



**Village of Perth-Andover
Municipal Plan
By-Law No. L-6**

Final Report

Prepared for:
Village of Perth-Andover

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VILLAGE OF PERTH-ANDOVER MUNICIPAL PLAN BY-LAW NO. L-6

ENACTMENT:

WHEREAS Section 32(1) of the *Community Planning Act* requires that a Municipal Plan and Zoning By-Laws be reviewed at least every ten years,

AND WHEREAS measures have been undertaken to perform said review and a By-Law amendment has been proposed,

THEREFORE, BE IT ENACTED by the Council of the Village of Perth-Andover under the authority vested in it by the *Community Planning Act 2016-2017*, as follows:

PART A: BACKGROUND

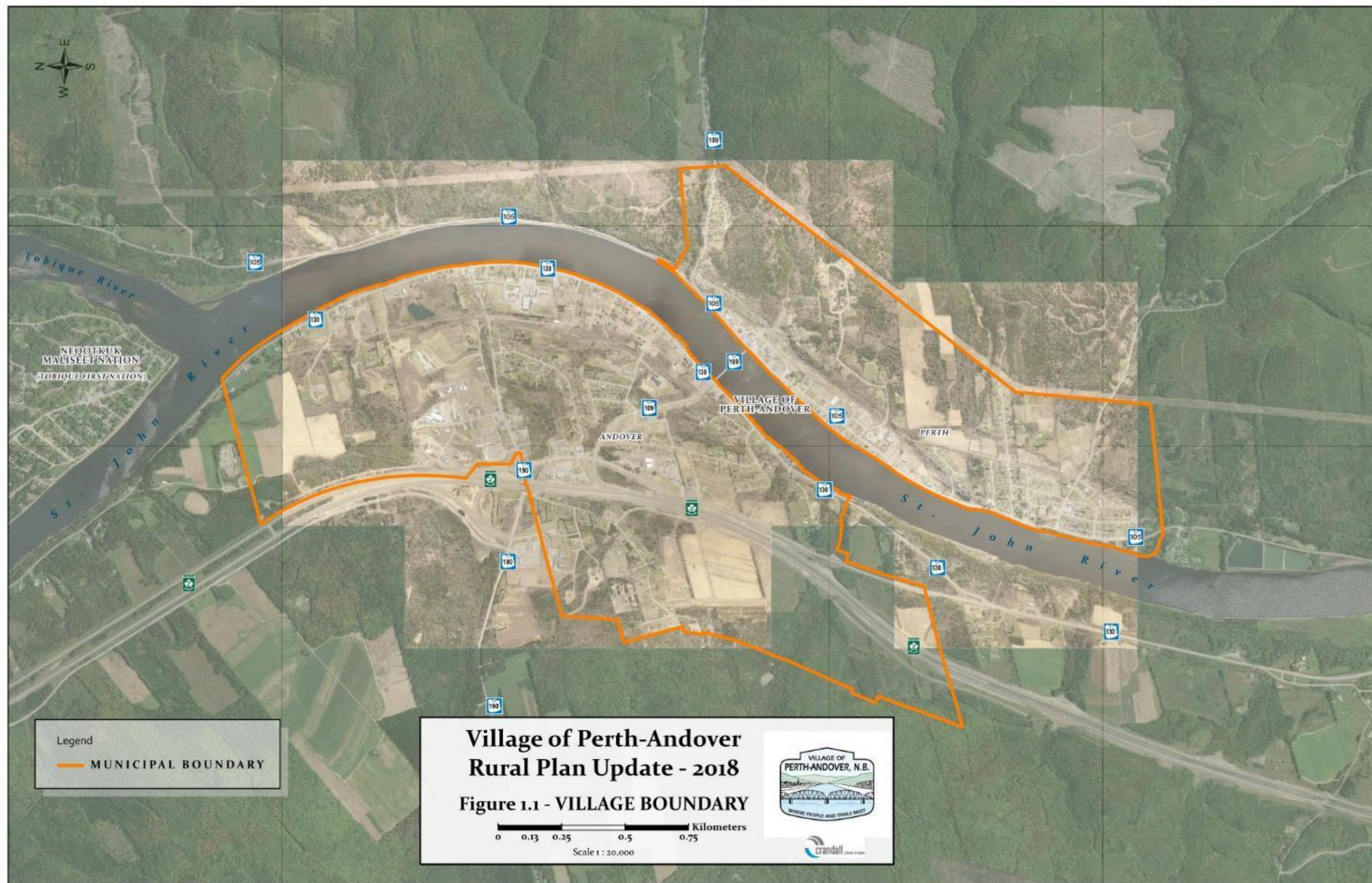
1.0 INTRODUCTION

1.1 Project Background

The Village of Perth-Andover has hired Crandall Engineering Ltd., with the assistance of EXP Services Inc., to undertake this review and update of its Rural Plan. The Village originally had a Municipal Development Plan prepared in 1978. The Village determined that a Rural Plan would be a more appropriate planning tool as the components and structure of the Rural Plan better suited the planning needs of the community, so it had a Rural Plan completed in 1997. However, given the characteristics of the Village and the requirements of the recently modified *Community Planning Act*, it was decided by the Village to change the Plan from a Rural Plan back to a Municipal Plan. Thus, there will be references in this document to both Rural Plan and Municipal Plan, depending on whether the current Rural Plan or this new Municipal Plan is being referred to.

This current Rural Plan update has therefore been prepared in accordance with the newly adopted (February 2017) *Bill 45, Community Planning Act, Division C, Municipal Plans*, specifically Sections 21 to 32 inclusive.

The Village of Perth-Andover was formed in 1967 from the amalgamation of the two former communities of Perth, located on the east side of the Saint John River, and Andover, located on the west side of the River. The Village is a service centre for its surrounding rural areas of the Parishes of Perth and Andover in a portion of southern Victoria County. The policies of this Municipal Plan apply only to the lands located within the Village boundary as outlined on **Figure 1.1 – Village Boundary**. It should be noted that the Saint John River does not fall within the Village boundaries. This means that water uses such as marinas, docks and boat launches cannot be regulated by the Village. This will be reviewed, and any required policies will be included in the Municipal Plan.



Legend
— MUNICIPAL BOUNDARY

Village of Perth-Andover
Rural Plan Update - 2018
Figure 1.1 - VILLAGE BOUNDARY

0 0.13 0.25 0.5 0.75 Kilometers
Scale 1 : 20,000

VILLAGE OF PERTH-ANDOVER, N.B.
WHERE PEOPLE AND TRAILS MEET
crandall

2.0 GENERAL PROVISIONS

2.1 Title

This By-Law may be referred to as the “Village of Perth-Andover Municipal Plan”.

2.2 Area of Coverage

The statements of policy set up in this Municipal Plan (“the Plan”) By-Law apply to the Village of Perth-Andover municipal boundaries as outlined in Section 193 of the *Local Governance Act*, 2016-2017 and subsequently as shown on the drawings forming part of this Municipal Plan.

2.3 Purpose

The Municipal Plan By-Law sets out Village Council's long-term policies and proposals to guide future land use and development. (A proposal is a more detailed statement than a policy and is intended to implement the policy.) The Plan is intended to be used by Council and Village residents to guide day-to-day decisions affecting development. The Municipal Plan will also guide major policy decisions with respect to capital expenditures and will form the basis of the Zoning By-Law, which is intended to implement the Plan and is adopted as a separate By-Law. Although the Plan is long term in outlook, it should be reviewed at least every ten years in accordance with provisions of the *Community Planning Act*. Periodic amendments to this document will be required and these must be undertaken with consultation and due process as outlined in Section 117(1) of the *Community Planning Act* for Plan amendments.

As pointed out in Section 27 of the *Community Planning Act*, the adoption of a Municipal Plan shall not commit the Village or the Province to undertake any proposal therein suggested or outlined but shall prevent the undertaking of a development in a manner inconsistent with a policy or proposal outlined or suggested in the Plan.

2.4 Organization

The Municipal Plan is organized into sections as follows:

PART A: BACKGROUND

- 1.0 INTRODUCTION
- 2.0 GENERAL PROVISIONS
- 3.0 POPULATION AND DEMOGRAPHICS
- 4.0 EXISTING LAND USE
- 5.0 TRANSPORTATION AND MUNICIPAL SERVICES INFRASTRUCTURE

PART B: DEVELOPMENT POLICIES AND PROPOSALS

- 6.0 ENVIRONMENT AND CLIMATE CHANGE
- 7.0 TRANSPORTATION
- 8.0 OVERALL LAND USE DEVELOPMENT
- 9.0 RESIDENTIAL DEVELOPMENT
- 10.0 COMMERCIAL DEVELOPMENT
- 11.0 INDUSTRIAL DEVELOPMENT
- 12.0 INSTITUTIONAL DEVELOPMENT

- 13.0 RECREATION AND OPEN SPACE
- 14.0 RURAL AND AGRICULTURAL AREAS
- 15.0 ECONOMIC DEVELOPMENT AND TOURISM
- 16.0 HERITAGE AND CULTURAL RESOURCES
- 17.0 MUNICIPAL INFRASTRUCTURE AND UTILITIES
- 18.0 ADMINISTRATION AND IMPLEMENTATION
- 19.0 REPEAL AND TRANSITION

Each section of the Municipal Plan outlines the goals, objectives, and policies pertaining to the specific aspect. Where applicable, the intent of the policies is illustrated on the accompanying **Drawing #8 – Generalized Future Land Use Plan**, included in the map envelope at the end of the report and described later in Section 8.0 – OVERALL LAND USE DEVELOPMENT.

2.5 Community Vision

The following represents a general vision for the community, outlining the type of community residents would like to see in the future:

The Village of Perth-Andover should be a healthy, vibrant community offering residents a pleasant living environment with a high quality of life. It should remain essentially a rural community with accessible, well-connected residential developments, and neighbourhood scale facilities, services and amenities. Commercial and service or light industrial activities will be encouraged as part of a healthy tax base but should be compatible with the Village’s basic residential character. Recreation facilities and programs should be provided to serve all areas and age groups within the community. The Village should move towards the provision of a safe, convenient and connected traffic and trail/bikeway network to promote walkability. It should strive to be a sustainable community providing a balance between economic, environmental and social development.

2.6 Generalized Future Land Use Plan

The Village of Perth-Andover **Generalized Future Land Use Plan (Drawing #8)** and amendments thereto form part of the Municipal Plan By-Law.

2.7 Sustainable Development

Sustainable development is development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs. The goal of sustainable development is to achieve a balance between economic/physical development, environmental protection and social well-being so that the community can achieve the highest possible quality of life for its residents.

Some of the principles of sustainable development or “smart growth” include the following:

- a) Mixed land use within neighbourhoods;
- b) Well-designed, compact development to make neighbourhoods efficient and convenient for residents;

- c) Variety and diversity in housing types and densities;
- d) Variety in transportation/mobility modes including active transportation;
- e) Preservation of open space, natural beauty and environmentally sensitive areas;
- f) Environmental protection and enhancement;
- g) Economic growth to contribute to employment and tax base;
- h) Fostering community spirit, pride and identity; and
- i) Nurturing engaged citizens in community development.

Sustainable development is not a separate function in community development. Good planning and development include sustainable principles in all aspects of community development. Thus, in this Plan sustainable development objectives and policies will be integrated into appropriate sections of the Plan.

2.8 Climate Change

Climate change refers to the long-term changes in weather averages that are experienced in a particular location or region. This is measured by assessing all types of weather including precipitation, temperature ranges, wind patterns and storm events.

All communities regardless of size have been, are, and will continue to be impacted by the effects of climate change. Data and models compiled by Environment Canada and the Province of New Brunswick (the Province) indicate the following expected trends: higher annual mean temperatures; higher mean winter, summer and autumn temperatures; more freeze/thaw cycles; more severe or extreme heat waves with longer duration; more annual precipitation; more extreme precipitation events with greater frequency; more extreme and more frequent drought conditions; more winter precipitation as rain; more intense storms; and greater overall variability in our climate.

By way of illustration, presented on the following two pages are the latest predictions (from the NB Climate Change Secretariat) on two of the major climate change factors: **Warmer Temperatures (Figure 2.1)** and **Changing Precipitation (Figure 2.2)**.¹

The figures show the following predictions:

- a) **Warmer Temperatures** – Climate models predict that by the end of the century (2071 to 2100) New Brunswick's average temperatures will increase by 3 to 3.5°C. Specifically, for the Saint John River Valley area it shows the 2010 mean temperature of 4.1 to 6.5°C will increase to 8.8 to 11.2°C by 2080. Potential impacts include the following:
 - Impacts on sectors such as recreation, tourism, fisheries, forestry and agriculture;
 - Changes in freeze-thaw cycles – which affect roads and infrastructure;
 - Earlier snowmelt and ice breakup – which will result in increased probability of ice jams and flooding;
 - Change in heat and cooling loads on homes and businesses;

¹ *Climate Change Adaptation in New Brunswick*, NB Climate Change Secretariat, NB Department of Environment and Local Government, May 2016.

- More extreme heat events – creating heat stress for vulnerable sectors of the population, such as the elderly or those with health conditions;
- Impacts to fish and wildlife and industries dependent on them;
- Higher risk of forest fires; and
- New pests and invasive species for plants, animals and fish.

Warmer Temperatures – Future Projections

- Climate models predict that by the end of the century (2071 to 2100) New Brunswick's average temperatures will increase by 3 to 3.5 ° C.

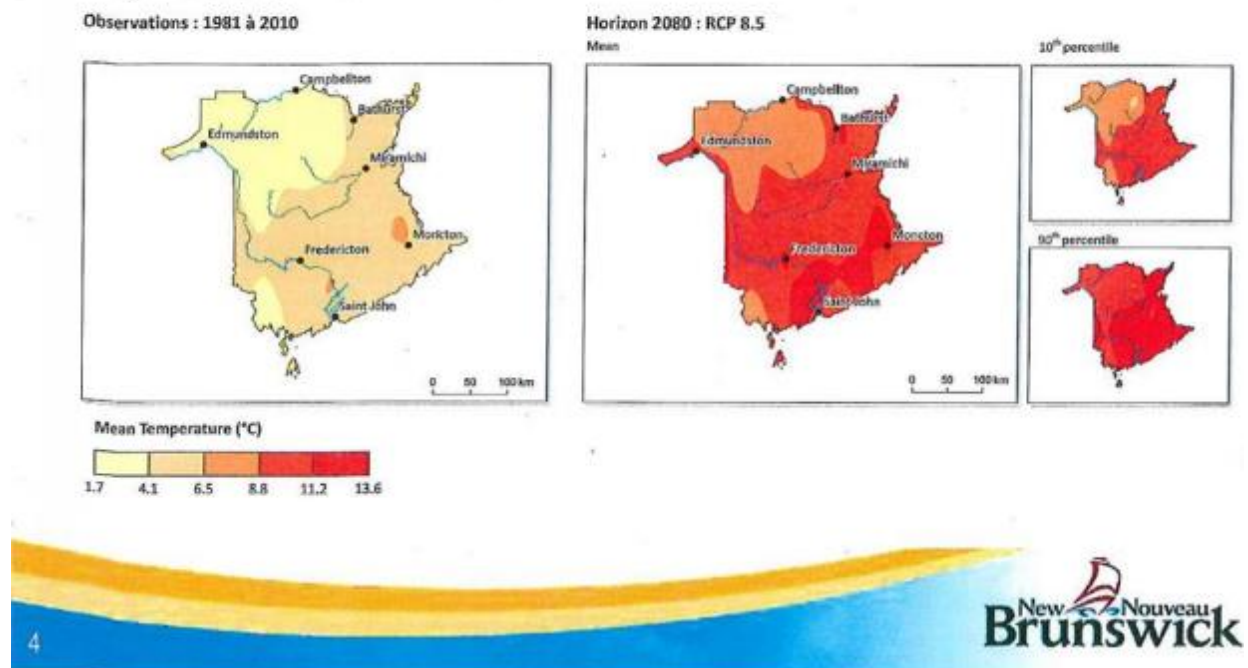


Figure 2.1 – Warmer Temperatures

b) **Changing Precipitation** – Climate models predict that total precipitation and intensity of events will increase (more often as rain rather than snow). Specifically, for the Saint John River Valley area it shows annual total precipitation increasing from 926 to 1112 mm in 2010 to 1112 to 1298 mm by 2080. Potential negative impacts include the following:

- Extreme rainfall events can cause water levels to rise resulting in:
 - Increased flooding in low-lying areas;
 - Increased coastal and inland erosion;
 - Increased risk for contamination of water sources; and
 - Increased damage and costs to infrastructure, homes and businesses.

Changing Precipitation – Future Projections

- Climate models predict that total precipitation and intensity of events will increase (more often as rain rather than snow).

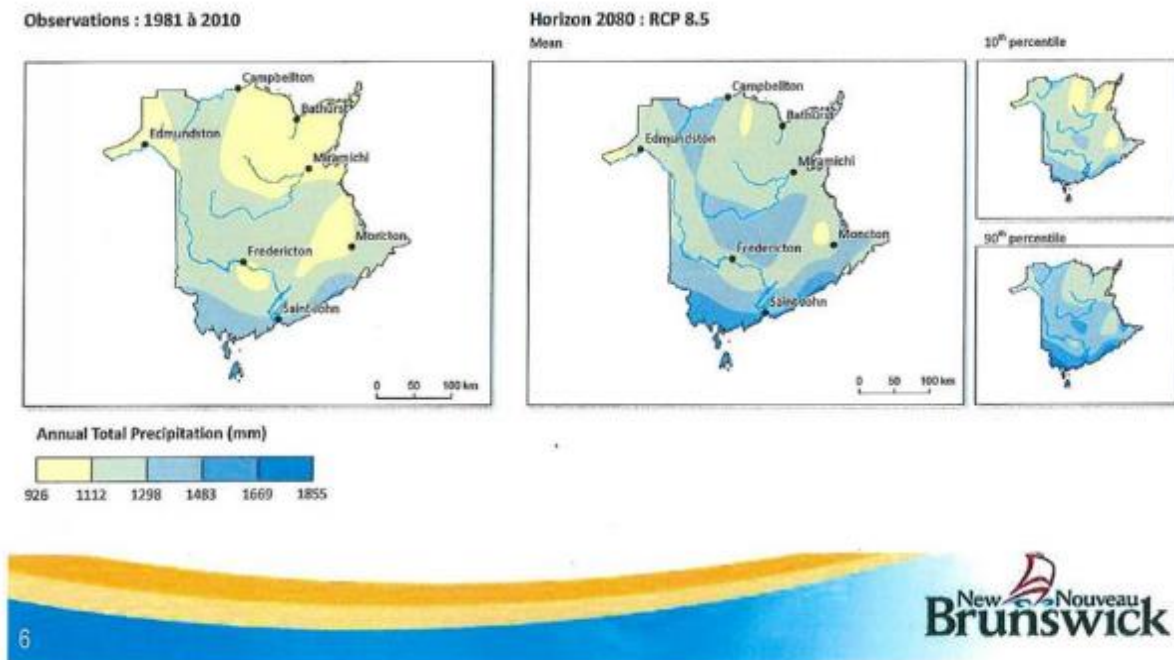


Figure 2.2 – Changing Precipitation

The Secretariat also suggested that an adaptation planning guide for communities include the following:

- Scoping (predictions for our region) and organizing;
- Assessing the vulnerable areas in the community;
- Identifying adaptation priorities, options and actions based on an assessment of costs and benefits;
- Developing an Adaptation Plan; and
- Implementing the Plan (through obtaining funding and preparing action plans to address priorities).

The Climate Change Secretariat also prepared a *Summary of Predicted Impacts of Climate Change in New Brunswick*. This table is presented in Appendix A. It presents an excellent overview of the impacts of climate change in New Brunswick together with the associated scientific, policy and planning implications. It also labels the predicted effects at high (H), medium (M) or low (L) which can be equated with “very likely”, “likely” and “possible” probabilities of occurrence. There are 10 tables presented in Appendix A since any of the categories could impact this region at some point in the future. The particular tables of most relevance in the near future are as follows:

- Table 1 on Weather and Climate
- Table 2 on Precipitation and Water Resources
- Table 3 on Ecosystems and Bio-diversity
- Table 6 on Forestry
- Table 7 on Agriculture and Horticulture
- Table 8 on Air Quality
- Table 9 on Human Health
- Table 10 on Sustainable Development

Combatting climate change includes mitigation to reduce greenhouse gas emissions (GHG) and adaptation which involves measures to adapt our existing policies, practices, facilities and programs to avoid or reduce the impacts of climate change. The Village has already prepared corporate and community GHG Action Plans to mitigate GHG emissions. Although mitigative measures can be taken to reduce or slow the rate of climate change (e.g., reduction in greenhouse gas emissions), it will take time to affect our communities, and the impacts of climate change will be unavoidable. It is therefore important for communities to examine ways in which we plan our communities and supporting infrastructure to adapt to these impacts in order to reduce damage and costs associated with extreme weather events.

In each section of this Plan, where climate change impacts can be identified, policies will be presented which will enable Council to consider mitigative or adaptation measures to deal with climate change impacts in the future.

Climate change is a new reality and it is important that Council continually review and update climate change data as it becomes available through Environment Canada or other sources that may be identified in the future.

3.0 POPULATION AND DEMOGRAPHICS

3.1 General

Population refers to the number of people in a community while demographics refers to the statistical data or characteristics of that population. This includes characteristics such as age, sex, education, marital status and mobility, as well as household and family types and sizes, languages spoken, and the numbers and types of dwellings occupied by the population.

This is important to land use planning since it affects the numbers and types of facilities and services that may have to be provided to the population. This includes housing, recreation, employment opportunities, municipal services and facilities, and in some cases, financial opportunities such as government grants.

Official population and demographic information is compiled in a nation-wide census survey conducted every five years by Statistics Canada. The last official survey was taken in 2016 but much of the data was not published or released until 2017. It is important to note that Statistics Canada rounds its numbers to the nearest 5. For this reason, some of the totals in the following tables may not agree exactly with the total one may get from adding up the individual numbers in that column or row.

3.2 Population Growth

Table 3.1 – Population Growth and **Figure 3.1 – Population Growth** present the population growth of Perth-Andover over the past 20 years. Similar to most towns and villages in New Brunswick, the population has been declining each census since 2001. The larger percentage decline in 2016 from 2011 was due to the 2012 flood and the number of people who took the buyout option under the program offered by the Province and did not rebuild in the Village. To determine if some rebuilt outside the Village, review of the surrounding parish data indicates that Perth Parish also decreased between 2011 and 2016 from 1096 people to 1082 for a decrease of 1.3%, while the number of dwellings also declined from 592 to 575. Similarly, Andover Parish also declined from 2011 to 2016 from 942 to 891, a decrease of 5.4%, while the number of private dwellings declined from 430 to 407. This indicates there was no significant movement of population or dwellings from the Village to the surrounding parishes. This also indicates the Village's overall market area declined between 2011 and 2016.

Table 3.1 – Population Growth

Census	Population	Change (%)
2016	1590	-10.6
2011	1778	-1.1
2006	1797	-5.8
2001	1908	+2.5
1996	1861	NA

Source: Statistics Canada. 1996, 2001, 2006, 2011, and 2016 Census

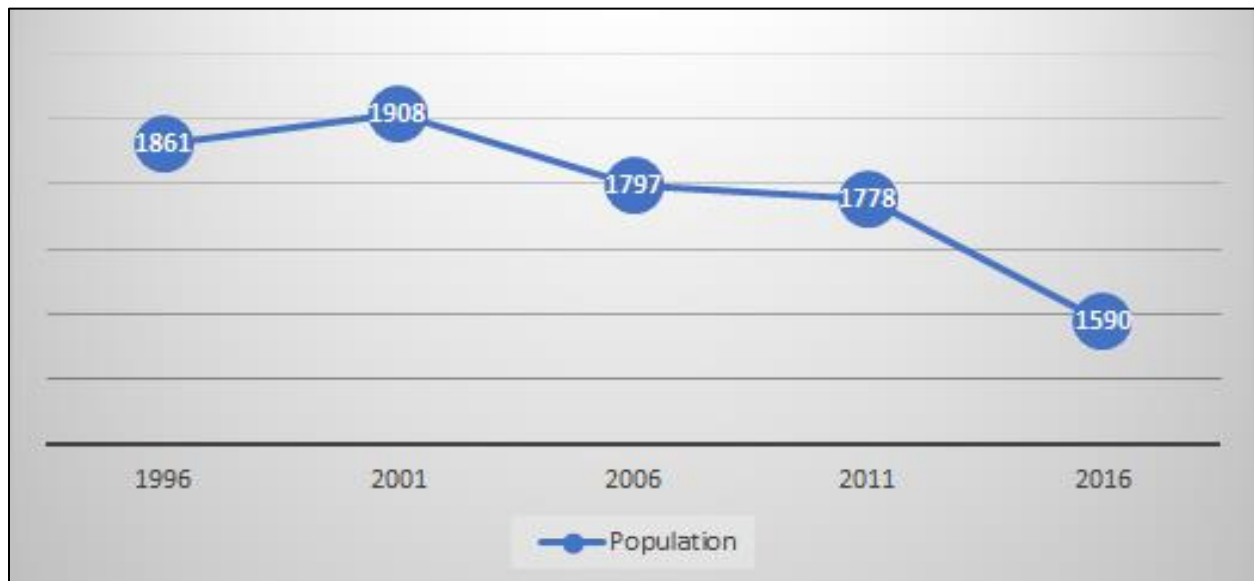


Figure 3.1 – Population Growth

Such a history makes population projections or estimates unpredictable. In the Municipal Plan and **Generalized Future Land Use Plan (Drawing #8)**, growth will not be based on a population figure or timeline. Instead, as growth occurs, the Plan will indicate where various land uses should be located based on accepted planning location and space requirements.

3.3 Population Age Structure

Analysis of the age structure indicates that Perth-Andover has an aging population. As shown in **Table 3.2 – Population Age Structure** and **Figure 3.2 – Population Age Structure**, the average age has gone up from 44.9 to 47.7 over the last 10 years. In addition, every age group less than 60 years old has been decreasing in population while every age group over 60 has been increasing.

Table 3.2 – Population Age Structure

Age Group	2016		2011	2006
Total	1590		1778	1797
0-4	60		80	105
5-9	70		85	120
10-14	85		105	100
15-19	100		100	100
20-24	70		80	100
25-29	60		75	105
30-34	60		95	95
35-39	80		100	95
40-44	90		90	95
45-49	90		110	125
50-54	110		135	150
55-59	115		140	155
60-64	120		130	85
65-69	130		100	90
70-74	95		90	80
75-79	90		80	65
80-84	60		60	75
85-89	45	140	110	60
90-94	80			
95-99	10			
100-105	5			
Average Age	47.7		48.3	44.9
Median Age	51.4		N.A.	41.5



Figure 3.2 – Population Age Structure

These trends in age groups indicate decreasing needs or pressure on recreation facilities and schools. When one examines the population in the child-bearing years, it is also decreasing, which indicates fewer births in the future. Based on this, school enrollments are expected to decrease over the Plan period. The number of females aged 0 to 14 who will be entering their child-bearing years during the 20-year planning period is only 11.7% (14.2% for the Province) of the population compared to males at 17.3%.

Other demographic indicators point in the direction of continued aging of the population. At the present time, those over 65 years make up 29.6% of the population in Perth-Andover, compared to 19.9% for the Province. Those over 85 years account for 6.0% of the population compared to only 2.4% in the Province. This also indicates likely increased demand for those services and facilities that cater to the older populations. This includes seniors and nursing homes and health care services. Healthy seniors also tend to be in the market for smaller single-family homes and lots and thus less property to maintain as well as for townhouse or apartment accommodations. There is more discussion on this topic under Residential in Section 4.2.2.

3.4 Marital Status

Table 3.3 – Marital Status presents the marital status figures. Of the 1365 population 15 years and over, approximately half or 700 were married or living common-law while 665 were not married or living common-law. Separated people numbered 55 (20 men and 35 women) while divorced people accounted for 100 people (35 men and 75 women).

Table 3.3 – Marital Status

Characteristic of Population	Total	Male	Female
15 years and over	1365	575	795
Married (including common-law)	700	350	350
Separated	55	20	35
Divorced	100	35	75
Widowed	185	20	165
Not married or common-law	665	220	445
Never married	320	145	175

3.5 Education Statistics

The highest level of education achieved among the population 15 years and over is presented in **Table 3.4 – Education Statistics**. Compared to 22% for the Province, 230 (18.3%) of the Perth-Andover population had no degree, certificate or diploma. Compared to 28.4% for the Province, 430 (34.3%) had a high school diploma or equivalent. Compared to 9.1% for the Province, 140 (11.1%) had a trades or apprenticeship certificate. Compared to the Province at 1.8%, 30 (2.3%) had a university certificate or diploma below Bachelor level and 190 (15.1%) had a Bachelor's degree or higher, compared to the Province at 16.7%. Thus, the Village compared favourably with the Province for those attaining university educations and were slightly higher than the Province in those achieving a high school diploma or trades/apprenticeship certificate.

Table 3.4 – Education Statistics

Highest Level of Schooling	Total	Male	Female
Population 15 yrs and over	1255	540	715
No degree, certificate or diploma	230	105	125
High School diploma or equivalent	430	180	255
Trades/apprenticeship certificate	140	75	65
University below Bachelor level	30	10	20
University Bachelor or higher	190	80	105

3.6 Language/Mother Tongue

Table 3.5 – Language/Mother Tongue indicates the predominant mother tongue is English, while French is second. Although there is a large indigenous population in the region, no one with an aboriginal mother tongue lives in the Village.

Table 3.5 – Language/Mother Tongue

Mother Tongue	Total	Male	Female
English	1485	670	820
French	50	20	30
Aboriginal	5	0	5

3.7 Mobility

Table 3.6 – Mobility of Residents indicates that out of the 1480 respondents to the 2016 Census, 1275 people did not move their place of residence over the 2011-2016 period while 205 moved. This compares to 790 non-movers and 615 movers from 2006 to 2011. This indicates the population is becoming more stable with respect to movement.

Of the 205 people that moved between 2011 and 2016, 70 moved within the Village limits, 60 moved within the Province and 15 moved to another Province.

Much of the internal movement within the Village stems from people who relocated their residence from the flood plain areas into parts of the Village that had higher elevations.

Table 3.6 – Mobility of Residents

Description	2011 - 2016	2006 - 2011
Total Respondents	1480	1405
Non-Movers	1275	790
Movers	205	615
Non-Migrant	130	405
Migrants	75	210
- Internal	70	210
- Inter-Provincial	60	150
- Intra-Provincial	15	55

3.8 Journey to Work Data

Of the 1255 people in the Village’s labour force, **Table 3.7 – Journey to Work** indicates that 425 people commute to work. Of those, 270 people commute within the Census Subdivision (CSD), 70 commutes to or from other Census Subdivisions within the Census Division (CD) while 75 commute to or from other Census Divisions within the Province.

Table 3.7 – Journey to Work

Description	Total
Commuters	425
Within Census Subdivision (CSD)	270
To or from other CSDs	70
Within the CSD	
From other CSD, CD within the Province	75

With respect to mode of commuting, 425 people travel as drivers of a car, truck or van while 35 travel as a passenger in a car, truck or van; 25 people walk to employment. No one is listed as biking and there is no public transit available.

Of the 425 commuters, a large proportion (350) travel for less than 15 minutes, 30 travel 15-29 minutes, 80 travel 30-44 minutes, 15 travel 45-59 minutes, and only 10 travel for more than 60 minutes.

