one (1) ground sign shall be permitted on any one lot except in the case of a service station located on a corner lot where a maximum of two (2) ground signs shall be permitted and a limit of three (3) signs in total may be erected on a corner station lot;
 - (iv) not more than one (1) facial wall sign shall be permitted for each business premises; and
 - (v) not more than one (1) projecting wall sign shall be permitted for each business premises; and
 - (vi) not more than one (1) roof sign shall be permitted for each business premise.
 - (vii) each business premise shall be limited to only one of the following types of signs a projecting wall sign, a facial wall sign or a roof sign.

6.4 Sign Permitted in All Zones, Not Requiring a Development Permit

The following signs are permitted in all zones and no sign permit is required for their erection. These signs are excluded from the provisions of Sections 6.6; 6.7; 6.8; 6.9 but shall comply with the other provisions of this By-law.

- (a) Signs of not more than 0.2 M² in sign area, showing the street number of a building.
- (b) Signs of not more than 0.2 M² in sign area, showing the name of a resident or an occupier.
- (c) "No trespassing" signs or other signs regulating the use of a property, and of not more than 0.2 M² in sign area.
- (d) Real estate signs not exceeding 0.5 M² in sign area in a Residential Zone and 1.5 M² in other zones, which advertise the sale, rental or lease of the premises.
- (e) Signs regulating or denoting on-premises traffic, or parking, or other signs denoting the direction or function of various parts of a building, or premises, provided that such signs are less than 0.5 M² in area.
- (f) Signs erected by governmental authority and bearing no commercial advertising, such as traffic signs, railway crossing signs, and safety signs.
- (g) Memorial signs or tablets, and signs denoting the date of erection of a building of not more than 0.2 M².
- (h) The flag, pennant or insignia of any nation, province or state or of any religious, charitable or fraternal organization.
- (i) A sign having an area of not more than 3 M² incidental to construction and within the area of such construction.

6.5 Signs Prohibited in All Zones

Except where permitted under conditions expressly set out in this Section, the following signs are prohibited in all zones:

- (a) Any sign or sign structure which constitutes a hazard to public safety or health.
- (b) Signs which by reason of size, location, content, colouring or manner of illumination obstruct the vision of drivers, either when leaving a roadway or driveway, or obstruct or detract from the visibility or effectiveness of any traffic sign or control device on public streets or roads.
- (c) Any sign which obstructs free ingress to or egress from a fire escape door, window or other required exit way.
- (d) Signs not erected by a public authority which make use of words such as "STOP", "LOOK", "ONE WAY", "DANGER", "YIELD", or any similar words, phrases, symbols, lights or characters in such manner as to interfere with, mislead, or confuse traffic along a public road.
- (e) Any sign which advertises a business that is no longer conducted or a product that is no longer sold.
- (f) Signs on public property or a public right-of-way unless erected by a governmental body, or unless required to be so located by order of a governmental body, or unless specially permitted by the Council, but no sign located on public property or a public right-of-way shall bear any commercial advertising.
- (g) Signs not erected by a public authority which are located at or near sharp road curves or below the crest of a steep road grade.
- (h) Signs painted on, attached to, or supported by a tree, stone, cliff or other natural object.
- (i) String lights, other than temporary holiday decorations, which are unshielded from off the property on which they are located.
- (j) Searchlights, pennants, spinners, banners, and streamers except when a temporary sign permit has been issued.
- (k) Signs not related to any business or use located on the lot or premises.
- (l) Portable signs.

6.6 Signs on a Commercial Lot abutting or adjacent to a Non-commercial Zone

Signs within a commercial zone on a lot which abuts or is adjacent to a residential (R-1, R-2 or R-6), institutional, recreational or environmental protection zones, shall be subject to the following requirements for signs in their abutting yards.

- (i) all signs shall be non-illuminated.
- (ii) only directional or business identification signs shall be permitted.
- (iii) the maximum sign area shall be 1.4 M²
- (iv) the maximum height of a ground sign from the established grade to the highest part of the sign and structure shall be 3.5 M.
- (v) all signs shall be set back at least 3 M from the abutting property lots.

6.7 Facial Wall Signs

Notwithstanding Subsection 11 no facial wall sign shall:

- (a) cover more than 0.1 M² per 1 M² of the wall to which the sign is affixed, with proportional allocation for each business premises in a multiple occupancy building.
- (b) extend beyond the extremities of the wall to which it is affixed.
- (c) extend more than 250 millimetres from the face of the building.

6.8 Projecting Wall Signs

Notwithstanding Subsection 11 of this Part, no projecting wall sign shall:

- (a) exceed 2 M² in sign area;
- (b) project more than 2 M from the wall upon which it is attached;
- (c) project over a public right-of-way or day-lighting triangle;
- (d) project above the eaves, parapet or roof line of a building;
- (e) be permitted to swing freely on its supports;
- (f) be erected below a height of 3 M or above a height of 4.5 M above grade;
- (g) have a sign face dimension which exceeds 1.5 M.

