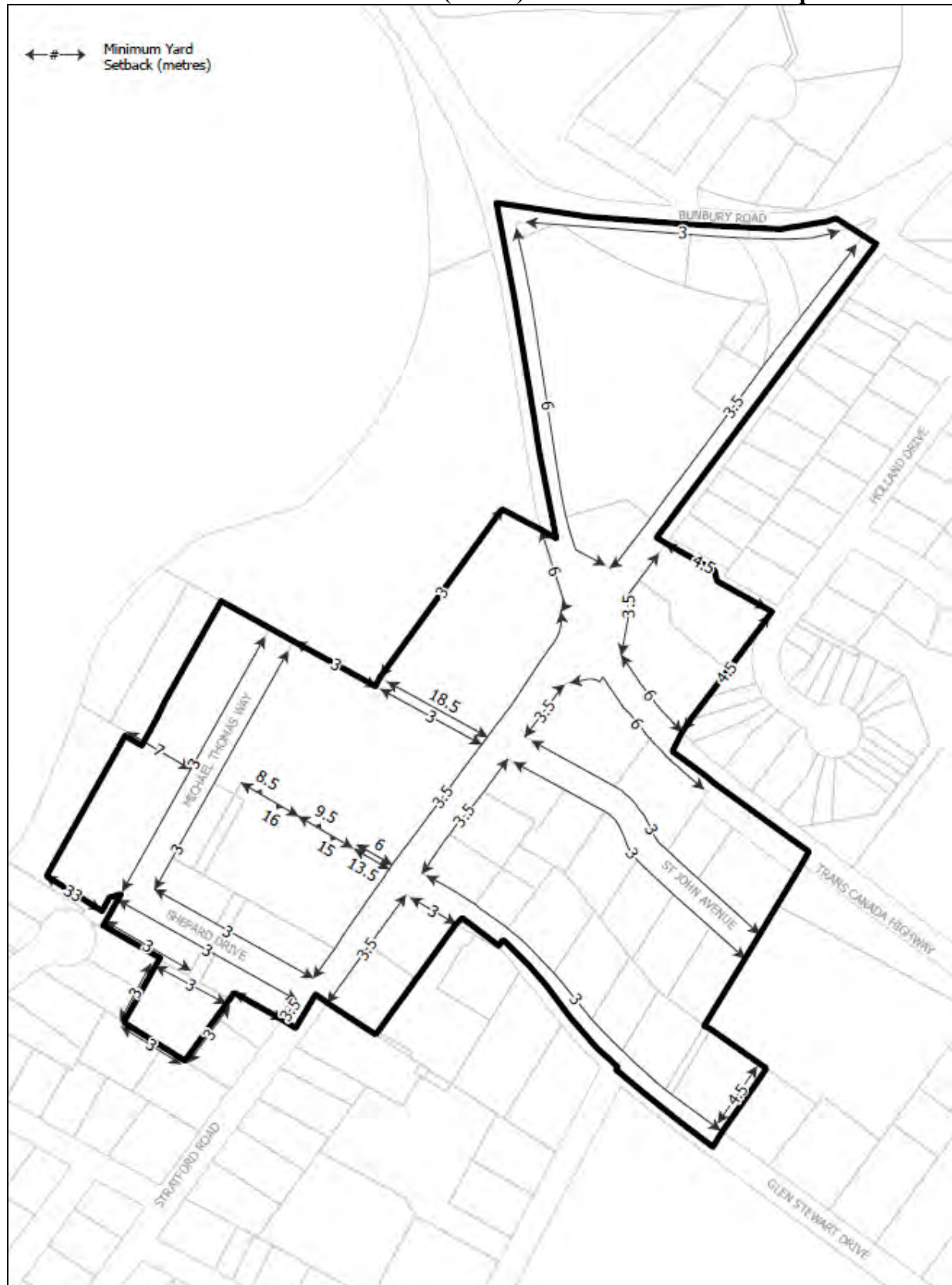