3.9 Labour Force Characteristics

As shown in **Table 3.8 – Labour Force Data**, Perth-Andover has a slightly larger population (640) not in the labour force than in it (615). Its participation rate is low at 49% compared to the Province at 61.5%, as is its employment rate of 42.6% compared to 54.7% for the Province. Its unemployment rate in 2016 at 11.4% was very close to that of the Province at 11.2%.

3.10 Income

There was a total of 1210 income recipients with a median total income of \$26,389. The median total household income of the 720 households was reported as \$41,632. This compares to the Province with a median total income of \$30,961 and a median total household income of \$59,347.

Table 3.8 – Labour Force Data

Description	Total
Population 15 and over	1255
Population in the Labour Force:	615
- Employed	535
- Unemployed	70
Population not in the Labour Force	640
Participation Rate (%)	49
Employment Rate (%)	42.6
Unemployment Rate (%)	11.4

3.11 Occupations

As shown in **Table 3.9 – Occupation Statistics**, most of the population (120) have occupations as sales or service people, with 95 in business, finance or administration occupations; 95 in health occupations; 90 in trade, transportation and equipment occupations; and 75 in education, law and social occupations. Only 45 are in management, 30 in manufacturing and utilities, and 25 in natural resources and agriculture.

Table 3.9 – Occupation Statistics

Description	Total
Respondents	610
0 Management	45
1 Business/Finance/Administration	95
2 Natural and Applied Sciences	20
3 Health Occupations	95
4 Education, Social & Law, Community and Government	75
5 Art, Culture and Recreation	0
6 Sales and Service Occupations	120
7 Trade, Transportation and Equipment Sales	90
8 Natural Resources and Agriculture	25
9 Manufacturing and Utilities	30

3.12 Industries

As shown in **Table 3.10 – Industries** and **Figure 3.3 – Industries**, the largest industry in the Village is in Health which employs 145, followed by Retail at 75, Manufacturing at 60, Construction at 50, Public Administration at 55, while Education as well as Accommodations and Food have 35.

Table 3.10 – Industries

Description	Total
Respondents	610
Agriculture, Forestry, Farming	30
Minerals, Quarrying, Gas and Oil	10
Utilities	0
Construction	50
Manufacturing	60
Wholesale	10
Retail	75
Transportation/Warehousing	20
Information and Culture	0
Finance and Insurance	30
Real Estate	0
Profession, Scientific, Technical	20
Management	0
Administration, Waste Management and Remedial	10
Education	35
Health	145
Arts, Entertainment	10
Accommodations, Food	35
Public Administration	55
Other	25

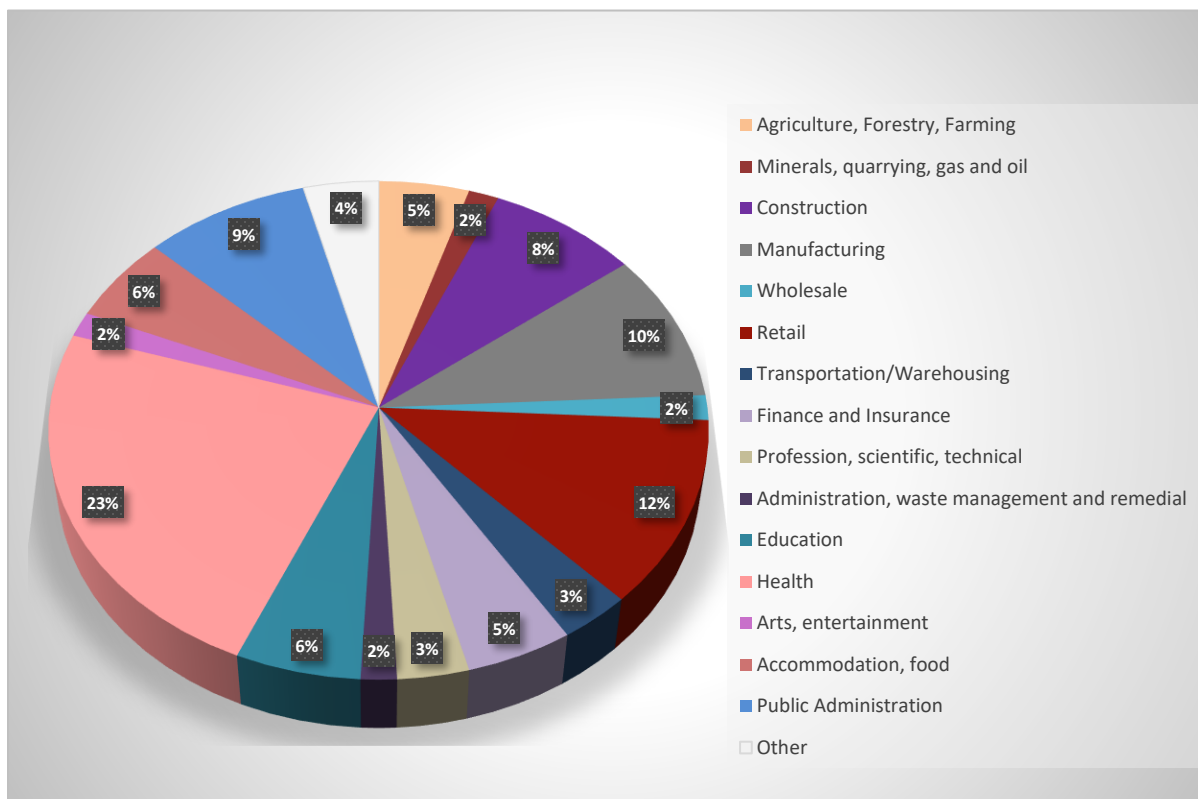


Figure 3.3 – Industries

3.13 Household and Dwelling Characteristics

Perth-Andover has 720 occupied dwellings of which the majority (455) are single detached. Attached dwellings (235) are broken down as 50 semi-detached, 45 row houses, 15 apartments in duplexes and 120 in apartments of less than 5 storeys. Other single detached accounts for 10 and moveable accounts for 25.

With respect to housing tenure itself, of the 720 households, 410 are owned and 310 are rented. In terms of physical condition, 685 homes need regular maintenance or minor repairs while 35 were listed as needing major repairs. The average dwelling value was \$123,376 while the average monthly rent was \$556.

Approximately 82 homes were affected by the 2012 flood (highest on record). Approximately 29 homes were severely damaged to the point where they were purchased by the Province and demolished. After the 2012 flood, approximately 60 homes and 15 apartment units were relocated. This represents over 10% of the housing stock of 720 units. Of the 60 homes, approximately half of the owners took the buyout option under the program offered by the Province. The other half relocated within the Village with the exception of one who relocated outside the Village limits. Another 20 homes remained in the same location but undertook floodproofing measures.

4.0 EXISTING LAND USE

4.1 Overall Land Use

4.1.1 General Categories

Existing land use refers to how the land is currently being used. It helps the community to understand past and current development and what type of development may be best for lands that are currently vacant within the community.

The land uses which will be described in this section include Residential (housing), Commercial (retail, office), Industrial, Institutional (public or community buildings), Recreation and Open Space, Protective Services (police, fire, ambulance, garbage collection, emergency planning), Rural or Resource Use (agriculture, forestry, aggregate extraction) and Environmental or Cultural features.

4.1.2 Existing Land Use Map

Each of these major uses are shown on **Drawing #1 – Existing Land Use** (which is colour coded as shown in the map legend). This land use map (along with the existing zoning map which shows where land uses were proposed to be developed based on the 1997 Rural Plan policies), will be the basis of the Future Land Use Plan as part of the updated Municipal Plan.

The Existing Land Use map shows various types of Residential use in shades of yellow or orange; Commercial uses in shades of red; Industrial uses in shades of grey; Institutional uses in shades of blue; Recreation or Open Spaces in shades of green; Resource use in light green; vacant lands in a light grey shade; and streets in a light tan shade.

4.1.3 Location and Patterns of Use

The land use pattern or arrangement is typical of most communities that have developed in a river valley setting. Early Residential uses were established along the main roads that ran parallel to the river, with more recent Residential uses being developed up the hills running back from the river. Commercial uses were originally developed along these main routes and tended to be located in the central part of the community, which was the case in both Perth and Andover. More recent Commercial uses tend to be more Highway Commercial in nature and are naturally located along the junctions or intersections with and along the TCH.

Institutional uses such as Village offices, fire halls, works yards, schools and churches also tended to be centrally located on or close to the main roads. Recreational uses were located near residential areas they were intended to serve, while trails were developed along the river and/or abandoned rail lines that paralleled the river.

Industrial uses tended to be located in more remote parts of the community where they could be provided with some separation from Residential uses.

4.1.4 Land Use Breakdown

Table 4.1 – Existing Breakdown by Land Use shows the existing breakdown by major land use. Residential occupies the highest percentage of the built-up area (at 39.68%), followed by Transportation (at 36.27%), Institutional (at 10.11%), Recreation and Open Space (at 4.65%) and Industrial (at 3.16%). These proportions are fairly typical of smaller municipalities.

Table 4.1 – Existing Breakdown by Land Use

Land Use Type	Total Area (Ha)	% of Total Village Area	% of Total Built-up Area	# of Land Uses
Agricultural	93.2	10.85	0.0	15
Commercial	16.5	1.92	4.09	65
<i>General</i>	7.0	0.82	1.74	25
<i>Abandoned</i>	0.1	0.01	0.03	1
<i>Automotive</i>	0.3	0.04	0.08	2
<i>Highway</i>	3.7	0.43	0.92	8
<i>Office</i>	2.8	0.32	0.68	9
<i>Parking</i>	0.0	0.00	0.01	1
<i>Vacant Building</i>	1.0	0.11	0.24	7
<i>Commercial/Residential Mix</i>	1.6	0.18	0.39	12
Industrial	27.1	3.16	6.73	33
<i>Light</i>	20.9	2.43	5.17	30
<i>Medium</i>	6.3	0.73	1.55	3
Institutional	40.8	4.75	10.11	38
<i>Cemetery</i>	5.7	0.66	1.40	8
<i>Church</i>	6.2	0.72	1.54	9
<i>Civic</i>	2.9	0.34	0.73	8
<i>Club</i>	1.4	0.17	0.35	3
<i>Education</i>	12.6	1.47	3.13	3
<i>Hospital</i>	3.1	0.36	0.76	1
<i>Residential</i>	7.0	0.81	1.72	5
<i>Vacant Building</i>	2.0	0.23	0.48	1

continued on next page

Table 4.1 – Existing Breakdown by Land Use

Land Use Type	Total Area (Ha)	% of Total Village Area	% of Total Built-up Area	# of Land Uses
Recreational	18.8	2.18	4.65	24
<i>Open Space</i>	2.8	0.32	0.68	8
<i>Playground</i>	0.4	0.05	0.11	2
<i>Sports</i>	1.4	0.17	0.35	3
<i>Trail</i>	14.2	1.65	3.51	11
Residential	160.1	18.63	39.68	624
<i>Two-Family</i>	3.1	0.36	0.76	21
<i>Abandoned</i>	0.5	0.05	0.11	4
<i>Apartment</i>	1.6	0.19	0.41	13
<i>Garage</i>	0.4	0.05	0.10	7
<i>Mobile Home Park</i>	2.8	0.33	0.70	5
<i>Mini-Home</i>	6.6	0.77	1.63	77
<i>Row Housing</i>	1.0	0.11	0.24	3
<i>Single-Family</i>	143.8	16.72	35.63	493
<i>Vacant Building</i>	0.4	0.05	0.10	1
Transportation	146.3	17.02	36.27	
<i>Street Right-of-Way/Easement</i>	139.0	16.17	34.44	
<i>Air</i>	7.3	0.86	1.82	1
Unknown	0.7	0.08	0.16	1
Utility	0.5	0.06	0.13	6
Vacant	348.9	40.59	0.00	364
Vacant (along riverfront)	6.6	0.77	0.00	
TOTAL VILLAGE AREA	859.6	100.00		1170
TOTAL BUILT-UP AREA	403.5		100	791

4.1.5 Characteristics and Constraints Which Influence Land Use

There are various characteristics and constraints that influence land use locations and patterns.

(a) Physical Constraints

Land use development and location are restricted by physical constraints such as slopes and geological features. The building and servicing of development is constricted by the presence of rock outcrops and cliffs as well as steep slopes. Serviced development is generally limited to slopes or grades up to 15%. Above this it becomes difficult to run streets at preferable grades of less than 8%. Rock near the surface creates expensive costs for excavation of basements and trenches for infrastructure. Similarly, wet boggy areas with swamps, bogs or heavy organic soils are also to be avoided for development. Provincial regulations limit development near watercourses and wetlands.

(b) Flooding and Climate Change

Perth-Andover has endured years of flooding due to spring run-off and ice jams along the Saint John River. The elevations of the five major floods in the past 40 years are illustrated below on **Figure 4.1 – Historic Flood Elevations**. The worst of these was the 2012 ice jam flood, which reached an elevation of 80.24 m, a level 0.94 m higher than the previous highest flood in 1987.

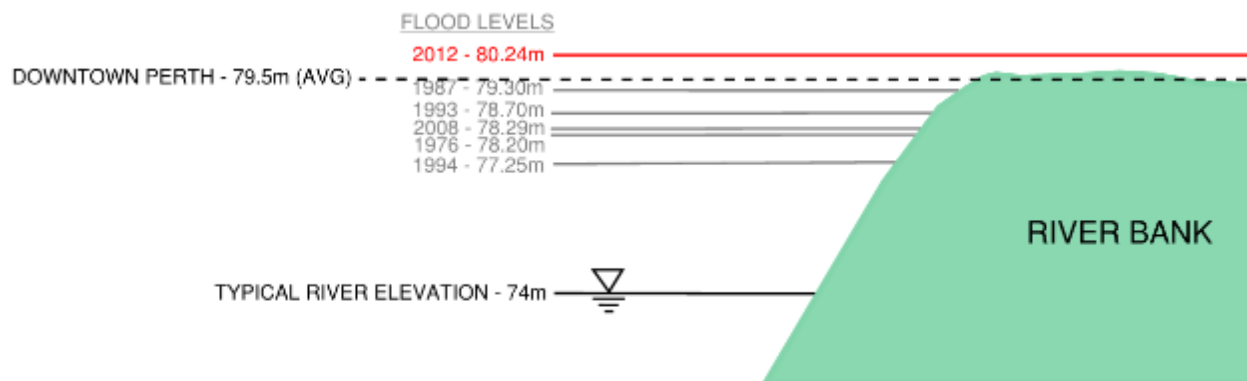


Figure 4.1 – Historic Flood Elevations

Village residents have suffered significant hardship because of the devastating flood events of 1976, 1987, 1993 and 2012 that left many homes, businesses, and public facilities severely damaged. Following the 2012 flood, a total of 68 non-residential properties were affected. A number of damaged businesses chose not to reopen while others relocated to the Highway Commercial area surrounding F. Tribe Road and the TCH. This has resulted in many abandoned buildings and vacant properties in what was once a thriving downtown business district.



Flooded Commercial – 2012



Flooded Village Office – 2012

With the ongoing effects of climate change, this danger is expected to increase in the future. The Province recently engaged two consultants, Hilcon Consulting Engineers and Clarkson University (New York), to complete two independent hydraulic studies related to future flood risk in Perth-Andover.² The studies modelled various combinations of rainfall and ice jamming events and arrived at similar conclusions that a future flood event could reach an elevation of 82.2 m if the same type of ice jam in 2012 was combined with a 30% higher run-off flow. This is nearly 2 m higher than the 2012 event. This theoretical flood level has been selected by the Province as a

² *Perth-Andover Flood Mitigation Project, Hydraulic Study Summary, NBDTI – Design Branch, July 2018.*

new design flood level. It is suggested that a minimum design elevation of 83.2 m (design level plus 1 m) be used for future development of roads and land uses.

This 83.2 m design flood elevation has been superimposed on **Drawing #1 – Existing Land Use**. On the east side of the river the future flood line includes all land lying between the river and the trail from approximately the Gulch Road in the north all the way to McLaughlin Street. This includes all the Business Improvement Area (BIA) and the hospital as well as other businesses and homes lying between them. The flood line then includes all the development fronting on Flatiron Road and the east side of Route 105 as far as Birchwood Street and then it follows Route 105. This is critical information for the Municipal Plan. No new development can be recommended within the flood plain, and owners of existing homes or businesses are forced to decide whether they remain within the flood line and take their chances with future floods, or whether they relocate to higher ground outside the flood plain.

Similarly, on the west side of the river, the 83.2 m flood line includes all property lying between the river and the trail from Route 109 at the bridge, on the south all the way through the Village to Bliss Street on the north, and then follows Aroostook Road to the Village limits. It also incorporates the area south of the bridge, all frontage development along West Riverside Drive as far south as Chantler Drive, and then it follows along West Riverside Drive to the Village limits. This area on the south side includes all homes and businesses as well as significant institutional development including the Village Office, Village fire hall, Southern Victoria High School, Andover Elementary School, recreation facilities such as the civic centre, tennis courts, basketball courts, the swimming pool, ballfields and playgrounds. Property owners face the same decisions of whether to stay and endure higher future floods or relocate to higher ground. Relocation and other adaptation measures will be discussed in Background sections on Institutional uses (Section 4.4), Commercial uses (Section 4.5), and Recreation (Section 4.6) as well as in the Policy sections on Environment and Climate Change (Section 6.0), Commercial (Section 10.0), Institutional (Section 12.0) and Recreation (Section 13.0).

Modelling results from the flood mitigation study also indicated that raising flood-prone areas of Perth-Andover or use of fill on approach roads to a new bridge would not exacerbate future flood levels.

The study specifically examined the need for and location for a new replacement bridge. It concluded the following:

- 1) Any new bridge crossing the Saint John River within the area of this study will have a bottom of superstructure elevation set at or above 84.2 m.
- 2) Location, selection, planning, design and construction of a new bridge must not be delayed.
- 3) The results of this study be incorporated into all aspects of the Perth-Andover Flood Mitigation Project.
- 4) If the downtown bridge location is chosen, the new bridge must be placed on the upstream side of the existing bridge.

(c) Infrastructure

Land use development depends on road access and municipal services (water, domestic sewer and storm drainage services). Roads and streets tend to form the skeleton and shape of communities. All land uses need various types of access to streets and roads and the availability of the municipal services that are usually located within their rights-of-way. Provincial and local officials have recently studied the need for new or relocated streets due to the impacts of flooding, as well as the need for correction of some substandard or dangerous existing situations. The location and extent of the land uses as shown on the **Generalized Future Land Use Plan (Drawing #8)** will obviously be strongly influenced by the location and elevation of these proposed road and street changes.

4.2 Residential Use

4.2.1 Numbers and Characteristics

As outlined in Section 3.13 on Households and Dwellings and according to the 2016 Statistics Canada Census, Perth-Andover had 720 occupied dwellings of which the majority (455 units) were single detached. Attached dwellings (235 units) are broken down as 50 semi-detached units, 45 row house units, 15 apartment units in duplexes, and 120 units in apartment buildings less than 5 storeys. Other single-detached units accounted for 10 and movable units accounted for 25.



Typical Residential

The number of occupied dwelling units is down considerably from the 785 in 2011. This can largely be explained by the movements that occurred as a result of the record flooding which occurred in 2012. According to Village officials, approximately 30 units were bought out by the Province and not rebuilt or relocated.



Abandoned Residential in Flood Area

The 2016 Census listed the total number of units as 770, down from the 2011 number of 860 units. This is the total number of dwelling units including vacant units and units occupied by temporary residents. The drop in numbers can be accounted for by the same reasons as described for the occupied private dwellings.

With respect to tenure, of the 720 occupied units, 410 were owned and 310 were rented. In terms of physical condition, 685 homes needed just regular maintenance or minor repairs while 35 were listed as needing major repairs. The average dwelling value was \$123,376 while the average monthly rent was reported as \$556.

4.2.2 Residential Location and Needs

As mentioned under land use, Residential uses are located throughout the Village. The earlier homes are along the main roads: Perth Main Street (Route 105), Gulch Road (Route 109), and West Riverside Drive/Andover Main Street (Route 130). The more recent homes are on streets running back up the hillsides from these main roads on each side of the river. Along the main roads the Residential is often mixed with other land uses, mainly Commercial. There is a mobile home park located on Court Crescent, and a mini-home park is located on McLaughlin Street on the Perth side of the river. There is a small number of mobile homes located throughout the Village.



Typical Mini-Home Park

Special needs housing in Perth-Andover includes seniors' apartments, a nursing home and non-profit housing. The Perth-Andover Legion operates seniors' housing which currently includes eight units located adjacent to the trailer park. The Victoria Glen Manor is a nursing home located on Tepper Lane. It has 60 beds, is currently full and has a waiting list. Other facilities include Brookview Court (off Victoria Street), Victoria Villa (566 East Riverside Drive). Other services to seniors are provided by Kindred Home Care, Perth-Andover River Valley Home Care and Perth Unit Extra-Mural Program (EMP). The Perth-Andover Non-Profit Housing Corporation owns five duplexes, all of which are full. There has been a need expressed for more units. The New Brunswick Department of Municipalities, Culture and Housing (formerly New Brunswick Housing Corporation) also owns residences spread around the Village. As discussed further below, there may be an increased demand in the future because of the aging of the population.



Seniors Complex

With respect to overall housing needs in the future, there is not expected to be a large demand unless there is a large business located in the area which offers new employment opportunities. The population is declining and aging, and the number of people in the child-bearing age group is also small and declining. Because the population is aging, in addition to senior care and nursing homes, there may be some demand by the seniors' population for smaller single-family dwellings or higher density housing such as townhouses and apartment units. Seniors' ability to move

would likely depend on their ability to sell their homes which would further depend on the number of younger people who are in the market for single-family homes.

With respect to location, both public and private seniors' housing should be directed to areas that have municipal servicing capacity and close to community facilities and commercial uses that serve the seniors' population.

There are some existing serviced subdivisions that can accommodate new housing as well as infilling on some existing streets. Section 9.0 on Residential policies will discuss potential new areas for residential development as well as potential new uses for subdivisions that have been abandoned and homes that frequently flood, such as along Park and Bevrige Streets, which have been relocated to higher land within the Village.

4.3 Industrial

The Perth-Andover Industrial Park is located on the northeast side of the Route 2/Route 190 interchange. Access is off Route 190 (Fort Road) to Industrial Park Street and off Industrial Park Street. The majority of the Park is occupied, with only two lots remaining for development. Additional industrial activity is located outside the Village-owned Industrial Park.



Entrance to Industrial Park

The Village is currently in the process of expanding the Industrial Park on property it owns to the east of the current park. It is also considering longer term expansion to the property lying just north of the current park.



**Area of Planned Industrial Park Expansion on
Extension of Industrial Park Street**

4.4 Institutional

Institutional uses include education facilities, places of worship and civic or community buildings such as the village offices, fire hall and the RCMP detachment. Most Institutional land in the Village is occupied by the three schools, all located on the west side of the river. Southern Victoria High School and Andover Elementary School are located on School Street while Andover Middle School is located off the west side of Nissen Street. Although schools on School Street have flooded in the past, investments have been made in the schools to counter flooding, and District 14 officials indicate there are no plans for relocation. However, with the recent flood projections discussed in Section 4.2.1(b) these facilities could be under two more metres of water if and when flood levels reach the projected levels. Consequently, the Future Land Use Plan and policies will include consideration of potential future sites should relocation become necessary.



Perth-Andover Middle School



Hospital Entrance from Route 105

The other major Institutional land use, the Hotel-Dieu of St. Joseph's Hospital, is located on the Perth side of the Village on the corner of Main Street and Hospital Street. There are also two-family practice clinics and pharmacies located on F. Tribe Road. The hospital provides 24/7 service to the Village of Perth-Andover, Tobique First Nation and the surrounding communities which include a population of over 12,000 people.

The hospital suffered significant damage during the 2012 flood. The lower-lying wing of the hospital has been demolished. The newer wing, which sits at an elevation of 81.3 m, was above the 2012 flood level and remains active.



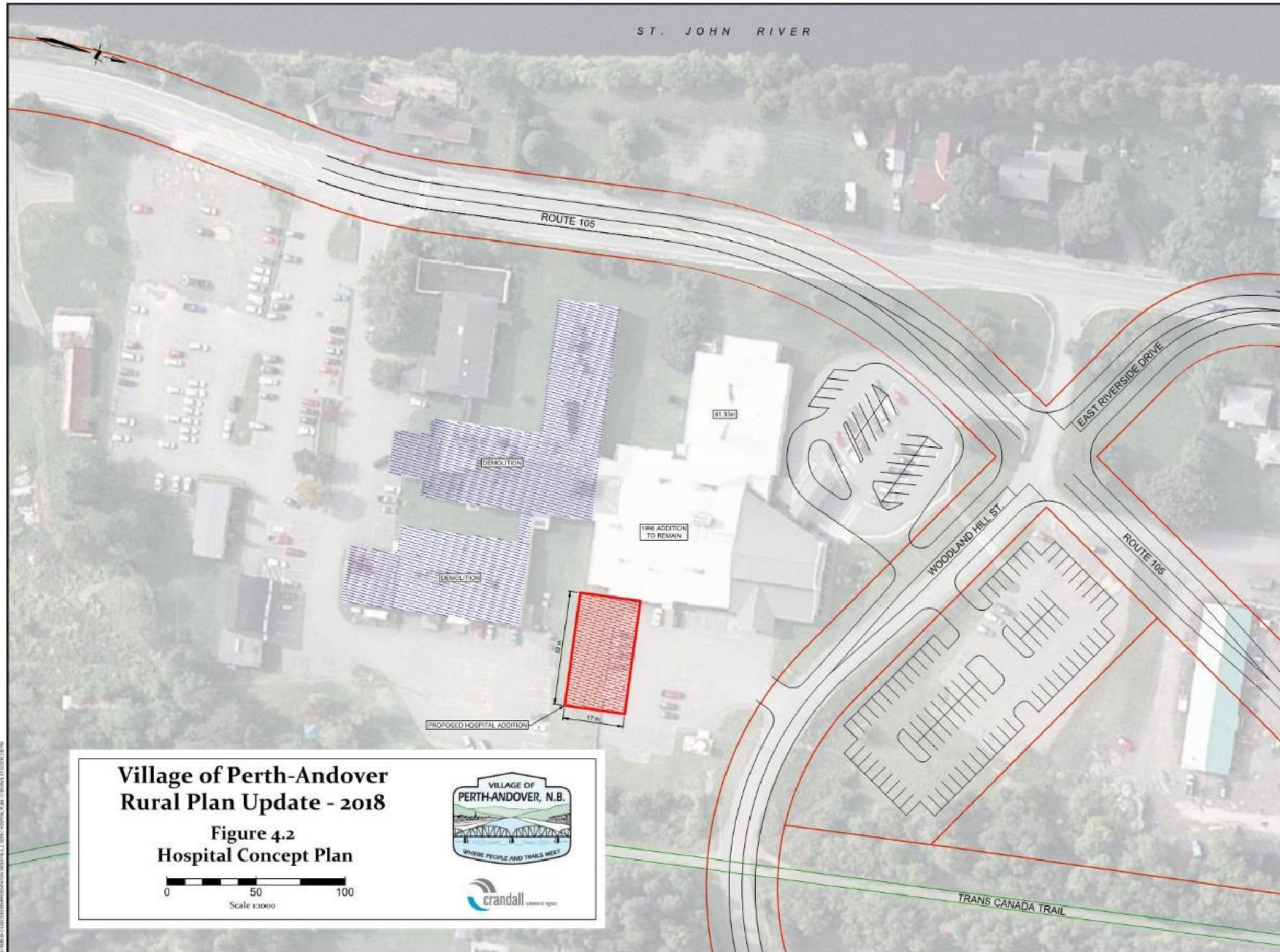
Hospital Emergency Entrance

The provincial government provided funding of \$7.65 million for repairs and restoration of the hospital, including a new essential services addition. (Refer to **Figure 4.2 – Hospital Concept Plan** for NB Dept. of Transportation and Infrastructure's Concept Plan for the hospital.)

Police service in the Village is provided by the Perth-Andover RCMP Detachment located on Uplands View Crescent and has a complement of five patrol officers and investigators plus three highway patrol members.



RCMP Detachment



**Village of Perth-Andover
Rural Plan Update - 2018**

**Figure 4.2
Hospital Concept Plan**

Scale 1:30000

NOTES				
2	2016/12/22	FINAL REPORT ISSUE	JTGB	FEA
1	2016/12/07	ISSUED FOR INFORMATION	JTGB	FEA
ID	DATE	REVISIONS	BY	APPR
PROJECT TITLE				
PERTH-ANDOVER REDEVELOPMENT PLAN				
DRAWING TITLE				
OPTION A HOSPITAL PLAN				
Scale	Drawn By	Checked By	Project No.	
 (1:3000 FULL SCALE)	JTGB	JTGB	16259-1P-C109	
	PEACH	JTGB	Sheet 9 of 24	
File Name				
FIG 4.2 16259-1 HOSPITAL PLAN - C109.DWG				
Drawing No.				
16259-1P-C109				

Fire service is provided by the Perth-Andover Fire Department that operates with state-of-the-art equipment from their station located on West Riverside Drive. There are 20 volunteer firefighters supported by three tanker/pumper trucks, a rescue truck and a support truck.



Fire Hall on West Riverside Drive

Ambulance New Brunswick provides ambulance service to the Village, and it is connected to the provincial 911 emergency system.

Solid waste collection is carried out weekly, and waste disposal is at the regional solid waste facility in Green River, Madawaska County, NB. There is a recycling service provided at the civic centre on School Street and a monthly curbside service; recyclables are sent to a transfer station in the Town of Woodstock.

The Village Office is located on West Riverside Drive and the library is on Main Street.



Village Office on West Riverside Drive



Commercial on West Riverside Drive



Highway Commercial on Fort Road



CBD/BIA Perth Side



Neighbourhood Plaza on Columbus Street



Highway Commercial – F. Tribe Road

In 2016 Crandall Engineering Ltd. prepared the *Perth-Andover Redevelopment: Functional Infrastructure Plan*³ for the Village and the Province. The Province offered funding for an assistance program for residential properties that included funding to relocate homes out of the flood plain area or buyout of homes. As a result, approximately 30 homes were purchased and demolished while 60 homes and 15 apartment units were relocated to high ground. Unfortunately, a similar program was not offered for commercial properties.

