

## **“Chapter 10 Integrated Community Sustainability Plan**

This chapter contains policies addressing the Town’s Integrated Community Sustainability Plan (ICSP) by identifying the “vision” of the community; establishing goals to meet the “vision”; and, laying out the action plan to implement the “vision” through tangible sustainable projects.

### **PUBLIC CONSULTATION:**

The Planning Advisory Committee was established as the formal Integrated Community Sustainability Plan (ICSP) coordination committee to steer the ICSP process. The primary function of the committee was to coordinate the planning process and to make recommendations to Council regarding the adoption of the ICSP. The primary goal of the first public consultation meeting was to layout the foundation for the development of the ICSP and to create a “vision statement”. The development of the Integrated Community Sustainability Plan (ICSP) initiated with an introductory public information session held on August 11, 2008. This meeting dealt primarily with general concepts dealing with what is an Integrated Community Sustainability Plan; its relationship with the Municipal Funding Agreement; and its relationship with the Capital Investment Plan.

The second public consultation meeting held on May 25, 2009 continued with the development of a “vision” statement and initiated the ground work for fostering the vision within sustainable infrastructure projects. This meeting focused on the issues, the goals, the action/strategy, the desired outcomes and the potential projects to achieve the desired goals of the ICSP. This process also included a presentation on the Integrated Community Sustainability Plan to the Grade 12 Leadership Development Class which provided a younger view point into the development of the “vision” statement and sustainable infrastructure projects that would get us there.

The third public consultation meeting introduced the ICSP draft to the public through a public participation meeting. This provided input into the actual amendments to the Town’s Municipal Planning Strategy. After this meeting the Planning Advisory Committee passed a resolution of support and recommended Council to proceed to a Public Hearing.

Council held a Public Hearing in which Council had the opportunity to review the amendments to the Municipal Planning Strategy (the ICSP) with public consultation prior to formerly passing a resolution approving the adoption of the Integrated Community Sustainability Plan (ICSP).

## **VISION STATEMENT:**

*Yarmouth leverages its position as the regional centre of Southwest Nova Scotia for the economic, social and cultural benefit of the entire region.*

*Our diversified economy is expanding in traditional and emerging industries.*

*We celebrate our rich history, culture and quality of life.*

*Our citizens value our natural environment and engender responsible development and growth.*

*We share an optimism for the future, based on a responsible and cohesive foundation.*

Yarmouth is the regional centre for South West Nova Scotia. It provides regional services to the tri-county area such as, but not limited to, regional retail and commerce services, business administrative services, educational programs and services, government and non-government support programs and services, regional transportation facilities and services, regional policing, justice and custom programs and services as well as regional health care programs and services.

We have learned to diversify our economy by building upon our traditional core industries such as the fishing industry, administration/commerce and health industries and have attracted new industries to ensure that we are not solely dependent on one sector of the economy.

Our citizens have a rich and colourful history enshrined in our multi-cultural origins including the First Nation, Acadian and New England settlers to a mixture of nationalities from throughout the world. We pride ourselves in our multi-culturalism and build upon its many facets for the betterment of the community.

We cherish our “quality of life”. We create liveable neighbourhoods and communities throughout our region that addresses the needs of all segments of our population; the young and the old, the healthy and the sick, the rich and the poor, and especially the disabled.

Our healthy and safe neighbourhoods, outstanding public facilities and services, and active community life make Yarmouth an exceptional place to live, work, play, visit and raise a family. Our liveable neighbourhoods offer a range of lifestyle and housing choices. Our safe, functional, efficient and well maintained transportation system provide choices for citizens, whether it's for long range transportation such as our international ferry, international airport and our interconnecting 100 series highways, to our local roadways, sidewalks, bike lanes, multi-use trails and transit options. All of which are pleasurable to use and experience. Our community facilities and services are accessible to all ages providing opportunities for all citizens to participate adding to the general "well-being" or "quality of life" of all members of our society.

We wisely manage growth to preserve natural and historic resources, maintain green space and revitalize older neighbourhoods while accommodating new quality developments. We respect our history and heritage by encouraging the preservation of historic resources and retaining our "sense of place". We respect our natural environments and strive to protect and conserve environmentally sensitive areas for future generations.

We work together towards a shared vision of prosperity, promoting intergovernmental cooperation and partnerships. We work together to create a healthy and diverse economy contributing to the retention of our talented youth and attracting others to live, work, play and invest in our community.

### **MUNICIPAL PLANNING STRATEGY:**

Though an important aspect of the overall Municipal Planning Strategy, the policies and provisions of this chapter are intended to be secondary with regards to defining the overall intent of the Strategy in light of potential development appeals to the Public Utility and Review Board. In other words, it shall not be the intent of this plan to refuse or otherwise overturn decisions of Council solely on the intent derived from policies and provisions of this chapter. The development policies and provisions, as laid out in other chapters of this Strategy, shall be considered primary, whereas the policies and provision of this chapter shall be considered secondary in deriving the overall intent of this Municipal Planning Strategy.

### **GENERAL RESIDENTIAL REVIEW:**

The Municipal Planning Strategy was recently adopted by Council and became effective on July 24, 2007. One major component of the plan is Council's intention to scrutinize medium and high density uses and minimize their potential impacts on adjacent low density residential neighbourhoods. To ensure this, the Municipal Planning Strategy restricts medium and high density (R-2 and R-3) uses to collector and arterial streets leaving local streets for low density (R-1) uses. In this fashion Council is protecting and

stabilizing low density residential neighbourhoods. By restricting the type of developments, Council ensures a grouping of compatible uses, stabilizing public investment and sustaining the long term economic longevity of these residential areas.

The concentration of medium and high density uses to collector and arterial streets ensures that high traffic volumes are more in keeping with the functionality of the street (Policy 6.10). This provides an opportunity for Council to concentrate on up-grading collector and arterial streets to the role of the street to accommodate their anticipated traffic volumes. Therefore, it shall be the intention of Council to consider up-grading collector and arterial classified streets to their corresponding classification levels.

The Town of Yarmouth has a high tenure of occupied dwellings being rented. In 2001, 53.1 percent of dwellings were rented compared to the Town of Bridgewater at 39.4 percent and the Town of Kentville at 40.6 percent. Though the percentage is slowly going down, Council intends to support owner occupied dwellings by encouraging Low Density (R-1) developments throughout the Residential Designation whereas Medium Density (R-2) developments will only be considered through a rezoning process and. High Density (R-3) developments (greater than four (4) units) will only be considered by development agreement. The Low Density (R-1) zone will enable a second dwelling unit (up to a maximum of two units per lot) to help families subsidize their mortgage thereby enabling them to be in an owner occupied dwelling sooner than they might otherwise be able to afford.

It is recognized that having a higher owner occupied dwelling percentage actually improves the Town's ability to sustain the community by stabilizing the municipality's tax base and by improving the overall fiscal health of family households. It also helps to increase civic pride as owner occupied dwellings tend to be better maintained and more aesthetically pleasing than typical rental units.

**8.1 It shall be the intention of Council to strive for lowering the percentage of rental occupied dwellings and to encourage owner occupied dwellings by providing stability to residential areas through supportive land use policies; by increasing civic pride through special programs such as the Mayflower Awards and Community in Bloom programs; and, by encouraging cleanliness by enforcement of the dangerous and unsightly premises sections of the Municipal Government Act.**

## **GENERAL COMMERCIAL REVIEW:**

There are basically three prime commercial areas. The Central Business District known as "downtown", the commercial highway area of Starr's Road (including the airport stretch, Haley Road and Hardscratch Road), and the local commercial areas at the corners of Argyle/Main Streets and Vancouver/Main Streets. The Central Business District is

relatively healthy but needs attention to be sustainable. It shall be the intention of Council to undertake a “Downtown Revitalization Plan” to provide a vision and action plan to enhance commercial and residential activity in the downtown urban core.

Starr’s Road is Yarmouth’s commercial highway area. This commercial area is anchored by the Yarmouth Mall; Starrs Road Plaza, formerly know as the Tri-County Mall site; and, Pleasant Street Plaza, formerly known as the old Canadian Tire property. The growth of commercial activity along Starrs Road has impacted the vitality of the downtown area. In light of this, Council intends to maintain their support for the downtown area by limiting all new business and professional offices to the downtown area. This initiative, though controversial, helped maintain Yarmouth’s downtown as a vital part of the region’s economic base.

**8.2 It shall be the intention of Council to continue the limitation of business and professional offices to the downtown area as a means of sustaining the area as a vital commercial business center.**

Recent developments along Starrs Road have changed the Tri-County Mall site into a commercial center (Starrs Road Plaza) comprising of a new Canadian Tire, Strip Mall, Boston Pizza and Empire Theatres. The area between the 101 Highway and Brooklyn Street has also transformed itself into a major commercial center comprising of Walmart, Superstore and Staples combined with the existing businesses of Kent Building Supplies, Comfort Inn and the Shell service station. Even Haley Road and the Airport Stretch have seen significant changes with the introduction of Petro Canada, Enterprise Rent-a-Car, and several automobile sales establishments.

Commercial development has affected traffic patterns in and around the Town. In an effort to improve traffic circulation, cut down on greenhouse gases and promote commercial activity, Council intends to develop Brooklyn Street and Clements Avenue as “collector” streets. Council also intends to develop a “Yarmouth North Connector” connecting the 103 highway to Chestnut Street. This will provide numerous points of entry from the 100 series highways, quickly diffusing the incoming traffic thereby increasing the effectiveness of the traffic circulation pattern in and around the Town. The development of these streets will attribute directly to less idling and, as a consequence, less greenhouse gases. The “Yarmouth North Connector”, though intended to be constructed as a “control access” highway, will provide indirect access to additional lands within the Town for future highway commercial uses.

**GENERAL INDUSTRIAL REVIEW:**

The Town has three industrial areas, the former Forest Street Industrial Park; the former Airport Industrial Park, which has recently been divested into private hands; and, the

waterfront industrial area. The waterfront industrial area primarily serves marine/fishing related industries. The preservation of this area is vital to the Yarmouth's sustainability, as the marine/fishing industry is the back bone of the region's economy.