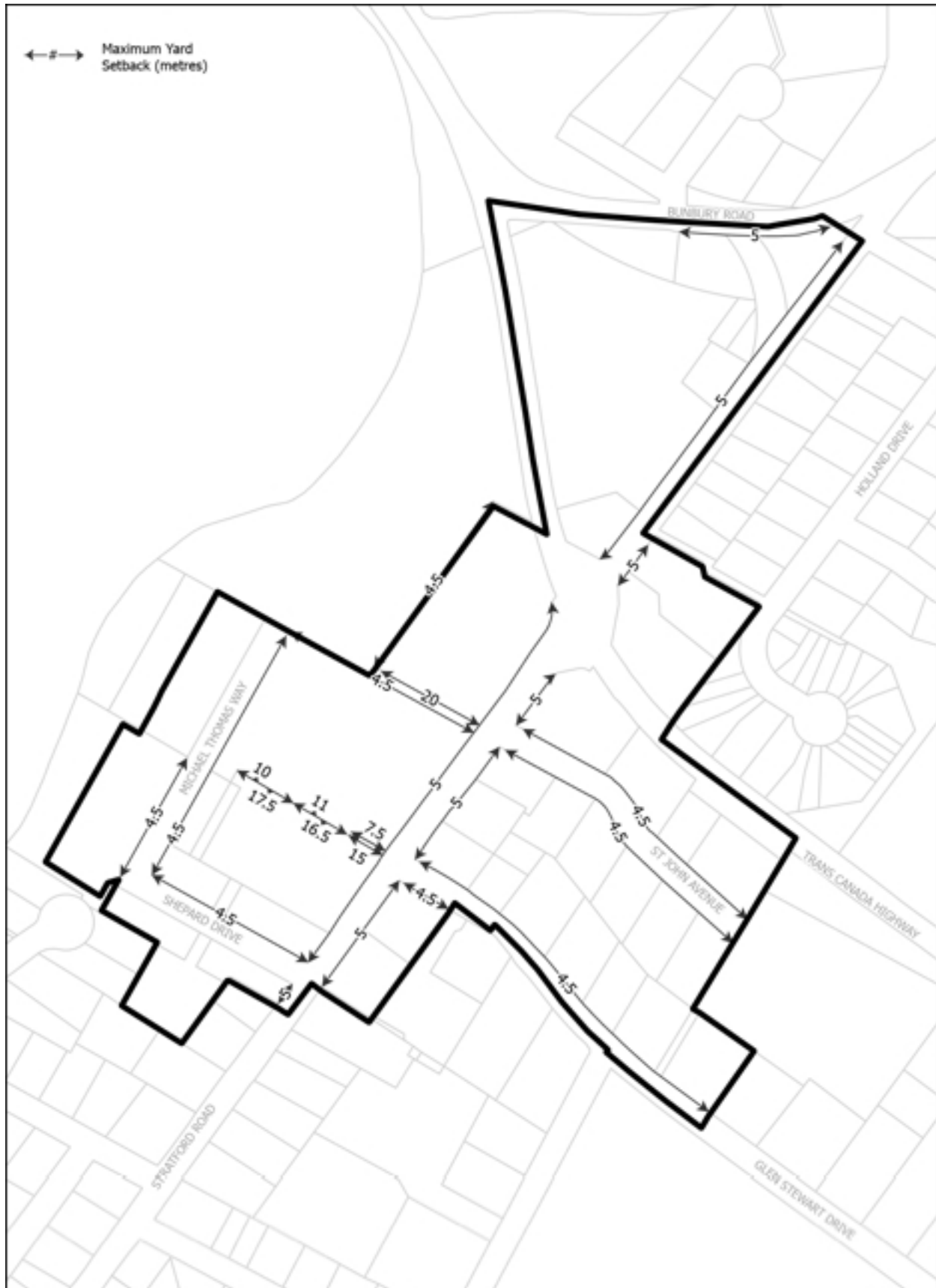