³ *Perth-Andover Redevelopment: Functional Infrastructure Plan, Perth-Andover NB, Crandall Engineering Ltd., December 2016.*

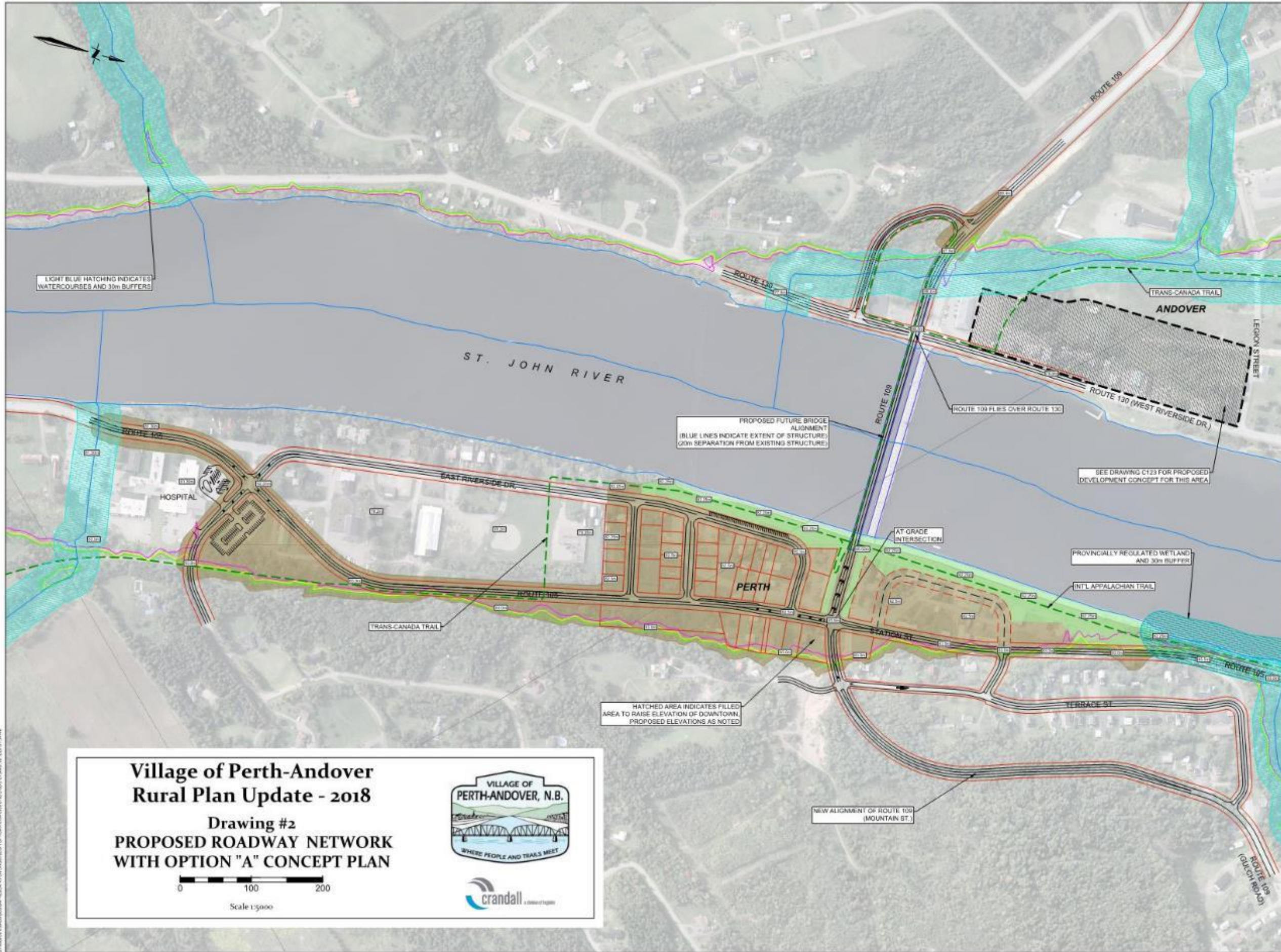
The 2016 study carried out an extensive review of the number and type of businesses and properties affected by the flood. Drawings were prepared to show the location of a raised bridge across the Saint John River and the layout of a future raised transportation network which would take the roads above the 2012 flood elevation. The proposed network shown on **Drawing #2 – Proposed Roadway Network Town Centre** tied in or replaced existing Routes 105, 109 and 190 in the central part of the Village.

It was also proposed that the existing buildings in the CBD area be demolished and replaced on a new fill material that would also be above the 2012 flood elevations. The study also included a layout option including new building locations to house the relocated businesses as well as new businesses which might wish to locate there in the future. This would become the new CBD as shown on **Drawing #3 – Option A, Town Centre Concept**.

The study also proposed a new commercial area on raised land along West Riverside Drive (from Route 190 to Fort Road) on the south side of the river which would replace the businesses, Village Office and fire hall that were inundated by the 2012 spring flood. The proposed layout is shown on **Drawing #4 – Potential Commercial Lots (Andover)**.

The study also included a layout for a third business area on higher ground along the F. Tribe Road, shown on **Drawing #5 – Potential New Commercial Lots (F. Tribe Road)**, which could also accommodate some of the relocated businesses if the two previous options on fill were not constructed. There are other areas on the F. Tribe Road that could also be used if required.

This study had not yet been released to the public when this background section was prepared, however, the options described above were modified and other options were added as part of the municipal plan process described later in Section 10 on Commercial Development Policies. This step was necessary since the location of the bridge and new connecting roads influence the location of future commercial redevelopment as well as the municipal services which would have to be constructed to service the new development.



NOTES

3	2016/10/02	FINAL REPORT ISSUE	JTGB	PEA
2	2016/10/08	DRAFT REPORT ISSUE	JTGB	PEA
1	2016/10/17	ISSUED FOR INFORMATION	JTGB	PEA
NO.	DATE	REV/SIGNS	BY	APPR.

crandall

PRELIMINARY ONLY

PROJECT TITLE
PERTH-ANDOVER REDEVELOPMENT PLAN

PERTH-ANDOVER N.B.
DRAWING TITLE
OPTION A CONCEPT PLAN

Scale	Drawn By	Design By
0 50 100 200 1:2500 FULL SCALE	JTGB	JTGB
	Checked By	Scale Check
	PEADH	JTGB
	Sheet	4 of 24

File Name: 16259-1-OPTION A C104-C105-C106-C108-C101.DWG
Drawing No.: **16259-1P-C104**

Village of Perth-Andover Rural Plan Update - 2018

Drawing #2
PROPOSED ROADWAY NETWORK WITH OPTION "A" CONCEPT PLAN

Scale 1:5000

DRAWING C104/C105/C106/C108/C101.DWG, 16259-1-OPTION A CONCEPT PLAN, 10/17/2016



NOTES

2	2016/022	FINAL REPORT ISSUE	JTGB	FEA
1	2016/004	DRAFT REPORT ISSUE	JTGB	FEA
NO.	DATE	REVISIONS	BY	APPR.

PRELIMINARY ONLY

DO NOT BE USED FOR CONSTRUCTION

PROJECT TITLE
PERTH-ANDOVER REDEVELOPMENT PLAN

PERTH-ANDOVER N.B.
 DRAWING TITLE
OPTION A TOWN CENTRE CONCEPT

Scale 0 25 50 Scale 1:3000	Drawn By JTGB	Design By JTGB
	Checked By PEACH	Cost Check JTGB
	Sheet	7 of 24

File Name
16259-1 OPTION A - TOWN CENTER CONCEPT C107.DWG

Drawing No.
16259-1P-C107

Village of Perth-Andover Rural Plan Update - 2018

Drawing #3

OPTION "A" TOWN CENTRE CONCEPT

There has been some concern expressed with signage for commercial uses. Some uses that are off the beaten track would like to be able to place a sign on another well-located property providing direction to their business. Such third-party signage is currently not permitted in the existing Zoning Provisions. This will be reviewed to determine if changes are warranted to the Zoning By-Law.

Another use that is becoming an issue is Air BNBs. These are units or rooms in private residences that are rented out to tourists on a short-term basis. Air BNBs are not regulated by the Province as are hotels and motels. There are many complicated issues regarding regulating Air BNBs that are related to land use/zoning, tourism, social issues and taxation. That is the reason most provinces and municipalities have not been able to develop legal regulations to deal with them. Municipalities that have tried to deal with them have faced legal challenges on all the related issues listed above. It is understood that Charlottetown, PE, has been grappling with this issue for over two years. They are expected to draft a Zoning Provision later this year to try to address the issue. It is suggested that Perth-Andover review the Charlottetown By-Law and the reactions to it before they attempt to regulate Air BNBs.

4.6 Recreation

The Perth-Andover Recreation Commission is responsible for most recreational activities and facilities within the Village. Most facilities are in good shape with only minor upgrades required. Services and programs are provided for youth, adults and seniors. The Recreation Commission is a non-profit group which coordinates recreational activities and facilities in Perth-Andover. Most of the major recreational facilities are located adjacent to the high school. A multi-purpose facility, the River Valley Civic Centre, was constructed in 1995 on School Street between the high school and the elementary school. The Centre includes an arena and fitness facilities and there are nearby tennis courts, basketball courts, ball diamonds and playgrounds. The Village owns two community playgrounds, one on Gulch Road and one on Larlee Street, both on the east side of the river. Open spaces are found along the river on West Riverside Drive and at the corner of Legion Street, as well as at the former arena site on Main Street. The Recreation Commission sees their demographics as the biggest barrier to participation, with recent population losses across all age groups. It is also difficult getting seniors out, especially to more active events. The Community Calendar of events and activities is on the Village web page and on Facebook.

One concern for the future is how the civic centre, schools and recreation/sports facilities around them could be impacted significantly by future flooding events. Relocation to higher ground seems to be the only long-term solution. If this were to eventually happen, a large site with relatively flat ground would be required. Policies will be suggested to deal with this in Section 13 on Recreation Policies.

Perth-Andover is the meeting place for three trail systems: The Trans-Canada Trail, the Appalachian Trail and the NB Trail System. A shared use system of linear parks is located along both sides of the Saint John River; most of the trails have been paved and are used for walking, cycling, cross-country skiing and snowmobiling. The trails are well used by walkers, largely seniors and some families. The Recreation Commission would like to see more use by young people. Future linear park development is planned as linkages between the Saint John River areas, recreational areas (primarily at the schools) and residential areas. It is also proposed that the rail

line on the Perth side of the Saint John River between the downtown and the Birchwood Road area be converted to a linear park, either as a walking path, bicycle path or both. Additional segments of the rail line also have potential to be added to the linear park system in the future. A connection of the linear trail system in the Village with the province-wide trail system has also been proposed. There is also a snowmobile loading area located on the east side of the river on Station Street. Waterfront Park, located along the river on West Riverfront Drive, is a site for launching canoes and kayaks as well as picnicking, barbecuing and walking along the river.



Tennis Courts – School Street



Swimming Pool – School Street



Playground at Andover Elementary School



Boat Dock on North Side off Route 105



South Riverfront Pathway



Interpretation Board on Cultural Walkway



**Village-Owned Playground
Larlee Street**



**Gazebo in Open Space
Legion Street**

Art and cultural activities are also provided in the Village. The Carleton-Victoria Arts Council brings arts from throughout the Maritimes to venues in Perth-Andover and surrounding areas. There is an active farmers' market, and several festivals and events are centred on the area's heritage groups, music groups, fishing tournaments and seasonal festivals. The nearby Tobique First Nation community is one of the earliest settlements on the Saint John River and is rich with traditional culture.

4.7 Rural and Agriculture

Almost 70% of the land in Perth-Andover is Rural or Agricultural. The Village's urban fabric is almost entirely encircled by a rural environment. Much of the rural setting is based on potato farming and forestry. The major active agricultural areas are located at the north and south ends of the Village on the west side of the river and near the south end on the east side of the river. There is also a community garden located east of the Andover Elementary School. Because of the importance of retaining good agricultural lands for future food production, these areas should be protected from encroachment from inappropriate urban uses.

There are also several existing or former gravel pits in the Village, including a former New Brunswick Department of Transportation and Infrastructure (NB DTI) pit on the west side of the river. Although there has been some filling at the pit on the east side of the river, there has not been any reclamation of abandoned pits, even though the Village does have bonds on some to undertake reclamation work.

5.0 TRANSPORTATION AND MUNICIPAL SERVICES INFRASTRUCTURE

5.1 Transportation

5.1.1 Road Network

The transportation network in Perth-Andover consists of the TCH, several provincially designated collector highways, and a network of collector and local municipal streets. The most notable change in the road network since the 1997 Rural Plan is the construction of the Route 2 four-lane highway (TCH), which opened in 2007, and a new connector road between Exit 115 and the bridge (now Route 109). South of Fort Road, the new four-lane highway was constructed on a new alignment. This allowed the old Route 2 alignment to be repurposed to function as a local collector road (renamed F. Tribe Road). As a result, a surge in Highway Commercial development has occurred in the vicinity of Exit 115.

Figure 5.1 – Perth-Andover Road Network shows the primary road network in Perth-Andover, which includes the following roads:

- **Route 2 (TCH):** a four-lane, fully access-controlled freeway from Fredericton to the Quebec Border.
- **Route 130:** a provincially designated collector highway that runs along the west side of the Saint John River and is mostly the old Route 2 alignment. Within Perth-Andover, Route 130 follows the **West Riverside Drive** alignment.
- **Route 105:** a provincially designated collector highway that runs along the east side of the Saint John River from Youngs Cove to Grand Falls. Within Perth-Andover, Route 105 follows the **East Riverside Drive** alignment, provides access to the hospital and passes through the downtown. Route 105 also provides the primary means of access to Tobique First Nation.
- **Route 109:** a provincially designated collector highway that runs from Route 2 to Plaster Rock. Route 109 crosses the Saint John River via the Perth-Andover Bridge, joins Route 105 through the downtown and then heads east to Plaster Rock. Route 109 is the main access route to Plaster Rock and is frequently used by trucks destined for the Twin Rivers Pulp Mill as well as other forest resource areas.
- **Route 190:** a provincially designated collector highway that runs from Route 2 to the US Border and passes through the small community of Carlingford.
- **F. Tribe Road:** a municipal collector road that follows the old Route 2 alignment and runs from the Route 130 junction in the south to Fort Road in the north. F. Tribe Road provides access to Highway Commercial development at Exit 115 and has become a focal area for both local and highway traffic.
- **Fort Road:** a municipal collector road that runs from Route 2 to West Riverside Drive (Route 130). Fort Road provides the primary means of access to the Perth-Andover Industrial Park.

All other roads within Perth-Andover function as local streets.

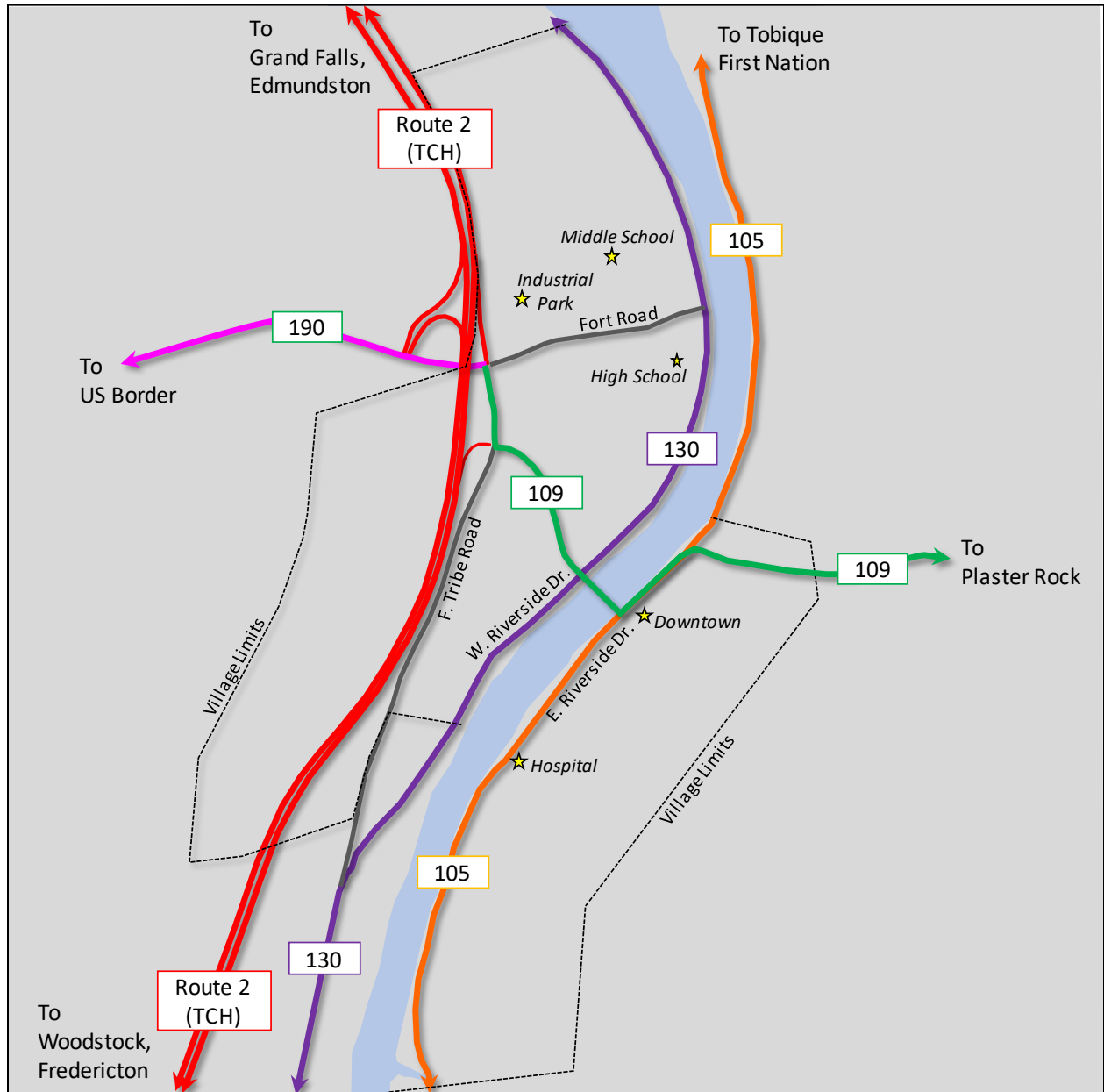


Figure 5.1 – Perth-Andover Road Network

5.1.2 Key Traffic and Safety Issues

There are two specific problem areas in Perth-Andover related to traffic operations and safety that should be addressed:

- **Route 105/Route 109 Intersection:** As was noted in the 1997 Rural Plan, the intersection of Route 105/Route 109 at the north end of the downtown poses a safety concern due to the challenging angle, steep approach grade of Route 109 and limited sight distance. Compounding these issues is the fact that this intersection is used frequently by large trucks travelling to and from Plaster Rock. A realignment of the intersection would be very difficult given the topography and proximity to the river. A potential solution would be in the redevelopment of the roadway network surrounding the downtown, as discussed further below.
- **F. Tribe Road:** F. Tribe Road has seen considerable growth in Highway Commercial land uses. Between Route 109 and Fort Road, there are multiple driveway accesses serving gas stations, coffee shops and other food, retail and office establishments. This area has become a focal point for traffic and experiences traffic conflicts and congestion during peak hours. The area would benefit from a coordinated approach to access management and a review of existing intersection traffic control, particularly before any new development is permitted to proceed.

5.1.3 Road Redevelopment for Flood Mitigation



Perth-Andover Bridge at Spring Flood

Perth-Andover has suffered significant hardship because of the devastating flood events of 1976, 1987, 1993 and 2012 that left many homes, business, and public facilities severely damaged. In 2016, the Village of Perth-Andover and the Province initiated a Functional Infrastructure Plan to evaluate the feasibility of redeveloping the Village's flood-prone areas, with focus on the Perth downtown business improvement area and the hospital access route.

The project established four goals related to the relocation and protection of transportation infrastructure as follows:

- 1) Maintain access to the hospital during flood events by raising Route 105 above the design flood level.
- 2) Identify a future bridge height that is clear of the design flood level and a location that provides good transportation mobility while not diminishing the character of the downtown.
- 3) Maintain convenient access and connections from the existing and future bridge to the downtown, Route 105, and Route 130.
- 4) Address the poor geometry at the Route 105/Route 109 intersection.

The Functional Infrastructure Plan evaluated several road network options and recommended the option shown on **Drawing #6 – Proposed Roadway Network** for implementation, which includes the following key elements:

- Construction of a future bridge just north of the existing bridge but at a higher elevation such that the bottom of the girders will be 2 m above the theoretical flood elevation of 82.2 m.
- Realignment of Route 105 between the hospital and Route 109 (Gulch Road) that would see Route 105 located to the east edge of the downtown, along or near the existing trail alignment, and raised to be 1 m above the theoretical flood elevation of 82.2 m.
- Reconfiguration of hospital access and parking lots to blend with the new roadway alignments.
- Construction of a 900 m roadway connection between the east end of the bridge and Gulch Road that would allow the existing Route 105/Route 109 intersection to be eliminated, addressing the safety concern noted in the previous section.
- Construction of a new connector road on the west side of the river, linking Route 130 to the west end of the new bridge on Route 109.
- Realignment of the trail either adjacent to the new Route 105 or along the river.

These suggestions will be considered for integration into the Transportation Policies in Section 7.0.



Perth-Andover Bridge at Spring Flood



Poor Intersection at Route 105/Route 109

Prior to the 2018 provincial election the provincial government had initiated site investigations and design work for the roadway realignments and had secured cost-shared funding from the federal government to undertake the construction work. Design work for the new bridge had not started yet, nor had funding been secured; however, NBDTI recognized the importance of building a new, higher bridge to protect against future flood risk and had advanced the bridge replacement on its priority list. Following the election, the Province dropped the bridge and roadway improvements from its priority list and is being considered for long term development. No date has been set for reconsideration. The road network will be designed such that it can connect with the existing bridge for an interim period until a new bridge is constructed.

5.2 Municipal Services and Utilities

Municipal services include water, domestic sewer and storm sewer/drainage systems as well as utilities. The extent of existing water and sewer systems is shown on **Drawing #7 – Existing Municipal Services**. The Village is currently having an Asset Management Plan done to catalogue all its urban infrastructure including its condition, useful life, replacement value, etc. Such a plan is now required by the Public Sector Accounting Board. With respect to the water system, the Village has two drilled wells that feed a reservoir that serves approximately 600 residences; approximately 120 residents have individual wells and septic tank systems. The two wells are located in the Industrial Park on the west side of the river and on Route 105 near Beech Glen Road on the east side. The 275,000-gallon reservoir is located in the Industrial Park south of the sawmill.



Almost all streets on the east side of the Village are serviced with water and sanitary sewer systems except for the Woodland Crescent area which is on wells and septic tanks. One of the issues, of course, is the frequent flooding of this area which causes problems with infiltration affecting water quality during those periods.

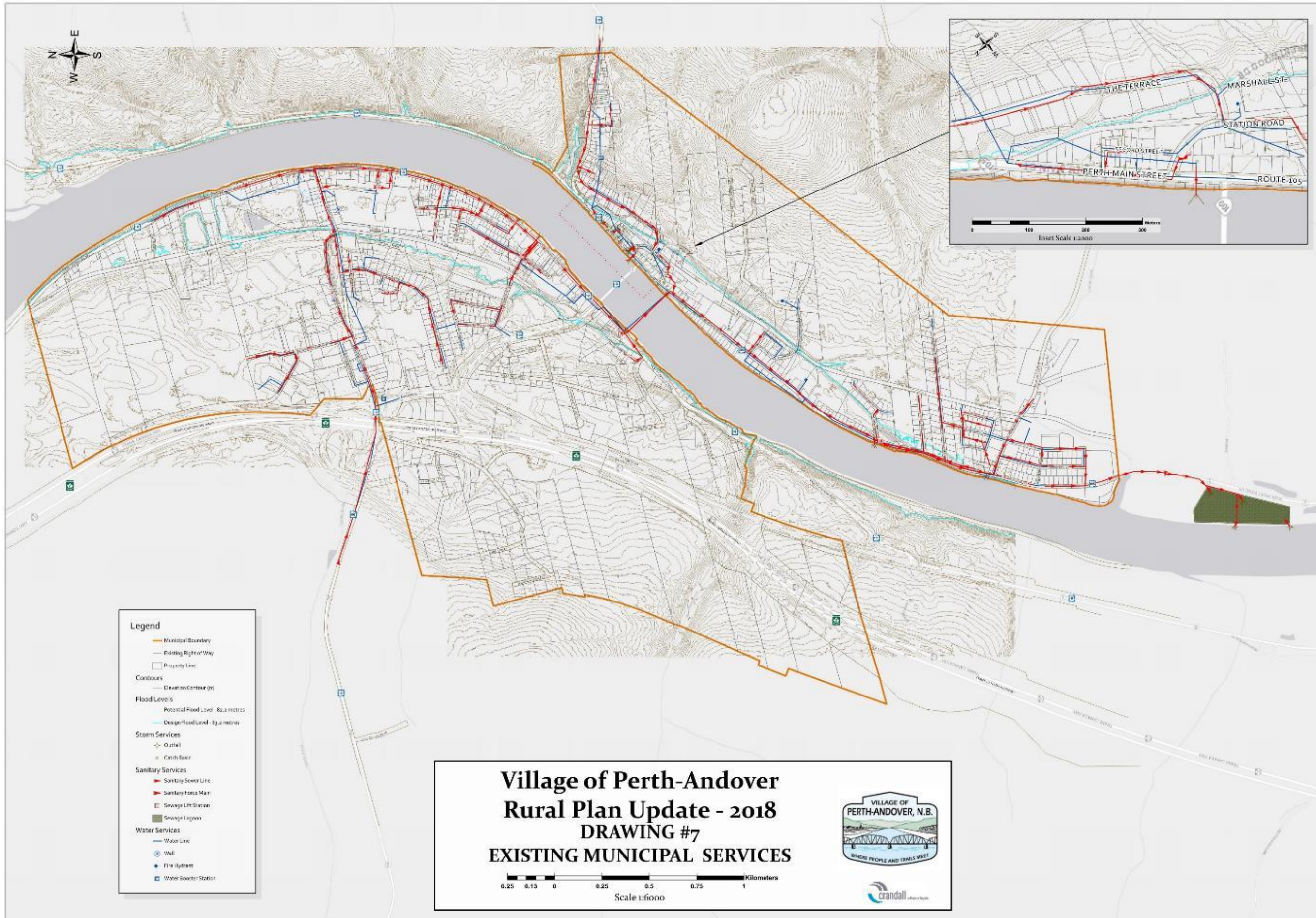
The Village has also had a Wellfield Protection Study completed to avoid contamination of the municipal wells, but it was never officially adopted because of concerns with hardship to businesses and property owners which might result. A solution may be to implement and follow those sections of the study that do not cause significant hardship or set longer-term, achievable time frames for some components.

On the west side of the river, water and sewer services exist in most of the built-up area south of Route 109 and east of the TCH. There are no services to the east of Route 109 except for a short section of West Riverside Drive to Chantler Drive. The areas lying closer to the river have the same flooding problems as those on the east side.

The unserviced areas not on the municipal system are mainly located on the west side of the river south of Route 190 and Route 109. On the east side, unserviced development is mainly in the Woodland Hills area.

The sanitary sewer system serves the same number of residences and locations as the water system. The sanitary sewers flow to a lagoon located approximately 4.3 km south of the Village limits on Route 105.



A consultant's study completed in 2015 examined the water quality in the Saint John River above and below the sewage treatment lagoon and found no serious problems. However, the study recommended future measures to determine the source of acute toxicity which is toxic to rainbow trout. It also recommended a disinfection system be installed to remove pathogens from the effluent from May to October.



- Legend**
- Municipal Boundary
 - Existing Right-of-Way
 - Property Line
 - Contours
 - Clean on Contour (2%)
 - Flood Levels
 - Potential Flood Level - 84.2 metres
 - Design Flood Level - 84.2 metres
 - Storm Services
 - ◇ Outlet
 - Catch Basin
 - Sanitary Services
 - Sanitary Sewer Line
 - Sanitary Force Main
 - Sewage Lift Station
 - Sewage Lagoon
 - Water Services
 - Water Line
 - ⊙ Well
 - Fire Hydrant
 - Water Booster Station

**Village of Perth-Andover
Rural Plan Update - 2018
DRAWING #7
EXISTING MUNICIPAL SERVICES**

0.25 0.13 0 0.25 0.5 0.75 1 Kilometers
Scale 1:6000

The piped storm sewer system in the Village serves a very limited area and has not yet been mapped. The system outfalls to the river and to several small receiving streams. Beyond these areas storm drainage is handled by roadside ditches. This has not been a problem to date except when the new TCH was built, which caused some temporary drainage problems.

With respect to utilities, Perth-Andover is the only Village in the Province with its own electric power utility, the Perth-Andover Light Commission. The system provides a high quality, efficient system at very low rates. Although the utility is completely independent of NB Power, emergency or backup power can be sourced from NB Power's 69 KV and 138 KV lines near the Village limits.

PART B: DEVELOPMENT POLICIES AND PROPOSALS

After Part A, Background, was completed by the consultants in December 2018, input was sought from several stakeholders. The document was reviewed by the Village Administration and then Village Council for accuracy and feedback and any changes were made during the spring of 2019. The document was presented to the general public at a meeting on June 18, 2019. The document was also made available on-line on the Village website and hard copies were available at the Village office for review. At the same time a public questionnaire was placed on-line, mailed to every household and additional hard copies available at the Village office, asking for public input on the various issues raised in the Background document. The results of the questionnaire were tabulated and were integrated into each relevant section of the Municipal Plan Report. At the same time the Plan Report was being prepared, the consultants prepared a specific document and maps describing several options for commercial area redevelopment or relocation, since the location of future commercial had to be completed before the Municipal Plan Future Land Use Map could be prepared. The consultants, with the Mayor and Council, met with members of the business community on October 7, 2019 to obtain input on which options were preferred by the group. The results were then incorporated in the Municipal Plan and the Plan Report was completed during October/November 2019.

A series of development policy statements designed to guide the future growth and development of the Village of Perth-Andover are provided in this section. These policies are based on background information related to population and demographics, an analysis of existing land use, and the opportunities and constraints affecting future development. These include transportation, infrastructure, municipal services and analysis of sustainable development and climate change principles as well as input from the public questionnaire and discussions with Village staff and Council. Each section of the Plan will outline the goals, objectives and policies/proposals.

Goals are overall statements that indicate what Council wants to achieve with respect to a specific topic. Objectives describe the direction or measures planned to be taken to help achieve that goal. These are followed by policies which are statements of Council indicating the detailed steps or actions that will be taken to achieve the goals and objectives. Goals and objectives are based on overcoming any problems or concerns that were identified during the background research and the responses to the public questionnaire. In addition, they are intended to direct future growth and development so that these problems are avoided or alleviated in the future, and growth is steered in new sustainable directions. The policies will guide the present and future Councils with respect to decisions it will make on growth and development of various aspects of the community.

With respect to section organization and numbering, Policies normally include all the land uses first, followed by transportation and municipal servicing which serve the land uses. However, in this case, the section on Environment and Climate Change is presented first, since flooding and other climate change impacts affect all the land uses as well as the transportation system. This is followed by the Transportation section since the bridge and connecting roads are directly affected by the future design elevation chosen to avoid flooding. The Transportation section is followed by the various land uses which are dependent on the transportation system that forms the skeleton or framework for all land uses.

6.0 ENVIRONMENT AND CLIMATE CHANGE

Environment and climate change (and especially flooding) is the biggest single factor that will impact or affect the sustainability and future development of the Village. It will impact considerations relating to its physical development (such as roads, infrastructure, buildings and land use), and its socio-economic development (commercial development and employment).

In New Brunswick, environmental regulations are the responsibility of the Province and pertain to development-related issues such as setbacks from wetlands and watercourses. While environmental protection is within the Province's legislative realm, Municipal Plan policies are provided which include initiatives such as designating land to protect the natural environment and enhance the built environment within the Village.

Combatting climate change involves mitigation measures as well as adaptation. Mitigation refers to efforts to reduce the generation of greenhouse gas emissions (GHG). Adaptation refers to measures that are undertaken to avoid, reduce or adapt to the negative effects of climate change that will inevitably occur. Perth-Andover has already adopted corporate and community strategies to mitigate or reduce GHG emissions.