6.9 Ground Signs

Notwithstanding Subsection 6.6 of this Section no ground sign shall:

- (a) exceed 7 M² in sign area on a single face sign or 14 M² of sign area for both faces combined;
- (b) exceed a height of 10.5 M from the grade level to the highest part of the sign;
- (c) extend beyond a property line or project over public right-of-ways, other adjoining lands, daylighting triangles or any driveway or parking space;
- (d) be set back a minimum of 1.5 M from any street line, common lot boundary, driveway, aisle or parking area;
- (f) exceed 3 M for any sign face dimension.

6.10 Roof Signs

No roof sign shall:

- (a) be permitted in any zone other than M-1, C-1 or C-2;
- (b) be erected above the surface of a roof without the structure being designed and approved by a registered engineer or architect;
- (c) cover more than 0.1 M² per 1 M² of the wall which the sign is positioned to face with or when angled to two facing walls the above ratio shall be calculated in accordance with the smaller of the two walls;
- (d) extend beyond the extremities of the roof to which it is affixed;
- (e) be permitted to swing freely on its supports;
- (f) be in excess of the maximum height limitations of the zone in which it is permitted;

6.11 Signs in a Residential Zone

Unless otherwise specifically provided in this By-law, no sign in any Residential Zone shall exceed 0.2 M² in sign face area, be any closer to a lot line than 1.5 M, or display any commercial advertising; and a ground sign shall not exceed 1.5 M in height.

7.1 Certain Business Uses Permitted

A dwelling in a residential zone may be used for business purposes, domestic and household arts provided that:

- (a) the dwelling is occupied as a residence by the user and the external appearance of the dwelling is not changed by the business or professional use;
- (b) there shall not be more than two assistants who are not residents in the dwelling employed in the business or profession;
- (c) not more than twenty-five percent of the total floor area and in no case more than 29 M² is devoted to the professional or business use;
- (d) except as provided in Section 6.4 and notwithstanding the provisions of Section 6.11, there shall be no advertising displayed other than a business identification sign which has a maximum sign area of 0.2 M² and which is attached to the main building and complies with the other provisions of this By-law;
- (e) no open storage or outdoor display shall be permitted;
- (f) no mechanical equipment is used except that reasonably consistent with the use of the dwelling.

7.2 Special Requirements for Steep Slopes

In any R-1, R-2, R-3, R-4 or C-3 zone, on any lot which has a slope of ten (10%) percent or more, the minimum lot area requirements shall be increased by 93 M² and the minimum frontage increased by 1 M for each and every degree or portion thereof of slope in excess of ten per centum (10%). Slope shall be measured from the highest elevation on the perimeter of the lot to be lowest elevation on the perimeter of the lot.

RESIDENTIAL ZONE REQUIREMENTS

8.1 RESIDENTIAL ZONE - PERMITTED USES

No development permit shall be issued in a residential zone except for uses as they are assigned below:

ZONE DEFINITIONS

- R-1 Single Family
 - R-2 Double Family
 - R-3 Medium Density
 - R-4 High Density
 - R-5 Mobile Home Park
 - R-6 Rural Residential
 - R-7 Estate Residential
 - R-8 Residential/Mixed Use
- X - Standard Requirements apply
 B - Special Requirements apply

	Zones								
	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	R-9
Single Family Detached Dwelling	X	X	X				X		X
Converted Dwelling									
Duplex		X	X						
Semi-Detached Dwelling		X	X						
Row House									
Triplex		X							
Apartment Building			X	X					
Group Dwellings									
Boarding Houses									
Nursing Homes, Homes for the Aged									
Guest Homes									
Day Care Centres			X						
Senior Citizens Homes and Homes for the Disabled									X
Farm Buildings and Kennels						X	X		
Accessory Uses	X	X	X	X	X	X	X	X	X

RESIDENTIAL ZONE REQUIREMENTS

USE	ZONE	Minimum Lot Area (M ²)	Minimum Lot Frontage (M)	Minimum Yard		Maximum Height (M)	Notes
				Front	Side		
Single-Family Detached Dwelling	R-1(a)	744.0	24.0	6.0	3.5	10.5	(X) units of measure
	R-1(b)	604.0	20.0	6.0	2.5 & 3.5	10.5	Side yard line: 1 side 2.5 M and 3.5 M the other
	R-2	5000.0	46.0	15.0	6.0	10.5	Newly created lots
	R-3	40,000.0	122.0	15.0	23.0	10.5	Existing or infill lots
Duplex	R-2	604.0	20.0	6.0	3.5	10.5	(each) Each unit
	R-3	558.0	20.0	6.0	3.5	10.5	(each) Each unit
Semi-Detached	R-2	325.5 (each)	10.5 (each)	6.0	3.5	10.5	(each) Each unit
	R-3	204.5 (each)	9.5 (each)	6.0	4.5	10.5	(each) Each unit
Row House	R-3	651.0	20.0	6.0	4.5	10.5	(Basic) + 111.5 M ² for each unit over 2
Triplex	R-3	697.5 (Basic)	30.5	7.5	10.5	12.0	4.5 or 1/2 height

8.2 RESIDENTIAL ZONE - REQUIREMENTS
 In any residential zone, no development permit shall be issued except in conformity with the following minimum requirements assigned below.