Not only does Yarmouth's harbour represent a major contribution to the fishing industry, it also provides a major contribution to the tourism industry by providing a international ferry link to New England via Bar Harbour and Portland, Maine. The preservation and enhancement of this transportation link is vital to the area's sustainability and has a direct relationship to the area's fiscal health. Yarmouth's dependence on a healthy tourism industry has recently been acknowledged due to the recent downturn in the local tourism sector experienced by many tourism businesses throughout the area.

Council recognizes that the economic well being of the Town has a direct relationship with the economic well being of the region and to this end, will collaborate and join partnerships with neighbouring municipalities to encourage economic growth and regional health where mutually beneficial.

**8.3 It shall be the intention of Council to cooperate with the region's municipalities to vigorously lobby for the retention, promotion and maintenance of the ferry service, air service and other local and regional transportation services.**

## **Statements of Provincial Interest**

In reviewing amendments to the Municipal Planning Strategy it is important to ensure that they are in keeping with or otherwise not in conflict with statements of provincial interest. The five (5) statements of provincial interests are outlined below:

**Provincial Interest Statement: Drinking Water – To protect the quality of drinking water within municipal water supply watersheds.**

The Yarmouth Water Utility receives their water supply from the Lake George Watershed Area located within the Municipality of the District of Yarmouth. As jurisdiction of the water supply area is under the municipality, they have an obligation to ensure compliance with this provincial interest statement. However, the Town recognizes the need to collaborate and cooperate with the municipality and have jointly adopted planning policies. This cooperation is reflected in Policy 6.14 and is clearly evident in this Integrated Community Sustainability Plan. The Town has also designated Lake George as a "Protected Water Area" pursuant to Section 106 of the Environment Act and has implemented regulations respecting activities in the Lake George Watershed Protected Water Area. The Integrated Community Sustainability Plan and this Municipal Planning Strategy are deemed to be consistent with the statement of provincial interest with regards to drinking water.

**Provincial Interest Statement: Flood Risk Areas – To protect public safety and property and to reduce the requirement for flood control works and flood damage restoration in floodplains.**

This provincial interest statement applied to five (5) floodplains throughout the province. None of the five (5) are located in Yarmouth County. However, the Town undertook a Broad Brook Floodplain Study in 1977 prepared by Maritime Resources Management Services who identified the floodplain area of Broad Brook. The Floodplain Designation and its corresponding Floodplain (O-2) Zone prohibits development due to its susceptibility to flooding and subsidence (except for public works projects associated with flood control and recreational uses which do not require any buildings – Policy 6.26 and 6.27). The alteration of land levels or changes to any existing marsh, open ditch, riverbank, watercourse or other natural feature within the floodplain except for public works developments associated with flood control is also prohibited pursuant to Policy 6.29.

The Integrated Community Sustainability Plan recognizes that climate change will have an affect on coastal areas. In light of increased storm surges due to climate change, Council intends to undertake a risk assessment to develop regulations to minimize potential adverse affects of climate change. The Integrated Community Sustainability Plan and this Municipal Planning strategy are deemed to be consistent with the statement of provincial interest with regards to flood risk areas.

**Provincial Interest Statement: Agricultural Lands – To protect agricultural land for the development of a viable and sustainable agriculture and food industry.**

This provincial interest statement applies to all active agricultural land and land with agricultural potential throughout the province. The Local Government Resource Handbook, Volume 2, defines agricultural land as active farmland and land with agricultural potential, as defined by Canada Land Inventory as Class 2, 3 and Class 4 land in active agricultural areas, speciality crop lands and dykelands suitable for commercial agricultural operations as identified by the Department of Agriculture and Marketing.

The Town does not have an over abundance of high quality agricultural land within its borders. Agricultural uses are only permitted within the Residential Holding (R-H) Zone pursuant to the Town's Land Use By-law. High density livestock developments are prohibited as they are deemed not to be compatible with the Town's urban context.

The Land Use By-law restricts the ability of creating small lots on unserviced lands by requiring 121.9 m (400 ft.) of frontage and 7,432 m<sup>2</sup> (80,000 ft.<sup>2</sup>) in area within the Residential Holding (R-H) Zone. This provision discourages the use of land for other types of uses by maintaining large tracks of land well suited for agricultural uses,

whereas smaller lot sizes, if permitted, would encourage non-agricultural uses. In this context, unserviced areas remain marginally undeveloped and sparsely occupied until such time that they become serviced with municipal sewer and water services. By promoting development on serviceable lands, it diminishes the development demand on unserviced areas. Once unserviced lands become serviced, the use of land for agricultural purposes no longer becomes the most cost effective means of promoting sustainable development. In this context, the Integrated Community Sustainability Plan and this Municipal Planning Strategy are deemed to be consistent with the statement of provincial interest as they relate to agricultural lands.

**Provincial Interest Statement: Infrastructure – To make efficient use of municipal water supply and municipal wastewater disposal systems.**

The Town's Municipal Planning Strategy, Chapter 8 "Infrastructure Developments", outlines policies related to the efficient use of municipal water and municipal wastewater disposal systems. All main buildings, with a few exemptions, are required to be serviced with Town sewer and water services pursuant to Policy 6.2 and its implementing Land Use By-law provision, Part 5.41. This provision ensures that the extensions of these services are undertaken in a sustainable land use pattern while ensuring a sustainable revenue income source for the Yarmouth Water Utility.

As outlined in Chapter 8 of the Municipal Planning Strategy, one of the main objectives is to minimize the cost of providing these services by promoting compacted developments and by encouraging infill developments to maximize the use of existing services. For example, Implementing Policy 7.7 requires Council to consider the affects of leap-frog, scattered or ribbon developments as opposed to orderly compacted developments when reviewing rezoning and development agreement applications.

The Town promotes the development of in-filled development on existing lots by enabling any undersized lot to be used for a use permitted in a particular zone. In commercial and Industrial areas, undersized lots can be used for any use permitted within the zone. In residential areas, any existing undersized lot can be used for the purpose of a single detached dwelling.

However, the Town has a number of existing lots directly abutting existing public open streets with no municipal sewer or water services. In an effort to correct this deficiency and to promote compacted infill developments, Council intends to identify these areas and work with developers through the Local Improvement By-law to cost share the extension of these public services to enable development to proceed.

In this context the Integrated Community Sustainability Plan and this Municipal Planning strategy are deemed to be consistent with the statement of provincial interest with regards to infrastructure. In addition to the objectives and policy provisions laid out in Chapter 8



of this Strategy, Council intends to clearly define their intentions by outlining the following policies:

**8.4 It shall be the intent of Council to promote the efficient use of existing infrastructure and reduce the need for new municipal infrastructure. To this end, Council shall promote a sustainable compacted land use development pattern.**

**8.5 It shall be the intention of Council to cost share with developers for the extension of public infrastructure within existing public street right-of-ways in an effort to promote in-fill development through the Local Improvements By-law.**

**8.6 It shall be the intention of Council to undertake an infrastructure asset inventory to identify existing service infrastructure assets; their age; their life spans; and, develop a sustainable infrastructure replacement program in light of the Town's current and proposed service demands.**

**8.7 It shall be the intention of Council to cooperate with the Municipality of the District of Yarmouth to extend municipal sewer and water services in a sustainable compact fashion through an Inter-Municipal Service Agreement when it is mutually beneficial and economically feasible.**

**Provincial Interest Statement: Housing – To provide housing opportunities to meet the needs of all Nova Scotians.**

The Town's Municipal Planning Strategy enables a wide assortment of housing types including Low Density (R-1) uses (one (1) and two (2) unit dwellings); Medium Density (R-2) uses (three (3) and four (4) unit dwellings); High Density (R-3) uses (more than four (4) units); as well as special needs housing such as senior's boarding/rooming facilities and nursing home facilities by development agreement. The Town also enables mobile homes within the Mobile Home Park (R-M) zone. In this context the Integrated Community Sustainability Plan and this Municipal Planning strategy are deemed to be consistent with the statement of provincial interest with regards to housing.

**Sustainability – Meeting today's needs without compromising the needs of tomorrow.**

Sustainability can be defined as taking care of the needs of the present generation without compromising the ability to meet the needs of future generations (WCED, 1987). It also can be defined as the intersection between three (3) principals; environmental stewardship, economic health and social justice.

Council intends to take this one step further by encouraging developments that improve current conditions by enhancing the overall environment for all living things. This concept, referred to as “regenerative developments” actually improve the sustainability of environments by enhancing the economical, social, cultural and environmental dimensions of communities. This philosophy encourages developments to leave this earth in a better way than when we found it.

Through the public consultation visioning exercise seven (7) key components were identified as being important for enhancing the sustainability of the Town of Yarmouth. These components are outlined below:

- 1) Economic Prosperity;
- 2) Sustainable Transportation System;
- 3) Sustainable Public Infrastructure;
- 4) Sustainable Environmental Initiatives;
- 5) Sustainable Heritage, Cultural and Social Developments;
- 6) A Liveable “Green” Community; and,
- 7) A Healthy and Safe Community.

### **Economic Prosperity:**

The fisheries, regional health services and regional administration and commerce facilities serve as the economic backbone of the Town of Yarmouth. These core facilities are envisioned as Yarmouth’s future economic mainstays and need to be sustainable in order to maintain Yarmouth as a sustainable community. Council should undertake whatever means are necessary to ensure that these three (3) core areas remain healthy and strong. Many of the issues defining these core areas are influenced by outside factors beyond the direct control of Council. However, Council has the ability to influence these core areas through other levels of government and other non-governmental organizations.

One aspect of Yarmouth’s economic well being that needs encouragement is the industrial manufacturing sector. This sector should play a more prominent role helping to diversify the local economy so that any downturn in the three (3) core areas would be minimized. In order to encourage industrial development, it shall be the intention of Council to foster economic development through the Regional Development Authority and the Yarmouth Area Industrial Commission.

The tourism sector is another sector that needs encouragement. With the downturn in the United States economy, the number of visitors from the U.S. has dwindled. Yarmouth needs to develop a regional tourism promotion plan and Council needs to support organizations that help promote Yarmouth as a tourist destination. Transportation links are a valuable tool for tourism and as such, Council needs to be supportive of all modes of transportation, from its international ferry connections to Bar Harbour and Portland

Maine, to the Yarmouth International Airport to the 100 series highways.