The Corporate Strategy⁴ includes measures such as reduction in energy for heating and cooling community buildings, smaller fleet vehicles and anti-idling as well as policies to reduce energy related to street lighting, water and sewage and corporate waste.

The Community Strategy⁵ includes measures that residents and businesses can undertake such as converting to LED lighting, converting from oil to electricity, heat pump program, idle-free policy, fuel efficient driving, electric and more compact vehicles, and domestic composting.

With these action plans in hand, most of the policies of this Plan will deal with adaptation measures.

6.1 Goal

To encourage sustainable development by providing a pleasant and safe living and working environment while protecting and enhancing the natural and built environment.

6.2 Objectives

- 1) To preserve and enhance the natural and built environment through flood protection measures.
- 2) To undertake climate change mitigation and adaptation measures.
- 3) To encourage the proper collection, disposal and recycling of solid waste.
- 4) To make provision for suitable control over land uses which utilize hazardous chemicals and which have potential to contaminate the environment and cause health or safety problems.
- 5) To undertake wellfield protection in accordance with the existing and future Wellfield Protection Plans.

⁴ Perth-Andover's Corporate GHG & Energy Action Plan, FCM, ENB, and YHC Environment, 2018

⁵ Perth-Andover's Community GHG & Energy Action Plan, FCM, ENB, and YHC Environment, 2018

6.3 Policies

6.3.1 Flood Protection

Information provided in Section 4.1.5 b) on Flooding and Climate Change referenced past flood elevations and the 2018 study by consultants for the NBDTI. Based on this information the Province has selected an elevation of 82.2 as a new design flood level and, as an extra measure of safety, has suggested a minimum design elevation of 83.2 m (design level plus 1 m) be used as the minimum design level for future roads and land uses. The following policies are based on this suggested minimum design elevation.

Policies

- 1) It shall be a policy of Council that 83.2 m be used as the minimum design elevation for the construction of future roads and buildings in the Village.
- 2) Section 53(2)(o) of the *Community Planning Act* states that “A Zoning By-Law may prescribe standards and provisions with respect to the establishment of an overlay zone.” An overlay zone is applied over an existing zone that permits a municipality to prescribe standards or provisions (conditions) over and above those already applying to that zone in the Zoning By-Law.

It shall be a policy of Council to designate on the **Generalized Future Land Use Plan (Drawing #8)** all areas below the 83.2 minimum design elevation as Floodway. In this area there will be no new construction of buildings.

- 3) It shall be a policy of Council to encourage owners of all existing properties within the Floodway to relocate any buildings to land of higher elevation and to advise owners that those who choose not to relocate remain in the Floodway at their own risk. Most of the remaining properties in the Floodway are commercial or institutional buildings and there are currently no programs to assist with relocations as had been available for residential uses. Section 10.4.1 presents policies related to the options for relocation facing downtown commercial uses and, similarly, Section 12.4.1 presents an option for relocation of recreation and civic uses.
- 4) Recognizing that flooding is largely a seasonal problem occurring during winter and spring periods, it shall be a policy of Council that temporary structures shall be permitted in the Floodway subject to strict terms and conditions. Temporary structures are deemed to be those that can be transported to and from the site by means of their own wheels or on a flatbed truck. These terms and conditions shall relate to the approval process, periods of occupancy, aesthetics, servicing and solid waste removal as outlined in the zoning by-law for the Floodway.
- 5) The **Generalized Future Land Use Plan** has designated the area lying between elevation 83.2 and 85.2 as the Floodway Fringe. Since the Village reviews all applications for new development (plan amendment, rezoning, land subdivision or building permits), it shall be a policy of Council that owners of properties within the Floodway Fringe are to be warned, at the time of application, that their properties are in a potentially flood-prone area, if flood water elevations should exceed those predicted by the latest studies. Properties located within the Floodway Fringe may also be subject to flooding due to ground water infiltration. They are to be advised that they may choose to undertake floodproofing measures to protect

- existing and new properties from potential flooding in the future. The Province, through the New Brunswick Departments of Public Safety and Environment and Local Government, has publications on floodproofing to advise homeowners on how to protect their homes and contents against flooding. These measures include but are not limited to the following:
- a) Locating the basement floor above the 83.2 m elevation to avoid potential flooded basements;
 - b) Locating or raising electrical and heating/cooling equipment at higher elevations within the basement;
 - c) Having bulkheads placed around window and door openings in the basement; and
 - d) Waterproofing basement walls.
- 6) Despite the fact that there are no current programs to assist with relocation of uses, it shall be a policy of Council to continue to maintain contact with the New Brunswick Department of Environment and Local Government for information on programs under which financial assistance may become available. There are also usually time limitations and financial limits, terms and conditions for applicability and funding for these programs. The Province publishes documents such as *New Brunswick's Flood Risk Reduction Strategy* and initiates programs such as *The Disaster Financial Assistance Program* which are intended to address natural disasters (such as flooding) resulting in extensive property damage or disruption of the delivery of essential goods and services. Its main objective is to help affected residents and communities get back to their normal day-to-day activities. Funding assistance is provided for major disaster events. It covers eligible damages and losses that threaten the health and safety of individuals and communities. It also provides complementary assistance including water testing, electrical reconnections and electrical permits (if necessary) as well as health and safety inspections, to assess damage and determine what repairs are required for residents to safely return to their homes. There are also application forms for residents and small businesses to apply for assistance.
- 7) It shall be a policy of Council that uses not involving structures (with the exception described in c) may be permitted in the Floodway. This would include the following:
- a) Recreation uses such as parks, playgrounds, sports fields and trails, recognizing that they may flood periodically and need to be cleared of flood debris and have repairs made to soils and surface materials; and
 - b) Agricultural uses such as crop fields and gardens, recognizing they are also subject to periodic inundation and will require remedial measures to soils and surface materials.
 - c) An exception to the above is a small building that could be used as a public washroom in a waterfront park, playground, sports field or green space. The building should be constructed of some materials such as concrete blocks which would not be extensively damaged by flooding and could be hosed out or cleaned up following any flooding. Additionally, small public utility buildings that are needed to house some component of a linear service or utility line could be constructed if the Village feels there would be no significant damage or cost incurred by flooding.

6.3.2 Climate Change Mitigation and Adaptation

Section 2.8 presented a general overview of climate change and some of the anticipated changes and impacts related to warmer temperatures and changing precipitation in the Saint John River Valley. The Village of Perth-Andover has already experienced some of the impacts identified, especially related to earlier snowmelt and ice break-up which has resulted in significant flooding and ice jams with increased damage and costs to infrastructure, homes and businesses. Further climate changes, predicted in Section 2.8, will make the Village more vulnerable to significant impacts. This was confirmed in the 2018 *Perth-Andover Flood Mitigation Project*, undertaken by NBDTI – Design Branch and outlined earlier in Section 4.1.5 (b), which set new flood design levels for the Village as discussed in Section 6.3.1 above.

In addition to flooding, other climate impacts are also likely to occur. In preparation for these, the NB Climate Change Secretariat suggested that communities prepare a Climate Adaptation Plan as described in Section 2.8. That section outlined the scope of the Adaption Plan as including:

- Scoping out predictions of specific changes in climate for the region and organizing to deal with those changes;
- Assessing the vulnerable areas in the community affected by the predicted changes;
- Identifying adaptation measures priorities, options and actions based on an assessment of costs and benefits associated with each measure;
- Developing an Adaptation Plan based on the cost benefit analysis;
- Implementing the plan through funding and preparing detailed action plans to address the priorities;
- Identifying responsibility of various departments or organizations who would be involved in overseeing the plan.

Since that time, the New Brunswick Department of Environment and Local Government, in a June 2018 presentation on Action Items of the NB *Climate Change Action Plan*,⁶ indicated one of the adaptation measures it would undertake is to “collaborate with municipalities and RSC’s to ensure that Vulnerability Assessments and Adaption Plans are completed (for highest risk municipalities) by 2020” and to “phase in mandatory preparation and implementation of Adaptation Plans for local and municipal governments that apply for provincial infrastructure funding”.

Policies

- 1) It shall be a policy of Council to work with the Province to undertake a Vulnerability Assessment and Adaptation Plan as outlined by the NB Climate Change Secretariat.
- 2) Most sections of this Municipal Plan contain policies relating to climate change. Generally, it shall be a policy of Council to protect and enhance its natural environment, and the flora and fauna it supports, through ensuring the protection of the following features:

⁶ *Climate Change Projections and Anticipated Impacts* presented by Robert Capozzi of the NB Climate Change Secretariat, June 15, 2018.

- a) Waterways, through such measures as acquisition, public dedication of land, zoning, and retention of trees and vegetation in the corridor to protect aquatic habitat;
- b) Forest lands, through encouraging good forest management practices to preserve the resource and minimize damage/loss due to storm events, fires, disease and insects;
- c) Agricultural lands with good agricultural potential to produce food in the future;
- d) Surface and ground water resources through enforcement of watershed and wellfield regulations as well as conservation measures; and
- e) Trees and vegetation in parks, green spaces, and street rights-of way (in addition to those along waterway corridors) in order to provide shaded areas for temperature and humidity control to offer refuge and relief during extreme heat events.

6.3.3 Preservation and Enhancement

Policy

- 1) It shall be a policy of Council to encourage preservation and enhancement of the natural and built environment by the following:
 - a) Preserving wetlands, marshes, stream valley slopes and other environmentally sensitive areas that may be identified in accordance with provincial legislation pertaining to watercourses and wetlands by designating them as Open Space as outlined in Policy 6.3.4;
 - b) Ensuring all wellfields that exist or may be developed are protected by the Wellfield Protection Program and Plans in accordance with provincial legislation or other policies of this Plan;
 - c) Protecting and preserving existing trees and shrubs and instituting a tree planting program along street rights-of-way and in parks and open spaces;
 - d) Maintaining and landscaping public buildings and lands;
 - e) Encouraging the maintenance and enhancement of commercial and industrial areas through maintenance and paint-up campaigns; control of the location, size and type of signs; as well as the provision of landscaping and street furniture where possible;
 - f) Requiring the provision of buffer areas (green belt areas, strips of trees or shrubs, and architectural screening such as walls or fences) around commercial or industrial uses, public parking lots or buildings, as required in other policies of this Plan and by the implementing Zoning By-Law; and
 - g) Enforcing the Dangerous or Unsightly Premises By-Law to enhance the built environment.

6.3.4 Open Space

Policy

- 1) It shall be a policy of Council that all areas designated as Open Space on the **Generalized Future Land Use Plan (Drawing #8)** shall be reserved and protected to serve as passive recreation areas or merely left undisturbed to be enjoyed for their aesthetic appeal. These

open spaces should include all government-owned parks and open space areas; floodplains and watersheds; legislated buffer areas along the entire length of stream valley banks and slopes; and environmentally sensitive areas.

Council may restrict development in the above areas by the following:

- a) Zoning the areas as Open Space, where appropriate;
- b) Employing Section 34(3)(g) of the *Community Planning Act* which prohibits building when the site is marshy, subject to flooding, excessively steep; or unsuitable for development because of soil conditions or topography; or in accordance with Provincial Wetland Policies under the *Clean Water Act*; or
- c) Outright purchase of the property or negotiation or agreement with the owner.

Two particular uses, stream valley slopes and environmentally sensitive areas, should be zoned as Open Space. Through this zoning, Council can protect stream valley slopes by prohibiting development and requiring a setback or buffer area of 30 m from the high-water mark of the stream. Environmentally sensitive areas such as designated wetlands and marshes, which are sensitive habitat for various species of plants and animals, should be protected from encroachment by urban uses.

- 2) It shall be a policy of Council to allow cemeteries as a permitted use in the Open Space zone.

6.3.5 Waste Collection and Disposal

Policies

- 1) The Village has representation on Regional Service Commission (RSC) No. 8, and it shall have a policy to continue to provide input into future planning and decisions regarding waste collection and disposal.
- 2) It shall be a policy of Council to continue to undertake solid waste management practices such as waste collection, disposal and recycling, as well as to support composting and other waste reduction programs.

6.3.6 Hazardous Materials and Chemicals

Policies

1) Proposed Uses

In light of recent concerns with the use, transportation and storage of hazardous materials (such as asbestos, UFFI, PCBs) and chemicals (such as oil, gas, perchlorethylene), it shall be a policy of Council that all future uses which utilize materials and chemicals which may be hazardous to human health if permitted to enter the soil, water or atmosphere, be rigidly controlled in terms of use, transportation and storage. Any such uses (except gas bars) should be prohibited from any area except the Industrial Park, and even there, Council will make provision for adequate safeguards to be undertaken before approval is granted. Gas bars are an exception since they often are associated with other community uses such as convenience stores or mini-malls. Before approval of any gas bars, all environmental safeguards as required under the *Petroleum Storage and Handling Regulation* shall be met, along with any other provisions Council may wish to impose to protect residents.

2) Existing Uses

For any existing uses such as service stations that could pose threats to the health and safety of residents, and even though they are regulated under the *Petroleum Storage and Handling Regulation*, it shall be a policy of Council to notify the correct provincial agency of any potential leaks. If problem areas are detected, the owner shall be required to correct the situation to the satisfaction of the New Brunswick Department of Environment and Local Government. Council should also urge the provincial government to initiate comprehensive legislation dealing with the use, transportation and storage of hazardous materials. This includes household hazardous wastes in accordance with the program under the RSC No. 8.

6.3.7 Wellfield Protection

Policies

- 1) As described in Section 5.2, the Village had a Wellfield Protection Study completed in 1996 to avoid contamination of its municipal wells. The Wellfield Protection Plan was never officially adopted because of concerns with undue hardship to businesses and property owners which might result. Therefore, it shall be a policy of Council that the Wellfield Protection Plan will be updated. If approved by Council, then development within existing and future wellfields will follow the restrictions outlined in the Wellfield Protection Plans. If Council feels that some existing uses within the wellfield would face undue or significant hardship, then they could apply to the Province for an exemption to allow it to remain in the wellfield. An option would be to set long-term, achievable time frames in which non-conforming uses could conform. The Wellfield Protection Areas (off School Street and Perth Main Street), as designated in the 1996 Study or as modified in the proposed revision, should then be added, as an amendment, to the **Generalized Future Land Use Plan (Drawing #8) and to the Zoning Map** as overlay zones similar to those shown for the Floodway and Floodway Fringe zones.

6.3.8 Public Input from Resident Questionnaire

Question 9.A:

"Are there any environmental problems or issues in the Village? If so, what are they?" (Note that flooding is dealt with in Question 10).

The following is the list of public suggestions with the number of times mentioned in brackets following. They have all been incorporated in the Plan policies.

- 1) Not aware of any problems (4)
- 2) We should stop all clear cutting (4)
- 3) Flooding (see question 10)
- 4) Enforce unsightly premises (1)
- 5) Lack of planning for vacant lots (1)
- 6) Should not use flooded areas for disposal of debris, garbage and trash (1)
- 7) Recycle glass (1)
- 8) Institute compost pick up (1)

- 9) Stop blowing snow on the lawns, trees and scrubs (1)
- 10) Stop dumping sewage and potato waste into Tibbets Brook on Nissen St. (1)
- 11) Fire trucks waste water by watering grass (1)
- 12) Periodic smoke from Industrial Park (1)
- 13) Relocate any businesses in residential areas with hazardous wastes to the Industrial Park (1)
- 14) Enforce the penalty for littering (1)

Policy

Many of these points have been included in the previous policies in this Plan. It shall be a policy of Council that all these points raised by residents in the questionnaire be investigated and resolved where still found to be a problem or issue.

Question 9.B:

"Are there any natural areas that you feel should be preserved / protected and/or incorporated into future developments?"

Suggestions and number of times mentioned.

- 1) Clear out and protect our streams (2)
- 2) Preserve any unique species along the river (1)
- 3) Reserve riverfront areas for walking, biking and picnics (1)
- 4) Protect the riverbank by the marina (1)
- 5) Protect and enhance the pond between Pams and Oak Tree Pub (1)
- 6) Protect the marsh between Grierson St. and the NB Trail (1)
- 7) Protect our trees (1)
- 8) Protect our wildlife (1)

Policy

Many of these points have been included in the previous policies in this Plan. It shall be a policy of Council that all these specific areas mentioned by residents should be preserved and protected since they all fall within the buffer areas along streams and ponds.

Question 10:

"Other than the measures already referred to in the Plan, are there other measures you would suggest the Village consider as it prepares plans and measures to deal with the impacts of climate change?"

Suggestions and number of times mentioned.

- 1) Raise the roads up out of flood plain (4)
- 2) Stop clear cutting in the area (4)
- 3) Use more alternate fuels (3)
- 4) Use more solar energy (3)
- 5) Use and promote electric vehicles (3)
- 6) Do more about flood prevention (2)
- 7) No new buildings in the flood plain (2)
- 8) Move businesses to higher ground (2)
- 9) Put up a new building for flooded businesses to rent (2)
- 10) Reduce energy consumption at the Civic Centre (1)
- 11) Reduce air emissions (1)
- 12) Use more individual power sources like generators in the event of power failures (1)
- 13) Demolish the school in the flood plain and replace with parks, playgrounds, community gardens, soccer fields and skating rinks (1)

Policy

It shall be a policy of Council that all these specific points raised by residents be considered when transportation and traffic scheduling and budgets are being considered.

Question 11:

The goal of sustainable development is to achieve a balance between economic or physical development, environmental protection and social well-being so that our community can achieve the highest possible quality of life for its existing and future residents. Some of the principles of sustainable development or "smart growth" include mixed land uses within neighbourhoods; compact development to make neighbourhoods more efficient and convenient; variety in housing types; active transportation; preservation of open space, natural beauty and environmentally sensitive areas; fostering community identity; and nurturing engaged citizens.

"Are there other or more specific measures you would like to suggest that would ensure the Village develops in a sustainable manner?"

The responses and number of times each was mentioned.

- 1) Attract more young people through new employment opportunities (3)
- 2) Have a population growth strategy (1)
- 3) Make buildings more energy efficient (1)
- 4) Use more solar energy (3)
- 5) Create a Village drainage plan (1)
- 6) Protect our infrastructure, our number one concern (1)
- 7) Plant more trees (1)
- 8) Turn empty Village properties into community gardens and teach preservation of farming techniques to seniors and young people (1)
- 9) Invest in LED lighting (1)

Policy

It shall be a policy of Council to consider the input of residents as outlined above as it considers development policies in the future.

7.0 TRANSPORTATION

7.1 Background

The overall transportation network should provide a safe and efficient means for vehicle, bicycle and pedestrian travel between areas internal and external to the Village. The transportation network is vitally important to the Village since it forms the skeleton or framework about which the various land uses, services and facilities develop. The transportation network in Perth-Andover consists of the TCH, several provincially designated collector highways, and a network of collector and local municipal streets. The most notable changes in the road network since the 1997 Rural Plan are as follows: 1) the construction of the Route 2 four-lane highway (TCH) which opened in 2007, and 2) a new connector road between Exit 115 and the bridge (now Route 109). South of Fort Road, the new four-lane highway was constructed on a new alignment. This allowed the old Route 2 alignment to be repurposed to function as a local collector road (renamed F. Tribe Road). As a result, a surge in Highway Commercial development has occurred in the vicinity of Exit 115.

7.2 Goal

To provide a safe, convenient and efficient, internal and external multi-purpose transportation system in the Village for all users (motorists, cyclists and pedestrians).

7.3 Objectives

- 1) To ensure the provision of a transportation network which emphasizes safe, convenient and efficient vehicular, cycling and pedestrian circulation; minimizes detrimental impacts on residential and commercial areas; and maximizes accessibility between residential areas and commercial and community facilities.
- 2) To strive toward development of a standard road hierarchy of arterial, collector and local streets to establish standards within the Village.
- 3) To strive toward the principle of connectivity between arterial, collector and local streets as well as between existing and future subdivisions.
- 4) To upgrade and maintain existing streets to acceptable standards for right-of-way, surface condition and drainage.
- 5) To provide for the active transportation modes (pedestrians, cyclists) along and across arterial and collector streets, between existing and future subdivisions, and from subdivisions to existing and future trails and pathways.

7.4 Policies

7.4.1 Street Hierarchy and Standards

Policies

- 1) It shall be a policy of Council to adopt a hierarchy of arterial, collector and local streets with the characteristics shown in **Table 7.1 – Road Design Characteristics**.

Table 7.1 – Road Design Characteristics

	Arterial	Collector	Local
Design Speed	50 km/h	50 km/h	50 km/h
Pedestrian	Limited crosswalks but well marked with signage and road markings	Crosswalks where necessary with road markings	Crosswalks where necessary
Property Access	Limited, as required	Some control required	One access per property
Connections	To provincial highway network and collectors, with limited connections on local streets	Arterials and local streets	Collectors and other locals
Sidewalks	Both sides of street	Both sides of street	As required
Parallel/Curb Parking	Off-street parking only as much as possible	One side of street	Both sides of street
Lane Width	3.5 m	3.3 m	3.0 m
Right-of-Way	20 m	20 m	20 m
<i>Source: Village of Perth-Andover 1997 Rural Plan</i>			

- 2) As outlined in detail in Section 5.1.1 and shown on Figure 5.1, it shall be a policy of Council to designate the following:
 - a) Freeway – Route 2 (TCH);
 - b) Collector – Routes 130, 105, 109 and 190 (as provincially designated collector roads);
 - c) Municipal Collector – F. Tribe Road and Fort Road; and
 - d) Local Streets – All other streets in the Village function as local streets.
- 3) With respect to collector streets, it shall be a policy of Council that:
 - a) Development of corner lots along collector streets should be required or encouraged to front on the intersecting local street to reduce traffic interference as vehicles access the corner lots.

7.4.2 Road Redevelopment for Flood Mitigation

Perth-Andover has suffered significant hardship because of the devastating flood events of 1976, 1987, 1993 and 2012 that left many homes, businesses and public facilities severely damaged. In 2016, the Village of Perth-Andover and the Province initiated a Functional Infrastructure Plan to evaluate the feasibility of redeveloping the Village’s flood-prone areas, with a focus on the Perth downtown business improvement area and the hospital access route.

The project established four goals related to the relocation and protection of transportation infrastructure:

- 1) Maintain access to the hospital during flood events by raising Route 105 above the design flood level;
- 2) Identify a future bridge height that is clear of the design flood level and a location that provides good transportation mobility while not diminishing the character of the downtown;
- 3) Maintain convenient access and connections from the existing and future bridge to the downtown, Route 105 and Route 130; and
- 4) Address the poor geometry at the Route 105/Route 109 intersection.

The Functional Infrastructure Plan evaluated several road network options and recommended the option shown on **Drawing #6 – Proposed Roadway Network** for implementation. It includes the following key elements:

- Construction of a future bridge just north of the existing bridge but at a higher elevation such that the bottom of the girders will be 2 m above the theoretical flood elevation of 82.2 m;
- Realignment of Route 105 between the hospital and Route 109 (Gulch Road) that would see Route 105 located to the east edge of the downtown, along or near the existing trail alignment, and raised to be 1 m above the theoretical flood elevation of 82.2 m;
- Reconfiguration of hospital access and parking lots to blend with the new roadway alignments;
- Construction of a 900-m roadway connection between the east end of the bridge and Gulch Road that would allow the existing Route 105/Route 109 intersection to be eliminated, addressing the safety concern noted in the previous section;
- Construction of a new connector road on the west side of the river, linking Route 130 to the west end of the new bridge on Route 109; and
- Realignment of the trail, either adjacent to the new Route 105 or along the river.

The provincial government has initiated site investigations and design work for the roadway realignments. Design work for the new bridge has not started yet, nor has funding been secured. Although NBDTI recognizes the importance of building a new, higher bridge to protect against future flood risk, unfortunately the Province has relegated the bridge replacement to its long-term list for future construction. The road network will be designed such that it can connect with the existing bridge for an interim period until a new bridge is constructed. Input from the Council, public and stakeholders has confirmed the preference for the option shown on Drawing #6 as its preferred alignment.

Policy

It shall be a policy of Council that the roadway network shown on **Drawing #6 – Proposed Roadway Network**, be accepted as the option it wishes to pursue for future bridge and highway network connections.

7.4.3 Key Safety Issues

Policy

Key safety issues were identified and discussed in Section 5.1.2 of the Transportation Background section. It shall be a policy of Council that the two sites outlined below will be considered its top two improvement priorities as the network shown on Drawing #6 is implemented.

- a) The intersection of Route 105/Route 109 will be improved with the implementation of the proposed road network.
- b) The F. Tribe Road traffic conflicts and congestion should be the subject of a more specific study once the other development concepts along F. Tribe Road contained in this section are adopted as part of this Municipal Plan. The study will focus on a coordinated approach to access management, traffic controls at existing and proposed intersections, and rationalization of driveway access, parking and loading areas.

7.4.4 Improvement, Upgrading and Maintenance of Existing Streets

Policies

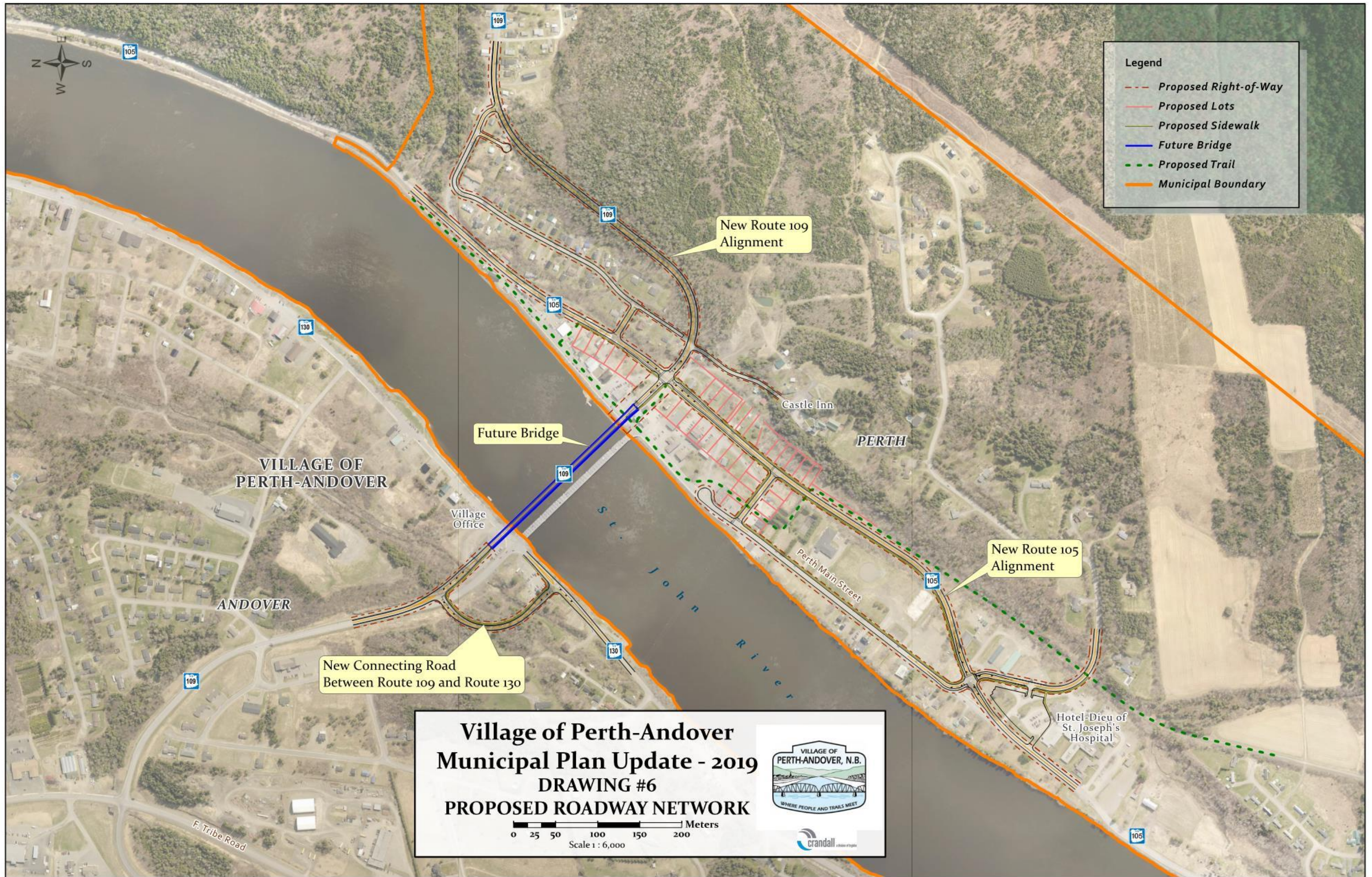
- 1) It shall be a policy of Council to prepare and update annually a five-year plan for the upgrading of local streets and to undertake a street upgrading program in accordance with the priority list established. These improvements should also be coordinated with the water and sewer installation and upgrading program as identified in their respective master plans.
- 2) It shall be a policy of Council to adopt a program of traffic calming on residential streets where it is determined there are excessive vehicle speeds and/or an inappropriate volume of traffic is utilizing the street. Traffic calming is to be used as a measure of last resort when appropriate street design techniques and enforcement measures fail. Options for consideration include stop signs, traffic islands, indented curbs, raised crosswalks or other measures to be determined by Village staff/Council.
- 3) There are many streets and subdivisions that are built as long cul-de-sacs. It shall be a policy of Council to encourage owners/developers of existing and new subdivisions to consider connecting their subdivisions to facilitate emergency access, to loop municipal services and to improve connectivity to facilitate active transportation (walking, cycling) between subdivisions.

7.4.5 Active Transportation (Walking, Cycling)

Policies

In the interests of promoting active transportation, convenient and safe community connectivity, and reduction of greenhouse gases, as well as a healthy lifestyle, it shall be a policy of Council to consider the following measures as opportunities arise.

- 1) Sidewalks – It shall be a policy of Council to provide sidewalks as funding permits and opportunities rise (such as construction of new streets or water and sewer systems, as well as upgrading of local streets under the Five-Year Capital Works Plan – see Appendix B) along all existing and future collector streets, with priority given to those streets on which community facilities such as schools, churches, recreation areas and shopping facilities are



Legend

- Proposed Right-of-Way
- Proposed Lots
- Proposed Sidewalk
- Future Bridge
- Proposed Trail
- Municipal Boundary

New Route 109 Alignment



Future Bridge

New Route 105 Alignment

New Connecting Road Between Route 109 and Route 130

**Village of Perth-Andover
Municipal Plan Update - 2019
DRAWING #6
PROPOSED ROADWAY NETWORK**

0 25 50 100 150 200 Meters
Scale 1 : 6,000

located. Council should use its judgment based on traffic volumes and the location of residences and community facilities in determining whether sidewalks should be constructed on one or both sides of streets. Where applicable, sidewalk and trail connections should also be provided to existing and future trails and pathways.

- 2) Pathways – As subdivisions develop and expand, it shall be a policy of Council to require that pathways for pedestrians and bicycles be provided between subdivisions as well as from the subdivisions to adjacent trail systems, community facilities and shopping areas.
- 3) Crosswalks – It shall be a policy of Council to request or negotiate with DTI to consider providing pedestrian crosswalks at major intersections and across all future collector streets where warranted. The Transportation association of Canada(TAC) publishes a “Pedestrian Crossing Control Guide” to assist in determining the need for a traffic control device to assist the safe passage of pedestrians as well as determining the type of traffic control device that would be most suitable in the particular location of concern. Furthermore, if it becomes a safety concern, it shall be a policy to review and consider the provision of crossing guards at strategic locations in the vicinity of the school and recreation areas.