RESIDENTIAL ZONE REQUIREMENTS

USE	ZONE	Minimum Lot Area (M ²)	Minimum Lot Frontage (M)	Minimum Yard		Maximum Height (M)	Notes
				Front	Side		
Apartment for High Density	R-4	930.0	30.5	7.5	7.5	36.5	(X) units of measure Maximum Density 80 units per 3720.0 M ² net.
	R-3	5000.0	30.5	7.5	10.5	12.0	
Group Dwellings	R-2	697.5 (Basic)	30.5	6.0	3.0	10.5	(Basic) + 111.5 M ² for each unit over 2
	R-3	3720.0	45.5	10.5	10.5	10.5	Basic + 93 M ² for each unit over 5
Nursing Homes, Homes for the Aged	R-5	560.0 (Basic)	21.0	7.5	10.5	10.5	4.5 or 1/2 height
Mobile Home Park	R-9	560.0 (Basic)	21.0	7.5	10.5	10.5	4.5 or 1/2 height
Senior Citizens Homes and Homes for the Disabled	R-9	560.0 (Basic)	21.0	7.5	10.5	10.5	4.5 or 1/2 height

8.3 RESIDENTIAL SINGLE FAMILY ZONE (R-1 a & b) - SPECIAL REQUIREMENTS

(a) Special Side Yard - Attached Garages and Garages Incorporated Dwelling Unit

The minimum side yard on the side where an attached garage to a permitted dwelling is located shall be as follows:

- (i) for a one storey building 2 M
- (ii) for a two or more storey building 2 M or 1/2 the height whichever is the greater

(b) Special Requirements Converted Dwellings

In addition to all other regulations the following special provisions shall apply to converted dwellings in an R-1 (a) & (b) Zone:

- (i) All conversions shall be limited to a one additional dwelling unit;
- (ii) No alteration may be undertaken which changes the roof line or increases the height except for the addition of dormers;
- (iii) No alteration may be undertaken which will extend into the front or side yard of the lot;
- (iv) Site coverage shall be limited to 50%;
- (v) Parking for converted dwellings shall be provided as required in Section 5 in the side or rear yard of the lot;
- (vi) No alteration may be undertaken to increase the number of entrances in the front or sides of the dwelling.

(c) Frontage on Corner Lots

Where a lot abuts an intersection or street corner, the minimum front yard required shall be 7.5 M.

8.4 RESIDENTIAL TWO FAMILY ZONE (R-2)

(a) Special Side Yard: Attached Garage and Garages Incorporated in the Dwelling Unit

The minimum side yard on the side where an attached garage to a permitted dwelling is located shall be as follows:

- (i) for a one storey building - 2 M.
- (ii) for a two or more storey building - 2 M or 1/2 the height whichever is greater

(b) Special Requirements - Converted Dwellings, Boarding Houses, Nursing Homes and Homes For the Aged

In addition to all other requirements, the following special provisions shall apply to converted dwellings, boarding houses, nursing homes and homes for the aged in a residential double family (R-2) zone.

- (i) Additions - When converting an existing dwelling excepting the addition of dormers and existing structures necessary for public safety. No addition or alteration may be undertaken which changes the roofline or which increases the size of a building.

Residential Zone Requirements continued

- (ii) Parking - Parking for converted dwellings and boarding houses shall be provided as required in Section 5 in the side or rear yard of the lot.
- (iii) Amenity Area - For each unit in a converted dwelling, nursing home, home for the aged or boarding house an unobstructed useable amenity space shall be provided according to the following schedule.
 - 14 M² per sleeping room
 - 18.5 M² per 1 bedroom apartment
 - 23.3 M² per 2 bedroom apartment

(c) **Special Requirements - Boarding Homes and Day-Care Centres**
 In addition to all other requirements the following special provisions shall apply to Boarding Houses and Day-care Centres in a residential double family (R-2) zone.

Location - No development permit shall be issued for a Boarding House or Day-Care Centre unless the lot fronts on; or fronts within 60 M of an arterial or collector street as designated in the Municipal Development Plan of the Town of Truro.

(d) **Front Yard on Corner Lots**
 Where a lot abuts an intersection or street corner the minimum front yard required shall be 7.5 M.

8.5 RESIDENTIAL MEDIUM DENSITY ZONE (R-3) - SPECIAL REQUIREMENTS

(a) **Special Side Yard: Attached Garages and Garages Incorporated in the Dwelling Unit**
 The minimum side yard on the side where an attached garage to a permitted dwelling is located shall be as follows:
 a) for a one storey building - 2 M
 b) for a two or more storey building - 2 M or 1/2 the height whichever is greater.