Appendix 'A'

MAP 12.1.2 – Waterfront Mixed Use (WMU) Zone Minimum Yard Requirements

Appendix 'A'

MAP 12.1.3 – Waterfront Mixed Use (WMU) Zone Maximum Yard Requirements

MAP 12.1.4 – Waterfront Mixed Use (WMU) Zone Building Heights

MAP 12.1.4 – Waterfront Mixed Use (WMU) Zone Streetwall Heights



Appendix B



Appendix B – Town of Stratford Zoning Map

This Bylaw received first reading and formal approval at the Town Council meeting of _____, 2025.

This Bylaw received second reading and final approval at the Town Council meeting of _____, 2025.

This bylaw was formally adopted by Council at a meeting held on _____, 2025.

This bylaw is hereby declared to be passed and proclaimed as a bylaw of the Town of Stratford on this _____ day of _____ 2025.

Witness the corporate seal of the Town.

Mayor

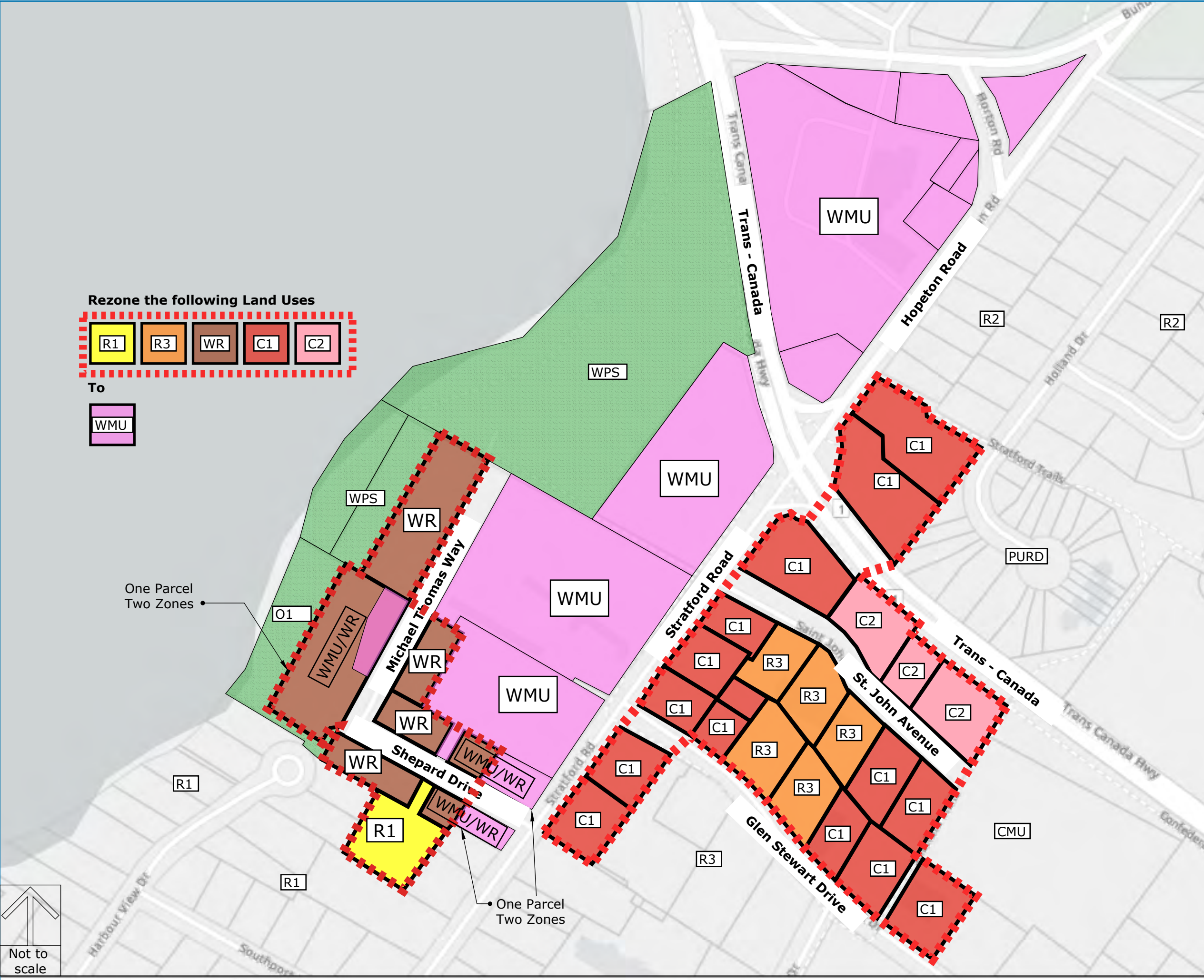
Chief Administrative Officer

This bylaw is hereby declared to be passed and proclaimed as a bylaw of the Town of Stratford

on this _____ day of _____, 2025.

Hon. Steven Myers,

Minister of Housing, Land and Communities





Imagine that!

Town of Stratford Waterfront Mixed-Use Zone Amendment and Rezoning Summary

Town Council 1st Reading - Wednesday, September 10th, 2025

About the Project

As part of the Stratford Plan Review, Town Staff are proposing the rezoning of 28 parcels along and adjacent to the Stratford & Hopeton Roads, to an updated Waterfront Mixed-Use Zone in order to facilitate more diverse and convenient development.