7.4.6 Parking and Loading Areas

Policies

- 1) It shall be a policy of Council that all future off-street parking and loading are provided in accordance with the respective sections of the Zoning By-Law.
- 2) It shall be a policy of Council that parking and loading areas in new developments or in redevelopment projects shall be located such that the visual impacts of the parking and/or loading areas on adjacent properties and roadways shall be minimized. This may include measures such as locating parking and loading areas to the rear of buildings and establishing screening via fences or landscaping.

7.4.7 Dangerous Goods Routes and Designated Truck Routes

Policies

- 1) It shall be a policy of Council to request and work with the Province to determine and enforce dangerous goods routes along provincially designated highways as well as local arterials. This will:
 - a) Serve to protect wellfields, important aquifers and environmentally sensitive areas.
 - b) Include routes covered by trucks transporting dangerous goods.
- 2) Council shall continue to work with the provincial government to designate, improve and maintain routes designed for the movement of truck traffic to ensure that high levels of commercial truck traffic are directed away from residential areas.

7.4.8 Destination and Street Signage

Policies

- 1) It shall be a policy of Council to work with the Province to provide destination signage for major community facilities and attractions. This signage should be consistent in design, colour and size to protect and improve aesthetics of the Village.
- 2) It shall also be a policy of Council to provide themed and coordinated street signage (such as the bridge shown on the Village logo) to add to visual appearance as well as create a sense of identity for the Village.

7.4.9 Climate Change Considerations - Transportation

Roadways are one of the components of a municipal infrastructure system that have the potential to be most affected by the severity and variability of future climate change. Impacts related to temperature changes include pavement rutting, bleeding of asphalt, flash freezing and more frequent freeze/thaw cycles, frost heaving and potholes. Precipitation changes can also impact pavement deterioration through increased moisture in road subgrades and embankments, resulting in lower bearing capacity, and through increased potential for flooding as well as freezing.

Policy

- 1) It shall be a policy of Council in planning and construction of future roadways to consider measures such as the following:
 - a) Avoiding low areas prone to flooding/drainage problems;
 - b) Considering higher road elevations in low areas;
 - c) Connecting isolated subdivisions to provide alternate accesses in the event of washouts or flooding blockages;
 - d) Promoting improved or more tolerant pavement design;
 - e) Developing salt management plans to manage the environmental impacts of road salt usage and snow removal operations;
 - f) Coordinating with NBDTI; and
 - g) Revising Infrastructure and Roadway Construction Specifications as new standards for design, operation or maintenance are adopted.

7.4.10 Public Input from Resident Questionnaire

Question 6:

"The Village is working with the Department of Transportation and Infrastructure (NBDTI) to make improvements to the bridge and the provincial highway in the Village. To support safe and efficient transportation infrastructure for vehicles, recreational vehicles, bicycles and pedestrians, what suggestions do you have for other transportation improvements in the Village?"

The following is a list of public suggestions and the number of times each was mentioned in brackets.

- 1) Improve road conditions (6)
- 2) Fix condition of Rte 109 up to F. Tribe Road (4)

- 3) Get roads or bridge out of flood plain (4)
- 4) Provide taxi / bus service for seniors on Wednesdays for senior shopping discount day (4)
- 5) Improve F. Tribe Road in area of TCH. Dangerous mix of trucks and tourists (3)
- 6) Put traffic lights at F. Tribe Road / Fort Rd (2)
- 7) Improve Perth Hill toward Tobique (2)
- 8) Have better snow removal for emergencies (2)
- 9) Have ATV trail throughout community (1)
- 10) Put sidewalks on both sides of F. Tribe Road (1)
- 11) Have access for 4 wheelers to a gas station (1)
- 12) Educate the public on how to use 4 way stops (1)
- 13) Improve trail maintenance (tree roots causing humps in pavement) (1)
- 14) Reduce speed limits on riverfront roads to 30 / 40 kph (1)
- 15) Crosswalk lights at heavy traffic intersections (1)
- 16) Use radar signs to post speeds (1)
- 17) Resurface road from bridge to Larlee Creek (1)
- 18) Put a roundabout at F. Tribe Road, TCH, Fort Road (1)
- 19) Put in wheel chair friendly sidewalks (ramps or cuts at curbs even at barrier free spots) (1)
- 20) Make shops / businesses wheel chair friendly – no steps or risers at entrances (1)
- 21) Better and more signs to identify trails, locations, entrances, crossings (1)

Policy

It should be a policy of Council, when reviewing transportation or traffic issues and in annual budgeting, to consider the suggestions for improvement listed by the residents above.

8.0 OVERALL LAND USE DEVELOPMENT

8.1 Background

Land use management policies allow the Village of Perth-Andover to guide the location and quality of development in the community to achieve the Village's vision. Future growth and the provision of transportation infrastructure and municipal services make land use a critical element in the future success of the community. The **Generalized Future Land Use Plan (Drawing #8)** will provide a valuable tool to guide future decisions by Council regarding the location and extent of various land uses.

8.2 Goal

To promote a pattern of growth and land use which will encourage orderly, efficient and equitable development within the community while incorporating the principles of sustainable development and climate change management.

8.3 Objectives

- 1) To enable sustainable land use development by encouraging smart growth principles such as mixed land use, mixed density, well-designed compact neighbourhoods, consolidation and infilling, as well as conservation and protection of the natural environment.
- 2) To enable land uses to develop in a compatible manner while allowing sufficient land to be available for future growth.
- 3) To make provision for an efficient street and pedestrian network and water and sewer infrastructure as the basic framework around which the community will grow.
- 4) To develop a street and pedestrian network that promotes connections between existing and future areas of development as well as street and trail networks that offer alternate transportation options and support health and environmental principles.
- 5) To encourage the provision of community facilities and services to serve all areas and residents of the community.

8.4 Policies

8.4.1 Land Use Designations

Policies

- 1) It shall be a policy of Council to manage the land use resources of the Village in accordance with the land use plan designated on **Drawing #8 - Generalized Future Land Use Plan**. The designations include Residential, Commercial, Industrial, Institutional, Rural and Agriculture, Recreation and Open Space.
- 2) The specific policies applicable to each of these land use designations will be described in the appropriate sections which follow.

- 3) It shall be a policy of Council to require amendments to the Municipal Plan where a major change in land use is proposed. A major change is a switch between the designated uses listed in 1) above.
- 4) It shall be a policy of Council to provide for more specific delineation of land use categories in the Zoning By-Law, which is consistent with the Generalized Future Land Use designations.

8.4.2 Non-Conforming Uses

Policies

- 1) In conformance with Section 60 of the *Community Planning Act*, it shall be a policy of Council that any land use existing at the time this Plan is approved, that does not conform to the land use designations shown on the **Generalized Future Land Use Plan (Drawing #8)**, and which is subsequently non-conforming to the Zoning By-Law, will be permitted to continue. However, if a building or structure containing such a use is damaged to the extent of at least half of the whole (exclusive of foundation) or if it is discontinued for a consecutive period of ten months, then any reuse must conform to the Plan and Zoning By-Law unless otherwise permitted by the Village's Planning Advisory Committee.
- 2) It shall be a policy of Council to encourage the relocation of non-conforming uses to appropriately designated and planned sites.

8.4.3 Reservation of Lands for Public Use

Policy

It shall be a policy of Council that, wherever the reservation of private land for public use is mentioned in this Plan, it shall be with the understanding that it will be the intention of Council to acquire the use of such land through outright purchase, through public dedication or through negotiation and agreements with the owners of such lands. In the interim, such designated land shall be zoned in a category which provides protection of the affected land for its long-term intended use (as recommended in this Plan).

8.4.4 Efficient, Compatible Development

Policy

It shall be a policy of Council to encourage general growth and development that is cost effective, compatible and environmentally sound by the following:

- a) Concentrating new growth in areas that are adequately serviced and properly planned;
- b) Encouraging development in areas which would be contiguous to, or infilling between, existing built-up areas;
- c) Requiring commercial, industrial and institutional uses to be physically separated from residential areas by means of adequate separation distances or by incorporating suitable landscaped buffer areas;
- d) Discouraging development in physically unsuitable or environmentally sensitive areas, such as wetlands, along watercourses and in flood plains; and

- e) Restricting development in unserved areas to the extent possible.

8.4.5 Design Criteria

Policies

- 1) It shall be a policy of Council to promote efficient development that is compatible with the scale and character of the Village neighbourhoods.
- 2) To achieve neighbourhood scale development, it shall be a policy of Council to consider design criteria, as part of the approval of any new development, which incorporates the following design principles:
 - a) Creating a sense of place for users and passersby;
 - b) Promoting buildings that relate appropriately to the surrounding development and streets and creating a cohesive visual identity and street scene through compatible design, scale and landscaping;
 - c) Promoting connectivity through contiguous pedestrian and vehicular circulation patterns;
 - d) Promoting parking areas that provide safe and efficient access to buildings; and
 - e) Creating a unique and identifiable image for development through design, signage and landscaping.

8.4.6 Climate Change Considerations – Land Use

Policy

It shall be a policy of Council in considering or approving various land use development to encourage development that:

- a) Reduces greenhouse gas emissions by providing more compact, dense and connected development to minimize land consumption and decrease travel times between uses;
- b) Minimizes tree clearing and encourages retention and planting to provide more shade to control temperatures and humidity levels;
- c) Maximizes natural green spaces and minimizes hard surfaced, non-porous materials in parking lots to decrease storm runoff and increase infiltration to replenish groundwater. This would be most critical in areas that are subject to flash flooding from sudden rainfall events; and
- d) Avoids locating uses in flood-prone or low-lying drainage areas as shown on the **Generalized Future Land Use Plan (Drawing #8)**, which can endanger human life and properties and interfere with storm water flow and exacerbate flooding.

9.0 RESIDENTIAL DEVELOPMENT

9.1 Background

The Village of Perth-Andover is primarily a residential community. Existing residents value the rural flavour with its human scale, low density, quietness and privacy. However, the 0.4-ha (1 acre) low density, unserviced (well and septic tank) development is an inefficient and costly pattern of development, as well as environmentally risky, with respect to contamination of wells by septic systems. In the interests of sustainable development, future neighbourhood design should strive to achieve well-designed compact neighbourhoods with mixed density uses. The Residential policies are key in guiding development as they influence the character and atmosphere of neighbourhoods in the Village. Traditional development patterns with scattered subdivisions back from the main streets resulted in limited connectivity between and within residential areas and to other areas of the Village. It is envisioned that future development in the Village will include a street and pathway network that will lead to well-connected neighbourhoods.

9.2 Goal

To ensure all residents are adequately housed by providing a diverse and healthy community with well-connected neighbourhoods in order to retain and attract residents.

9.3 Objectives

- 1) To maintain a high-quality residential environment.
- 2) To minimize the risk of property damage due to potential flooding by preventing future residential development below the design flood elevation of 83.2 m.
- 3) To encourage infilling and growth of subdivisions in the areas of the Village that are provided with community water and sewer services.
- 4) To encourage forms of higher density housing in acceptable locations and with compatible designs.
- 5) To encourage a mix of housing types that meets the diverse needs of residents with respect to age, income and lifestyle choices.
- 6) To encourage residential development that supports more active transportation (walking, cycling) through well-connected neighbourhoods.
- 7) In the interests of healthy lifestyles and efficient, convenient development, to encourage the development of a pathway network to connect residential development to other nodes of activity such as commercial uses, recreational uses and places of interest.
- 8) To preserve natural forests and vegetation where possible and to blend natural features with the built form of new development.

9.4 Policies

9.4.1 Permitted Uses in Residential Designation

Policy

- 1) In the areas designated Residential on the **Generalized Future Land Use Plan (Drawing #8)**, it shall be a policy of Council to permit the following uses:
 - a) Single-unit dwellings;
 - b) Two-unit dwellings;
 - c) Row housing;
 - d) Multiple-unit dwellings (up to 20 units) subject to Policy 9.4.2;
 - e) Mobile and mini-home parks and subdivisions subject to Policy 9.4.3;
 - f) Home occupations subject to Policy 9.4.4;
 - g) Institutional uses subject to Policy 9.4.5;
 - h) In-law suites and garden suites subject to Policy 9.4.6;
 - i) Residential care facilities subject to other policies of this Plan and the Zoning By-Law;
 - j) Recreation uses, paths and open spaces subject to the Zoning By-Law; and
 - k) Uses accessory to the above permitted uses subject to the Zoning By-Law.

9.4.2 Multiple-Unit Dwellings

Policy

In the areas designated Residential on the **Generalized Future Land Use Plan**, it shall be a policy of Council that higher density uses (up to 20 units), whether new units or conversion of existing single-unit dwellings, would only be permitted as an amendment (through Section 59 of the *Community Planning Act*) to the Zoning By-Law and subject to the following conditions:

- a) That the lot size, yard requirements, building height, number of units and parking requirements be subject to the conditions as outlined in the Zoning By-Law.
- b) That the development will not cause capacities of existing municipal services to be exceeded.
- c) That natural features on the site be preserved through tree retention and minimization of soil removal.
- d) That the location, design and layout of vehicular and pedestrian access to the site be reviewed by the Village to ensure it is located adjacent to, or in close proximity to, arterial or collector streets; that it is on the periphery of low-density neighbourhoods; and that it incorporates high quality exterior building design.
- e) That the development be subject to the Design Criteria as outlined in Policy 9.4.8 and the Zoning By-Law.
- f) That, in addition to the notification required under the *Community Planning Act*, the adjacent residents within 100 m of the property be informed of the proposed use and an opportunity be provided for questions or expressions of concern.

9.4.3 Mobile and Mini-Home Development

Policy

In the areas designated Residential on the **Generalized Future Land Use Plan (Drawing #8)**, it shall be a policy of Council that mobile or mini-homes shall be permitted only in a mobile or mini-home park (where lots are rented from the developer) or subdivision (where lots are sold to the mobile or mini-home purchaser) in accordance with the Zoning Provisions. It is proposed that mini-home parks or subdivisions will be adequately buffered by trees, vegetation or natural topography from adjacent conventional home subdivisions. It is further proposed that the Zoning By-Law require mini-homes to be oriented parallel to the street to ensure they are more aesthetically pleasing and also that they are placed on permanent foundations, have a pitched roof and are skirted with aesthetically appropriate and compatible material.

9.4.4 Home Occupations

Council has recognized the need for balance in allowing some residents to operate a business out of their homes while respecting the rights of neighbouring residents to enjoy their homes and uphold their property values.

Policy

It shall be a policy of Council that home occupations will be permitted within Residential areas subject to the conditions as outlined in the Zoning By-Law covering number of employees, floor areas, signage and parking requirements.

9.4.5 Institutional Uses

Policy

In the areas designated Residential on the **Generalized Future Land Use Plan**, it shall be a policy of Council that Institutional uses will be permitted only as an amendment to the Zoning By-Law and subject to the conditions outlined in Policy 12.4.1.

9.4.6 In-Law Suites and Garden Suites

An in-law suite is a temporary living unit that is attached to the side or rear of a single-detached dwelling and is defined in the Zoning By-Law. A garden suite is a secondary dwelling unit that is detached and located at grade to the rear of a single-detached dwelling.

Policy

It shall be a policy of Council that garden suites will be permitted only as an amendment to the Zoning By-Law and subject to the terms and conditions outlined in the provisions.

9.4.7 Land for Public Purposes

Policy

It shall be a policy of Council that the developers of all residential subdivisions will dedicate to the municipality eight percent of the land subdivided (exclusive of streets) for public use, subject to Policy 13.4.2.

9.4.8 Subdivision Design Standards

Policy

It shall be a policy of Council that any applications received for subdivision shall be reviewed to ensure compliance with the requirements of the Subdivision By-Law and that good principles of subdivision layout and design are incorporated. The following design objectives will guide the Subdivision By-Law:

- a) To ensure the provision of a network of collector and local streets so that adjacent subdivisions can be integrated over time. For the guidance of staff and Council, typical street and lotting layouts have been superimposed on the **Generalized Future Land Use Plan (Drawing #8)**. These are shown only for illustration purposes and are not binding on Council or developers.
- b) To provide that future access to lands located adjacent to new subdivision development is ensured by reserving a 20-m access to adjacent property at a minimum of 300 m of road frontage in new subdivisions.
- c) To encourage residential development that supports safe, healthy living and active transportation by ensuring the provision of pathways along rights-of-way or easements between streets so that safe movements of pedestrians and cyclists can be encouraged along an integrated network of sidewalks, trails and pathways between subdivisions and to community facilities such as parks, schools, playgrounds and shopping areas. This measure will also reduce the potential for trespassing across private properties to gain access to adjacent streets and community facilities.
- d) To ensure the traffic capacity of adjacent streets is sufficient to accommodate the forecasted traffic generated by the new development.
- e) To ensure vehicle access points to arterial and collector streets are minimized where possible by encouraging shared access driveways and by appropriately controlling access from corner lots (i.e., only one access and as far away from the corner as possible).
- f) To ensure sidewalks are provided on arterial and collector streets where required.
- g) To make every effort to have future development occur in serviced subdivisions, although unserviced development can be permitted at the discretion of Council.

- h) With respect to neighbourhood character, to attempt to preserve the character of existing neighbourhoods by requiring new development to conform to the extent possible with the existing intensity of use, scale, land use patterns and general characteristics of the established neighbourhood.
- i) To create a safe environment for individuals and families to live, work and play.

9.4.9 Seniors Housing

Policy

In recognition of the importance of allowing seniors to age in place, and providing housing options for an aging population, it shall be a policy of Council to encourage (through negotiations with the Province or incentives offered to private sector developers), the development of assisted living facilities, seniors' housing, group homes and shelters in any zone, as an amendment to the Zoning By-Law and subject to the conditions outlined in Policy 12.4.1. In this way, Council can ensure these facilities are located close to recreation, commercial and other neighbourhood amenities and are also compatible with the existing neighbourhood.

9.4.10 Unserviced Development

Policy

Because it is a costly and inefficient form of development, it shall be a policy of Council to discourage and limit unserviced development (on wells and septic tanks) in accordance with Policy 17.4.5.

There are some areas where development has been allowed on wells and septic tanks to accommodate homes relocated from the flooded areas. Some of these can be completed as unserviced since it would be prohibitively expensive to extend services past the existing serviced areas.

9.4.11 Climate Change Considerations – Residential

Policies

- 1) In recognition of historic flooding of the Saint John River and the predicted increases related to climate change, it shall be a policy of Council to limit any residential and other building construction to the areas above the 83.2 m design flood elevation.
- 2) It shall be a policy of Council, when considering or approving development applications, to encourage residential developments that are more compact, dense and connected by trails and pathways to maximize active transportation and reduce the need for vehicle use.
- 3) It shall be a policy of Council to encourage developers to consider more energy-efficient subdivision layouts that accommodate features such as east-west streets to promote active and passive solar gain, as well as landscaping that provides shade in the summer and wind protection during the winter to reduce cooling and heating costs.

9.4.12 Public Input from Resident Questionnaire

Question 1:

"Perth-Andover has mainly single-family housing. To provide a greater variety in choice and price range, especially for young working people and seniors, what types of housing would you consider acceptable in the Village?"

Answers and number of replies for each in brackets.

- 1) Town house / row house (31)
- 2) Two family (29)
- 3) Apartments (low rise) (19)
- 4) Affordable senior housing (5)
- 5) Small single family / tiny homes (2)
- 6) Group homes (2)

Policy

In addition to policies supporting these in the Plan, it shall further be a policy of Council to consider all the types of housing mentioned above when they are able to influence developers and builders.

10.0 COMMERCIAL DEVELOPMENT

10.1 Background

Note: The first four paragraphs below describe the situation as it existed heading into the Draft Municipal Plan when there were 3 commercial development options presented. However, as part of the Draft Plan methodology, it was proposed to hold more meetings to discuss more commercial options further with the Village Council and members of the affected business community. This resulted in 5 concepts being presented of which 3 were chosen to include in the Municipal Plan. The fifth paragraph presents the results of these meetings and discussions.

There are several issues which affect the future development and location of commercial use in Perth-Andover. The design, location and timing of future bridge and associated highway construction must be determined before decisions can be made by Village Council and business owners. If the construction of the connecting road systems related to the bridge, Routes 105, 109 and 190 are as shown on **Drawing #2 – Proposed Roadway Network**, the commercial uses in the BIA could remain in the downtown area and be located on new sites on the fill that would be put in to keep the new roadways and adjacent new commercial lots above the design flood elevation as shown on **Drawing #3 – Option A – Town Centre Concept**. This is also dependent on decisions by the affected business owners as to their preference of locations and if settlements or programs related to relocation out of the flood plain are forthcoming from the Province. If there is no assistance, some owners may decide to locate elsewhere in the Village. (This option was retained for consideration in the Municipal Plan).

The owners of businesses on the west side along West Riverside Drive would have similar decisions to make, based on the same possibilities associated with filling the road and lots adjacent to West Riverside Drive as shown on **Drawing #4 – Commercial Lots Andover**. (This option was later dropped from further consideration since West Riverside Drive was not included in the DTI plans and would have been prohibitively expensive and not economically feasible).

If it were decided by the Council and/or by business owners not to rebuild in either of the two options described above, then the F. Tribe Road area would become the likely focus of future commercial development in the Village. The area along F. Tribe Road and near the TCH would have more pressure to accommodate these relocated business uses as well as the ongoing Highway Commercial and small strip mall development that has been characteristic of this area over recent years. **Drawing #5 – New Commercial Lots, F. Tribe Road** illustrates one possible concept.

A fourth area of potential development (although no drawing had ever been prepared) is the area lying south of Fort Road across from the Industrial Park and the commercial development along Columbus Street. This area could also develop as residential or as a site for civic and recreational uses if it were decided to relocate the schools, Village Office, fire hall, civic centre and recreation areas currently located along West Riverside Drive and School Street. (This option was later retained for consideration with emphasis given to civic development).

As described in the note above, during the Draft Municipal Plan process, it was decided to hold more meetings with staff, Council and members of the business community affected to discuss proposed locations for new commercial development. Subsequent to the options described in the background above, the Department of Transportation and Infrastructure (NB DTI) notified the Village that the proposed raising of the bridge and the connecting road system had been dropped as one of the

government's priorities and was now planned as intended but the time frame for actual start up was extended into the medium to longer term future. Since this affected the options for commercial development and, especially relocation from the traditional downtown centre, the consultants decided to make some modifications to the earlier options described in the background above. Five modified concepts were prepared along with an accompanying table that described the pros, cons and the costs associated with each concept so that Council and business community could make a more informed decision regarding the commercial options they wished to pursue.

The five concepts considered are presented on the following pages as:

Concept 1, Redevelopment of the existing central business areas on Main Street;

Concept 2, Development of the whole DTI site on F. Tribe Road;

Concept 3, Development of a portion of the DTI site;

Concept 4, Development further south along F. Tribe Road; and

Concept 5, Development of the vacant site east of F. Tribe Road between Fort Road and Hillcrest Drive.

Appendix B presents a table comparing the features, advantages and disadvantages of the sites as well as a cost table comparing the three chosen options.

The area formerly considered along west Riverside Drive was dropped from further consideration since the raised/road proposals did not include west Riverside Drive, making the raising of the road by the Village and the filling of any adjacent lots, prohibitively expensive and unfeasible.

A public meeting with the consultant, Village Council and the business owners affected was held on Oct 7, 2019. As a result of the meeting, although Concept 1, downtown redevelopment, was preferred by the group, the uncertainty as to the timing of the construction of a new bridge and its connecting roads, left no choice but to opt for the F. Tribe Road concept, the purchase and redevelopment of the DTI garage site (Concepts 2 & 3). Because of the concern with driving DTI out of the Village, it was decided that the best option was to pursue Concept 3, development of the north end of the DTI property which would not affect any of the existing DTI buildings or yard and storage areas. Concept 2 might be possible for expansion in the longer term, if DTI were to decide to relocate its entire site. If it did relocate, a site in the expanded area of the current Industrial Park was suggested. It was also suggested that a land trade between DTI and the Village might facilitate that possibility.

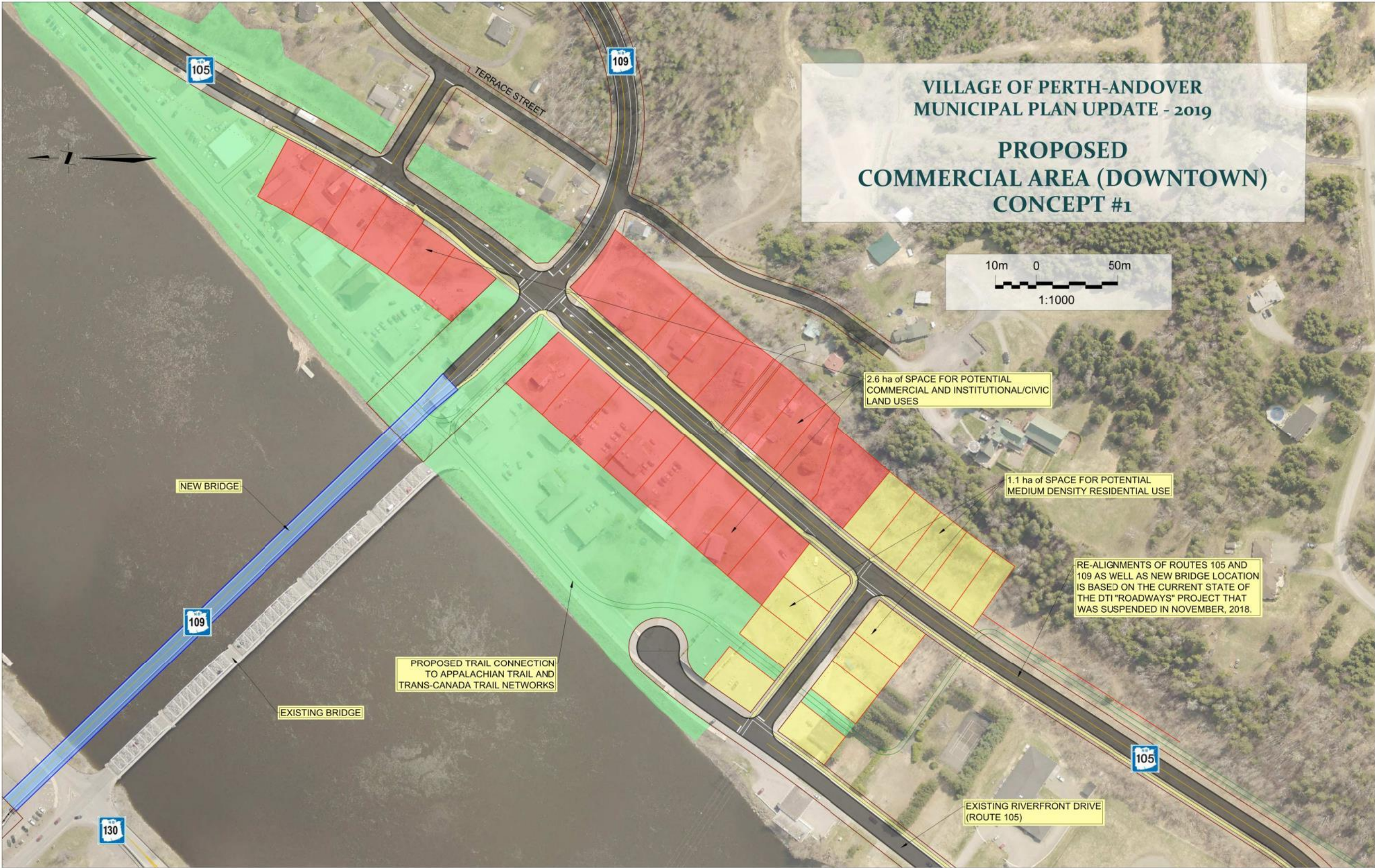
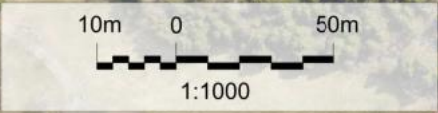
Those at the meeting felt that Concept 4 (further south along F. Tribe Road) was too far from the current centre of activity but would be retained in the Municipal Plan for longer term commercial development.

The attendees also concluded that Concept 5, between Fort Road and Hillcrest Drive, should be reserved for future institutional or civic development such as the redevelopment / relocation of the civic properties now lying in the flood plain. This included the Village Hall, Fire Hall, Library, Civic Centre, etc. This area is central to the more densely built up residential areas on the west side of the river.

It was felt that the Andover Elementary School and the Southern Victoria High School if, relocated, should be relocated to the vacant properties to the north and east of the Perth-Andover Middle School.

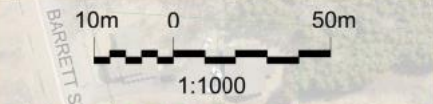
VILLAGE OF PERTH-ANDOVER
MUNICIPAL PLAN UPDATE - 2019

**PROPOSED
COMMERCIAL AREA (DOWNTOWN)
CONCEPT #1**



VILLAGE OF PERTH-ANDOVER
MUNICIPAL PLAN UPDATE - 2019

PROPOSED
COMMERCIAL AREA (F. TRIBE ROAD)
CONCEPT #2



WIDEN EXISTING ROUTE 109 TO
PROVIDE SEPARATE TURN LANES.

EXTEND EXISTING SIDEWALK

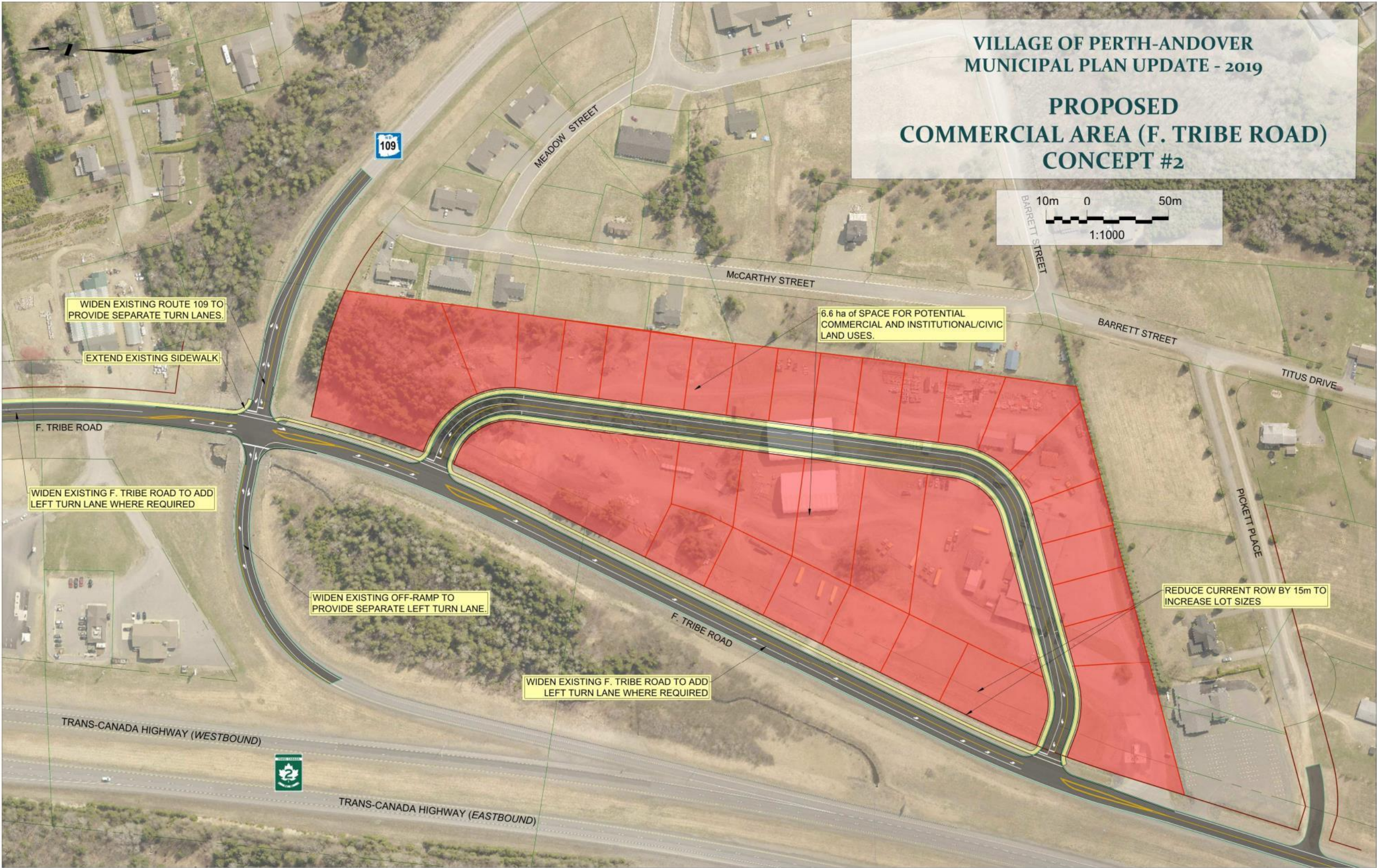
WIDEN EXISTING F. TRIBE ROAD TO ADD
LEFT TURN LANE WHERE REQUIRED

WIDEN EXISTING OFF-RAMP TO
PROVIDE SEPARATE LEFT TURN LANE.