(b) **Special Requirements - Converted Dwellings, Boarding Houses, Guest Homes, Nursing Homes and Homes for the Aged**
 In addition to all other requirements, the following special provisions shall apply to converted dwellings, boarding houses, guest homes, nursing homes and homes for the aged in a Residential R-3 Zone:

- (i) Additions - When converting an existing dwelling excepting the addition of dormers and excepting structures necessary for public safety. No addition or alteration may be undertaken which changes the roofline or which increases the size of a building.
- (ii) Parking for converted dwellings and boarding houses shall be provided as required in Sections 5 in the side or rear yard of the lot.
- (iii) Amenity Space - for each unit in a converted dwelling, guest home, nursing home, home for the aged or in a boarding house, useable amenity area unobstructed by buildings or vehicle parking shall be provided according to the following schedule:

Bachelor apartment or single guest room	14 M ² per unit
1 bedroom apartment	18.5 M ² per unit
2 bedroom apartment	23 M ² per unit
3 bedroom apartment	28 M ² per unit
4 bedroom apartment	37 M ² per unit

(c) **Front Yard on Corner Lots**
 The minimum front yard required for a corner lot shall be 1.5 M greater than otherwise required.

8.6 HIGH DENSITY ZONE (R-4) - SPECIAL REQUIREMENTS

(a) **Special Requirement: Density**
 No development permit shall be issued in an (R-4) zone in excess of a density of 80 dwellings units per 3720.0 M² net ("net" means in this case, with all yard requirements removed prior to calculating the density permitted).

(b) **Special Requirement: Minimum Height**
 No development permit shall be issued in an (R-4) Zone except for the following use:
 Apartment dwellings in excess of 12.2 M in height.

(c) **Special Requirement - Recreation and Amenity Space - Highrise Apartments**
 (i) Recreational Space shall be provided in accordance with Section 8.5(d) of this by-law.
 (ii) Useable apartment balconies or garden terrace are account for the whole recreation space requirements if such space is provided to each unit with not less than 3.9 M² of useable space.

8.7 SPECIAL REQUIREMENTS - RESIDENTIAL MOBILE HOME PARK ZONE (R-5)

Special Requirement - Accessory Uses

(a) No development permit shall be issued for an accessory use in an (R-5) Zone except for one or more of the following:
 - Recreational Uses
 - Parks
 - Playgrounds
 - Mobile Home Park Offices
 - Maintenance Equipment Storage

(b) **Special Requirement: Mobile Home Parks**
 (i) minimum recreational space shall be 5% of the of the total area of the mobile home park;
 (ii) maximum number of entrances from a mobile home park shall be limited to two to any one street.

(c) Nothing in this Zoning By-law shall exempt any person from complying with the Town of Truro Mobile Home Park By-law.

8.8 RESIDENTIAL RURAL ZONE (R-6) - SPECIAL REQUIREMENTS

(a) **Special Uses of a Rural Residential Zone**
 No development permit shall be issued in a Residential Rural (R-6) Zone, except for one or more of the following uses in addition to 8.1 of this section:
 - Agricultural and Forestry Uses
 - Aviaries
 - Institutional Uses (subject to Institutional Zone requirements)
 - Recreational Uses (subject to Recreational Zone requirements)

(b) **Special Requirements: Existing Lots**
 Notwithstanding the requirements of subsection 8.2 of this section a Single Family Detached Dwelling may be erected on a lot, the conveyance for which was dated and registered in the Registry of Deeds before the effective date of this By-law, and provided the lot is located on a public road and the dwelling conforms to the R-7 residential Zone requirements of sub-section 8.2 and the other applicable provisions of this By-law:

(c) **Special Requirements: New Lots**
 (i) Notwithstanding the requirements of subsection 8.2 of this subsection, a single family detached dwelling may be erected on a lot, the conveyance for which was dated and registered subsequent to the effective date of this by-law and which is located between two dwellings existing on the effective date of this By-law, fronting on a public road, and which are less than 61 M apart and which new lot conforms to the requirements set out in clause (b) of this subsection.
 (ii) No such lot shall be newly created unless the remainder of the lot or lots from which it is taken comply with the requirements of clause (b) of this subsection after such properties are divided.

8.9 ESTATE ZONE (R-7) - SPECIAL REQUIREMENTS

(a) **Special Requirement - Buildings Intended for the Keeping of Animals**
 No development permit shall be issued, for any barn, kennel, stable or other building intended for the keeping of animals within 9 M of any lot line.

(b) **Special Requirement: Lots Fronting on Arterial Roads**
 No development permit shall be issued for any lot in an (R-7) Estate Zone accessing only upon an arterial road as designated in the Municipal Development Plan of the Town of Truro.

8.10 RESIDENTIAL/MIXED USE ZONE (R-8) - SPECIAL REQUIREMENTS

(a) No development permit shall be issued in an (R-8) Residential Zone for the Converted dwellings of more than (4) four dwelling units
 (b) The permitted uses shall be subject to (R-2) Zone requirements.

8.11 SENIOR CITIZENS HOMES AND HOMES FOR THE DISABLED ZONE R-9 - SPECIAL REQUIREMENTS

In addition to all other requirements, the following special provisions shall apply to Senior Citizens Homes and Homes for the Disabled in a Residential R-9 Zone.

- (i) parking shall be provided as required in Section 5 in the side or rear yard of the lot;
- (ii) Amenity Space - useable recreation/amenity area unobstructed by buildings or vehicular parking shall be provided on the ratio of 18.5 M² per dwelling unit exclusive of front and side yard requirements.