The educational sector also needs encouragement. Yarmouth has a fine community college but needs to expand its programs and facilities. The Dalhousie School of Nursing program at the Regional Health Centre needs to be expanded to a full program to enable new medical professionals to live, work and be educated at home. The medical profession has been identified as a growth sector and Yarmouth needs to capitalize and take advantage of any opportunities arising from this field.

Yarmouth needs to capitalize on any off-shore development. If the moratorium on off-shore exploration is lifted, Yarmouth needs to be well positioned and ready to take advantage of all potential opportunities. To this end, Council intends to undertake a Port of Yarmouth Master Plan to determine the best locations for marine and off-shore exploration related developments, including, but not limited to, a proposed new marine industrial park. Such developments need to co-exist with the traditional fishing industrial in a compatible fashion that is mutually beneficial. Again the links between development and different modes of transportation play a vital role in their sustainability and should be developed in tandem to ensure the maximization of public infrastructure services.

Council strives to create an atmosphere that is business development friendly. Council supports local business development through the Regional Development Authority and its support of the Yarmouth Area Industrial Commission. Council intends to continue with its fiscal management practices to keep the commercial tax rate as low as possible to encourage new business initiatives.

Municipal amalgamation may also prove beneficial with regards to the economic prosperity of the region. If the political environment provides an opportunity, Council intends to undertake a joint study of the pros and cons of municipal amalgamations and proceed only when it is economically and socially/culturally beneficial for the citizens of the Town of Yarmouth.

The following are Council's policies respecting economic prosperity:

**8.8 It shall be the intention of Council to support the core business sectors; the fisheries, regional health services and regional administration and commerce facilities; and, to diversify the economy through the support of industrial, tourism and educational opportunities, recognizing the health and sustainability of the Town depends on the economic health of the entire region.**

**8.9 It shall be the intention of Council to position itself with adjacent municipalities to be ready to take full advantage of the opportunities of any marine and off-shore exploration developments and to strive to capture such benefits and economic spin-offs to the local economy.**

**8.10 It shall be the intention of Council to consider undertaking a regional amalgamation study with mutual support of surrounding municipalities and proceed with its recommendations only when it can be shown that it is beneficial both economically as well as socially/culturally for the citizens of the Town of Yarmouth.**

**8.11 It shall be the intention of Council to create a sustainable business community by:**

- 1) promoting cooperation through working partnerships with developers; government and non-government agencies; and, in particularly, adjacent municipalities;**
- 2) supporting the diversification of the local economy with particular attention to the industrial, tourism and educational sectors and promote viable long-term value added developments;**
- 3) encouraging a variety of compatible land uses in appropriate locations allowing people to live, work, play, and shop;**
- 4) anticipating the needs and securing land for public facilities such as street rights-of-way, trail right-of-ways, parks, public institutions (schools, libraries and justice), and other public needs such as public works, police and fire services; and,**
- 5) promoting partnerships to accommodate efficient use of resources, land, and services.**

**8.12 It shall be the intention of Council to undertake a “Downtown Revitalization Plan” to provide a vision and action plan to enhance commercial and residential activity within the urban core.**

**8.13 It shall be the intention of Council to undertake a “Waterfront Redevelopment Master Plan” to provide a vision and action plan to enhance commercial and industrial activity along Yarmouth’s working waterfront.**

**8.14 It shall be the intention of Council to limit business and professional offices to the downtown area as a means of sustaining the area as a vital commercial business centre.**

**8.15 It shall be the intention of Council to promote local reinvestment within the community; promote meaningful employment opportunities; promote local**

**business ownership; and, promote job training and educational programs.**

## **Sustainable Transportation Systems:**

The transportation system is Yarmouth's backbone, supporting its economy and serving and influencing its land use patterns. Yarmouth's transportation systems are diverse, from the historic marine lines to the automobile to its airport facilities. The support and promotion of these services will provide greater accessibility for residents and visitors, increasing one's "quality of life" while alleviate congestion and reducing green house gas emissions.

Though Yarmouth has lost its rail lines, these rail corridors have been transformed to multi-purpose trails for recreational vehicles and active transportation modes such as walking and bicycling. Yarmouth's commitment to transportation planning will be reflected in both development and redevelopment decisions.

Policy 6.10 requires Council to designate streets as local, collector or arterial so as to provide a development pattern that ensures that developments fronting on certain streets are consistent with the "role" of the street. As medium and high density developments have higher traffic volumes than low density uses, medium and high density uses are restricted to collector and arterial streets. As collector and arterial streets serve not only developments fronting on said streets but also serves through traffic and connections to major arterials, such as the 100 series highways, Council shall undertake physical improvements to collector and arterial streets to bring them up to acceptable standards in line with the "role" of the street. In light of this, Council shall promote the efficiency of the transportation networks in an effort to alleviate congestion and reduce greenhouse gas emissions. To this end, Council intends to develop Brooklyn Street and Clements Avenue as "collector" streets and the "Yarmouth North Connector" as an "arterial" limited access highway.

The following are Council's policies respecting sustainable transportation systems:

**8.16 It shall be the intention of Council to maintain a diversity in Yarmouth's transportation modes and support and promote the use of all modes of transportation with particular attention to the International Ferry Terminal, Yarmouth International Airport, Killam Wharf Marina, local transit services, bus services, the development and up-grading of the municipal street infrastructure and, on the provincial level, the up-grading and maintenance of the 101 and 103 series highways.**

**8.17 It shall be the intention of Council to provide for adequate transportation corridors by considering allocating enough land during the planning process to support the intended street classification.**

**8.18 It shall be the intention of Council to consider the physical location and design of our transportation corridors so as to minimize any potential adverse affects on environmentally sensitive areas such as wet-lands and other water bodies such as Broad Brook.**

**8.19 It shall be the intention of Council to undertake physical improvements to collector and arterial streets to bring them up to acceptable standards in line with the “role” of the street.**

**8.20 It shall be the intention of Council to promote the efficiency of the transportation networks in an effort to reduce greenhouse gases and develop Charles Crosby Drive and Clements Avenue as “collector” classified streets and the “Yarmouth North Connector” as an “arterial” limited access highway.**

**8.21 It shall be the intention of Council to formerly designate by by-law a portion of the “Yarmouth North Connector” between Hardscratch Road and the 101 as a “controlled access highway” pursuant to Section 309 of the Municipal Government Act.**

**8.22 It shall be the intention of Council to review the access management provisions of the Land Use By-law in keeping with Atlantic Road and Traffic Management’s report entitled “Yarmouth Area Transportation Study, October, 2007.**

**8.23 It shall be the intention of Council to encourage the province to complete the upgrading of both 100 series highways to 100 series standards; their connection; and, the twinning of one (1) of them from Yarmouth to Halifax.**

**8.24 It shall be the intention of Council to undertake a study in partnership with adjacent municipalities on the feasibility of undertaking a transit authority to provide a transit service throughout the tri-county area with connections to transit services beyond, in an effort to reduce carbon dioxide emissions and to conserve energy.**

**8.25 It shall be the intention of Council to cooperate with adjacent municipalities and community organizations in the creation of “car pooling” initiatives and “park and ride” facilities at strategic locations throughout the tri-county area.**

**8.26 It shall be the intention of Council in partnership with the Municipality of the District of Yarmouth to undertake and develop an “Active**

## **Transportation and Connectivity Plan”.**

**8.27 It shall be the intention of Council to review the Town’s Subdivision By-law in light of sustainable initiatives such as “green” infrastructure facilities and active transportation specifications pursuant to the Active Transportation and Connectivity Plan.**

**8.28 It shall be the intention of Council to design and construct public streets in such a fashion to accommodate a lineal bike lane with a minimum width of 1.5 m (4.92 ft.).**

**8.29 It shall be the intention of Council to include in the Subdivision By-law street specifications requiring developers to design and construct street right-of-ways in such a fashion to provide a parking lane with a minimum width of 3 m (9.84 ft.) along one (1) side of the street, and a bike lane with a minimum width of 1.5 m (4.92 ft.) along the other side of the street.**

**8.30 It shall be the intention of Council to consider the development and/or enhancement of pedestrian, bicycle, and/or transit access in development proposals and their integration within the community’s framework.**

**8.31 It shall be the intention of Council to support the Bikes for Kids program administered by local community organizations where old bikes are donated, refurbished and redistributed for kids.**

**8.32 It shall be the intention of Council to consider the establishment of a “Bike and Ride Program” administered through the Department of Leisure Services where bikes can be picked up and dropped off at bike distribution centres throughout the Town.**

**8.33 It shall be the intention of Council to consider the feasibility of developing a “truck rest stop park” along lands of the Town of Yarmouth along Haley’s Road adjacent to the Airport Industrial Park.**

**8.34 It shall be intention of council to design “complete streets” for the safety and convenience of all users including pedestrians, bicyclists, transit users, freight, and motor vehicles drivers so that each user is accommodated and balanced so that even the most vulnerable – children, elderly and persons with disabilities - can travel safely within the public right-of-ways.**

## **Sustainable Public Infrastructure:**

Chapter 8 of this Municipal Planning Strategy outlines a number of sustainable

provisions through objectives and policy statements on infrastructure development. For example, the objective to require development to occur on municipal sewer and water services limits the ability to have urban sprawl expanded throughout the Town unchecked.

The strategy promotes the use and extension of municipal services in unserviced areas by requiring 121.9 m (400 ft.) of road frontage for unserviced lands versus 15.24 m (50 ft.) of road frontage for serviced lands. This provision makes it more economical for developers to extend municipal services, enabling them to increase their returns by increasing the number of lots through subdivision approval.

Objective 2 of Chapter 8 outlines Council's intent to minimize the Town's cost of providing infrastructure through the promotion of compact and infill development as well as the fair apportionment of costs between the public and private sectors through the Local Improvements By-law. Though Council does promote compact developments by implementing a minimum lot frontage of 15.25 m (50 ft.) compared to the more traditional lot frontage of 18.29 (60 ft.) or 19.81 (65 ft.), the Town has not experienced the development of taller, more slender, developments (the traditional compacted infill development design) mainly due to market demand for the traditional bungalow design. Unfortunately, the Town has experienced the traditional bungalow being somewhat forced into these smaller lot frontages.