WIDEN EXISTING F. TRIBE ROAD TO ADD
LEFT TURN LANE WHERE REQUIRED

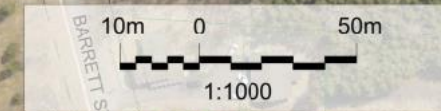
6.6 ha of SPACE FOR POTENTIAL
COMMERCIAL AND INSTITUTIONAL/CIVIC
LAND USES.

REDUCE CURRENT ROW BY 15m TO
INCREASE LOT SIZES



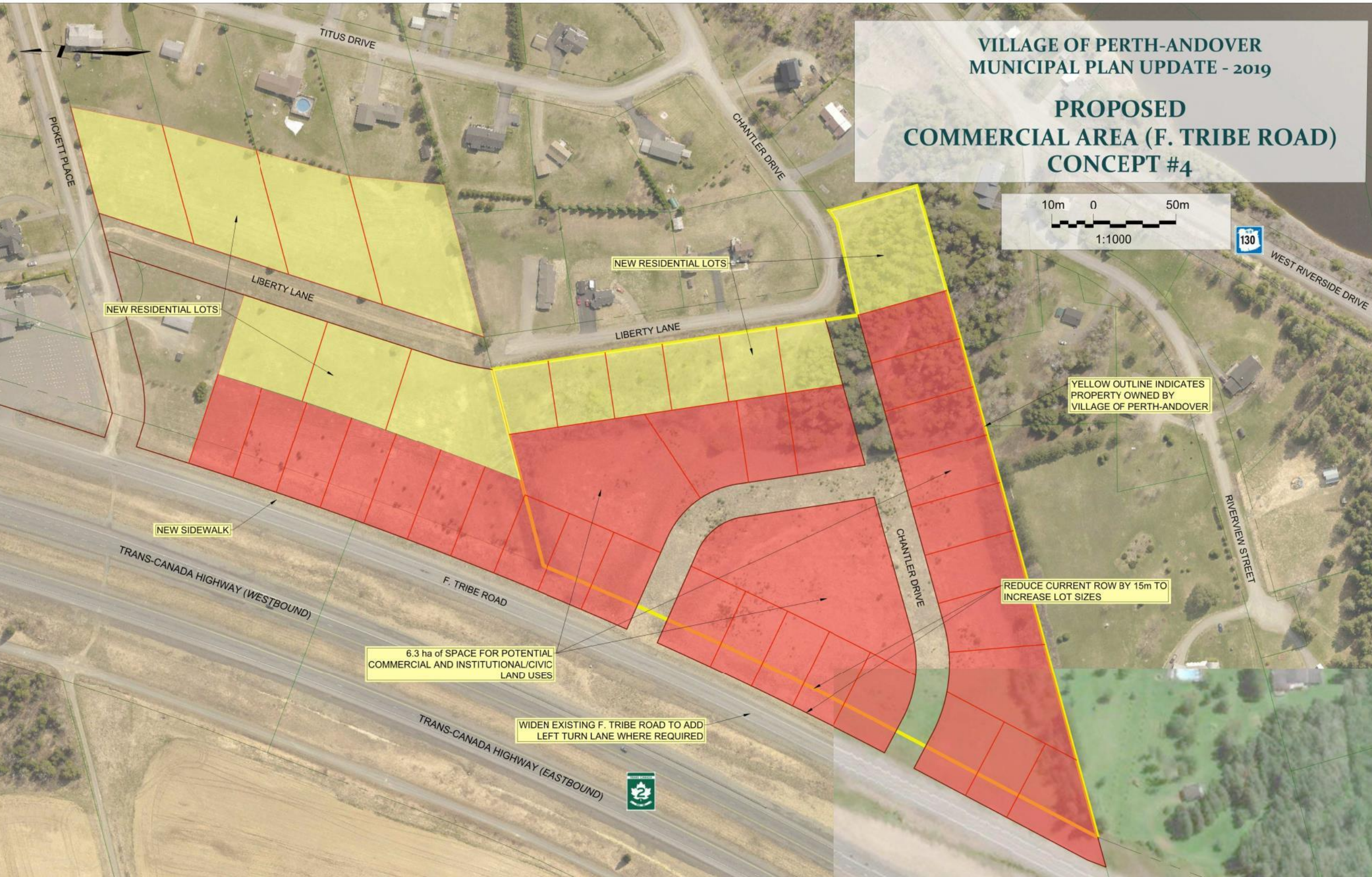
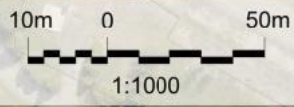
VILLAGE OF PERTH-ANDOVER
MUNICIPAL PLAN UPDATE - 2019

PROPOSED
COMMERCIAL AREA (F. TRIBE ROAD)
CONCEPT #3



VILLAGE OF PERTH-ANDOVER
MUNICIPAL PLAN UPDATE - 2019

PROPOSED
COMMERCIAL AREA (F. TRIBE ROAD)
CONCEPT #4



NEW RESIDENTIAL LOTS

NEW RESIDENTIAL LOTS

YELLOW OUTLINE INDICATES
PROPERTY OWNED BY
VILLAGE OF PERTH-ANDOVER

NEW SIDEWALK

6.3 ha of SPACE FOR POTENTIAL
COMMERCIAL AND INSTITUTIONAL/CIVIC
LAND USES

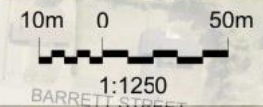
WIDEN EXISTING F. TRIBE ROAD TO ADD
LEFT TURN LANE WHERE REQUIRED

REDUCE CURRENT ROW BY 15m TO
INCREASE LOT SIZES



VILLAGE OF PERTH-ANDOVER
MUNICIPAL PLAN UPDATE - 2019

PROPOSED
COMMERCIAL AREA (F. TRIBE ROAD)
CONCEPT #5



YELLOW OUTLINE INDICATES
CURRENT VILLAGE-OWNED PARCEL

5.0 ha of SPACE FOR POTENTIAL
COMMERCIAL AND INSTITUTIONAL/CIVIC
LAND USES

NEW STREET CONNECTION TO
HILLCREST DRIVE

EXISTING STREAM
AND 30m BUFFERS

NEW STREET CONNECTION

NEW STREET AND
SIDEWALK

ALTERNATIVE STREET
ALIGNMENT

WIDEN EXISTING ROUTE 109 TO
PROVIDE SEPARATE TURN LANES.

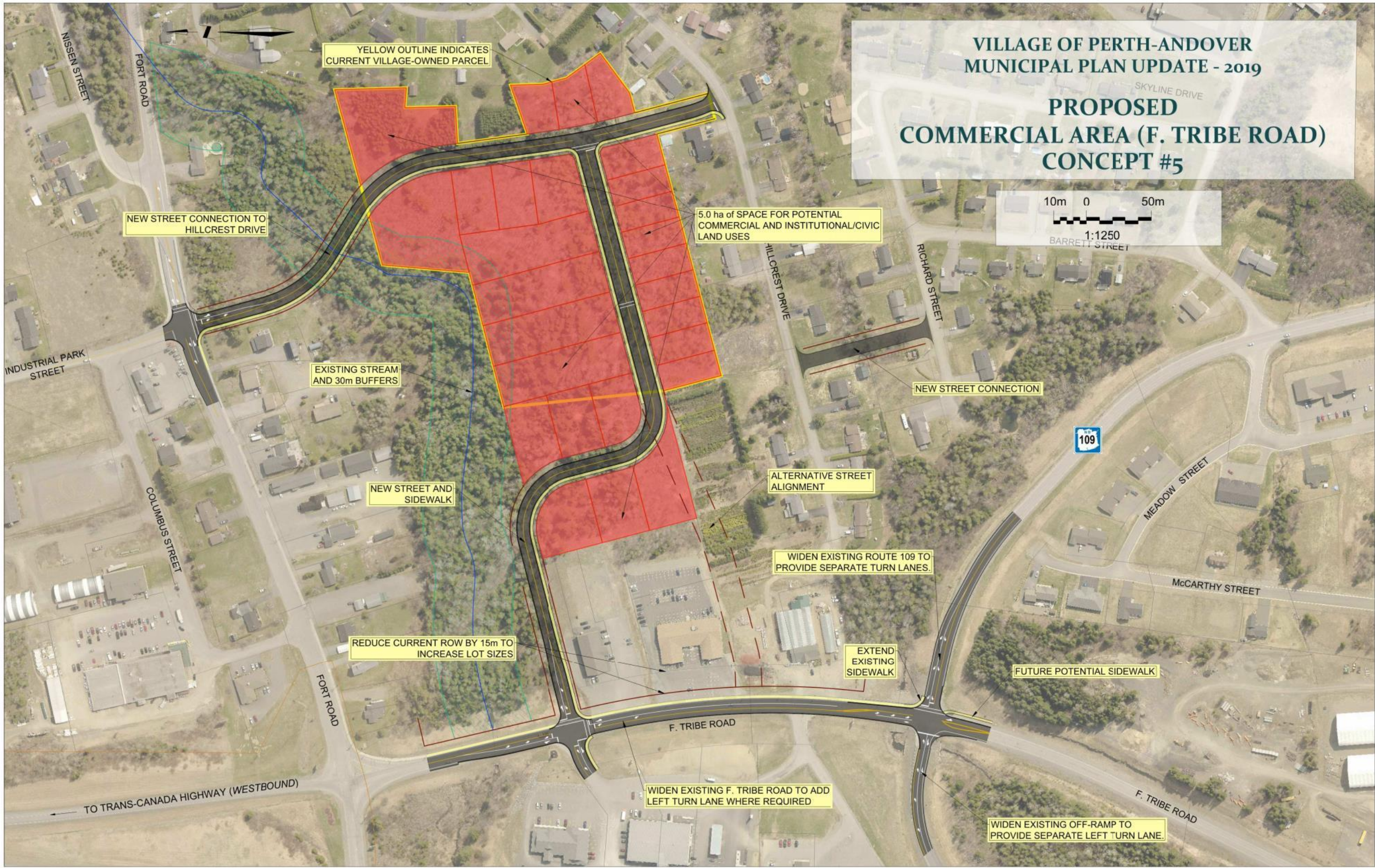
REDUCE CURRENT ROW BY 15m TO
INCREASE LOT SIZES

EXTEND
EXISTING
SIDEWALK

FUTURE POTENTIAL SIDEWALK

WIDEN EXISTING F. TRIBE ROAD TO ADD
LEFT TURN LANE WHERE REQUIRED

WIDEN EXISTING OFF-RAMP TO
PROVIDE SEPARATE LEFT TURN LANE.



It was also decided that Concept 1 should be kept on the back burner until the construction of the new bridge and connecting roads became a reality.

Consequently, based on this discussion and feedback, the areas for Concepts 1, 2, 3 and 4 are designated as commercial on the Future Land Use Map, Drawing 6, and the Fort Road / Hillcrest Drive area site, Concept 5, be designated as institutional. Since any of these sites would be appropriate locations for commercial and institutional uses, the commercial zone in the Zoning By-Law will permit institutional uses as conditional uses and the institutional zone will permit commercial as conditional uses.

10.2 Goal

To relocate, redevelop and consolidate new commercial development in one or more of four areas: the CBD on the east side, the F. Tribe Road/TCH area, or the Fort Road area as discussed in Section 4.5. The intent is to provide the residents of the area with the best shopping experience possible, given today's constraints on flooding, population growth and competition from other municipalities in the region.

10.3 Objectives

- 1) To work with the Province and the business owners to determine how best to implement redevelopment of the Village's commercial areas on both sides of the river as described in Section 10.1 above.
- 2) To work with business owners in the F. Tribe Road/TCH area to develop that area as a secondary commercial area, principally for uses of a Highway Commercial and Neighbourhood Commercial nature, to serve the needs of the motoring public as well as the local residents.

10.4 Commercial Development Policies

10.4.1 Central Commercial Development

Policies

- 1) It shall be a policy of Council to work with the Province and local businesses in the Central Commercial area on Main Street to determine if and when the plan shown on Concept 1 is able to be implemented in conjunction with the construction of the proposed raised bridge and connecting roads. This will depend on the funding that might be available from the Province of the Village at that time and the willingness of business owners to relocate. The area is the historic and traditional central business district and the Village's designated BIA.
- 2) It shall be a policy to pursue the development Concept 1 in accordance generally with the layout shown. It includes design components such as access, parking, building locations and landscaping requirements. Obviously, they can be modified at a more detailed design stage.
- 3) It shall be a policy of Council to include attention to safe and convenient pedestrian circulation, as well as visual attractiveness, by coordinating street and interior signs, lighting, planting and street furniture, while also preserving and taking advantage of riverfront views

and access. A mix of uses could also be encouraged by integrating offices and housing components of higher density types, such as apartments, as standalones or provided in upper levels over commercial retail uses.

10.4.2 Highway Commercial Development

Highway Commercial activities typically depend heavily upon vehicular traffic. By its nature, Highway Commercial development tends to be linear along main roads and thus can impede traffic flows unless carefully designed. While some Highway Commercial development is desirable, strip or high-density linear development should be controlled.

Policies

- 1) It shall be a policy of Council to permit Highway Commercial development along the north side of F. Tribe Road as designated on the **Generalized Future Land Use Plan (Drawing #8)** including Concepts 2, 3 and 4. For guidance of Council, typical street and lotting arrangements have been superimposed to illustrate how streets can be added in some areas, with lots fronting on a new street and access limited on F. Tribe Road to minimize conflicts between through and local traffic along F. Tribe Road. These layouts are shown only for illustration purposes and not binding on Council or developers who may modify the layouts as they see fit at the time of development.
- 2) If Highway Commercial uses are proposed in any other areas of the Village, it shall be a policy of Council to consider these only by amendment to the Plan and Zoning By-Law after consideration of impacts on traffic as well as neighbouring uses. This approach provides for Council as well as neighbouring residents to be notified so they can provide input before any Highway Commercial uses are approved.

10.4.3 Neighbourhood Commercial Development

Neighbourhood Commercial uses (e.g., convenience shops, small corner grocery stores) are usually located in, or in close proximity to, residential areas. Control over signage, façade treatment, parking, site access and other design elements should be exercised so as to ensure that the residential character of the area is maintained. Existing Neighbourhood Commercial development will be zoned for this use.

The location of new Neighbourhood Commercial facilities should not be pre-zoned since they are convenience type facilities and their location will be dependent upon the rate and location of future development. An application for rezoning will therefore be required for any new Neighbourhood Commercial development. The location of a Neighbourhood Commercial development should be determined based on the compatibility of adjacent land uses and the ability to minimize potential negative impacts on existing development.

Policy

- 1) It shall be a policy of Council that, prior to rezoning approval, the proponent of the Neighbourhood Commercial use and Village Council shall enter into an agreement describing the development with steps to minimize adverse effects on adjacent land uses, including the provision of adequate buffering. Off-street parking and loading space must also be provided in accordance with standards established in the Zoning By-Law.

10.4.4 Landscaping of Commercial Development

Buffer planting, which includes provisions for grass strips and appropriate trees and shrubs, shall be provided between a Commercial use and adjacent Residential and Institutional uses.

Policy

- 1) It shall be a policy of Council that the establishment of appropriate buffers consisting of visually impervious planting screen or appropriate fencing be incorporated with Commercial development in order to improve on-site aesthetics as well as to buffer or screen buildings, loading, and parking from adjacent Residential or Institutional areas. Commercial buildings and lighting or signs shall be attractive in appearance and be designed to minimize distraction to adjoining Residential areas. Fascia signs only will be encouraged; however, high-quality freestanding signs shall be permitted provided they meet the standards established in the Zoning By-Law.

10.4.5 Air BNBs

Another use that is becoming as issue is Air BNBs. These are units or rooms in private residences that are rented out to tourists on a short-term basis. Air BNBs are not regulated by the Province as are hotels and motels. There are many complicated issues regarding regulating Air BNBs that are related to land use / zoning, tourism, social issues and taxation. That is the reason most provinces and municipalities have not been able to develop legal regulations to deal with them. Municipalities that have tried to deal with them have faced legal challenges on all the related issues listed above. It is understood that Charlottetown, PE, has been grappling with this issue for over two years. They are expected to draft a Zoning Provision later this year to try to address the issue. Once it is released in the spring of 2020, it shall be a policy of the Council to review the Charlottetown By-Law and the reactions to it before they attempt to regulate Air BNBs.

10.4.6 Climate Change Considerations – Commercial

Policy

It shall be a policy of Council, when considering Commercial development applications, to encourage the provision of measures that would minimize rapid storm runoff in areas subject to flooding or drainage issues. This might include incorporating features such as permeable paving materials in parking lots as well as possible storage on roofs, in parking lots, attenuation ponds or underground storage tanks so runoff can be temporarily contained and allowed to be released after the peak of storm runoff has passed.

10.4.7 Public Input from Resident Questionnaire

Question 2:

"To assist Council in attracting new business, are there other businesses that you feel would be supported in the Village?" (Note: There will be a separate process/questionnaire dealing with the issue of commercial location/relocation).

- 1) Department store (14)
- 2) Grocery store (6)
- 3) General variety store (6)
- 4) Clothing store (3)
- 5) Restaurant (3)
- 6) Tourism related businesses (3)
- 7) Small engine sales and repair (2)
- 8) Outlet mall (2)
- 9) Pet store (2)
- 10) Dairy Queen / McDonalds (2)
- 11) Drive-in theatre (2)
- 12) Craft sales in old court house (1)
- 13) Bike shop (1)
- 14) Nice motel (1)
- 15) Bakery (1)
- 16) Furniture store (1)
- 17) Plumbing store (1)
- 18) Snowmobile / ATV repair (1)
- 19) Butcher shop (1)
- 20) Children's clothing store (1)
- 21) Second hand store (1)
- 22) Fulltime veterinarian (1)
- 23) Small gift shop (1)
- 24) Theatre (1)
- 25) Attract more highway traffic (1)
- 26) Fix up our shabby downtown (1)

Policy

It shall be a policy of Council when it has an opportunity to influence decisions or attract new business to consider the suggestions of residents as expressed in Question 2.

11.0 INDUSTRIAL DEVELOPMENT

11.1 Background

Historically, Perth-Andover has not been recognized as an industrial centre; however, development of new industry within the region may trigger the growth of related service industries. To capture some of the spin-off benefits from the growth of these activities, Perth-Andover should encourage industrial growth in the existing Perth-Andover Industrial Park and the area to the north and west of the existing Park as illustrated on the **Generalized Future Land Use Plan (Drawing #8)**.

11.2 Goal

To provide adequate serviced land with good access to the Trans-Canada Highway for future Industrial development.

11.3 Objectives

- 1) To establish terms and conditions in the Zoning By-Law to suitably accommodate industrial development within the existing fabric of the community.
- 2) To encourage additional industrial growth within the Industrial Park.
- 3) To examine the feasibility of acquiring land adjacent to the Industrial Park to accommodate new development.

11.4 Policies

11.4.1 Location

Policy

- 1) It shall be a policy of Council to direct new industrial activities to designated Industrial areas as shown on the **Generalized Future Land Use Plan (Drawing #8)**. For the guidance of staff and Council, typical street layouts have been superimposed on this area to show how streets and connections could be arranged. These are shown for illustration purposes only and are not binding on Council or developers.

11.4.2 Buffer Planting

Policy

- 1) It shall be a policy of Council that Industrial activities, which are located in designated and non-designated Industrial areas and abut Residential areas, be required to establish appropriate types of screening/buffering as a means to minimize the aesthetic impact on abutting uses.

11.4.3 Appearance

Policy

- 1) It shall be a policy of Council that Industrial buildings and lighting or signs reflect a high quality of development in order to create an attractive appearance and minimize distraction to any adjoining Residential areas.

11.4.4 Parking and Access

Policy

- 1) It shall be a policy of Council that adequate off-street parking facilities be provided as required by the Zoning By-Law. Access/egress points to such parking shall be limited in number and designed in a manner that minimizes danger to both vehicular and pedestrian traffic.

11.4.5 Loading Facilities

Policy

- 1) It shall be a policy of Council that adequate off-street loading and unloading facilities, sufficient in area to accommodate delivery vehicles/trucks within the perimeter of Industrial properties, be provided in accordance with the detailed requirements specified in the Zoning By-Law.

11.4.6 Storage

Policy

- 1) It shall be a policy of Council that the storage of goods and materials, particularly environmentally hazardous commodities such as fuel and chemicals, be in compliance with the *Clean Environment Act*. It shall further be a policy of Council to establish a hazardous goods route to and from the Industrial Park.

11.4.7 Nuisance Effects

Policy

- 1) It shall be a policy of Council that the Zoning By-Law have statements to minimize the emission of noxious and/or nuisance effects such as noise, smoke, dust or odour, as a result of Industrial processes. Outdoor storage of materials should be screened from the street and abutting properties by means of an appropriate fence or landscaping.

11.4.8 Climate Change Considerations – Industrial

Policy

- 1) It shall be a policy of Council, when considering Industrial development applications, to encourage similar measures as suggested for Commercial development in Section 10.4.5.

11.4.9 Public Input from Resident Questionnaire

Question 3:

"The Village has its own Industrial Park, with space to expand. Industrial businesses provide employment for residents and increase the tax base. Are there additional types of industry or employers you would like to see in the Village?"

Following are the answers and number of times mentioned.

- 1) Any and all that we can attract (5)
- 2) Small industries (4)
- 3) Call centre (3)
- 4) Manufacturing (2)
- 5) McCain's expand into Village (2)
- 6) Information technology (2)
- 7) Rental building for start-up industries (2)
- 8) Windmill parts (1)
- 9) Transportation industries (1)
- 10) Wood products (1)
- 11) Convert plastic to fuels (1)
- 12) Offer incentives to attract businesses (1)

Policy

It shall be a policy of Council when it has opportunities to engage or attract industries to consider those suggested by residents in Question 3.

12.0 INSTITUTIONAL DEVELOPMENT

12.1 Background

The **Generalized Future Land Use Plan (Drawing #8)** shows the location of existing Institutional uses. Many government departments and agencies become involved in the location decisions regarding future public institutions. Thus, it is difficult to pre-determine specific sites which would meet the many different location and funding criteria. As a matter of principle, these facilities are normally best located close to the majority of the population or near other Institutional uses where there is a functional or operational relationship.

Despite the foregoing, the **Generalized Future Land Use Plan** does designate one large vacant area for future Institutional use. The property is central to the residential area served and the whole community lying on the west side of the river. The area is located to the south of Fort Road and south of the Fort Road Motel, Hoyt's Flower Country, Dollar Store and Dixon's Auto Sales. This land should be reserved as a relocation site for Institutional uses that have been impacted and are expected to be more severely impacted by future flooding. The site is relatively flat, which is conducive to development of uses like schools, civic centres and recreation fields and playgrounds, all of which need fairly flat ground. Concept 5 illustrates a typical street layout and potential lotting arrangement. This is for the guidance of Council and potential developers and detailed layouts can be determined at the time of any application for the site.

12.2 Goal

To provide adequate land for the development or relocation of institutional or community facilities to serve the Village residents.

12.3 Objectives

- 1) To work with government departments and other institutions that are responsible for determining locations of their facilities.
- 2) To provide sufficient space for additional Institutional development and ancillary uses in locations central to population intended to be served, close to existing institutions, and with road access to major collector streets.
- 3) To ensure new Institutional uses are located in such a manner to minimize impacts on adjacent Residential uses and by incorporating buffers of landscaping or fences.
- 4) To promote the joint use of community facilities such as schools, church halls, playgrounds, and sports fields to avoid duplication and ensure efficient use of facilities.
- 5) To encourage the provision of public and private health service providers in the community.

12.4 Policies

12.4.1 Location, Access, Parking and Appearance

Policy

- 1) The **Generalized Future Land Use Plan** designates the existing schools, medical facilities, churches, heritage buildings, Village Office, and fire hall as Institutional. One new area has

been designated for future Institutional development. It is the large vacant area lying to the south of Fort Road between the end of Parkland Drive on the east and F. Tribe Road to the south. This area is centrally located to the area served, is relatively flat and has good access to arterials and collector streets. Other than the expanded area to the north and west of the Perth-Andover Middle School, no other areas have been designated for future Institutional uses since various municipal and government departments and private interest groups have their own unique criteria for locating facilities within the community. It shall therefore be a policy of Council that Institutional uses will be permitted in the Residential or Commercial designations as an amendment to the Zoning By-Law and subject to the following conditions:

- a) That adequate and safe provision for any required pedestrian access be incorporated;
- b) That an adequate buffer as required by the Zoning By-Law be provided adjacent to any neighbouring Residential uses;
- c) That off-street parking be provided in accordance with the Zoning By-Law; and
- d) That the building materials, signage and lighting be of high quality to provide an attractive appearance to minimize impacts on adjacent residential areas.

12.4.2 Re-Use of Vacant Building

Policy

- 1) In consideration of the number of vacant buildings in the community, it shall be a policy of Council that vacant or under-utilized buildings be considered for accommodating new Institutional uses, providing the structure of the building and the location are appropriate for such use in consideration of the conditions listed in Section 12.4.1 1) above.

12.4.3 Community Use of Public Buildings

Policy

- 1) It shall be a policy of Council to encourage and facilitate the continued use of school and Village facilities such as gymnasiums, sports fields, the civic centre, and possibly classroom or meeting facilities for community activities and adult education courses. Council shall also encourage community use of local church halls subject to any conditions imposed by the owners.

12.4.4 Future Health Care Facilities

Policy

- 1) It shall be a policy of Council to support the provision of high-quality health care services for Village residents. This includes hospital/clinic and ambulance services, as well as the provision for additional assisted-living facilities as the population ages. Even though there has been a recent addition to the hospital, it will still be vulnerable to flooding given the predicted potential flood levels. Consideration must be given to possible relocation to sites with higher elevations in the Village. If it is desirable to keep the hospital near its current location, one such redevelopment site has been shown on the Generalized Future Land Use Plan (Drawing #8) in the area southeast of the current site on the other side of the trail. Possible alternate accesses have been shown for consideration by the Village.

12.4.5 Protective Services

Policies

- 1) It shall be a policy of Council to continue to support fire protection requirements of Village residents and businesses. This includes replacement and maintenance of firefighting equipment and retention of personnel. Of particular concern is the ongoing flooding threat to the current fire hall due to flood level predictions in the face of ongoing climate change. Council shall give consideration to relocation options as suggested in Section 12.4.1.
- 2) It shall be a policy of Council to support the policing needs of Village residents and businesses through its contract with the RCMP.
- 3) It shall be a policy of Council to support Ambulance New Brunswick in the supply of ambulance services to the Village.
- 4) It shall be a policy of Council to support the continued updating of its Emergency Response Plan as personnel, support organizations, or circumstances change in the future, especially in consideration of climate change impacts.

12.4.6 Cemeteries

Policies

- 1) It shall be a policy of Council to permit cemeteries associated with religious institutions as a permitted use in the Institutional zone.
- 2) It shall be a policy of Council to consider any applications for isolated cemeteries only through amendments to the Zoning By-Law.

12.4.7 Climate Change Considerations – Institutional Use

Policy

- 1) It shall be a policy of Council, when considering or approving public or institutional buildings, to encourage the following:
 - a) Energy-efficient requirements such as LEED® (Leadership in Energy and Environmental Design) building design;
 - b) Use of recycled building materials;
 - c) Multi-purpose or functional design to serve refuge or emergency needs (air conditioning, extra washrooms, etc.) of residents, if needed, during the municipality's response to public emergency situations;
 - d) Lawns and porous surfacing as well as onsite storage to reduce runoff and facilitate infiltration; and
 - e) Landscaping provisions to lower temperatures and humidity levels as well as assist with shade and wind protection.

12.4.8 Public Input from Resident Questionnaire

Question 8:

"Are you satisfied with the current level of protective services (Fire, Police, Ambulance, Emergency Measures) in the Village?"

Answers received and number of times mentioned.

- 1) Yes, we are satisfied (17)
- 2) We have a great fire department (4)
- 3) RCMP should be open every day (4)
- 4) Better police protection (drugs, speeding, impairment, violence, thefts) (4)
- 5) Better ambulance service on weekends and better response times (4)
- 6) More police patrols through Village (1)
- 7) Better snow plowing, especially during emergencies (1)
- 8) Provide warming areas during emergencies (1)
- 9) More support for the hospital if we expect the service to continue (1)
- 10) Need to relocate Village Hall, Fire Station, Library to higher ground (1)

Policy

It shall be a policy of Council when it is able to influence the provision of protective services, to consider the suggestions of residents as listed above.

13.0 RECREATION AND OPEN SPACE

13.1 Background

The Village will continue to support and promote healthy living through access to a variety of recreational facilities throughout the community. Opportunities for recreation will also be provided through the expansion and extension of the trail and pathway network, providing residents with active transportation opportunities to move within the community, and integrating neighbourhoods, services and amenities within the Village.

Although flood plains are to be avoided for uses incorporating buildings, they can be considered for accommodating recreation facilities such as playgrounds, parks, open spaces, playing fields and trails.

13.2 Goal

To provide a full range of recreation facilities and programs that are well integrated into both individual neighbourhoods and the overall community.

13.3 Objectives

- 1) To provide neighbourhood recreation facilities throughout the Village to serve as many residents as possible.
- 2) To provide recreation services and facilities for all age groups in the community.
- 3) To provide and protect open spaces for the enjoyment of all residents, to promote health and wellness by providing opportunities for active lifestyles and to provide shaded areas as a means of heat refuge.
- 4) To expand the trail and pathway network to provide further recreation opportunities, to serve as a link between facilities and to enhance active transportation and healthy living.