These proposed amendments envision a mixed-use neighbourhood that provides a comprehensive range of residential, retail, and commercial employment uses anchored by the amenity of the public waterfront spaces. Development of the Waterfront anticipates the following land use outcomes:

- Development along Stratford Road, the Trans-Canada Highway, and Hopeton Road to include ground floor retail and restaurant spaces to encourage vibrant, pedestrian-focused streetscapes.
- A mix of residential and commercial development throughout the Stratford Waterfront.
- Community-focused institutional spaces will be encouraged within the Bunbury Road/Hopeton Road corner.
- Prohibition of new Drive-thrus.
- Buildings up to 6 stories in height.



Benefits

- Contributes to addressing housing shortage
- Increased commercial and residential tax base
- Efficient use of services
- Anticipated positive impacts on transit, route expansion, and ridership
- Increased demand for developing the Jr. High project sooner rather than later
- Local business start-ups
- Job creation
- Efficient and sustainable development
- Improved utilization of land
- Growing up instead of growing out
- Reduced parking and parking demand (0.5 spaces per dwelling unit)
- Convenient and efficient pedestrian movement

Potential

- Estimated 1,500-2,000 dwelling units
- Estimated 3,900 population with:
 - Mixture of 1 & 2-bed dwellings
 - Apartment, Live-Work & Townhouse dwelling types
- Estimated 44,000 m² commercial space
- Enclosed parking garage