The Town strategy requires all developments to abut a public street, owned and maintained by the Town. This provision seems contrary to the intent of providing for infill developments as it encourages lineal rather than compacted developments, limiting the potential maximization of municipal street services. In order to promote compact infill developments, Council could consider enabling developments on rights-of-way. This however, does have a significant adverse affect, severely altering the traditional streetscape by enabling developments to occur one behind the other rather than in the traditional lineal progression along a street. Due to the visual impact along the street and its effect on the traditional built pattern, Council is not prepared to alter its intent to require that all developments abut a public street.

Council's infrastructure objectives are outlined in Chapter 8 of this strategy. They include the upgrading and enhancement of sewer, storm, water and roads; the promotion of an efficient transportation system; and, the support of transportation facilities and services.

The Town developed a waste water treatment facility in 1991 with sufficient capacity to handle not only the land mass within the Town but also the surrounding areas located in the municipality. Additional cells can be incorporated within the design to expand the capacity of the system when desired. The treatment facility provides primary treatment and has worked extremely well which is evident by the environmental changes along Yarmouth's waterfront. In order to prolong the life span of the facility and to minimize



operational costs, it shall be the intent of Council to undertake a storm water/sanitary sewer separation program to minimize the amount of storm water treatment.

Policy 6.1 acknowledges Council's intent to separate combined sanitary and storm sewers in an effort to prolong the life of the Town's wastewater treatment facility. The diversion of storm water will significantly reduce the amount of water requiring treatment, significantly reducing the operational costs of the plant. This will also result in clearer water being discharged by reducing the number of untreated overflow periods, improving the overall health of Yarmouth's harbour.

Council intends to minimize water leakage along the water transmission lines and the water distribution lines to conserve the water supply and help in maintaining adequate water pressure along the lines. This in turn minimizes the potential for boiling orders due to low water volumes in the Lake George Watershed Area improving the overall health and "quality of life" of the community. The minimization of water leakages will also reduce the amount of water treatment, reducing the operational cost of the water treatment facility.

In October of 2006, the Town, in cooperation with the municipality, updated the Lake George Watershed Protected Water Area Designation and implemented new regulations to protect the Lake George water supply pursuant to Section 106 of the Environment Act. The Town has adopted Nova Scotia's multiple barrier three lines of defence; keeping clean water clean at the source; making the water safe through treatment; and, proving it's safe through constant monitoring enabling corrective measures when deficiencies are identified. In keeping with the policies of this Strategy, it shall be the intention of Council to cooperate with the municipality to ensure Lake George Watershed Area continues as a viable and sustainable source of clean potable water.

The Town's public facilities and auto fleet expends significant energy and green house gases. In an effort to reduce the Town's carbon footprint and promote cleaner air, cleaner water and reduced green house gases, the Town intends to undertake an energy audit and consider the implementation of a green fleet transition plan.

The following are Council's policies respecting sustainable public infrastructure:

**8.35 It shall be the intention of Council to cooperate with the Municipality of the District of Yarmouth to ensure Lake George continues as a viable and sustainable source of clean potable water and to preserve and enhance the Lake George Watershed environment to maintain water quality and quantity for future generations.**

**8.36 It shall be the intention of Council to cooperate with the Municipality of the District of Yarmouth to create land use development patterns that are**

sustainable and compact through the promotion of efficiently planned extensions of municipal sewer and/or water services by mutual agreement where such extensions are deemed mutually appropriate, timely and financially beneficial.

**8.37 It shall be the intention of Council to continue with its purchasing policy with respect to properties located within the Lake George Watershed Area in order to protect the quality and quantity of the municipal water supply.**

**8.38 It shall be the intent of Council to undertake a storm water/sanitary sewer separation program to minimize the amount of storm water treatment, thereby lowering the overall cost of treatment, and becoming more efficient and sustainable by freeing up the waste water treatment plant's capacity.**

**8.39 It shall be the intention of Council to undertake a study and implement measures that reduce the amount of water leakage from the Yarmouth Water Utility's water transmission line and water distribution line to minimize the amount of water required to be treated, thereby lowering the overall cost of treatment, becoming more efficient and, as a consequence, more sustainable.**

**8.40 It shall be the intention of Council to scrutinize developments served by the Town's sewer system to ensure that the Town's waste water treatment facility has sufficient capacity to handle anticipated development flows.**

**8.41 It shall be the intention of Council to support Waste Check in the operation of the solid waste transfer station and their endeavour to provide the most cost effective means and alternatives for the disposal of the Town's solid waste.**

**8.42 It shall be the intention of Council to support the efforts of Waste Check in the diversion of materials through recycling, reuse and processing materials into value added products.**

**8.43 It shall be the intention of Council to undertake an energy audit of the Town's operations and implementing the recommendations when deemed appropriate, timely and financially beneficial.**

**8.44 It shall be the intention of Council to undertake a study of the viability of using Yarmouth's Harbour as a energy source (tidal power, geo-thermal heat recovery, etc.) and determine the viability through partnerships with the private sector.**

**8.45 It shall be the intention of Council to undertake a study of their**

**operational fleet in an effort to reduce carbon dioxide emissions as well as energy consumption and implement a Municipal Green Fleet Transition Plan.**

### **Sustainable Environmental Initiatives:**

The Town of Yarmouth is environmentally conscience of its environment. The Town undertook a Broad Brook Floodplain Study by Maritime Resource Management Service in 1977 and has implemented floodplain protection measures by designating the floodplain area as “Floodplain” on the Generalized Future Land Use Map and by zoning the floodplain area as “Floodplain (O-2)”. The Town, with the help of the Tusket River Environmental Protection Association (TREPA), expanded this protection by creating the Environmentally Sensitive Designation and the Environmentally Sensitive (E-S) Zone along the Broad Brook waterway system. It is envision that someday this system will be developed as the Broad Brook Greenway incorporating active transportation developments and educational components to enhance people’s awareness on environmental issues.

Wal-mart through the cooperation of the Town and the Department of Environment and Labour is undertaking an environmental wet-land habitat revitalization project adjacent to the Broad Brook Recreational Complex. This revitalization project will not only enhance the wildlife habitat but also serve as a stormwater retention pond to alleviate flooding of the surrounding built up areas. It is the intent of Council that the Broad Brook wet-lands will be developed, enhanced and showcased as an important ecological and environmental system with passive recreational and educational components. It is intended to include an interpretation centre with walking trails, identifying and preserving aspects of this unique urban wet-land. The rejuvenation of plant life will help reduce greenhouse gases and the designation as a protected “Floodplain” will ensure that this area remains a protected green space for waterfowl habitats and other living organisms.

Urban developments surrounding the Broad Brook waterway system continue to impact its ability to function as a natural waterway system. As a means of ensuring its health as a natural functional ecological waterway, any public works project involving surface run-off shall install a stormseptor or equivalent devise to remove stormwater pollutants prior to discharge into the Broad Brook waterway system in an effort to maintain the brook’s environmental health.

The Yarmouth area is very susceptible to storm surges as people still remember the groundhog storm of 1976. In an effort to preserve this vital resource, it shall be the intention of Council to support a study on the effects of storm surges on Yarmouth’s Harbour in light of climate change.

The following are Council’s policies respecting sustainable environmental initiatives:

**8.46 It shall be the intention of Council to consider implementing a Broad Brook Water Quality Program with water tests at strategic locations to monitor the health of the Broad Brook waterway system.**

**8.47 It shall be the intention of Council to consider implementing an Air, Water and Ground Water Monitoring Program at strategic locations to monitor the quality of the air and water over time.**

**8.48 It shall be the intention of Council to require that any public work projects install a stormseptor or equivalent device to remove stormwater pollutants prior to discharge into the Broad Brook waterway system or into Yarmouth's harbour.**

**8.49 It shall be the intention of Council to undertake a Climate Change Adaptation Study to identify potential impacts from sea-level rise and storm surges through a risk assessment and to implement safe guards to minimize the effects of climate change along Yarmouth's waterfront.**

**8.50 It shall be the intention of Council to build upon the efforts of Wal-mart in the creation of the Broad Brook Wet-land Conservation Area by enhancing and showcasing it as an important ecological and environmental system with passive recreational and educational components for the benefit of civilians and visitors alike. The Broad Brook Wet-land Area will include an interpretative centre showcasing wet-land conservation techniques and be connected to active transportation routes through the Broad Brook Greenway trail system.**

**8.51 It shall be the intention of Council to review their environmental policies and procedures when undertaking a plan's review of this Municipal Planning Strategy.**

**8.52 It shall be the intention of Council to encourage and support the remediation of brownfield sites back to productive land.**

## **Sustainable Heritage, Cultural and Social Developments:**

Chapter 7, "Social and Cultural Environment", of this Municipal Planning Strategy outlines objectives and policy statements with regards to education, recreation, tourism, heritage and cultural institutions. Though not directly responsible for educational services, the Town intends to support developments and organizations that provide for increased quality and quantity of educational programs and services. Though not directly responsible for cultural services, the Town recognizes cultural institutions as a valuable and significant part of the Town's social fabric and intends to support organizations that

provide cultural programs and/or services to the community.

With regards to recreation, the Town supports developments and organizations that provide recreational programs and/or services to the community. To this end, Council supports then creation of new recreational facilities particularly at the neighbourhood level with special consideration given to parks and playgrounds. The Town also supports the development of active transportation facilities by supporting the Active Transportation Committee in their development of an Active Transportation and Connectivity Plan; the Yarmouth Waterfront Development Corporation's trail system along Yarmouth's waterfront; the Rails to Trails Program; and, a linear park system through Broad Brook noted above as the Broad Brook Greenway.

The Town also recognizes the importance of cultural and social organizations and the amenities they provide. In light of this, the Town intends to support the efforts of Th' Yarc in finding a home for the arts community. The Town also recognizes the health of its community members as an important aspect of maintaining a healthy sustainable community and supports the efforts of the Department of Leisure Services, the Y.M.C.A., and the school system in providing physical activities and programs to all members.