13.4 Policies

13.4.1 Designation of Recreation Land

Policies

- 1) It shall be a policy of Council to prepare and adopt a Recreation Master Plan to guide the coordinated provision of future parks, playgrounds, open space and trail networks.
- 2) The **Generalized Future Land Use Plan (Drawing #8)** designates as Recreation all lands that have been obtained by, or dedicated to, the Village for recreation purposes. In these designated areas, it shall be a policy of Council to protect, maintain and upgrade existing facilities as well as to provide for the development, where possible, of a variety of new recreation facilities such as pathways, parks, playgrounds, green spaces and sports fields in accordance with other policies of this Plan and within the requirements included in the Zoning By-Law.

13.4.2 Public Dedication of Land

Policies

- 1) It shall be a policy of Council that, in accordance with Section 75 (1) (f) of the *Community Planning Act*, all subdivision of land will be accompanied by public dedication of eight percent of the area subdivided (exclusive of public streets). The land so dedicated shall be capable of being developed for recreational purposes or other such public uses defined as “land for public purposes” in Section 1 of the *Community Planning Act*. Where land dedication is not practical or where land is not needed for recreational purposes, the Council will collect cash in lieu of land (equal to eight percent of the value of the land at the time of application, which would otherwise be dedicated), and the money so collected shall be used for the purpose of acquisition or development of land for public purposes. Council could also consider the option of taking four percent land area and four percent in cash in order to equip or furnish a park or playground site.
- 2) It shall be the intention of Council that, when a proposed subdivision plan involves the dedication of lands for public purposes (in accordance with Policy 1) above), Council shall have regard for the following planning considerations:
 - a) Existence of other nearby recreation facilities,
 - b) Quantity and nature of recreation demand in the area,
 - c) Suitability of the land for its intended purpose,
 - d) Accessibility,
 - e) Site frontage,
 - f) Potential for integration with the existing park and open space network,
 - g) Compatibility with existing and proposed land uses,
 - h) Potential traffic generation and on-site parking requirements,
 - i) Potential maintenance,
 - j) Consideration of special needs groups and individuals, and
 - k) Any other matter deemed necessary by Council.
- 3) In those subdivisions already in existence, but for which no provision was made for public recreation space, it shall be a policy of Council to negotiate with the subdivision owners to determine if an agreement can be reached to have space set aside for recreation facilities. It should be emphasized to the owners that recreation facilities may help to make the subdivision more attractive for existing and prospective residents, since many young families base property purchase decisions on the availability of such facilities.

13.4.3 Neighbourhood Scale Recreation Facilities

Policy

- 1) It shall be a policy of Council to reserve space in all future subdivisions [in accordance with Policies 1) and 2) of Section 13.4.1] for provision of neighbourhood scale recreational facilities. It shall be the prerogative of Council (on the recommendation of the Recreation

Director) to determine the type of facility and equipment required in each area, depending upon the area, the extent of development and the age groups served. Recreational areas should have road frontage (for access, visibility, maintenance and security) and, where possible, also connect with other existing recreation areas. **Table 13.1 – Park Classification** is provided for the guidance of Council. This or a similar breakdown could be included in the Recreation Master Plan referred to in Policy 13.4.11.

Table 13.1 – Park Classification

Classification	Intended Use
Pocket Park (Tot Lot)	Pocket Parks (Tot Lots) should be located within the subdivision so that they are central to the homes they are intended to serve, have visibility from several homes for supervision, and not be located on a major street. They should be on relatively flat land and are typically equipped with swings, slides, climbers, seesaws, etc. Consideration should be given to providing this equipment in the form of a creative playground. Seating areas with shade should also be provided for adults. A minimum of 230 m ² is recommended for Pocket Parks, with a preferred minimum frontage of 10 m.
Neighbourhood Park	Neighbourhood Parks provide recreation opportunities for individuals within the neighbourhood and should provide for all age groups. It would be ideal if these facilities could be located adjacent to existing schools or municipal buildings. These typically provide playground equipment suited to school age children as well as sports fields that can be used by children and adults. For older residents, they could include shade trees, benches, tables and such facilities as shuffleboard courts. Playgrounds require flat land. These parks should be easily accessible by all residents in the neighbourhood. A minimum size of 465 m ² is recommended with a minimum frontage of 20 m.
Community Park	Community Parks consist of swimming/wading pools, arenas, outdoor rinks, nature or walking trails and soccer fields. These are facilities for community-wide use, which should ideally be located in conjunction with an elementary school or a municipal facility, or in a grouping, to take advantage of joint use and joint funding of facilities.
Pathways and Trails	Pathways incorporated into subdivision design should link to other recreation areas, provide connections between subdivisions, and provide connections to community-scale facilities. Trails incorporated into the overall pathway network are recommended to have a minimum travel width of 2 m within a 5-m right-of-way. Multi-use trails should have a 3-m travel width.

13.4.4 Community Scale Recreation Facilities

Policy

- 1) It shall be a policy of Council to encourage and support applications for community recreation facilities if deemed appropriate. In considering potential new facilities, it shall be a policy of Council to consider the input from the resident survey which expressed a desire for facilities such as dog park, indoor pool, splash pad, improved playgrounds, bowling, skateboard/bike park, mini golf, nature park, roller skating, etc. (See more resident suggestions in Policy 13.4.8).

13.4.5 Pathway Network

Policies

- 1) It shall be a policy of Council to endeavor to obtain pathways and trails as part of public dedication when new subdivisions are approved. In existing subdivisions these trails should be obtained through purchase, development agreements or negotiation with the subdivision owner or developer, or with existing adjacent residents.
- 2) While the proposed pathway network is to serve non-motorized travel, it shall be a policy of Council to consider the provision of specific or dedicated trails for motorized vehicles, such as all-terrain vehicles and snowmobiles, as demand and opportunities warrant.
- 3) In addition to Policies 1) and 2) above, it shall be a policy of Council to encourage and promote, through its own resources or that of volunteers, service clubs or church groups, the establishment of trails. The use of trails for non-motorized uses such as walking, cycling, hiking, snowshoeing, horseback riding, and cross-country skiing is becoming very popular. The Village has excellent potential for these activities. Such trails often only involve negotiation to cross private woodlands or meadows. In pursuing this issue, Council should be aware of any liability issues associated with such trails.

13.4.6 Additional Recreation Needs

Policies

- 1) In the planning of future recreation facilities and programs, it shall be a policy of Council to consider the needs of special groups such as senior citizens and the physically challenged. Even though many citizens, including seniors, appreciate sitting areas and benches in park areas, many still enjoy the competition gained from activities such as lawn bowling, shuffleboard, walking or jogging. These features could easily and inexpensively be incorporated into existing and future park and playground areas. As the more fitness-conscious generation ages, there is going to be a continuing demand to meet the needs of older citizens, and Council should begin to incorporate these measures and facilities as opportunities arise.
- 2) In terms of new facilities, it shall be a policy of Council that all planning for public facilities and buildings consider accessibility for seniors and those physically challenged, and that provisions be required for wheelchair ramps and easily-opening larger doors on buildings and washrooms. In upgrading or renovating of existing buildings, consideration should be given to incorporating these measures.

13.4.7 Climate Change Considerations – Recreation

Policy

- 1) It shall be a policy of Council, when evaluating development of recreational facilities or lands, to consider the following:
 - a) Taking public dedication under the Subdivision By-Law not only for active recreational uses such as parks or playgrounds but also lands that might serve more passive uses such as buffer areas or setbacks along watercourses, which allows Council to control uses along these streams. These areas should then be left

vegetated or in their natural state to protect and preserve shade along the streams which, in turn, protects any habitat in or along the streams. They could also be used for trail or bikeway development, which provides active transportation as well as connectivity between residential areas or other developments along the watercourse. They also preserve and protect the watercourse to serve its natural function of providing an important component of the storm drainage network in the Village.

- b) The use and design of recreation buildings for accommodating residents during emergency events where food, water, and shelter could be made available to displaced residents or those affected by floods, storm events or severe heat days. Design considerations would include air conditioning, multiple washrooms and outlets for charging of electronic devices.

13.4.8 Public Input from Resident Questionnaire

Question 4:

"The Village currently offers a variety of recreation and open space uses (sports fields for baseball and soccer, basketball courts, playgrounds, pool, trails, tennis courts, and the Civic Centre). Are there more or other types of recreational uses you feel could be supported in the Village?"

Responses and number of times each was mentioned.

- 1) Dog park (5)
- 2) Take care of what we have first (4)
- 3) Park and picnic area at band stand (4)
- 4) Indoor year-round pool (4)
- 5) Splash pad outside gates (3)
- 6) Playground off school property (3)
- 7) Improve condition of walking trails (2)
- 8) Allow 4 wheelers on trails and bridges (2)
- 9) 9-hole golf course (2)
- 10) Bowling alley (2)
- 11) Skateboard and bike park (2)
- 12) Mini golf (2)
- 13) More adult recreation (1)
- 14) Lawn bowling (1)
- 15) Nature park for education (1)
- 16) Basketball court on riverfront (1)
- 17) Roller skating rink (1)
- 18) Place for dirt bikes (1)

- 19) Community garden (1)
- 20) Cultural events (1)
- 21) Use riverfront more (1)
- 22) Boat tours (1)
- 23) An actual park (1)
- 24) Playground on waterfront (1)
- 25) RV campground for visitors (1)
- 26) Large gym with walking track (1)
- 27) Add bike lanes to streets (1)
- 28) Add parking along riverfront (1)
- 29) Better use of school facilities (1)
- 30) Get tourists over to east side along boardwalk (1)

Policy

It shall be a policy of Council when considering recreational needs to consider the suggestions of the residents as listed above.

14.0 RURAL AND AGRICULTURAL AREAS

14.1 Background

As agriculture is an important activity in the region, it is necessary to ensure that development is undertaken in an orderly fashion to minimize the loss of good quality farmland. There is a significant amount of area within the Village limits which will not be developed for urban purposes and may be used for rural and agricultural activities for some time to come.

The rural area refers to lands which are to be used for activities which require substantial areas of land with relatively few buildings. Typical uses found in rural areas include farming, forestry, or mineral and aggregate extraction.

14.2 Goal

To permit agricultural, passive recreation, and resource activities to be carried on with minimal impact on existing uses and the environment.

14.3 Objectives

- 1) To protect and preserve lands currently being used as farms, cropland, orchards or the keeping of animals.
- 2) To minimize impacts between rural and urban uses.
- 3) To permit exploitation of granular resources under controlled conditions, which minimize impacts on adjacent uses and the natural environment.

14.4 Policies

14.4.1 Rural Designation

Policies

- 1) It shall be a policy of Council that, in the areas designated as Rural on the **Generalized Future Land Use Plan (Drawing #8)**, no developments will be permitted except those associated with forestry, agriculture or resource use, and limited Residential or other urban uses, subject to conditions as outlined elsewhere in this Plan and in the Zoning By-Law. Recreational and Open Space uses are permitted. Uses other than Resource and Recreational uses shall only be permitted as an amendment to the Zoning By-Law and subject to such terms and conditions as Council may impose.
- 2) It shall be a policy of Council that home occupations, home businesses and professional uses will be permitted in association with single-unit Residential uses.

14.4.2 Agricultural Use

Policies

- 1) Given the level of agricultural activity that exists within the Village and recognizing the benefits provided by agricultural use, it shall be a policy of Council to designate and retain these agricultural uses for as long as the owner wishes to continue the agricultural use.

- 2) It shall be a policy of Council that the spreading of manure or fertilizers will be in keeping with provincial regulations.
- 3) It shall be a policy of Council that any new agricultural operations will only be permitted as an amendment to the Zoning By-Law and subject to the provisions of the Rural zone.

14.4.3 Pits and Quarries

Policy

- 1) It shall be a policy of Council that the operations of pits and quarries will be a conditional use in the area designated as Rural on the **Generalized Future Land Use Plan (Drawing #8)**, subject to the issuance of a permit and adherence to the conditions that may be imposed by Council with respect to the following aspects:
 - a) The siting of buildings, structures and equipment;
 - b) The hours and days of operation;
 - c) The creation of noise, smoke, dust, odours, vibrations and other nuisances;
 - d) The incorporation of setbacks, buffer areas, screening, fencing, security, safety, site grading and landscaping provisions;
 - e) The location of entrances/exits and limitations on access to existing streets;
 - f) Surface water and groundwater protection;
 - g) Effluent, erosion and sediment control; and
 - h) The reclamation of the site to a safe and aesthetic manner to the satisfaction of Council.

14.4.4 Mineral/Petroleum Extraction Activities

Policies

- 1) Recognizing that mineral and petroleum extractions are the purview of the Province, it shall be a policy of Council that any applications for such extraction or related exploration shall be subject to the full legislated requirements of the federal and/or provincial governments related to such activities, including full public information and participation programs.
- 2) Further, it shall be a policy of Council that any applications for any resource development, including mineral or petroleum extraction, would only be considered as an amendment to the Municipal Plan and Zoning By-Law, and only after Council's review and approval of an independent professional consultant's report outlining any issues.

14.4.5 Alternate Energy Sources

Any applications (with the exception of Residential use) to use alternate energy sources such as geothermal or wind power would only be permitted as an amendment to the Zoning By-Law, including the requirement for any professional consultant's reports Council may require.

14.4.6 Climate Change Considerations – Rural

Policies

- 1) It shall be a policy of Council to consider the Village's rural lands, especially those with a high agricultural capability, as a potential source of food should there be such a need in the future.
- 2) Since most of the Village's forested lands are in the Rural designation and on private property, it shall be a policy of Council to encourage good forestry management practices to prevent loss through disease or forest fires. This will become increasingly important as the Village experiences more threats of pests or diseases and a higher potential for forest fires, with more extreme heat days expected.

15.0 ECONOMIC DEVELOPMENT AND TOURISM

15.1 Background

The Village of Perth-Andover is a service centre for the Village population of 1600 plus the surrounding rural area within a 30 km radius, with an approximate population of 4000 in southern Victoria County. There are no longer any regional economic development groups as have existed in the past. The Village is thus responsible for its own economic development activities.

The Village has been faced with challenges over the past 10 to 15 years, with a declining and aging population and service area as well as reduced employment opportunities. Activity in its traditional downtown business areas has diminished in recent years due to a loss of business resulting from years of damage due to repeated flooding events. At the same time, there has been a growth or shift of business activity of a Highway Commercial nature to the F. Tribe Road area, mainly because of the access afforded by the TCH. The Village also has an expanding Industrial Park off the Fort Road, which also has nearby access to the TCH.

In addition to its good access to the TCH, the Village also has economic attributes such as low power rates and low property taxes. It has an appealing quality of life because of its beautiful natural setting along the Saint John River, natural outdoor activities such as hunting and fishing, and a year-round, active trail system. These offer opportunities for residents and visitors alike and thus provide potential for expanded tourism activity.

The Village recently held an economic brainstorming session with it's business community resulting in a Draft Economic Development Strategy aimed at supporting existing businesses, fostering entrepreneurship and attracting new businesses.

15.2 Goal

To promote economic development and employment through efforts to retain, expand and attract population, especially young people. Emphasis should be on an expanding Industrial Park, redeveloped or relocated business attractions, and potential tourism opportunities. Council plans to do this by supporting existing and new businesses by providing incentives, resources and connections to business opportunities.

15.3 Objectives

- 1) To promote the Village as the service centre for southern Victoria County.
- 2) To promote its expanding Industrial Park.
- 3) To pursue flood mitigation measures to rejuvenate its business areas.
- 4) To encourage tourism through promotion of its natural attributes such as the Saint John River and its active and passive recreational opportunities.
- 5) To provide incentives and resources to assist existing and new businesses.
- 5) To coordinate economic, cultural and tourism activities with Tobique First Nation.

15.4 Policies

15.4.1 Promotion of Village Attributes

- 1) It shall be a policy of Council to pursue the following with respect to economic development and tourism:
 - a) To promote and reinforce the image of Perth-Andover as the service centre of southern Victoria County by continuing to update its on-line and written materials, highlighting the positive attributes of the Village such as its low power rates, low property taxes, access to the TCH, an expanding Industrial Park with developable land available, and its quality of life and location on the scenic Saint John River.
 - b) To work with the business community and the Province to redevelop or relocate its business areas affected by flooding so as to increase its ability and potential to serve local and regional residents and businesses.
 - c) To promote and facilitate the creation of opportunities related to tourism and recreation by enhancing the promotion and development of its facilities and natural areas, trail system and location on the river for expanded water-based activities (marinas, boat launches, river tours for sightseeing, fishing, and naturalist excursions), as well as by building on its heritage and cultural assets.
 - d) To encourage businesses in the region to consider locating or relocating to the Perth-Andover Industrial Park.
 - e) To seek out opportunities through the Province to attract immigrants to the Village to enhance the growth of its population and employment.
 - f) Although it is located outside the Village, it shall be a policy of Council to work with Tobique First Nation to identify and promote opportunities to jointly pursue and promote economic, cultural and tourism opportunities of mutual benefit.

15.4.2 Economic Development Strategy

- 1) It shall be a policy of Council to complete and implement it's Draft Economic Development Strategy to encourage people and businesses to build in the Village, to start businesses and to take advantage of business programs and initiatives. It hopes to offer:
 - a) Construction incentives such as rebates on property tax, on water and sewer charges and assistance with land and service development, an accessible housing grant and a renovation property tax rebate;
 - b) Business start-up assistance through rental grants, networking with development partners, electrical and water/sewer incentives and office/network space for start-ups and home-based businesses;
 - c) Business programs and initiatives to assist with high speed internet coverage, Supporting the formation of a local business organization, leveraging municipal assets and data and considering relocation of its business improvement area;

- d) Municipal marketing and social media support through hosting promotion events, a branding and signage project, a weekly newsletter and tourism marketing; and
- e) Training and mentoring through workshops and partnering with business organizations.

16.0 HERITAGE AND CULTURAL RESOURCES

16.1 Background

Structures or sites of historic and cultural significance within the Village should be preserved and maintained as they provide a link to the area's settlement and provide insight into the history of the Village, which is of interest to residents as well as tourists. The cultural walkway lying between Main Street and the river is an excellent example of historical and cultural interpretation.

16.2 Goal

To protect cultural and historic resources within the Village.

16.3 Objective

- 1) To identify, protect, enhance and promote the heritage and cultural resources of the Village.

16.4 Policies

16.4.1 Protection of Cultural and Historic Resources

Policies

- 1) It shall be a policy of Council that local heritage character be defined, that sites of archeological or historical interest and buildings/structures of architectural or historical interest be identified.
- 2) It is proposed that an inventory be conducted of the historically, architecturally and culturally significant buildings and sites within the Village.
- 3) It is proposed that Council encourage measures for the preservation of sites, buildings or structures of historical or archeological interest.
- 4) It shall be a policy of Council to encourage the provision of public art in the Village, not only in/on Village-owned buildings and grounds, but also in private sector developments in visible locations and areas frequented by visitors or the general public. This could take the form of paintings, sculptures, statues, fountains/water features, or more practical uses such as benches, garbage receptacles, bicycle racks and public infrastructure such as catch basin ornamentation which can be designed with heritage or cultural themes depicting the area.
- 5) It shall be a policy of Council to include discussions and joint efforts with Tobique First Nation in all the above policies so that opportunities of mutual benefit are included.

16.4.2 Public Input from Resident Questionnaire

Question 5:

"The Perth-Andover Cultural Walkway along the river displays the rich culture and heritage of the area including the Village, the Saint John River and the nearby Tobique First Nation with its traditional Maliseet culture. Can you suggest other ways that the culture and heritage of the area could be given a higher profile to assist in preserving the local history and traditions as well as attracting tourists?"

Responses and the number of times each was mentioned.

- 1) Host more cultural events with Tobique First Nation (5)
- 2) Advertise more (4)
- 3) More community events (3)
- 4) Museum (2)
- 5) More boards on cultural walkway (1)
- 6) More community support for festivals (1)
- 7) More monuments (1)
- 8) More tours (1)
- 9) Craft sales in old court house (1)
- 10) Heritage Day Festival for all cultures with food, entertainment (1)
- 11) Pole banner with our history depicted (1)
- 12) Do more to create cultural awareness (1)
- 13) More local art (1)
- 14) Tourist information centre (1)
- 15) More boat tours
- 16) Art gallery
- 17) Totem pole and signage at entrance to Tobique First Nation
- 18) Replica of train station like in Tracadie

Policy

It shall be a policy of Council when opportunities arise or occasions permit, to consider the suggestions of residents listed above

17.0 MUNICIPAL INFRASTRUCTURE AND UTILITIES

17.1 Background

The Village has a water and sanitary sewer system that covers a significant portion of the community. There is a good portion of the west side of the river that is unserved (on individual wells and septic tanks); this has developed with the relocation of homes from the floodplain. These areas are largely developed, with some land left for expansion and connection to other streets or subdivisions and will continue as unserved. Water and sewer, however, should be extended to as many residents as possible in other undeveloped areas, where it is economically feasible. The storm sewer system is not as extensive and most of the Village has a ditched drainage system. The Village has just completed having all its infrastructure assessed as part of an Asset Management Program, which will be valuable in planning, prioritizing and financing future improvements to infrastructure.

Power is provided through the Village's own utility with potential backup from NB Power. The maintenance of utility and communication systems will be more critical in the future with projected climate change impacts. Electrical and communications utilities are also important to the development of the municipality.

17.2 Goal

To provide, safe, efficient and economical water and sewage services for as many residents of the Village as possible. The municipality should be provided with basic municipal infrastructure in the form of community water and sewer services to enable it to grow in a sustainable fashion while also protecting its groundwater resources and the natural environment.

17.3 Objectives

- 1) To provide a sustainable municipal water supply and distribution system of acceptable quality and quantity to meet the domestic and firefighting needs of the community.
- 2) To provide the Village with municipal sewage collection and treatment systems that meet current standards.
- 3) To extend and upgrade the storm drainage system in the Village as streets are upgraded or as municipal water and sewer systems are provided.
- 4) Except where determined otherwise by Council, to ensure that provision of new public infrastructure associated with development is the sole responsibility of the developer.
- 5) To maintain and upgrade utilities to provide power and communication services to the Village, especially in light of projected climate change impacts.

17.4 Policies

17.4.1 Municipal Water Systems

Policies

- 1) It shall be a policy of Council to ensure all existing and future wellfields are protected by Wellfield Protection Plans to the extent possible, while also avoiding or reducing significant hardships on owners within the protected areas.

- 2) It shall be a policy of Council to provide a piped water system to as many areas of the Village as is economically feasible in order to meet domestic and firefighting demands.
- 3) It shall be a policy of Council to develop a long-term master plan for the Village's water system.
- 4) To avoid future water and sewer problems, it shall be a policy of Council to ensure new development is restricted to the capacity of existing (and planned potential) water and wastewater systems.
- 5) It shall be a policy of Council to require developers to assume responsibility for the provision of all services for new developments.
- 6) It shall be a policy of Council to permit municipal services and utility uses in all zones.

17.4.2 Climate Change Considerations – Municipal Water System

Policy

- 1) With respect to climate change considerations, it shall be a policy of Council to consider the following:
 - a) To monitor trends in annual and seasonal precipitation in order to determine measures that may be required to enhance water supply, such as additional supplementary wells or storage facilities as well as instituting and enforcing conservation measures.
 - b) To monitor freeze/thaw cycles and frost penetration levels to determine if construction practices relating to depth of water lines and laterals or insulation measures may be required.

17.4.3 Municipal Sanitary Sewer Systems

Policies

- 1) It shall be a policy of Council to undertake continued improvements to the Village's sanitary sewer collection and treatment systems where required and to extend the system to as many areas of the Village as is economically feasible.
- 2) It shall be a policy of Council to develop a long-term master plan for the Village's sanitary sewage treatment and collection systems.

17.4.4 Climate Change Considerations – Municipal Sanitary Sewer Systems

Policy

- 1) With respect to climate change considerations, it shall be a policy of Council to consider the following:
 - a) In its sanitary sewage treatment and collection system master plan, to consider the impacts of climate change such as infiltration, overloading and damage as a result of increased precipitation and freeze/thaw cycles.

17.4.5 Unserviced Development

Policy

- 1) Except for the infilling of existing unserviced subdivisions, it shall be a policy of Council that no further subdivisions shall be permitted on the basis of individual wells and individual sewage disposal systems. If, for any reason, Council feels it necessary or appropriate to approve individual wells, all requirements under provincial regulations pertaining to lot sizes and water systems shall be followed. Such applications may be considered for Residential, Institutional or Commercial development on a specific and individual basis.

17.4.6 Storm Drainage System

Policies

- 1) It shall be a policy of Council to have a current map of the existing storm drainage system completed as soon as possible.
- 2) It shall be a policy of Council to develop a long-term master plan for the Village's storm management system. It shall incorporate priorities for the phased improvement of the existing drainage system.
- 3) If uses are approved in areas with ditches, it shall be a policy of Council that any culverts required will be provided by the developer or lot owner and the design of the culvert must be to the satisfaction of the Village.

17.4.7 Climate Change Considerations – Storm Drainage System

Policy

- 1) With respect to climate change considerations, it shall be a policy of Council to consider the following:
 - a) To monitor areas of flooding and drainage problem locations to identify areas and set priorities for dealing with locations most likely to be impacted during high runoff periods.
 - b) To consider a policy of zero increase in storm runoff (maintaining pre-development flows) as sites are developed. This may include requiring storm attenuation ponds or other on-site measures such as reducing the amount of impervious ground cover, retention of existing vegetation to retain storm water and reduce soil erosion, and to detain or slow the flow of runoff.
 - c) To develop or update municipal construction specifications to require developers, if required, to provide larger pipe sizes, fully gasketed pipes, larger catch basins or larger sumps.
 - d) In an effort to decrease rapid runoff and to increase infiltration into the soil (to help replenish groundwater), to consider the requirement for gravel, stone or porous paving materials for parking lots.

17.4.8 Electrical and Communications Utilities

Policies

- 1) It shall be a policy of Council to permit electrical and communication utility uses in all zones.
- 2) It shall be a policy of Council that the location of electrical and communications utilities to serve new developments should be at the discretion of the developer and utility company. Above ground utilities or underground installation should be located so as to minimize their visual impact where possible.
- 3) When the utility companies are proposing new facilities such as transmission lines, substations or switching facilities, it shall be a policy of Council to encourage the utility company to undertake consultation with area landowners.

17.4.9 Climate Change Considerations – Electrical and Communications Utilities

Policy

- 1) Electrical and communications services are critical in their own right as well as to the functioning of other infrastructure and services that operate and depend on power. Extreme cold, heat and storms (ice, wind and/or lightning) can all impact power and communication requirements during all seasons. With respect to these climate change considerations, it shall be a policy of Council to consider the following:
 - a) To ensure its own utility undertakes and cooperates with NB Power in the maintenance of trees near power lines.
 - b) To encourage residents as well as developers to consider more energy-efficient designs of homes, sites and subdivisions, including consideration of energy-efficient materials, heating/cooling systems and appliances for homes and buildings; energy-efficient subdivision street and lot layout to take advantage of sun exposure and prevailing wind directions; and use of vegetation to invite or block sun and winds.
 - c) To encourage residents to have backup methods of obtaining energy, especially for emergency events, such as solar or wind power, gas-powered generators, backup wood stoves, etc.

17.4.10 Public Input from Resident Questionnaire

Question 7:

"The Village has piped water and sewer systems serving most of the Village and a storm drainage system which is a combination of piped storm sewers and surface ditch drainage. Are you aware of any problems with existing water, sewer or storm water drainage systems in the Village? If so, what and where are they?"

Responses and the number of times each was mentioned.

- 1) Fix drainage in low areas (6)
- 2) Fix drainage on Sunrise (1)
- 3) Fix culvert on Perth Hill near the park (1)
- 4) Fix ponding at Hospital entrance (1)
- 5) Fix drainage on Centennial near Victoria (1)
- 6) Extend water and sewer systems
- 7) Fix water shut off damaged by plow (1)
- 8) Separate sanitary and storm sewers (1)

Policy

It shall be a policy of Council when planning or budgeting for municipal infrastructure to consider the specific suggestions of residents listed above.

18.0 ADMINISTRATION AND IMPLEMENTATION

18.1 Background

Administration and implementation of municipal planning documents is a continuous process, and there may be a need to amend the Municipal Plan and associated By-Laws over time. Therefore, as required under Section 32(1) of the *Community Planning Act*, Village Council shall conduct a Plan review at least every ten years to determine the need for Plan amendments. Any Plan review or amendment process will include public involvement and input. Implementation of the Rural Plan will be accomplished through the adoption and enforcement of By-Laws including Zoning, Subdivision, and Building By-Laws, as well as through capital budgeting.

18.2 Goal

To require that all future development is carried out within the general intent of the policies of the Municipal Plan and that the Plan will be implemented through the adoption and enforcement of appropriate municipal By-Laws.

18.3 Objectives

- 1) To adopt and enforce appropriate By-Laws to implement the Municipal Plan.
- 2) To encourage private development within the scope of the Plan.
- 3) To engage citizens, through the participation of the public, in the implementation of the Plan.
- 4) To undertake capital budgeting to assist in Plan implementation.

18.4 Policies

18.4.1 Administration

Policy

- 1) It shall be a policy of Council that the following measures are considered in the administration of the Municipal Plan:
 - a) **Plan Review and Amendment** – Plan implementation is a continuous process, and there may be a need to amend the Plan as the assumptions on which it is based change in the light of new trends, changing technology or new community attitudes. Thus, it shall be a policy of Council to conduct a thorough review of the Plan at least every ten years (as required under Section 32(1) of the *Community Planning Act*) to ascertain the need for Plan amendments. Also, since the Plan is an expression of the goals of the people, periodic Plan review provides an opportunity for participation and re-involvement on the part of the public.

Amendments to the Plan may be made at any time amendments are required:

- i) Where any major policy intent is to be changed,
- ii) Where a zoning amendment will violate the future land use as shown on the **Generalized Future Land Use Plan (Drawing #8)**, and

- iii) Where detailed secondary or functional plans are desired to be incorporated into this Plan.

Under Section 117 of the *Community Planning Act*, amendments require the same public participation and ministerial approval as does the adoption of the Plan itself.

- b) **Updating the Generalized Future Land Use Plan and the Zoning By-Law** – The existing **Generalized Future Land Use Plan (Drawing #8)** and the Zoning Plan should be continually updated. Council will have a policy to update both documents as Municipal Plan amendments and rezoning applications are approved.
- c) As pointed out in the introduction, the Village boundaries do not currently include the Saint John River. This means that water uses such as marinas, docks and boat launches cannot be regulated by the Village. Therefore, it shall be a policy of Council to conduct a review, in conjunction with the Province to determine the consequences of bringing the Saint John River within the Village boundaries. This relates to control of activities as well as responsibilities on the water.
- d) **Public Involvement** – In keeping with the objective of citizen engagement in its Strategic Plan, it shall be a policy of Council to take advantage of every opportunity to involve the public in the planning or decision-making process with respect to the future development of the community. The participation of citizens in Plan implementation is invaluable and can result in the following:
 - i) Providing residents with opportunities to effectively participate in planning for their own future and the future of their community.
 - ii) Relieving apprehension by assisting to convert the unknown into the known, or at least reducing the alternatives.
 - iii) Creating a forum for mutual education so that citizens and the Council can learn from listening to each other.

18.4.2 Implementation

Policy

- 1) It shall be a policy of Council to update the following By-Laws, so they are compatible with and implement the Municipal Plan:
 - a) **Zoning By-Law:** The Village will have the Zoning By-Law updated as required to be compatible with the Municipal Plan policies and Generalized Future Land Use Plan. The two main purposes of zoning are to protect existing uses from infringement by incompatible development (i.e., maintaining and protecting property values) and, more importantly, to use zoning to regulate growth in the directions indicated in the Municipal Plan.