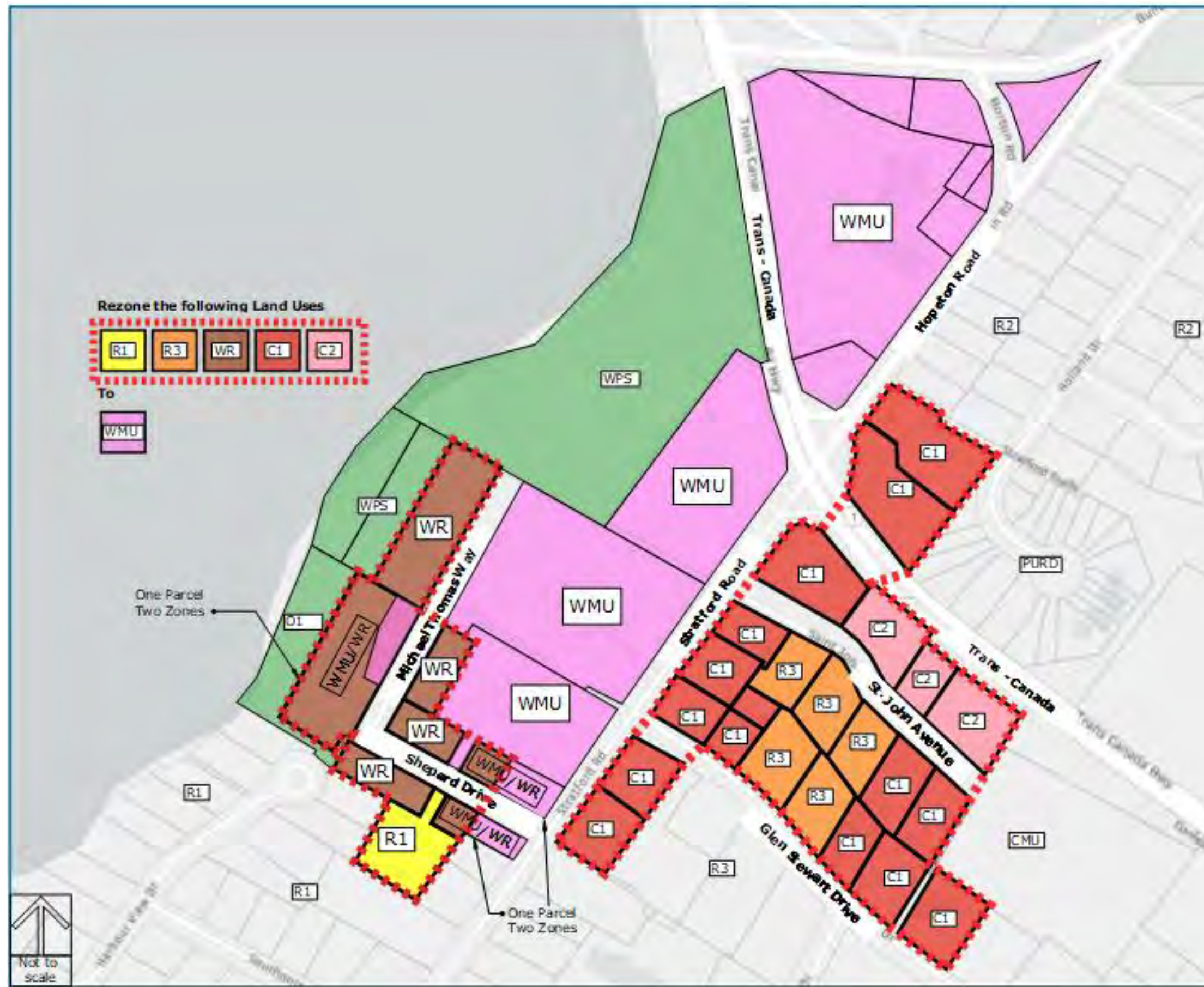


Imagine that!

Rezoning

The figure here shows that of 41 parcels in the proposed area, 28 will be rezoned to Waterfront Mixed-Use Zone (WMU). The other 13 will remain Waterfront Mixed-Use Zones.

The parcels shown as Open Space (O1) and Waterfront Public Space (WPS) are not included in the application and will remain dedicated park and natural space. There is NO proposed development within these areas.



Rezoning Changes

The parcels along Shepard Drive and Michael Thomas Way will see 5 parcels rezoned to Waterfront Mixed-Use.

Waterfront Residential (WR) currently permits Townhouses up to 3 Storeys and Apartments up to 4 Storeys, with commercial use at ground level a conditional use. Parking will be at the rear of the property.

Proposed Rezoning changes would see heights increase to parcels on the Michael Thomas Way from 4 to 6 Storeys and the north side of Shepard Drive to 5 Storeys. Parcels on the south side of Shepard Drive will remain a maximum height of 3 Storeys and have set those parcels to be Townhouses as a main use.

All but one of the parcels are vacant and have been since the motel operations stopped and the lots were subdivided.



Rezoning Changes (cont.)

The Low-Density Residential (R1) Zone parcel that is located behind the Townhouse parcels and backs on to the Single Detached Homes on Harbourview Drive and Stratford Road is also included in this application. This parcel has been identified as surface parking to support the community who wish to use the Michael Thomas Waterfront Park and would also help to support those wanting to visit the area for any new services.

As per the Zoning and Development Bylaw #45, parking lots abutting a residential Zone where there are eighteen (18) or more parking spaces require a landscaped Buffer area of at least 1 m (3.3 ft.) in height shall be planted on the adjacent bordering property for which the application is made and shall be maintained in a healthy growing condition by the Property Owner (Town of Stratford in this instance).



Rezoning Changes

The (20) parcels along Stratford Road, Hopeton Road, Glen Stewart Drive and St. John's Avenue are a mixture of commercial and apartment residential uses. Parking is the predominant use at the front and commercial use at the rear.