With regards to tourism, Council supports the efforts of tourism associations to develop and promote the Yarmouth area as a quality tourism destination. Council also recognizes the Town's built and natural heritage as a valuable tourism asset and encourages its maintenance, upgrading and protection.

The Town recognizes the importance of preserving our built heritage, not only as an important tourism destination asset and educational tool, but also as an important piece of their commitment to sustaining the community. The preservation of historic buildings and their adaptive reuse regenerates the local economy and reduces the amount of green house gases by recycling materials that would otherwise be destined for the land fill. The preservation of one building alone has a significant impact on the financial and environmental costs of operating a waste deposal site and significantly reduces green house gases by eliminating the need to produce new building materials. It shall be the intention of Council to continue their support of preserving and reusing our built heritage through the efforts of the Heritage Advisory Committee and to consider financial incentives to help owners to adapt their building to ensure that they remain a productive member of Yarmouth's building stock.

The following are Council's policies respecting sustainable heritage, cultural and social developments:

**8.53 It shall be the intention of Council to encourage and support the efforts of the Municipality of Yarmouth to continue the linear park system along Yarmouth's Waterfront to Bunker's Island to the south and along Lake Milo**

**to the north as well as the extension of the railway rights-of-way rails to trail program and the continuation and connection of the Broad Brook Greenway to create a comprehensive regional park trail network.**

**8.54 It shall be the intention of Council to support the conservation and reuse of the Town's building stock in an effort to reduce green house gases and minimizing the amount of waste that would otherwise be destined for the land fill.**

**8.55 It shall be the intention of Council to support the conservation and reuse of heritage buildings and approach the province to increase their provincial heritage rebate and request new alternative financial incentives such as such low interest loans, or deferred assessment valuations for designated heritage properties.**

**8.56 It shall be the intention of Council to consider developing a diversion program with Waste Check and other similar organizations to reuse and recycle construction and demolition debris materials.**

**8.57 It shall be the intention of Council to support cultural development through the support of local institutions such as, but not limited to, local museums and art galleries and their development of community programs and services.**

### **Liveable "Green" Community:**

The Town has been participating in the Community in Bloom program for a number of years. Each year the Town has invested into "green" projects such as tree plantings along roadways and downtown Main Street bouquets, as well as public infrastructure components such as bike racks and three stream garbage receptacles. The Town has drafted a proposed "Green" Policy that enables property owners to apply to the Town to cost share in increasing the Town's foliage. Not only will this serve to beautify the Town it will also have an affect on reducing the land temperatures by providing shade and sheltered areas, adding to the community's "quality of life" experiences. Additional greenery will also reduce green house gases and help alleviate surface run-off by recycling the water into plant nourishment. It shall be the intention of Council to ratify this policy and implement its provisions to cost share in greenery throughout the Town.

The green movement has created new technologies and standards that have developed into new products that are more environmentally friendly and more sustainable. Green infrastructure creates more walkable neighbourhoods and uses natural drainage areas through a network of streams, green streets, greenways, parks and riparian areas. The use of green infrastructure and the natural environment reduces infrastructure costs which in

turn leads to lower development costs and long term maintenance costs. Green infrastructure needs to be recognized as a key component of sustainable communities. It shall be the intention of Council to review its policies, by-laws provisions and standards to incorporate “green” technologies and standards where economically feasible and practical where they prove beneficial in the preservation or enhancement of the natural and built environments.

Through the Town’s Subdivision By-law the Town accepts cash-in-lieu of open space. The Town intends to use this money to develop neighbourhood parks in close proximity to the subdivision that provided the funds. There are three (3) open space parks that are currently under developed; Milo Estate Park, Oak Drive Park and Charles Crosby Drive Park. It shall be the intention of Council to use the cash-in-lieu funds to develop these parks.

The following are Council’s policies respecting liveable “green” community:

**8.58(A) It shall be the intention of Council to continue its efforts to increase the foliage throughout Town by implementation of its Green Policy in an effort to beautify the Town and reduce green house gases.**

**8.58(B) It shall be the intention of Council to support and promote the development of community gardens with the aim of creating additional open green space; with the aim of creating a more liveable social community environment; and, as a way of developing and promoting the use of local produce as a means of becoming more self reliant and less dependent on produce from away effectively reducing the community’s carbon footprint.**

**8.59 It shall be the intention of Council to develop neighbourhood parks throughout Town and connect them to the active transportation routes in keeping with the “Active Transportation and Connectivity Plan”.**

**8.60 It shall be the intention of Council to develop Milo Estate Park, Oak Drive Park and Charles Crosby Drive Park as well as other neighbourhood parks in consultation with the neighbourhood.**

**8.61 It shall be the intention of Council to review its policies, by-laws and standards to incorporate “green” technologies and standards where economically feasible and practical where they prove beneficial in the preservation or enhancement of our natural and built environments, keeping in mind the overall objective of enhancing the overall “quality of life” experience for all members of our society.**

**8.62 It shall be the intention of Council to consider banning the use of pesticides, herbicides and fungicides.**

**8.63 It shall be the intention of Council to lobby provincial and federal**

departments to create “green” policies that promote “green” initiatives such as:

**(1) a national ban on two (2) stroke engines as they are detrimental to our environment;**

**(2) a national program prohibiting the un-necessary over packaging of retail products reducing the amount of waste required to be diverted from our waste; and,**

**(3) other unforeseen initiatives that require provincial or federal regulation.**

### **Healthy and Safe Community:**

One of the reoccurring themes throughout the public consultation process was the need to create a healthy and safe community in order to be sustainable in the long run and to create a place where people want to live, work, play and visit. In order for people to want to be here, it has to be safe and be a place where people can be healthy and remain healthy. This requires resources that supports active lifestyles and creates an environment where people have access to health and safety related programs and services.

Chapter 7, “Social and Cultural Environment”, and Chapter 8, “Infrastructure Development” of this Strategy deals with health and safety issues. Chapter 7 outlines Council’s policies for educational services, recreational services, tourism development, heritage conservation and cultural services. Chapter 8 outlines Council’s policies for infrastructure developments, transportation services, environmental protection and protection and health services.

Policy 6.35 through 6.39 outlines Council’s support for the R.C.M.P.; the Yarmouth Fire Department; the Western Regional Health Center; the Yarmouth Joint Emergency Measures Organization; and, organizations and volunteers that work to improve the “quality of life”, including those who assist in the delivery of protection and health services.

The following are Council’s policies respecting a healthy and safe community:

**8.64 It shall be the intention of Council to work cooperatively with government and non-government organizations in their development of programs and services to promote and sustain a healthy and safe environment.**

**8.65 It shall be the intention of Council to support the promotion of the Western Regional Health Centre in their delivery of programs and services**



and to enhance and expand these services through regional networks throughout the tri-county area. It shall also to the intention of Council to encourage the Western Regional Health Centre to strive to expand into new health and safety related fields through research and development initiatives that provide a value added contributions to our social and economic prosperity.

**8.66** It shall be the intention of Council to support the enhancement of recreational health promotion and services through the support of organizations and through the support of infrastructure developments such as, but not limited to, active transportation trails; the Y.M.C.A. redevelopment plan; Broad Brook Greenway, the Milo Boat Club and the Mariner's Centre Complex.

**8.67** It shall be the intention of Council to support the R.C.M.P. in their delivery of programs and services with particular attention on youth crime prevention, medical health services, addiction prevention services and safe community initiatives.

**8.68** It shall be the intention of Council to support the efforts of the Tri-County Regional School Board and the Western Regional Health Centre in the prevention of teen pregnancy, obesity, smoking, inactivity, unhealthy eating and the reduction in school drop-out rates.

**8.69** It shall be the intention of Council to encourage and support the Tri-County Regional School Board, the Western Counties Regional Library and the Western Regional Health Centre in enhancing educational program and services.

**8.70** It shall be the intention of Council to encourage public engagement and active participation in the public decision making process where all community members have a opportunity to express their views, adding to one's overall "quality of life" experience.

**8.71** It shall be the intention of Council to have regard for public safety in the design and implementation of public infrastructure projects in an effort to add to the community's "quality of life" experience.

### **Partnerships and Collaborations:**

In order to sustain Yarmouth as a regional centre it is important to recognize the health and well being of developments along the Town's peripheries. The sustainability of Yarmouth's core depends upon the sustainability of the region as a whole. Therefore,

Yarmouth has an interest in maintaining and enhancing the health and general well being of developments beyond its borders. Therefore, Council intends to consider mutually beneficial agreements and memorandums of understanding with the Municipality of the District of Yarmouth that seek to achieve sustainable developments that enhance not only the community but also their natural environments.

**8.72 It shall be the intention of Council to consider mutually beneficial agreements with municipalities in the Tri-County region that seek to achieve sustainable developments.**

**8.73 It shall be the intention of Council to support the Municipality of the District of Yarmouth in protecting the Broad Brook waterway system through their Municipal Planning Strategy and Land Use By-law.**

**8.74 It shall be the intention of Council to support the Municipality of the District of Yarmouth in their efforts to sustain and improve upon the quality and quantity of potable water from the Lake George Watershed Area.**

**8.75 It shall be the intention of Council to cooperate with adjacent and nearby municipalities in the administration and promotion of the following joint initiatives:**

- Emergency Management Office**
- Heritage Advisory Committee**
- Leisure Services**
- Mariner Centre**
- Yarmouth County Solid Waste Park**
- Main Street Medical Clinic**
- Pubnico Head Medical Clinic**
- Yarmouth International Airport Corporation**
- WasteCheck**
- Southwest Regional Development Authority**
- Yarmouth Area Industrial Commission**
- Yarmouth and Acadian Shores Tourism Authority**
- Yarmouth Area Room Levy Tax**
- Yarmouth and Argyle Home Support Agency**
- Yarmouth Area Transportation Study**
- Yarmouth Area Active Transportation Study**
- Yarmouth Waterfront Development Corporation**

**8.76 It shall be the intention of Council to cooperate with adjacent and nearby municipalities with regards to the following:**

- (1) A collaborative regional approach for the protection of the region’s potable water supply areas;**
- (2) A collaborative regional approach in the design and delivery of transportation solutions;**
- (3) A collaborative regional approach to enhance the region’s capabilities to adapt to climate change through the use of shared knowledge and mapping/modeling resources to help anticipate climate change impacts and coordinated planning and development of appropriate emergency measures;**
- (4) A collaborative regional approach to enhance and promote local food production, self-sufficient food practices, sufficient food storage facilities and supporting health and social programs to enhance public awareness in alternative healthy food choices;**
- (5) A collaborative regional approach to enhance and facilitate cooperation in achieving long term sustainability in solid waste management;**
- (6) A collaborative regional approach to enhance and facilitate renewable energy development projects; and,**
- (7) A collaborative regional approach for facilitating public awareness and education of sustainability.**

## **Infrastructure Investments – Capital Investment Plans**

The action plans outlined in the following tables will require a community investment over a number of years. It is important to consider the list of goals and action plans in a flexible rather than rigid manner and to revisit them during the Municipal Planning Strategy review. New issues may arise that require Council’s direct attention to minimize the potential adverse affects to the overall goal of sustaining the Town. However, as a tool, the Integrated Community Sustainability Plan provides a long term vision that provides for infrastructure projects that are eligible for funding under the Municipal Funding Agreement. In keeping with the Municipal Funding Agreement, Council will submit a three year Capital Investment Plan (CIP) each year to the province outlining the capital expenditures in keeping with the Town’s Integrated Community Sustainability Plan.