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

- i) That the proposal is in conformance with the intent of this Plan and with the requirements of other Village By-Laws.

- ii) That the proposal is not premature or inappropriate by reason of:
 - a) The financial capability of the Village to absorb any costs relating to the development;
 - b) The adequacy of water and sewer services to accommodate the proposed development;
 - c) The adequacy and proximity of school, recreation and other community facilities;
 - d) The adequacy of street networks in or adjacent to the development;
 - e) The potential for the contamination of watercourses or the creation of erosion or sedimentation; or
 - f) Creating a leap-frog, scattered or ribbon development pattern as opposed to compact development.
- iii) That controls are placed on the proposed development so as to reduce the conflict with any other adjacent use.
- iv) Suitability of the proposed site in terms of soils, topography, geology, location of water courses and swamps, as well as proximity to other nuisance factors.
- v) Provision for buffering, landscaping, screening, signing and access control to reduce potential incompatibility with adjacent land uses or traffic arteries.

Those uses which currently exist, and which upon adoption of this Plan do not conform to the designated uses on the zoning map, shall be permitted to continue as non-conforming uses (under Section 60 of the *Community Planning Act*). However, the non-conforming use must cease, and any redevelopment must conform to the Plan if:

- i) Such use is discontinued for a consecutive period of ten months or such further period that the Planning Advisory Committee considers fit, or
 - ii) Greater than half the building or structure (exclusive of foundation) has been damaged, unless the Planning Advisory Committee has good reason to agree that it should be rebuilt.
- b) **Subdivision By-Law:** The Council will update its Subdivision By-Law as required, based on policies or amendments of this Plan, in order to regulate the form and type of subdivision within the Village. It shall include a set of standards outlining the subdivider's responsibilities with respect to the construction of streets, lots, services and utilities and for the dedication of land for public purposes.
- c) **Deferred Widening By-Law:** Where land is required for the purposes of widening, altering, or diverting an existing street, Council may do so by first adopting a Deferred Widening By-Law, which should:
- i) State the Village's intentions of acquiring such land;
 - ii) Set out the new street lines;
 - iii) Establish building lines for such widened, altered, diverted or new street; and

- iv) Prohibit the placing, erecting, altering and repairing of anything on the land between the street and building line mentioned in Clauses ii) and iii).
- d) **Building By-Law:** The current building by-law is based on the 1977 version of the National Building Code (NBC). This needs to be updated to reflect the current version which is the 2010 NBC. Council shall update the Building By-Law as required, which will prescribe standards for the building, locating or relocating, demolishing, altering, structurally altering, repairing or replacing of a building or structure.
- e) **Unightly Premises By-Law:** It shall be a policy of Council to enforce the Dangerous or Unightly Premises By-Law.
- f) **Capital Works Program:**
 - i) The tools available to Council to assist in the financial implementation of this Plan include the policies of this Plan, the policies in the Village's Strategic Plan, a Capital Works Program and its annual Capital Works budget. In recognition of the updating of the Municipal Plan, it shall be a policy of Council to have a Capital Works Program prepared in order to set relative priorities for development that are financially feasible for the Village to undertake. The recently completed Asset Management Plan has identified Council's priorities and should be used to guide the capital budget. It is typical of capital works budgets to follow a Five-Year Capital Works Plan. The current plan and priorities based on the recent Asset Management Plan are reflected in the Capital Works Program shown in Appendix C. This Program can then be used by Council to assist in the preparation of its annual Capital Works budget. Each year the Capital Works Program should be reviewed and updated annually considering the Municipal Plan recommendations as well as any new priorities and budget constraints.

The Municipal Plan policies and thus budget updating will obviously be affected by the timing of major capital works undertaken by the Province related to the plan for bridge and connecting roadway improvements as laid out in this Municipal Plan. This will influence which roads, streets, sidewalks and water and sewer infrastructure should be, in turn, addressed by the Village. The capital works plan and annual budgets will also have to be adjusted to reflect the order and timing of any public buildings it may decide to relocate or replace due to the expected increase in flood levels. This would involve consideration of the Village office, fire hall, library and civic centre.
 - ii) It shall be a policy of Council to consider the following guidelines in its Financial Management Program:
 - a) Council shall seek assistance for all Capital Works projects, which qualify under federal or provincial government funding assistance programs.
 - b) Funds required by the municipality to undertake capital projects shall be taken from local revenue where possible. The remainder shall be

- borrowed under the direction and guidance of the Municipal Capital Borrowing Board.
- c) Tax rates and user fees shall be set as appropriate to keep pace with inflation and maintain an acceptable level of service to the Village.
 - d) Council shall endeavor to manage the Village debt to adhere to the suggested guideline that annual debt charges not exceed 20 percent of total municipal expenditures.
 - e) Council shall pursue a break-even policy for future development, which will require that the developer pay for the installation of all on-site services to the minimum standards required by the municipality and as outlined in the Zoning By-Law, the Subdivision By-Law or the Municipal Construction Specifications.
 - f) With respect to off-site services required to accommodate a new or expanded development or subdivision, Council shall endeavor to arrange for the provision of such services to be cost-shared between the municipality and the owner/developer. The terms of such cost-sharing may be negotiated and contained in a development agreement or a local improvement agreement. Such agreements could also include infrastructure charges or lot levies where such charges are permitted by provincial enabling legislation.

18.4.3 Climate Change Considerations – Administration and Implementation

Policy

- 1) With respect to climate change, it shall be a policy of Council to consider the following measures:
 - a) To consider the initiative of a full or modified Climate Change Report Card (as prepared by the Canadian Institute of Planners) or a Climate Change Adaptation Plan, which would contain elements of the following components:
 - i) To become educated about climate changes and the impacts expected to occur in this region related to changes in heat/temperature, precipitation/flooding, storm events (winds), nature (pests, diseases, fires).
 - ii) To identify the various elements likely to be impacted in the community (land uses; buildings, facilities; infrastructure; economic, social, cultural aspects; recreation; environment).
 - iii) To determine how vulnerable each element is to the impacts listed in ii) based on exposure and probability of occurrence.
 - iv) To develop specific actions or plans that could be implemented to mitigate or adapt to climate change impacts.
 - v) To analyze the costs/benefits of possible implementation measures in iv) and the resource capabilities of the community.
 - vi) To set priorities based on results of v).

- vii) To assign responsibility along with a timeline to a department, government, agency for undertaking the priority measures identified.
- viii) To continually update the Report Card or Adaptation Plan as new climate change information, new impacts or new resources are identified over time in order to monitor and track initiatives and successes in dealing with climate change.
- ix) To continually update education efforts; technical manuals or specifications; Zoning, Subdivision or Building By-Laws; emergency response plans; and government/agency partnerships and funding opportunities, based on the results of the Report Card.

18.4.4 Public Input from Resident Questionnaire

Question 12A:

"What are some things you like best about the Village?"

Responses and number of times each was mentioned.

- 1) The river (5)
- 2) Beautiful views (5)
- 3) Small town feel (5)
- 4) Friendly / welcoming (3)
- 5) The people (3)
- 6) The location (2)
- 7) Trails (2)
- 8) Sense of pride and community spirit (2)
- 9) New businesses near F. Tribe Road (2)
- 10) Peace and quiet (1)
- 11) Overall nice place to live (1)
- 12) Cheap power (1)
- 13) Boating (1)
- 14) Opportunity to participate (1)
- 15) Affordable homes on big lots (1)
- 16) Proximity to US, TCH, TFN, Quebec, rivers and trails (1)
- 17) Doctors, drug stores and grocery stores are close to us (1)
- 18) Year-round recreation (1)
- 19) Great place for recreation (Village, clubs, rec services, schools) work together to make great place to live (1)

Policy

It shall be a policy of Council, in its promotional material, to mention the suggestions of residents in the list above.

Question 12B:

"What are some things you like least about the Village?"

Responses and number of times each was mentioned.

- 1) Lack of resolving flooding problems (7)
- 2) Unsightly buildings and properties (old Good Value store, area below Hospital, back street in Andover, vacant lots) (7)
- 3) Lack of high paying jobs, no business start-ups (6)
- 4) Lack of jobs for youth, no enthusiasm for growth (5)
- 5) No response from Village on requests (4)
- 6) Lack of maintenance of streets and buildings (4)
- 7) Things take too long to get done (4)
- 8) Lack of clothing, footwear or jewellery store (4)
- 9) Lack of businesses so people are forced to go outside for good services/affordable housing (3)
- 10) Council makes decisions instead of senior staff (2)
- 11) Decreasing and aging population (2)
- 12) Too much crime and theft (2)
- 13) Not enough entrepreneurs (1)
- 14) Try to sell business before just closing it (1)
- 15) Lack of pride (grass and equipment not cared for) (1)
- 16) Communication from Council not good (1)
- 17) Not enough winter activities (1)
- 18) Lack of apartments and rentals of good quality (1)
- 19) Too much noise from dirt bikes, ATV's modified mufflers (1)
- 20) Need another grocery store (1)
- 21) F. Tribe Road area needs new improvements, not patch work (1)
- 22) No courthouse (1)
- 23) Too many stop signs (1)
- 24) No bus service (1)
- 25) No common theme for the Village (1)
- 26) Too many kids on the street and not in school (1)
- 27) Movement to Andover leaves Perth behind (1)

Policy

It shall be a policy of Council to consider the resident's list above and attempt to address or correct these concerns the residents have for the Village when opportunities arise.

Question 12C:

"What should the top priorities be for the Village over the next 5 years?"

Responses and number of times each was mentioned.

- 1) Attract new business / employment to retain and attract youth (11)
- 2) Flood mitigation (21)
- 3) Repair roads (6)
- 4) Upgrade hospital (5)
- 5) More affordable housing for seniors and youth (4)
- 6) Need another grocery store and department store (4)
- 7) Façade (building) improve downtown (3)
- 8) More doctors (2)
- 9) Encourage development uptown (1)
- 10) Retain government services (1)
- 11) Increase population (1)
- 12) Advertise benefits of living here (1)
- 13) Protect wetland (1)
- 14) Highlight all cultures (1)
- 15) Lower taxes (1)
- 16) More children's facilities (1)
- 17) New library (1)
- 18) Better police services (1)
- 19) Expand village boundaries (1)
- 20) Incentives for start-ups (1)
- 21) Clothing and footwear store (1)
- 22) Don't hoard surplus money (1)
- 23) Meals on wheels for seniors (1)
- 24) Develop a riverfront park on Perth side (1)
- 25) Protect and maintain trails (1)
- 26) Help kids stay in school (1)

Policy

It shall be a policy of Council that the priorities as seen by residents as listed above be considered as opportunities arise in the future.

Question 12D:

In order to help us appreciate, understand or address your responses above, could you please provide us with the name of the Street and subdivision where you reside.

Responses and number of times each was mentioned.

- 1) Route 105 (1)
- 2) Nissen St. (1)
- 3) Gulch Rd. (1)

- 4) Hilltop Cres. (1)
- 5) Bartlett St. (1)
- 6) Marshal St. (1)
- 7) Terrance St. (1)
- 8) Fort Road (1)

19.0 REPEAL AND TRANSITION

- 1) By-Law No. _____, the Village of Perth-Andover Rural Plan adopted on _____, 1997, is hereby repealed.
- 2) The repeal of By-Law No. _____, the Village of Perth-Andover Rural Plan, shall not affect any penalty, forfeiture or liability, incurred before such repeal or any proceedings for enforcing the same completed or are pending at the time of repeal; nor shall it repeal, defeat, disturb, invalidate or prejudicially affect any matter or thing whatsoever completed, existing or pending at the time of repeal.

Read First Time:
(By Title Only)

Read Second Time:
(By Title Only)

Read Third Time:
(By Title and Section Numbers Only)

Read Final Time:
(By Title Only) and ENACTED:

MAYOR

CLERK

SEAL:

APPENDIX A

Summary of Predicted Impacts of Climate Change in New Brunswick (from NB Climate Change Secretariat, NB Department of Environment & Local Government)

Summary of Predicted Impacts of Climate Change in New Brunswick

The following tables contain a list of the anticipated impacts of climatic change in New Brunswick together with the associated scientific, policy and planning implications. This information is based upon the current state of scientific knowledge, drawing on the general scientific literature, and the information presented at the recent expert conferences described previously. Where possible, an indication is given of the degree of confidence associated with given impacts. This involves professional judgement and a certain degree of subjectivity, but is nevertheless considered meaningful when interpreting the information presented. The categories "high", "medium" and "low" can be equated respectively with "very likely", "likely" and "possible" probabilities of occurrence (e.g. USEPA, 2002). Major areas that are not explicitly dealt with here include energy production, transportation, manufacturing, and the retail and service industries (including insurance).

Table 1. Predicted effects and implications of climate change on weather and climate in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

WEATHER AND CLIMATE	
Predicted Effects	Implications
Temperatures will continue to increase on average, with a more pronounced upward trend in inland districts and in summer. H	Sustained or increased need for public advisories of heat-stress conditions.
The ice-free season will lengthen in most areas. M	Examine implications for recreation, public safety and flood risk.
The frost-free season will lengthen. H-M	Potential benefit, but plan for associated increased risk of new/exotic diseases affecting plants, wildlife, domestic animals and humans.
	Basic climatological monitoring at key trend sites must continue, and be protected for the long-term.
Snowfall and duration of snow cover likely to decrease, affecting winter recreation including skiing and snowmobiling M	Build climate change considerations into planning for future winter sporting developments.
"Surprise" changes H	A need exists for more detailed studies by federal climatic specialists to refine predictions of climatic change in eastern Canada. This is especially true for New Brunswick where competing continental and marine influences complicate predictions.

Table 2. Predicted effects and implications of climate change on precipitation and water resources in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

PRECIPITATION AND WATER RESOURCES	
Predicted Effects	Implications
The precipitation distribution through the year will change. Water supply will diminish, especially in inland districts, due to higher temperatures. M-H	Assess groundwater and surface water reserves in terms of sustainable yields.
	Promote water conservation in all use sectors, especially industry and agriculture.
Hydrological processes / water cycle will change. H	Ensure adequate data collection and evaluation on all components of the hydrologic cycle, including evaporation and infiltration.
The duration of dry spells between rainfall events is expected to increase, with an associated increase in drought frequency, duration, and severity. M-H	Carry out studies that may lead to better techniques for prediction of atmospheric or hydrologic drought.
Precipitation patterns will become more erratic, with an increased frequency of intense storm events, such as summer convective storms (thunderstorms, hailstorms and tornadoes). Associated impacts from erosion and siltation. M-H	Ensure appropriate agencies maintain adequate forecasting capability and emergency preparedness.
River flows will become more variable. Spring peak flows will occur earlier and be reduced in duration. Summer minimum flows will be lower. Periods of very low or zero flow are expected to become more frequent. H	Carry out updated hydrological modelling for NB, to examine the details of the altered hydrological regime.
Flooding may become more frequent and more severe. Mid-winter thaws and ice breakups, with the potential for ice-jam flooding, will become more widespread and frequent, resulting in more ice jam floods during the winter months. If the mid-winter jams re-consolidate, then spring ice breakup is likely to have more severe impacts. M-H	Using an updated hydrological analysis, produce updated flood hazard mapping for the province to assess critical areas at risk. Note: existing hydrologic relationships based largely upon the assumption of a homogeneous period of record may underestimate peak flows used for bridge and culvert design. A safety factor may have to be added during design to take into account the hydrologic uncertainties caused by climatic change.
Aquatic ecosystems will change as water levels become lower and water temperatures become higher during the summer months. Algal blooms and eutrophication expected to increase. M-H	Ensure continued monitoring; identify critical habitats; continuously evaluate effectiveness of nutrient management activities.

Table 3. Predicted effects and implications of climate change on ecosystems and biodiversity in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

ECOSYSTEMS AND BIODIVERSITY	
Predicted Effects	Implications
Altered ecosystem characteristics and productivity. Some species and ecosystems may be reduced or disappear altogether, causing a loss of biodiversity. H	Critical species and habitats need to be identified and plans put in place for protection.
Cold-water species such as salmonids will become increasingly stressed as water levels become lower and water temperatures become higher during the summer months. Suitable freshwater habitat for some aquatic species, such as salmonids, may be lost. Increased water temperatures and reduced dissolved oxygen is expected to harm cold water fish species. M-H	Ensure continued monitoring; identify critical habitats.
Shrinkage of boreal/alpine zones with reduction in associated habitat, threats to survival of associated biota. H	
Invasion of new ("exotic") plants and animals extending their ranges into NB. H	Plan for appropriate surveillance and management.
Increased fire hazard expected to threaten key habitats and associated species. M-H	Examine options for enhanced protection of critical habitats.
Low river flows in summer and increased water temperatures will threaten cold water aquatic life. H	Consider greater management efforts on species that can better tolerate warmer water.
Increased frequency of extreme weather events (especially windstorms, droughts, and increased winter freeze-thaw activity) expected to pose significantly increased stress on forest and other ecosystems. M-H	Examine options for enhanced protection of critical habitats (also, see under forests).

Table 4. Predicted effects and implications of climate change on coastal zones in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

COASTAL ZONES	
Predicted Effects	Implications
Mean sea level will continue to rise, increasing the likelihood of (a) coastal flooding, (b) drainage problems with urban infrastructure draining to tidal estuaries. H	Ensure coastal development proceeds taking into consideration projected environmental changes.
Increased rates of coastal flooding and erosion due to more extreme weather events, higher water levels (including storm surges), and less protection against waves being provided by sea ice. Associated effects on coastal infrastructure. M-H	Consider planning for managed retreat or engineered protection of critical areas prone to erosion.
Sea-level rise and changes in precipitation could alter coastal marshes and cause detrimental changes to coastal ecosystems. M	Evaluate coastal areas of potential risk based on projected sea level rise, topographical information (e.g., existing mapping), and ecological assessments.
Increased risk of salt intrusion and contamination of coastal aquifers, due to increasing sea levels and increased pumping from inland aquifers for irrigation. H	Evaluate sustainability of coastal drinking water aquifers and plan for future new supplies as required.

Table 5. Predicted effects and implications of climate change on fisheries and aquaculture in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

FISHERIES AND AQUACULTURE	
Predicted Effects	Implications
Inland aquaculture may suffer from reduced water quantity and quality due to lower summer flows, reduced water availability and higher water temperatures. M-H	Evaluate water resource availability using updated hydrological analyses.
	Develop a strategy for reducing water use in aquaculture.
Increased pest and disease problems, affecting inland and coastal fisheries (including shellfish). M	Plan and operate operations to minimise potential effects of new or increased pests/diseases.
	Improve fish/shellfish health monitoring programs.
Recreational angling likely to be affected by low summer river flows, changes in the ice season and changes in species abundance. Fishing seasons may change (timing, duration). M-H	Plan additional protection measures as required to maximise the potential for the survival of desired species.
	Develop alternative recreation and tourism strategies (e.g. to account for reduction of recreational fishery).
Salmonids increasingly vulnerable due to higher water temperatures and lower summer flows. M-H	Identify critical salmonid habitat for protection, emphasizing stream vegetation buffers and protection of water resources.

Table 6. Predicted effects and implications of climate change on forestry in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

FORESTRY	
Predicted Effects	Implications
Increased fire hazard. H	Promote appropriate forest fire risk prevention and mitigation measures.
Increased risk of wind damage. M-L	Strategic planning to anticipate and mitigate effects of wind damage.
Increased risk of destructive pests and diseases. M-H	Ongoing monitoring and scientific studies of destructive pests and diseases.
	Development of forest management practices to lessen or adapt to higher pest damages.
Longer growing season and higher CO ₂ may stimulate growth, but limited overall benefit due to poor soils and increased drought stress. H	Ongoing trials required of species or varieties with potentially improved adaptation to drought, higher temperatures, or higher CO ₂ .
Changes in regeneration, reproduction, and fitness for some species, and a potentially changing species mix. M-H	Ongoing scientific studies required to assess the probable impact of changing atmospheric conditions on regeneration, growth, reproduction, and survival.
Increased incidence of freeze-thaw winter injury. M	Ongoing scientific studies required to assess the probable impact of freeze-thaw winter injury on tree survival and associated forest decline.

Table 7. Predicted effects and implications of climate change on agriculture and horticulture in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

AGRICULTURE AND HORTICULTURE	
Predicted Effects	Implications
Probability of summer water shortages will increase, creating a greater need for irrigation in New Brunswick's potato belt and possibly in other areas. H	Evaluate groundwater resources in agricultural areas and the potential impacts of long-term irrigation.
Increased irrigation may be problematic in some areas due to local water chemistry.	Plan for additional water testing for irrigation suitability (e.g. sodium absorption ratio testing).
More summer rainfall is expected to fall in high intensity rainfall events. This means an increased probability of soil erosion. H	Promote conservation practices in agriculture, forestry and horticulture that protect against soil erosion.
Longer frost-free season and higher mean temperatures (most likely in inland districts, less certain in coastal areas) may allow new crops to be grown or increased productivity of some existing crops. M-L	Evaluate options for trial or introductions of new crop species or varieties.
Potential for increases in pests and diseases, including novel or exotic varieties. M-H	Planning required to anticipate and mitigate the impacts of new pests, diseases.
Increased heat stress for livestock, especially in intensive operations. M	Anticipate and mitigate the impacts of higher heat stress.

Table 8. Predicted effects and implications of climate change on air quality in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

AIR QUALITY	
Predicted Effects	Implications
Hotter summers are expected, with an increased frequency of smog episodes. H	Maintain focus on NOx and VOC controls, plus public advisories of poor air quality episodes.
Increasing temperatures will lead to an increased flux of VOCs in to the atmosphere from natural and other sources (approx 20% increase per degree Celsius). H	Maintain priority on effective VOC controls (industries and transportation) and promote cleaner energy sources.
Changes may occur in atmospheric circulation that influence the long-range transport of air pollutants. M-L	Maintain monitoring programs to detect and understand changes.
The emission of air pollutants associated with electrical generation may change as heating and cooling demands change (increased demand in summer, lessening demand in winter). M-H	Additional potential for exacerbation of summertime smog episodes: maintain monitoring and assessment networks, promote energy smart buildings to offset increased summer demands.
Forest fires expected to be more frequent and larger, increasing the associated emissions of VOCs and particulate matter. M-H	Maintain air quality tracking and advisory programs; need for health studies to understand the significance of additional risks and their effects.
Changes in the nature of pollen, dust and spore concentrations are expected in response to warmer weather, possibly synergised by higher CO2 and humidity. M	Maintain monitoring of key indicators to track and understand the nature of changes, and provide input to health management.

Table 9. Predicted effects and implications of climate change on human health in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

HUMAN HEALTH	
Predicted Effects	Implications
Increase in conditions relating to heat stress, possible exacerbation of air pollution related stresses. M-H	Provide adequate advisories and mitigation.
Increase in probability of bacteriological contamination of food and water. M	Increased need for surveillance and inspection programs.
Increase of vector-borne diseases. M	Increased surveillance and testing of swimming areas and wildlife vectors.
Possible decrease in cold-related conditions, frostbite, hypothermia (complicated by changes in activities and behaviour). M-L	Uncertain; anticipate shifts in recreational activity patterns.

Table 10. Predicted effects and implications of climate change on sustainable development in New Brunswick (degree of confidence: **H** = highest, **M** = intermediate, **L** = least).

SUSTAINABLE DEVELOPMENT	
Predicted Impacts	Implications
Changes in climatic conditions (such as rainfall intensity, duration and frequency) might make some land (e.g. flood plains, steep sites) unsuitable for some types of development, and might require changes in development patterns and the types of development. M-H	Carry out the studies necessary to identify and evaluate potential hazards.
	Use community planning and landscape design tools to lessen the exposure and susceptibility of future development to potential natural hazards created or enhanced by climatic change.
	Promote land stewardship for critical areas and areas subject to erosion.
	Place special attention in terms of land use planning on appropriate development in areas prone to riverine or river ice flooding.
Drinking water quality will likely be affected by the change in the quantity and quality of water at the source, as well as from the problems of old water infrastructure. H	Examine the adequacy of drinking water supplies and supply systems in terms of quantity and quality.
	Review source water protection programs for effectiveness.
Urban drainage infrastructure will be overloaded more often. Associated risk of contamination from sewage. M	Review basic municipal drainage infrastructure.
	Assess the risk of urban flooding, and associated water contamination, due to urban drainage infrastructure becoming over-loaded more often.
	Promote design of urban development that minimizes runoff and maximizes natural infiltration so as to replenish aquifers.
Due to changing climatic conditions, municipal or coastal infrastructure designed to have long life spans might be damaged or become incapable of functioning properly M	Assess existing infrastructure with remaining long service lives and renovate/ repair if necessary.
	Design new infrastructure considering potential hydroclimatic changes. Develop and promote design criteria to minimize susceptibility of future.
	Priority should be given to areas such as major municipal or coastal infrastructure or other areas where the planning horizons are long and structures are designed to have long life spans.
Increased temperatures may change requirements for heating and air conditioning. M	Promote site layouts and building materials, designs and technologies that lessen indoor extremes of temperature.
Resource availability might change as commodity supplies and markets respond to changing environmental conditions. L	Carry out basic studies of the energy and material (resource) inputs and outputs to define the economic footprints of the province's urban areas, and develop appropriate conservation measures as needed.

APPENDIX B

Commerical Development Options Comparison Tables

**Perth-Andover Municipal Plan Update - 2019
Pros and Cons of Commercial Concepts**

	Pros	Cons	Municipal Servicing Cost
Concept #1			app. \$ 1.8 million
East Side - based on DTI Roadway Project which as of Nov. 2018. Realignment of Routes 105 and 109 with new bridge downtown	1.) Maintains the Central Business District in its original location	1.) Requires a significant amount of fill to raise the lots above the flood level, although parts of the lots would be raised anyway with the new roadways.	Additional cost of water, sanitary and storm services and portions of roadway work/sidewalks not carried out as part of DTI Roadways project.
	2.) Makes use of raised, re-aligned roads that DTI will be doing anyway		This cost does <i>not</i> include additional fill to complete the lot for development.
	3.) Provides 2.6 hectares of commercial/institutional space as well as some (medium density) residential (1.1 ha). This could be adjusted if required and mixed increased if second storey buildings used.		
	4.) Continues to provide potential commercial space (commercial services) that is close to residential areas on the East Side which wouldn't be the case with the other concepts.		
Concept #2			app. \$ 3 million
West Side - uses the existing DTI District Garage property on Tribe Road, with a narrowed ROW, and widened street cross-section	1.) Provides 6.6 hectares of commercial/institutional space	1.) Avoids connections to adjacent residential areas if preferred.	
	2.) Adjacent to existing F. Tribe Road newer/ongoing development	2.) Requires discussion/negotiation with NBDTI to determine whether it's possible to acquire property for this use. If it is, it will require the District Garage and Operations to relocate eventually, if there were to be a Phase 2.	
	3.) Some of the lots are visible from the Trans-Canada	3.) Part of the property may need to be decontaminated before being purchased. (Confirm status, extent, cost for any decontamination)	
	4.) Will remove an industrial use from a commercial/residential area	4.) Doesn't fit the typical "downtown" type of development	
	5.) Could accommodate Highway Commercial development along frontage of F. Tribe Road with General Business and/or civic institutional uses behind.		
	6.) Development could be phased from the west entrance to give NBDTI sufficient time to relocate from the site.		

**Perth-Andover Municipal Plan Update - 2019
Pros and Cons of Commercial Concepts**

	Pros	Cons	Municipal Servicing Cost
Concept #3			app. \$ 2 million
West Side - uses the existing DTI District Garage property on Tribe Road, with a narrowed ROW, and widened street cross-section	1.) Provides 6.6 hectares of commercial/institutional space	1.) Avoids connections to adjacent residential areas if preferred.	
	2.) Adjacent to existing F. Tribe Road newer/ongoing development	2.) Requires discussion/negotiation with NBDTI to determine whether it's possible to acquire property for this use. If it is, it will require the District Garage and Operations to relocate eventually, if there were to be a Phase 2.	
	3.) Some of the lots are visible from the Trans-Canada	3.) Part of the property may need to be decontaminated before being purchased. (Confirm status, extent, cost for any decontamination)	
	4.) Will remove an industrial use from a commercial/residential area	4.) Doesn't fit the typical "downtown" type of development	
	5.) Could accommodate Highway Commercial development along frontage of F. Tribe Road with General Business and/or civic institutional uses behind.		
	6.) Development could be phased from the west entrance to give NBDTI sufficient time to relocate from the site.		
Concept #4			app. \$3.5 million
West Side - uses the existing undeveloped Village-owned property west of Liberty Lane	1.) Provides 6.3 hectares of commercial/institutional space	1.) Avoiding connections to adjacent residential areas is more difficult because of existing street layout and extent of current development, but would provide more convenient connections for residents to all F. Tribe Road services.	
	2.) Adjacent to existing F. Tribe Road newer/ongoing development, although further away than Concept 2A	2.) Doesn't fit the typical "downtown" type of development.	
	3.) Some of the lots are visible from the Trans-Canada	3.) Further removed from population (ie: not as central)	
	4.) Could accommodate Highway Commercial development along frontage of F. Tribe Road with General Business and/or civic institutional uses behind.	4.) Would require a significant amount of fill to develop.	
	5.) 5.4 ha of the 6.3 ha of proposed commercial/industrial area is owned by the Village now. (The full Village-owned parcel is 6.6 ha)		

Perth-Andover Municipal Plan Update - 2019 Pros and Cons of Commercial Concepts					
	Pros		Cons		Municipal Servicing Cost
Concept #5					app. \$ 2.6 million
West Side - uses undeveloped parcels of land north of F. Tribe Road between Fort Road and Hillcrest Drive	1.)	Provides 5.0 hectares of commercial/institutional space	1.)	Doesn't fit the typical "downtown" type of development	
	2.)	Adjacent to existing F. Tribe Road newer/ongoing development	2.)	No room for expansion in the immediate area	
	3.)	Adjacent to existing Fort Road commercial area	3.)	Separated from Fort Road commercial area by stream and buffer	
	4.)	Potential institutional (civic) uses may take advantage of adjacent open space buffer along stream for future trail connections, etc.	4.)	Adjacent residential properties may have concerns about non-residential development next to them. Traffic can easily access Fort Road and F. Tribe Road No advantage to the residential streets except for existing residents and this is not a high generator of traffic.	
	5.)	Most of the area is already owned by the Village (yellow outline)	5.)	It is not suited for Highway Commercial uses	
	6.)	It is most suited of the sites for civic / institutional development because of its centralized location to the south side neighbourhoods and its proximity to the industrial area for maintenance buildings and equipment.			
Common to all Concepts		<p>1.) All sites would accommodate new or relocated commercial development as well as relocated institutional or civic uses such as Village Hall, Firehall, Library, although Concept #5 is the best for civic or institutional uses because of centrality to residents, walking distances.</p> <p>2.) All sites could accommodate a variety of building types such as individual buildings, a strip mall or multi-tenant building for those businesses that would prefer rental or lease arrangements to ownership.</p> <p>3.) All Concepts except #5 are suited for Highway Commercial as well as General Commercial uses.</p>			

APPENDIX C

Capital Works Program



Legend

- Water
- Wetland
- Highway
- Major Road
- Local Road
- Future Land Use Type

Residential
Commercial
Industrial
Community
Open Space
Recreation
Conservation
Other

**Village of Perth-Andover
Municipal Plan Update - 2019
DRAWING #8
GENERALIZED FUTURE LAND USE**