Commercial General Provisions

9.1 Abutting Zone Requirements

Where a Commercial Zone abuts a Residential (R-1, R-2, or R-4), Open Space, or Institutional Zone, the following restrictions shall apply to a yard within the Commercial Zone which abuts such Residential, Open Space or Institutional Zone.

- (a) The minimum side yard requirement for the abutting side yard shall be 6.1 M.
- (b) No open storage or outdoor display shall be permitted in an abutting yard in the Commercial Zone.
- (c) No parking space shall be permitted in an abutting yard within 6.1 M of a side or rear lot line in the Commercial Zone.
- (d) Signs located in an abutting yard shall be subject to Section 6.6 of this by-law.

9.2 Restrictions on Open Storage

- Except for a Commercial Highway (C-2) Zone no open storage shall be permitted.
- Where a lot is to be used primarily for open storage within a Commercial Highway (C-2) Zone, the following restrictions shall apply:
 (a) no open storage shall be permitted within any required front yard of a lot; and
 (b) the area devoted to open storage shall not exceed fifty percent (50%) of the total lot area.

9.3 Special Requirements Automobile Service Stations

Where automobile service stations are permitted in a Commercial Zone, the following special provisions shall apply:

- (a) minimum lot frontage: 45.7 M
- (b) no portion of any pump island shall be located closer than 6.1 M from any street line;
- (c) the minimum distance between ramps or driveways shall not be less than 9.1 M;
- (d) the minimum distance from a ramp or driveway to a street intersection shall be 15.2 M;
- (e) the minimum angle of intersection of a ramp to a street line shall be forty-five degrees (45°); and
- (f) the width of a ramp shall be a minimum of 6.1 M; and a maximum of 8.0 M.

9.4 Location of Shopping Centres

For the purposes of this By-law, a shopping centre shall be deemed to be a separate land use and shall be permitted only in a Commercial Shopping Centre (C-4) Zone.

10.1 COMMERCIAL ZONES - PERMITTED USES

No development permit shall be issued in a commercial zone except for uses as they are assigned below.

X - means permitted use	ZONE DEFINITIONS
Xe - means existing uses permitted only	C-1 (Commercial General)
■ - means special requirement	C-2 (Highway Commercial)
	C-3 (Local Commercial)
	C-4 (Shopping Centre)

USES	C-1	C-2	C-3	C-4
Automobile Sales	Xe	X		
Rentals	Xe	X		
Service and Car Wash	X	X		
Banks and Financial Institutions	X			X
Business and Professional Offices	X	X		X
Commercial Schools	X	X		X
Courier and Delivery Services		X		
Display Courts (Swimming pools, Fountains, Prefabricated Buildings, etc.)		X		
Dressmaking and Tailoring	X			X
Drive-in Restaurants		X		
Drive-in Theaters		X		
Drycleaning and laundry establishments	■	X		■
Funeral Homes	X			
Hotel, Motel and Motor Inn	X	X		
Garden and Nursery Sales and Supplies	X	X		
Medical Clinics	X	X		
Night Clubs, Lounges and Beverage Rooms	X	■		X
Parking lots and structures	X			X
Parks and Community Centers	X			X
Photographic and Artist Studios	X	X		X
Places of Entertainment, Recreation and Assembly (within wholly enclosed buildings)	X	X		X
Private and Service Clubs and Fraternal Organizations	X	X		
Printing Establishments	X	X		
Repair Shops	X	X		
Restaurants	X	X		X
Residential (above-ground floor)	X		X	

X - means permitted use	ZONE DEFINITIONS
Xe - means existing uses permitted only	C-1 (Commercial General)
■ - means special requirement	C-2 (Highway Commercial)
	C-3 (Local Commercial)
	C-4 (Shopping Centre)

USES	C-1	C-2	C-3	C-4
Retail Lumber and Builders Supplies	X	X		
Retail Stores	■			■
Neighbourhood Convenience Stores	X		■	
Institutional Uses	X	X	X	X
Service and Personal Shops	X	X		X
Specialized Retail Uses:				
Auto Parts and Supplies	X	X		X
Appliances	X	X		X
Arts, Crafts and Antiques	X	X		X
Furniture and Light Fixtures	X	X		X
Office and institutional equipment	X	X		X
Gymnasium equipment and sports goods	X	X		X
Accessory uses to the main use	X	X	X	X
Taxi and Bus Stations	X	X		X
Trailer, Boat and Snowmobile Sales and Services	X	X		
Warehousing/Wholesale		X		

ZONE	LESES	Minimum Lot Area M ²	Front Yard M	Side Yard M	Maximum Height M	Notes/Units of Measure
C-1	General Commercial	NA	NA	NA	NA	See also special requirements
C-2	Highway Commercial	4000.0	12.0	6.0	11.0	See also special requirements. Hotel, Motel & Motor Inns
C-3	Local Commercial	604.0	10.0	3.0	11.0	See also special requirements
C-4	Shopping Centre	8100.0	12.0	6.0	11.0	See also special requirements
NA - Not applicable						

Commercial Zone Requirements

10.3 COMMERCIAL GENERAL ZONE (C-1) - SPECIAL REQUIREMENTS

- (a) Permit existing automobile sales and rental establishments which are in a designated commercial general zone.
 - Blaikies Dodge Chrysler Ltd. (28 Waddell Street)
 - Brett Motors (468 Prince Street)
- (b) **Special Requirement - Scale**
 No development permit shall be issued for an expansion on new retail space in a Commercial General (C-1) Zone in excess of 930 M² of net retail space.