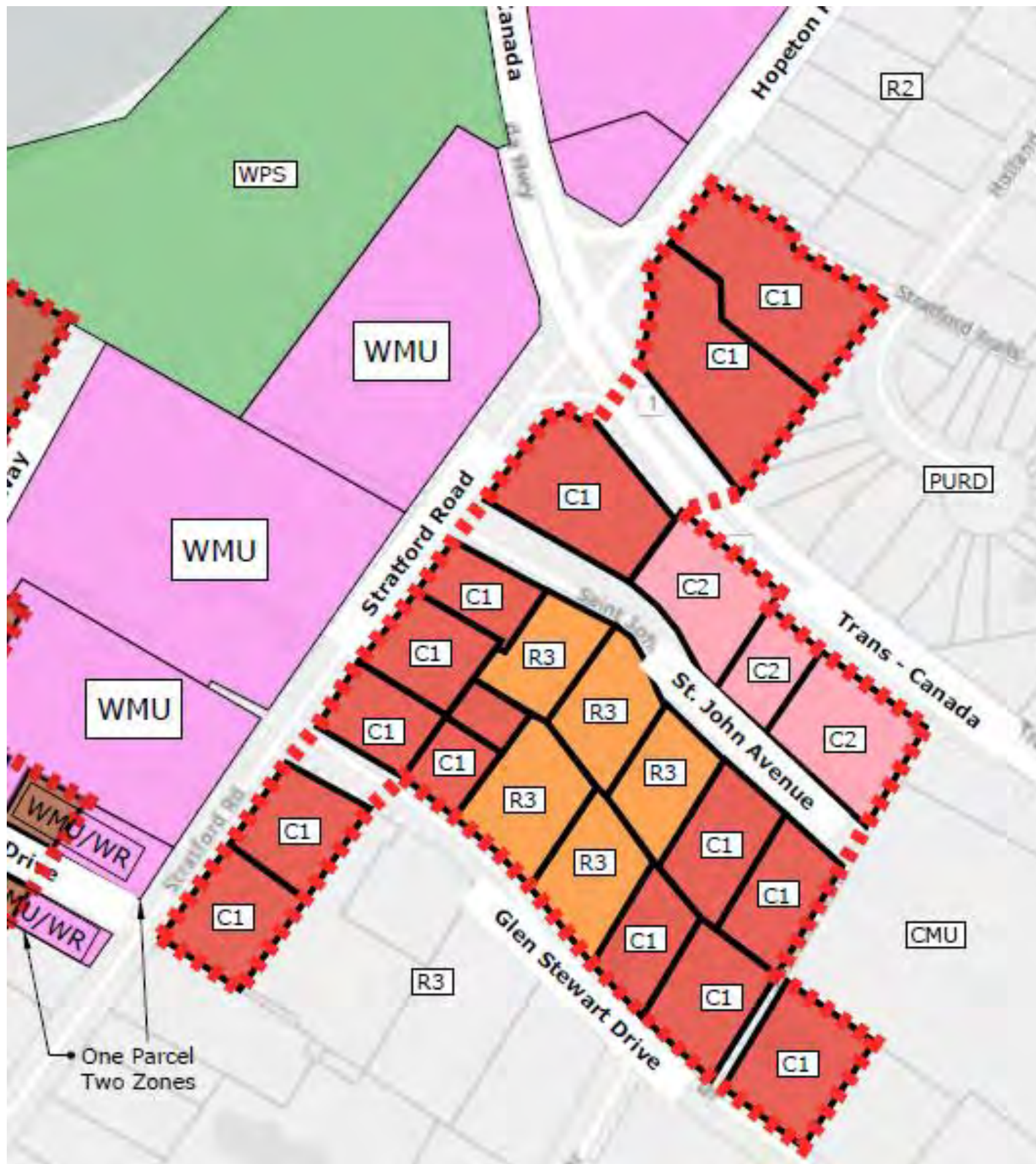
Locating the buildings to the front of the parcel allows the following:

- Implementation of sound urban planning principles;
- Creation of vibrant communities;
- Provide services throughout the day and evening;
- Mixed-uses that are close to public transit routes; and
- Connections between these mixed-uses are not car-centric and accessible by all means of movement.

By implementing these urban planning principles in an urban centre, the less we need sprawl development on to existing agricultural and natural land.

Building heights would be increased from 3 to 6 Storeys on the Stratford & Hopeton Road and up to 5 Storeys along St. Johns Avenue & Glen Stewart Drive.

Currently, there are only a few vacant parcels in this area.