## **Description of Sustainable Outcomes and Community Benefits**

In keeping with the vision statement, Council intends to promote public infrastructure projects that ensure a safe, vibrant, liveable and attractive regional centre that adds to the

“quality of life” experienced by all inhabitants. The benefits are not solely intended for the community but also for future generations, human as well as the natural living environment. In keeping with this intent, in addition to policy objectives throughout this Municipal Planning Strategy, Council intends to make a clear directive that supports the following policies.

**8.77 It shall be the intention of Council to make Yarmouth a sustainable community by supporting programs and initiatives that involve conservation of resources, pollution prevention, waste minimization and real “quality of life” enhancements.**

**8.78 It shall be the intention of Council to promote cleaner air, cleaner water and the lowering of green house gas emissions through the minimization of preventable pollutants and the protection of the natural environment in an effort to sustain the community.**

### **Identify Issues, Determining Goals and Development of Action Plans**

The Integrated Community Sustainability Plan’s projects are broken down into tables that address their issues, goals and actions plans. It is envisioned that these projects will alleviate or minimize adverse effects while creating a more sustainable environment that promotes growth and encourages reinvestment. It is recognized that not all of the projects can be undertaken under the Municipal Funding Agreement. However, they all have a role to play in sustaining the Town and play a significant role in the Town’s Integrated Community Sustainability Plan.

**8.78 It shall be the intention of Council to consider the establishment of an ICSP coordinator’s office to develop, administer, manage, measure and review policies, goals and procedures for a sustainable community.**

**8.79 It shall be the intention of Council to monitor, measure and review projects, their implementation and their ability to obtain the desired outcomes.**

The issue, goals and actions are outlined on the following pages:

**Economic Prosperity**

**Waterfront Master Plan:**

<b>Issue:</b>	<b>Lack of container space, lack of infrastructure to develop marine industrial areas to take advantage of off-shore exploration activities, lack of a coherent transportation system to the port, lack of marine industrial space.</b>
<b>Goal:</b>	<b>To create a healthy, vibrant and sustainable working waterfront in harmony with the traditional fisheries compatible with tourism related developments.</b>  <b>A new marine industrial park and a new international ferry and cargo terminal.</b>
<b>Desired Outcome:</b>	<b>Vibrant industrial activities intermixed with tourism related industries and activities.</b>
<b>Action/Strategy:</b>	<b>To undertake and implement a Waterfront Master Plan complete with a new “green” ferry terminal with an efficient tourism and container traffic network.</b>
<b>Eligible Projects:</b>	<b>Implementation of the Yarmouth Waterfront Master Plan.</b>  <b>Development of a new marine industrial park (in-filling Yarmouth’s harbour) complete with appropriate infrastructure support.</b>  <b>A revitalized waterfront with transportation links.</b>  <b>Construction of a New International Ferry Terminal.</b>  <b>Construction of a New International Cargo Terminal.</b>  <b>Continuation of the Bob Hartlin Trail System.</b>  <b>Wayfinding signage program.</b>

**Economic Prosperity**

**Regional Tourism Promotion:**

<b>Issue:</b>	<b>Addressing the downturn in the tourism sector. To hang onto what we have; enhance what we have to offer; and, develop new tourism industry assets.</b>
<b>Goal:</b>	<b>To create an environment where regional tourism assets are promoted to their fullest while creating an environment for new tourism facilities throughout the region.</b>
<b>Desired Outcome:</b>	<b>A vibrant tourism industry where all accommodation facilities are full to capacity and where all the tourism retail stores and restaurants are having banner years.</b>
<b>Action/Strategy:</b>	<b>To undertake and implement a Regional Tourism Promotion Plan to identify a strategy to promote and enhance our tourism industrial for the benefit of all.</b>
<b>Eligible Projects:</b>	<b>Promotion of the Tourism Destination Plan and the implementation of identified projects in cooperation with Yarmouth and Acadian Shores and SWSDA.</b> <b>Implementation of a Regional Tourism Promotion Plan with eco-friendly tourism initiatives.</b> <b>Hiring a regional tourism promotion/festival events coordinator.</b> <b>Development of regional tourism promotion materials and advertisements.</b>

**Economic Prosperity**

**Economic Promotion:**

<b>Issue:</b>	<p>Lack of industry and well paying jobs.</p> <p>Out migration of our youth.</p> <p>Population decline.</p>
<b>Goal:</b>	<p>Job creation and job promotions.</p> <p>Keeping our youth.</p> <p>Increase population.</p>
<b>Desired Outcome:</b>	<p>Plenty of jobs for all ages.</p>
<b>Action/Strategy:</b>	<p>Working with SWSDA, RDA and the Industrial Commission to promote job creation and employment programs.</p>
<b>Eligible Projects:</b>	<p>Financial incentives for the creation of new jobs.</p> <p>Stabilizing and sustaining the fisheries and Yarmouth's working waterfront.</p> <p>Affordable housing initiatives to provide additional affordable housing units while creating construction and development skills through community partnerships.</p> <p>Foster Yarmouth as a multicultural learning centre, building upon our ethnic and heritage assets where Yarmouth ethnic heritage can be promoted and enhanced.</p> <p>Promote local businesses and spin-offs through SWSDA, RDA and the Industrial Commission such as farmer's markets, fish markets, local trade shows and duty free zones.</p> <p>Undertake a regional municipal amalgamation study to determine benefits.</p> <p>Support for traditional and emerging industries (off-shore oil/gas developments).</p> <p>Promote and enhance higher educational facilities.</p>

**Economic Prosperity**

**Opening Land for Development:**

<b>Issue:</b>	<b>Lack of developable land.</b>
<b>Goal:</b>	<b>To create an environment where lands can be developed to maximize the use of public infrastructure.</b>
<b>Desired Outcome:</b>	<b>The development of a vibrant and sustainable land use pattern.</b>
<b>Action/Strategy:</b>	<b>To undertake and implement the “Yarmouth North Connector” as envisioned in the “Yarmouth Area Transportation Study” by Atlantic Road and Traffic Management dated April 18<sup>th</sup>, 2007.</b> <b>Promote and enhance in-fill development to maximize the use of public infrastructure.</b>
<b>Eligible Projects:</b>	<b>Implementation of the “Yarmouth Area Transportation Study” by Atlantic Road and Traffic Management dated April 18<sup>th</sup>, 2007, including, but not limited to, the connection of the 101 and 103 series highways and the development of the Yarmouth North Connector.</b> <b>Development of a cohesive street network with adequate public infrastructure to support development.</b> <b>Up-grading street infrastructure in line with the street classification pursuant to the Town’s Street Classification Map (local, collector and arterials streets).</b>



**Sustainable Transportation**

**Transportation:**

<b>Issue:</b>	<b>Inefficient road transportation network leading to wasted productivity and increased green house gases, negatively impacting on one's quality of life.</b>
<b>Goal:</b>	<b>To identify and develop an efficient transportation network in terms of reduced idling and reduced time travel.</b>
<b>Desired Outcome:</b>	<b>The elimination of bottlenecks and increase flow of vehicle movements with efficient connections to external transportation networks beyond the Town boundaries.</b>
<b>Action/Strategy:</b>	<b>The implementation of recommendations contained in the "Yarmouth Area Transportation Study" by Atlantic Road and Traffic Management dated April 18<sup>th</sup>, 2007.</b>
<b>Eligible Projects:</b>	<p><b>Road improvements that increases the roads efficiencies with particular attention to upgrading the "collector" and "arterial" classified streets to match the "role" of the street.</b></p> <p><b>Brooklyn Road north/south connector.</b></p> <p><b>The Yarmouth North Collector.</b></p> <p><b>Clements Street extension.</b></p> <p><b>Connection of 101/103 Highways and associated off-ramps.</b></p> <p><b>Development of a "National Highway System" to the Port of Yarmouth.</b></p> <p><b>Creation of truck rest stops (ie. Haley Road).</b></p> <p><b>Promoting the province's twinning of the 100 series highways to Halifax.</b></p> <p><b>Development of a cohesive transportation network (land, air and sea).</b></p> <p><b>Development of complete streets – pedestrian, vehicular and active transportation modes with universal access for the disabled.</b></p>

**Sustainable Transportation**

**Transit Transportation:**

**Issue:**

**Lack of a comprehensive transit system.**

**Goal:**

**To create a sustainable transit system with connections beyond Yarmouth County.**

**Desired Outcome:**

**To create a self-sufficient multi-functional transit network with connections beyond Yarmouth County.**

**Action/Strategy:**

**To undertake a Transit Master Plan to determine the feasibility of establishing a self-sustaining multi-functional transit network.**

**Eligible Projects:**

**Transit Master Plan.**

**Establishment of a Regional Transit Authority.**

**Capital and operational funding program.**

**Transit terminals and vehicle maintenance buildings.**

**Park and Ride parking transitional areas.**

**Sustainable Transportation**

**International Ferry Terminal and International Airport**

**Issue:**

**Lack of a firm commitment for maintaining and enhancing important transportation links – the international ferry, the international airport facilities and the Digby-Saint John’s ferry service.**