10.4 HIGHWAY COMMERCIAL ZONE (C-2) - SPECIAL REQUIREMENTS

Special Requirements - Accessory Uses, Hotel, Motel and Motor Inns
 Permit the following accessory uses as a part of Hotel, Motel and Motor Inn establishments in Highway Commercial Zones:
 - lounges
 - restaurants
 - gift shops

10.5 LOCAL COMMERCIAL ZONE (C-3) - SPECIAL REQUIREMENTS

- (a) **Special Requirement - Above Ground Floor Residential Uses**
 Residential uses over a store shall be limited to one dwelling unit and subject to (R-2) zone requirements.
- (b) **Special Requirement - Maximum Floor Area**
 In a Commercial Local (C-3) Zone, the maximum amount of floor area that can be used for non-residential purposes shall be 93 M² exclusive of utility and washrooms.
- (c) **Special Requirement - Limiting Distance**
 No development permit shall be issued for a local commercial (C-3) use which is within 1.0 km walking distance of streets of a permitted existing local commercial use.
- (d) **Special Requirement - Architectural Controls**
 No development permit shall be issued in a C-3 commercial local unless the architectural design is in keeping with the residential style of pitched or mansard roof.

10.6 SHOPPING CENTRE ZONE (C-4) - SPECIAL REQUIREMENTS

- (a) **Special Requirement - Driveways in a C-4 Zone**
 No part of any access driveway or highway ramp in a Commercial Shopping Centre (C-4) Zone shall be located within 36.6 M of the closest boundary of a street intersection.
- (b) **Special Requirement - Scale**
 No development permit shall be issued for an expansion on new retail space in a Commercial Shopping Centre (C-4) Zone in excess of 930 M² of net retail space.

11.1 INDUSTRIAL GENERAL (M1) ZONE - PERMITTED USES

No development permit shall be issued in an Industrial General (M1) Zone except for one or more of the following uses:
 - Any manufacturing, processing, industrial, assembly, or warehousing operation conducted and wholly contained within an enclosed building and which is not considered obnoxious by reason of sound, odor, fumes or smoke, or other obnoxious emission, whether carried by water or by air;
 - Any activity connected with the automotive trade;
 - Boat, Marine, Snowmobile and Trailer Supplies and Sales;
 - Breweries;
 - Building Supply and Equipment Depots including the bulk storage of sand and gravel;
 - Business and Professional Offices;
 - Commercial Uses accessory to a main use permitted in a M1 Zone which is conducted in the main building;
 - Railway Uses;
 - Service Industries;
 - Pollution Control activity.
 - Existing Residential uses as indicated in Appendix A subject to R-1(b) Zone requirements.
 - Outdoor Storage

11.2 REQUIREMENTS

No development permit shall be issued in a (M-1) Zone except in conformity with the following minimum requirements:
 Lot .405 hectares
 Lot Frontage 30.5 M
 Front Yard 12.2 M
 Rear Yard 12.2 M
 Side Yard 6.1 M
 Maximum Height 12.2 M

11.3 SPECIAL REQUIREMENTS - Abutting Yards

Where a yard or lot located within an Industrial Zone abuts a non-industrial zone the following restrictions shall apply:
 (i) Minimum requirement for a side yard which abuts a non-industrial zone is 9.1 M
 (ii) Outdoor storage or outdoor display shall not be permitted in the required abutting yard.
 (iii) Abutting properties shall provide a minimum of 7.6 M for the length of the abutting yard as a buffer strip between the abutting property line and any use made of the property.

Commercial Zone Requirements continued

11.4 SPECIAL REQUIREMENT: Yards Adjacent to a Railway

In an Industrial Zone, the yard requirement shall not be applicable to any yard which directly abuts a railway right-of-way.

11.5 SPECIAL REQUIREMENT: Open Storage and Outdoor Display

Open storage or outdoor display shall not be permitted within the required front yard of a lot,

11.6 SPECIAL REQUIREMENT: Service Stations

Where service stations are permitted in an Industrial Zone, they shall conform to the provisions of Section 9.3 of this by-law.

11.7 SPECIAL REQUIREMENT: Commercial Uses accessory to the Main Use

Commercial General uses are permitted subject to C-2 zone requirements provided these uses are related to a product made or stored and provided such commercial uses are accessory to the main use.

11.8 SPECIAL REQUIREMENT: Existing Residential Uses

Clause (c) of this section "Special Requirement: Abutting Yards) does not apply to existing Residential uses permitted in Industrial (M-1) Zones.

Parks and Recreation Zones

12.1 PARK ZONE (P-1)

12.1.1 Permitted Uses

No development permit shall be issued in a (P-1) Zone except for the following uses:

- wilderness education
- public and private parks
- memorial parks
- municipal campgrounds
- picnic parks
- scenic drives
- walkways and trails
- accessory uses

12.1.2 Requirements

No development permit shall be issued in a (P-1) Zone unless the minimum setback from any lot line for any building or structure is 9.1 M.