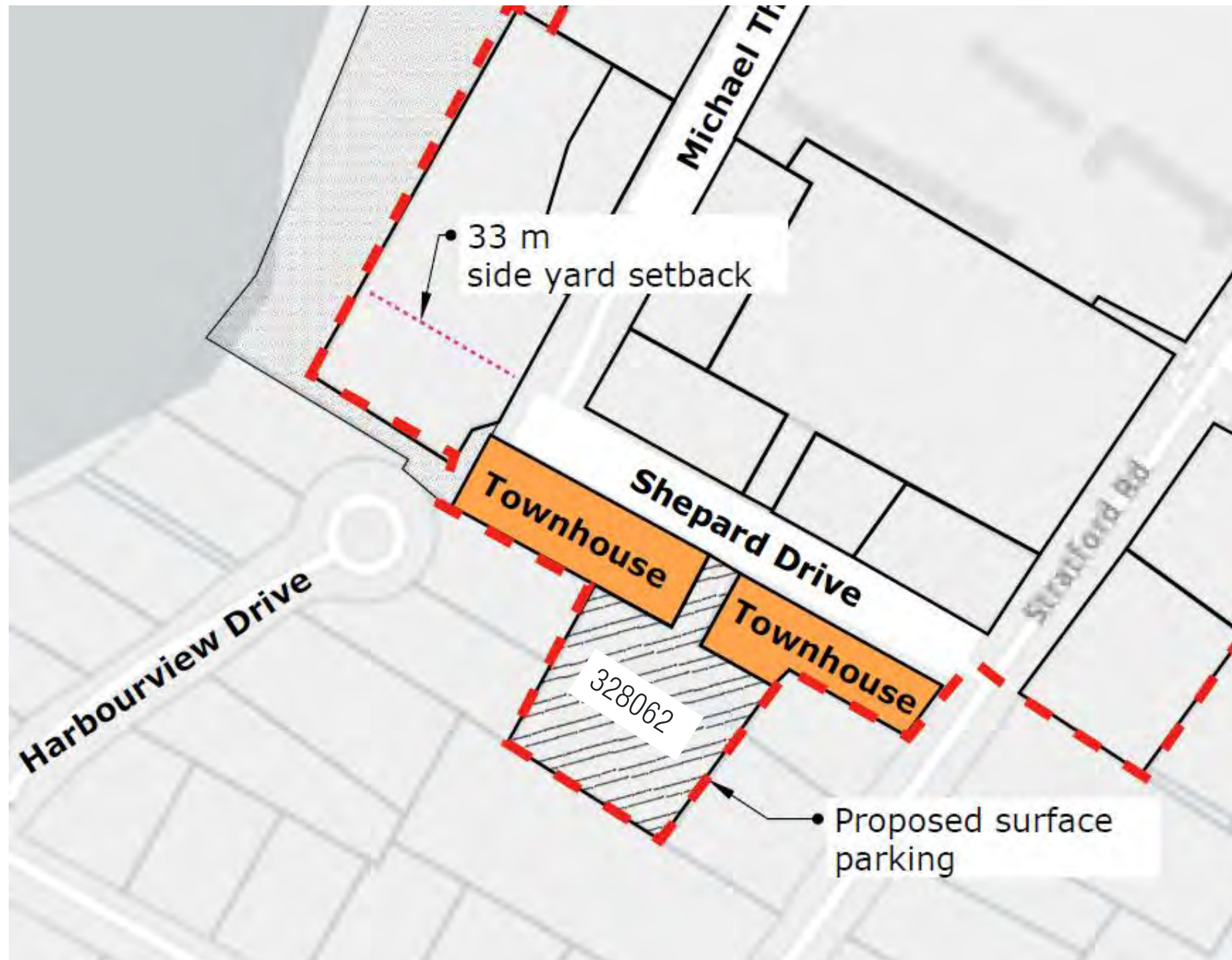


Maintain View Corridors

The proposed amended Waterfront Mixed-Use Zone regulations for setbacks have been designed to maintain the view corridors that were identified in the 2021 Stratford Waterfront Core Area Plan. The setbacks proposed in the amended zoning regulations will allow for future roads or public corridors shown on the plan here.

The vacant parcel PID 328062 adjacent to Harbourview Drive cul-de-sac will have a 33 m side yard setback on the Harbourview Drive side to maintain a visual corridor from Shepard Drive, which will move development further back from the Harbourview Drive residents.





Land Uses

In response to comments received regarding the parcels along Shepard Drive, the proposed amendment has identified the parcels backing onto low-density residential units as Townhouse style as the main use and will be a minimum of 2 and maximum of 3 Storeys. This is in-keeping with the permitted uses in the existing Waterfront Residential Zone for these parcels.

Both of these revisions will provide a buffer between the existing residential and future new development.

Permitted Uses

Land Uses Permitted	Permitted in Waterfront Mixed Use	Permitted in the Existing Waterfront Residential
• Apartment Units, other than on the first floor;	Permitted as-of-right	Permitted as-of-right
• Business and Professional Offices;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Retail Stores;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Restaurants and Lounges;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Service and Personal Service Shops;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Banking and Financial Institutions;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Entertainment Establishment;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Institutional Buildings;	Permitted as-of-right	Not Permitted
• Hotels, Motels or other Tourist Establishments;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Health Clinics;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Parking Lots;	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Parking Garages; and	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Accessory Buildings.	Permitted as-of-right	All Commercial Uses Conditional Approval by Council
• Stacked Townhouse Dwellings;	Permitted as-of-right	Permitted as-of-right
• Townhouse Dwellings	Permitted as-of-right	Permitted as-of-right
• Passive Recreation Uses;	Permitted as-of-right	Not Permitted
• Parks	Permitted as-of-right	Not Permitted
• Nursing Home;	Permitted as-of-right	Not Permitted
• Child Care Centre	Permitted as-of-right	Not Permitted

Parking

The proposed amendments would reduce the parking requirements for residential dwellings and commercial square footage . This is in accordance with the parking requirements of the Core Mixed-Use and Urban Core Zones, shown below.