**Goal:**

**To create a sustainable sea and air transportation network.**

**Desired Outcome:**

**To create a positive environment to support the private operation of international transportation links such as the international ferry, air services and the Digby-Saint John’s ferry service.**

**Action/Strategy:**

**To undertake a Ferry Terminal Master Plan to determine the feasibility of establishing a sustainable multi-functional “green” ferry terminal building and to undertake an Airport Master Plan to consider its capital and operational activities to go “green” and be self sufficient and sustainable.**

**Eligible Projects:**

**Ferry Terminal Master Plan and Airport Master Plan.**

**Construction of a new “green” ferry terminal building complete with a new sustainable ferry with passenger and cargo facilities.**

**Revitalization of Yarmouth International Airport Terminal, complete with a sustainable air service with passenger and cargo facilities.**

**Lobby governments to declare the Yarmouth International Ferry route and the Digby-Saint John’s ferry route as part of the national highway system and grant them the same subsidies on a per km bases as part of the Trans Canada highway system.**

**Implementation of recommendations from the master plans to undertake “green” and “sustainable” initiatives.**

Sustainable Transportation

**Active Transportation:**

**Issue:**

**Unhealthy physical fitness due to the dependency on the automobile.**

**Goal:**

**To create new active transportation networks to promote physical activities to get people healthy and to reduce green house gases by offering an alternative mode of transportation.**

**Desired Outcome:**

**Active transportation networks throughout Town and beyond.**

**Action/Strategy:**

**To undertake and implement an “Active transportation and Connectivity Plan”.**

**Eligible Projects:**

**An Active Transportation and Connectivity Plan**

**Implementation of recommendations of the Active Transportation and Connectivity Plan.**

**Trail development including the “rails to trails” program, the Bob Hartlin Waterfront Trail and the proposed Broad Brook Greenway Trail System.**

**Street right-of-way developments including the widening and development of roadways and sidewalks to accommodate the active transportation network.**

**Active Transportation infrastructure projects such as, but not limited to the development of network stations which include such items like bike racks, automobile parking lots, 3 stream receptacles, washroom facilities, benches, landscaping, wayfinding signage, rest stop areas and transfer stations along the active transportation network.**

**Bikes for Kids Program – recycling old bikes for kids.**

**Bike and Ride Program – Bikes for transportation to and from designated bike distribution centres.**

**Sustainable Public Infrastructure**

**Street Infrastructure:**

**Issue:**

**Lack of street infrastructure hampering development growth along existing streets.**

**Goal:**

**To identify where the deficiencies are located and develop through cost sharing initiatives a street improvement plan.**

**Desired Outcome:**

**That all public streets have sufficient services to accommodate development.**

**Action/Strategy:**

**To prepare an asset inventory of all public streets, identify the deficiencies and develop a plan to upgrade these streets to the appropriate standards to accommodate development.**

**Eligible Projects:**

**The development of a Street Infrastructure Asset Management Database of all existing assets, their age, life span, and develop a sustainable infrastructure replacement program.**

**Street Infrastructure Asset Replacement Funding Program.**

**Implementation of wireless broadband throughout the Town.**

**Sustainable Public Infrastructure**

**Sewer Works:**

**Issue:**

**Treatment of unnecessary storm water run-off.  
Old sewer systems that may be leaking  
contaminants.**

**Goal:**

**To separate the storm sewer and sanitary sewer  
systems and to develop a sustainable sewer  
replacement system that minimizes potential  
impacts on the environment.**

**Desired Outcome:**

**To treat only sanitary sewer effluent and install a  
water tight system of storm sewers to minimize  
impacts on the environment.**

**Action/Strategy:**

**To separate storm and sanitary systems where  
practical and most cost effective to reduce  
treatment of storm water and develop a plan to  
replace old stone sewers.**

**Eligible Projects:**

**Starrs Road storm sewer system.  
Huntington Street storm sewer system.  
Replacement of stone sewers throughout the Town  
at various locations.**

**Sustainable Public Infrastructure**

**Water treatment:**

**Issue:**

**The high cost of water treatment and inconsistency of water supply quality.**

**Goal:**

**To develop an efficient and sustainable water supply system.**

**Desired Outcome:**

**To reduce the long term costs of water treatment and to produce a consistent quality of potable water.**

**Action/Strategy:**

**Implementation of the Lake George Watershed Management Plan.**

**Eligible Projects:**

**Sustainable Yarmouth Water Utility with an infrastructure and enhancement program.**

**Upgrading water distribution lines throughout the system to minimize leaks.**

**Implementation of the Lake George Watershed Management Plan - protection of the potable water supply.**

**Removal and Replacement Program for lead pipes.**

**Promotion of low water/ low energy appliances and facilities.**

**Sustainable Public Infrastructure**

**Wastewater treatment:**

**Issue:**

**Lack of SCADA wastewater monitoring system and high costs.**

**To minimize adverse affects of waste water effluent on Yarmouth harbour's ecosystem.**

**Goal:**

**To monitor wastewater treatment and reduce costs.**

**To develop a de-chlorination facility.**

**Desired Outcome:**

**Reduce costs and the implementation of a SCADA wastewater monitoring system.**

**Action/Strategy:**

**The design and installation of a SCADA monitoring system.**

**The design and construction of a de-chlorination facility.**

**Eligible Projects:**

**SCADA wastewater monitoring system.**

**New de-chlorination facility.**

**Backup generator for wastewater treatment to minimize untreated waste into Yarmouth's harbour during power failures.**

**Development of a sustainable waste water treatment facility.**

**Upgrading the primary waste water treatment system to a secondary waste water treatment system.**



**Sustainable Public Infrastructure**

**Town Energy Audit:**

<b>Issue:</b>	For the Town to promote the concept of sustainability through its efforts to reduce its own carbon footprint.
<b>Goal:</b>	To reduce the Town’s carbon footprint, thereby reducing the production of green house gases and to promote a sustainable “green” municipal operation.
<b>Desired Outcome:</b>	A sustainable “green” municipal operation that minimizes its adverse effect upon the environment.
<b>Action/Strategy:</b>	To undertake a energy audit of all Town facilities and operations and implement a action plan to reduce the Town’s carbon footprint while ensuring a sustainable delivery of municipal services.
<b>Eligible Projects:</b>	<p>Energy Audit and implementations of its recommendations.</p> <p>Implementation of a “green” fleet transition plan.</p> <p>Investigations into new environmentally friendly energy sources such as geothermal heat recovery from Yarmouth’s harbour, the use of Yarmouth’s tide action as a source of energy, the use of Milton Dam as a source of energy and other “green” technologies such as geo-thermal, solar, wind, wave and tidal developments .</p> <p>Electric car plug-in facilities at public parking lots.</p> <p>New public buildings and infrastructure projects that are “green”, including considering adopting LEED certified construction standards for all public buildings.</p> <p>Sustainable Solid Waste Program, Sustainable Waste Diversion Program, Implementation of the three (3) R’s, reduce, reuse and recycle programs and services.</p> <p>Efficient and sustainable management of the construction and demolition debris site.</p>

**Sustainable Environmental Initiatives**

**Coastal Developments:**

**Issue:**

Coastal developments adversely affected by climate change.

**Goal:**

To identify and protect developments from adverse affects of climate change (sea level rise).

**Desired Outcome:**

Safe and sustainable development in light of changing environmental conditions.

**Action/Strategy:**

Call for proposals from consultants to undertake a study to identify areas of the Town that are susceptible to climate change and develop mechanisms/regulations to minimize any potential adverse affects. Conduct storm surge/sea level rise risk assessment and coastal zone mapping/modeling.

Identify infrastructure projects that would help to alleviate climate change affects on developments.

**Eligible Projects:**

Climate Change Study.

Storm Surge Risk Assessment Study.

Storm and Sanitary Sewer Separation Program.

Capacity building – assistance with studies.

Storm water retention/detention systems.

Emergency infrastructure systems.

Development of an ICSP Co-ordinator's Office to develop, administer, manage, measure and review policies, goals and procedures for a sustainable community.

**Sustainable Environmental Initiatives**

**Air and Water Quality:**

**Issue:**

**Lack of statistical information to measure environmental changes and impacts of developments on the environment.**

**Goal:**

**Implementation of a Air and Water Quality Program to measure and monitor the changes in the air and water quality.**

**Desired Outcome:**

**To be able to determine the effects of development and monitor the relevant changes to our air and water quality over time.**

**Action/Strategy:**

**To implement a strategy to collect and monitor air and water quality at strategic locations.**

**Eligible Projects:**

**Capital costs of establishing an air and water quality program.**

**Operational costs of collecting and monitoring the air and water quality at strategic locations.**

**Sustainable Environmental Initiatives**

**Broad Brook and Yarmouth Harbour:**

<b>Issue:</b>	<b>Pollutants from storm water run-off affecting the health of our water bodies.</b>
<b>Goal:</b>	<b>To minimize the effects of water carried pollutants from impacting the health of our natural water resources.</b>
<b>Desired Outcome:</b>	<b>A zero storm water development impact on our water resources.</b>
<b>Action/Strategy:</b>	<b>To identify all Town storm water outfalls and develop a systematic plan to install stormceptors or similar devices to filter out pollutants prior to storm water entering these watercourses.</b>
<b>Eligible Projects:</b>	<p><b>Implementation of a Stormceptor Installation Program at strategic locations. Develop a plan to identify all storm water outfalls and begin installing stormceptors or similar devices in the most environmental beneficial areas first and then eventually have filtering devices on all Town owned storm water outfalls.</b></p> <p><b>When municipalities become mandated to install these stormceptors (filtering devices), Council shall consider cost sharing with property owners to install these filtering devices at strategic locations where there is existing storm water/ surface run-off outfalls that directs water pollutants into either the Broad Brook watershed or Yarmouth's Harbour watershed.</b></p> <p><b>When municipalities become mandated to install these stormceptors (filtering devices), it shall be the intention of Council to require private developers to install them in association with any new developments and consider the feasibility of a cost sharing arrangement.</b></p> <p><b>A maintenance and upkeep program to ensure that these systems are maintained in good working order at all times.</b></p> <p><b>Periodic review of environmental policies and procedures.</b></p>