12.2 RECREATION ZONE (P-2)

12.2.1 Permitted Uses

No development permit shall be issued in a (P-2) Zone except for the following uses:

- cultural facilities
- recreational facilities
- sports fields and playgrounds
- accessory uses

12.2.2 Requirements

No development permit shall be issued in a (P-2) Zone unless the minimum setback from any lot line for any main building is 9.1 M.

Institutional Zone Requirements

13.1 INSTITUTIONAL ZONE - PERMITTED USE

No development permit shall be issued in an institutional zone except for one or more of the following uses:

- Religious
- Governmental
- Day-care
- Educational
- Emergency service
- Health care
- Homes for special care
- Homes for the Aged and Nursing Homes
- Any institutional use which is incorporated under the Societies Act of Nova Scotia or any private act of Incorporation.

13.2 REQUIREMENTS

No development permit for institutional land use shall be issued in an Institutional Zone except in conformity with the following requirements:

Minimum Lot Area	1900.0 M ²
Minimum Lot Frontage	30.5 M
Minimum Front Yard	12.2 M
Minimum Rear Yard	12.2
Minimum Side Yard	4.6 M or 1/2 the main building height, which ever is greater
Maximum Height	13.7

13.3 BUFFER REQUIREMENTS ABUTTING RESIDENTIAL AREAS

Any institutional use abutting a residential use shall be required to provide a 6 M buffer strip along such abutting yards in which there will be no parking or structures permitted.

Environmental Protection Zone Requirements

14.1 FLOODPLAIN E-1

14.1.1 Permitted Uses

No development permit shall be issued in an EP(F) zone except for one or more of the following uses:

- conservation related projects
- passive recreation activities
- seasonal recreation activities such as:
 - golf
 - sports fields
 - outdoor skating
 - trail activities
- farming, pasturing, gardening
- public roads, not inconsistent with the Municipal Development Plan

14.1.2 Permitted Structures

No development permit shall be issued in an EP(F) Zone except for buildings or structures for one or more of the following purposes:

- Structures incidental to proper road construction within the floodplain.
- Temporary portable structures incidental to the above permitted uses but which shall not be permitted to remain longer than reasonably necessary for the construction.

14.2 SLOPES AND DRAINAGE RAVINES E-2

14.2.1 Permitted Uses

No development permit shall be issued in an E-2 Zone except for one or more of the following uses:

- forest conservation and management
- passive recreation
- walking and hiking trails
- picnic areas

14.2.2 Special requirement: Permitted Recreation

No development permit shall be issued in an E-2 Zone for the construction of any permanent structures or buildings relative to permitted recreation uses.

14.3 WATERSHED E-3

14.3.1 Permitted Uses:

No development permit shall be issued in an E-3 Zone except for one or more of the following uses:

- passive recreation
- walking, hiking trails
- picnic areas.

14.3.1 Special requirement: Farming of Trees:

No development permit shall be issued in an E-3 Zone,

for the harvesting of trees within 22.9 M of any tributary, brook, creek, drainage ravine, or within 30.5 M of the banks of the reservoir. No such development permit shall be issued without the permission or approval in writing of the Department of the Environment of the Province of Nova Scotia for any access route which crosses any of the tributaries.

14.3.2 Special requirement: Permitted Recreation

No development permit shall be issued in an E-3 Zone for the construction of any permanent structures or buildings.

METRIC CONVERSION TABLE

METRIC TO IMPERIAL

TO CONVERT	INTO	MULTIPLY BY
MILLIMETERS (mm)	INCHES	0.0394
CENTIMETERS (cm)	INCHES	0.3937
MILLIMETERS (mm)	FEET	0.0033
CENTIMETERS (cm)	FEET	0.0328
METERS (M)	FEET	3.2808
CENTIMETERS (cm)	YARDS	0.0109
METERS (M)	YARDS	1.0936
KILOMETERS (km)	YARDS	1093.6130
METERS (M)	MILES	0.006
KILOMETERS (km)	MILES	0.6214
SQ. CENTIMETERS (cm ²)	SQ. INCHES	0.1550
SQ. METERS (M ²)	SQ. FEET	10.7640
SQ. METERS (M ²)	SQ. YARDS	1.1960
SQ. KILOMETERS (km ²)	SQ. MILES	0.3861
SQ. KILOMETERS (km ²)	ACRES	247.1050
CUBIC METERS (M ³)	CUBIC FEET	35.3140
CUBIC METERS (M ³)	GALLONS	220.0
CUBIC CM. (cm ³)	CUBIC INCHES	0.0610
LITERS	PINTS	1.7773
LITERS	GALLONS	0.2200
KILOGRAMS (kg)	POUNDS (lbs)	2.2046
KILOGRAMS (kg)	TONS	0.0010

IMPERIAL TO METRIC

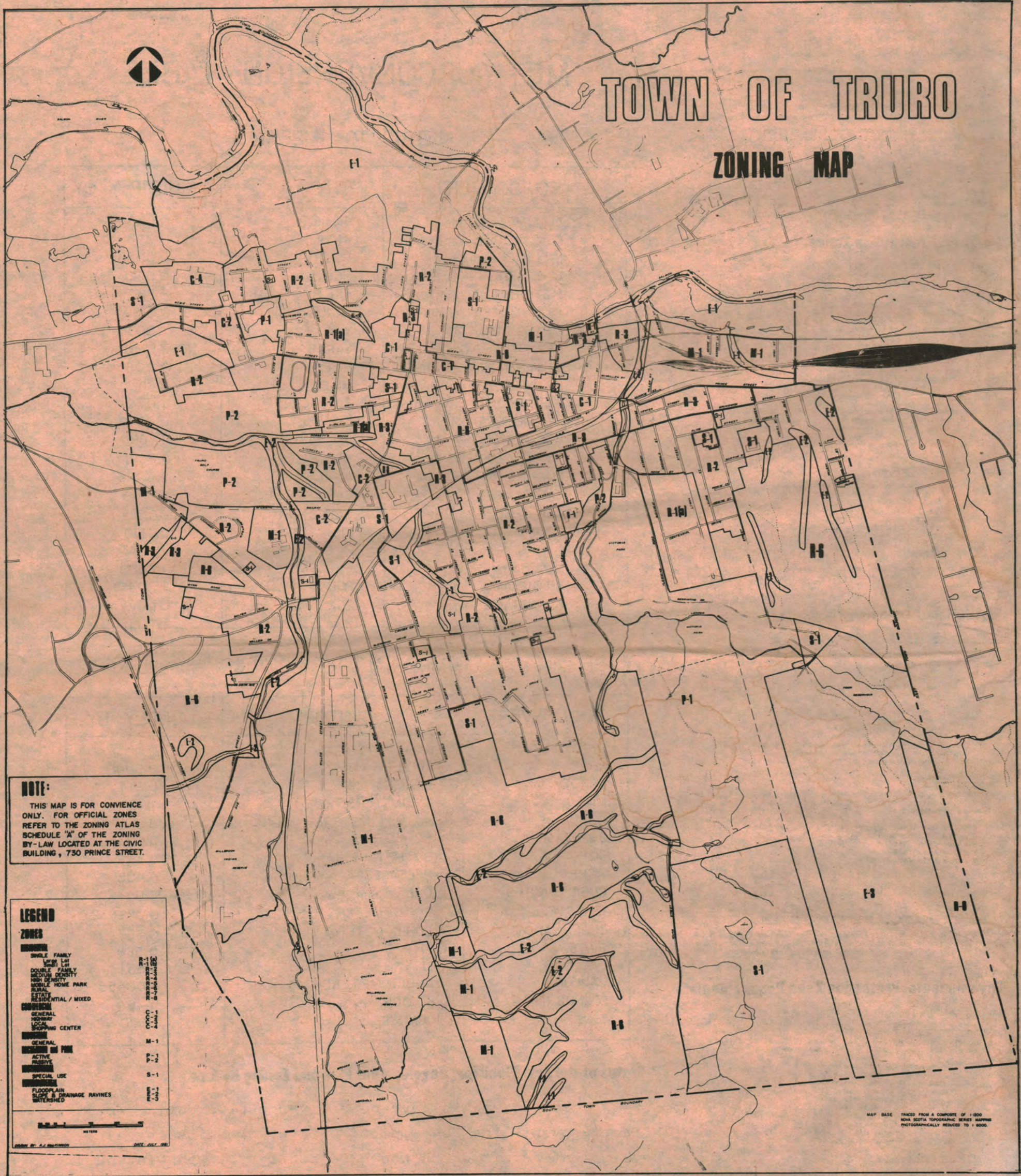
TO CONVERT	INTO	MULTIPLY BY
INCHES	MILLIMETERS (mm)	25.4
FEET	METERS (M)	0.3048
YARDS	METERS (M)	0.914
MILES	KILOMETERS (km)	1.61
SQ. INCHES	SQ. MILLIMETERS (mm ²)	645.0
SQ. FEET	SQ. METERS (M ²)	0.093
SQ. YARDS	SQ. METERS (M ²)	0.836
ACRES	HECTARES	0.405
CUBIC INCHES	CUBIC mm (mm ³)	16400.0
CUBIC FEET	CUBIC METERS (M ³)	0.0283
CUBIC YARDS	CUBIC METERS (M ³)	0.765
PINTS	LITERS	0.568
GALLONS	LITERS	4.55
GALLONS	CUBIC METERS (M ³)	0.00455
POUNDS (lbs)	KILOGRAMS (kg)	0.454
TONS	TONNES	1.020

Status of the new Municipal Development Plan and Zoning By-Law

These documents have been given public notice which in effect prevents the Development Officer from issuing a Development Permit which would be contrary to the intent expressed in the new documents, although it may be permitted in the current Plan and By-law. This status will remain in effect for one hundred and twenty (120) days from the public notice.

POINTS OF CLARIFICATION

For clarification, this Tabloid is a reproduction prepared for general information when dealing with specific events. The reader is advised to consult the official documents which are open for public inspection at the Civic Building, 730 Prince Street, Truro, Nova Scotia



TOWN OF TRURO
ZONING MAP