**Sustainable Environmental Initiatives**

**Broad Brook Wetlands Revitalization Project:**

<p><b>Issue:</b></p>	<p><b>To reverse the negatives affects of development on the Broad Brook watershed system.</b></p>
<p><b>Goal:</b></p>	<p><b>To revitalize and create an active ecological system for the inhabitants of Broad Brook’s watershed.</b></p>
<p><b>Desired Outcome:</b></p>	<p><b>An active restored ecological wetland that supports a variety of life and showcases the restoration as a model conservation wetland revitalization project promoted as an educational and sight seeing ecological nature site in the heart of an urban centre.</b></p>
<p><b>Action/Strategy:</b></p>	<p><b>To work cooperatively with Wal-mart and the Department of Environment and Labour on the revitalization of the Broad Brook watershed area between Forest Street and South East Street and to enhance and build upon their development throughout the Broad Brook watershed system with walking trails, interpretation panels, outdoor class room facilities and indoor interpretation and support facilities.</b></p>
<p><b>Eligible Projects:</b></p>	<p><b>Development of an action plan to enhance the overall health and well being of the Broad Brook watershed system.</b></p> <p><b>The creation of the Broad Brook Wetlands Revitalization Interpretation Centre complete with walking trails, interpretation panels, outdoor classroom facilities and support facilities.</b></p> <p><b>The revitalization of the Broad Brook wetlands to serve as an active and productive ecological wetland system.</b></p> <p><b>The development of the Broad Brook Greenway Trail System as a live educational interpretive nature resource tied to the active transportation and connectivity network.</b></p> <p><b>Protection and enhancement of “green” areas.</b></p>

**Sustainable Heritage, Cultural and Social Developments**

**Social/Cultural Developments:**

<b>Issue:</b>	<b>Lack of top notch community facilities.</b>
<b>Goal:</b>	<b>To have community facilities that everyone, visitors and user groups alike can be proud of, that are financially sound, sustainable and open to all.</b>
<b>Desired Outcome:</b>	<b>A new community arts/theatre production facility, a new Y.M.C.A. facility and a new youth centre.</b>
<b>Action/Strategy:</b>	<b>To work cooperatively with organizations to make them a reality.</b>
<b>Eligible Projects:</b>	<p><b>Promotion of cultural events and institutions in providing public programs.</b></p> <p><b>Th'Yarc redevelopment plan.</b></p> <p><b>The Y.M.C.A. redevelopment plan.</b></p> <p><b>A Youth Cultural Centre.</b></p> <p><b>Downtown Public Place Initiative - creating a downtown where people want to go; a people place enabling social interactions with cultural music and art exhibitions - a meeting place for all ages.</b></p> <p><b>Promote and enhance Yarmouth's historic working waterfront.</b></p> <p><b>Promote and enhance Yarmouth as a regional cultural/social/heritage centre.</b></p>

Sustainable Heritage, Cultural and Social Developments

**Heritage Resources:**

**Issue:**

**Loss of heritage resources and the embodied energy that created them.**

**Goal:**

**To create an atmosphere that makes it easier and more economical to reuse the Town's existing building stock.**

**Desired Outcome:**

**The reuse of existing building stock, reducing the amount of waste entering the construction and demolition debris landfill and to recoup the existing embodied energy of existing building materials.**

**Action/Strategy:**

**To develop a adaptable reuse program with financial incentives for heritage resources.**

**Eligible Projects:**

**The establishment of a heritage trust fund to provide financial assistance to the private sector for adaptable reuse projects where existing building stock is reused and recycled.**

**Promote and enhance the retention and redevelopment of heritage resources through facade improvement programs and energy retrofit programs.**

**Development of a financial incentive program that defers tax assessment increases over a number of years for adaptive reuse projects on registered heritage property.**

**Adaptable reuse projects of municipality owned properties.**

**Implementation of a diversion program to reuse and recycle construction and demolition debris materials.**

Liveable “Green” Community

**Increase Foliage:**

**Issue:**

The lack of foliage to combat green house gases.

**Goal:**

To create an atmosphere that makes it easier to plant vegetation throughout the Town.

**Desired Outcome:**

A Town that has lush greenery that is aesthetical pleasing and well maintained.

**Action/Strategy:**

To develop a “green” policy where property owners may cost share in “green” projects.

**Eligible Projects:**

The development of a “Green” Trust Fund Program.

Development of policies that enable private property owner to access public right-of-way areas to plant greenery.

Promotion of “Green” tourism activities and Community Garden Programs.

Implementation of bio-swales techniques within existing street right-of-ways to encourage the development of “green” streets with natural vegetation.

Implementation of development standards in the Town’s Subdivision By-law to enable the use of alternative “green” technologies.



**Liveable “Green” Community**

**Park Developments:**

**Issue:**

**The lack of neighbourhood park infrastructure contributing to the lack of public use of these open space areas.**

**Goal:**

**To create standards for neighbourhood parks in consultation with the neighbourhoods and develop open space areas into neighbourhood parks.**

**Desired Outcome:**

**That each open space area is developed as a public park in consultation with the neighbourhood in keeping with the neighbourhood park standards.**

**Action/Strategy:**

**The identification of these open space areas; the development of a public park standards manual and the implementation of these standards throughout the Town’s public open space park network.**

**Eligible Projects:**

**The development of a Public Park Standards Manual in consultation with neighbourhoods.**

**Implementation of public infrastructure to bring these public parks up to the standards.**

**Promote and enhance greenways and their connectivity to trails, parks and educational institutions.**

**Development of a public “green” operation manual.**

**Implementation of regulations respecting the use of pesticides, herbicides and fungicides.**

Liveable “Green” Community

**Implementing “Green” Technologies**

**Issue:**

The lack of “green” technologies in the Town’s operation.

**Goal:**

To create standards on all public tender specifications that “green” related technologies will be considered an asset.

**Desired Outcome:**

That the Town will become a model “green” municipal unit.

**Action/Strategy:**

The implementation of a public operation manual that promotes the implementation of “green” technologies.

**Eligible Projects:**

The development of a Public “Green” Operation Manual.

Implementation of “green” infrastructure such as geothermal heat recovery initiatives to supply energy to municipal operations and the extension of these services to private operations.

Implementation of a “green” fleet transition plan.

Implementation of “green” technologies and standards where economically feasible and practical in the preservation or enhancement of our natural and built environments.

Promote and enhance “green” infrastructure such as green roofs, LEED certified building design, and environmentally-friendly plan development

**Healthy and Safe Community**

**Medical and Health Promotion:**

**Issue:**

**Lack of medical facilities and health promotion activities.**

**Goal:**

**To create new medical facilities and to promote active activities for a healthy physical lifestyle environment.**

**Desired Outcome:**

**New medical, new active lifestyle and new health promotion facilities and programs.**

**Action/Strategy:**

**To work cooperatively with organizations and adjacent municipalities to make it a reality.**

**Eligible Projects:**

**Creation of new and the expansion of existing medical facilities: walk-in clinics.**

**Expansion of regional health centre programs and services.**

**Expansion of educational and health awareness programs and services.**

**Creation of healthy activity facilities and programs through the development of the Mariner Centre as a multi-functional regional health and fitness promotion centre; the enhancement of the Y.M.C.A., the promotion of the active transportation initiative, the further development of the Milo Boat Club and Killam Wharf Marina, the Bob Hartlin Trail, the Broad Brook Recreation Complex and Greenway plan; and general recreational programs and services.**

**Promote and enhance active lifestyles and family support programs and services.**

**Promote and enhance regional health and fitness facilities, programs and services. Mariner's Centre as a multi-functional regional health and fitness promotion centre.**

Healthy and Safe Community

**Fire Safety and Emergency Protection Services:**

<b>Issue:</b>	<b>The age of fire equipment and facilities.</b>
<b>Goal:</b>	<b>To have adequate fire safety equipment and facilities to protect and minimize fire related costs and to provide an adequate level of safety.</b>
<b>Desired Outcome:</b>	<b>Maintenance of adequate fire equipment with an adequate building to address the needs of maintaining the equipment.</b>
<b>Action/Strategy:</b>	<b>To undertake an assessment of the needs of the fire station, its facilities and equipment.</b>
<b>Eligible Projects:</b>	<b>New fire truck.</b> <b>Fire station up-grades and renovations including new roof.</b> <b>Promote and enhance the Regional Emergency Measures Management Plan and its coordination with government, non-government and civic amenities organizations and services.</b> <b>Promote and enhance RCMP, EMO and all regional emergency health services and municipal services for the safety and protection of our citizens.</b> <b>Promotion and enhancement of emergency safe zone shelters which are self-sustainable throughout the duration of an emergency.</b>

**Healthy and Safe Community**

**Police Protection Services – Youth Services:**

<b>Issue:</b>	<b>Lack of feeling safe in our own community.</b>
<b>Goal:</b>	<b>To create an atmosphere where people can feel safe and grow without the threat of feeling intimidated or otherwise feeling “not safe” in their own community.</b>
<b>Desired Outcome:</b>	<b>A new accessible police station with community outreach programs.</b>  <b>Development of youth outreach programs and services with particular attention to implementation within the community school system.</b>  <b>Development of a new community youth centre with community programs and services.</b>
<b>Action/Strategy:</b>	<b>To work cooperatively with organizations to make it a reality.</b>
<b>Eligible Projects:</b>	<b>New accessible police station and a new community youth centre.</b>  <b>Development and implementation of public safety initiatives and standards throughout public facilities, public streets and all public areas.</b>  <b>Development of public safety development standards for public developments including well lit streets and public areas.</b>  <b>Creation of a School Safety Officer Program for Junior and Senior High Schools.</b>  <b>Creation of a “Yarmouth Youth Attendance Centre” based on the “Halifax Youth Attendance Centre” and “Centre 24/7” in collaboration with the Annapolis Valley Regional School Board (operated since 1999).</b>  <b>Implementation and participation in the Nova Scotia League of Peaceful Schools program, a guide to promoting positive school climates.</b>  <b>Development and participation in the School Action For Emergencies (SAFE) program. Promote and enhance educational and youth development programs and services such as the Stepping Stones Program.</b>