Land Use	Current Requirements	Proposed Parking
Multi-Units Residential (6 or less)	2 Parking Spaces per Dwelling Unit	0.5 Parking Spaces per Dwelling Unit
Multi-Units Residential (6 - 19)	1.5 Parking Spaces per Dwelling Unit	
Multi-Units Residential (20 +)	1 Parking Spaces per Dwelling Unit	
Commercial or Office Space	Vary between 1 space per 4.7 sp. m up to 1 space per 37 sq. m.	3 Parking Spaces per 93 sq. m. (1,000 sq. ft.)

Subject Area – Zoning History

The subject area is currently a mixture of commercial, medium density residential, and mixed-use zoned parcels. The proposed amendment and the nature of mixed-use development is not new to this area. As far back when the area was the community of Southport, the area was zoned for a mixture of commercial and medium-density residential land use and residential dwellings within a commercial building have always been permitted.

Revisions over the years have seen some parcels change in land use zone designations but there have always been a variation of multi-unit and higher density residential, and commercial which permits residential above ground floor, and a mixture of commercial uses.

1990 Southport Zoning & Subdivision Bylaw

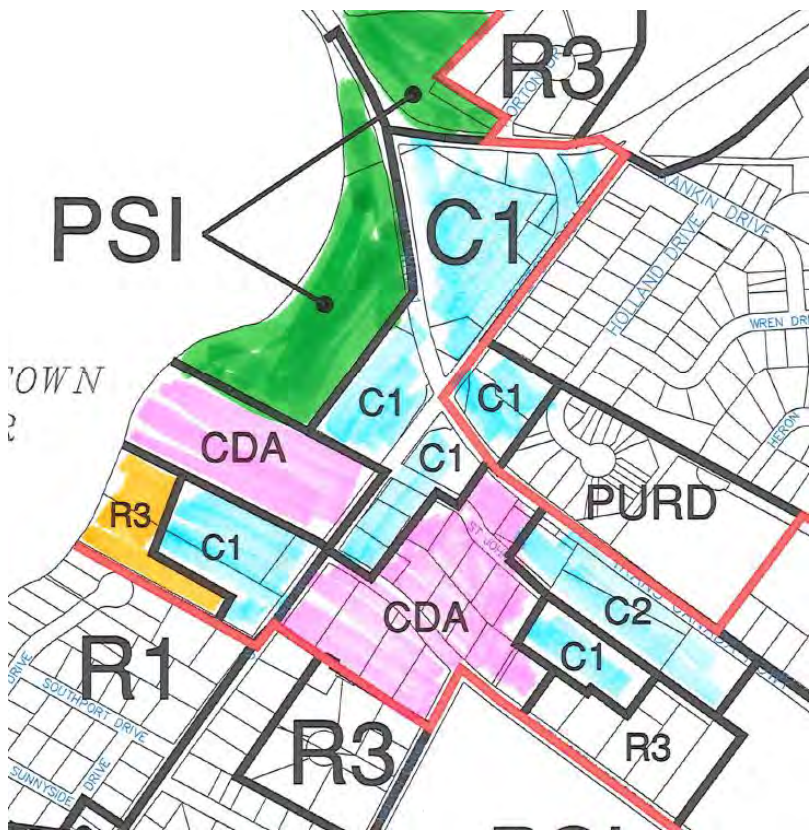


Zoned for Commercial (C1) Zone

- Banks and Financial Institutions
- Business and Professional offices
- Parking lots
- Multiple family dwellings
- Hotels and motels
- Private clubs, and
- Restaurants.

Residential dwellings are permitted within a commercial building but above the first floor.

2006 Stratford Zoning and Development Bylaw



Zoned for Commercial (C1) Zone

- Banks and Financial Institutions
- Business and Professional offices
- Parking lots
- Hotels, Motels and Tourist Establishments
- Restaurants and Lounges
- Entertainment Facilities
- Transient and Temporary Commercial

Zoned for Multiple Family Residential (R3) Zone

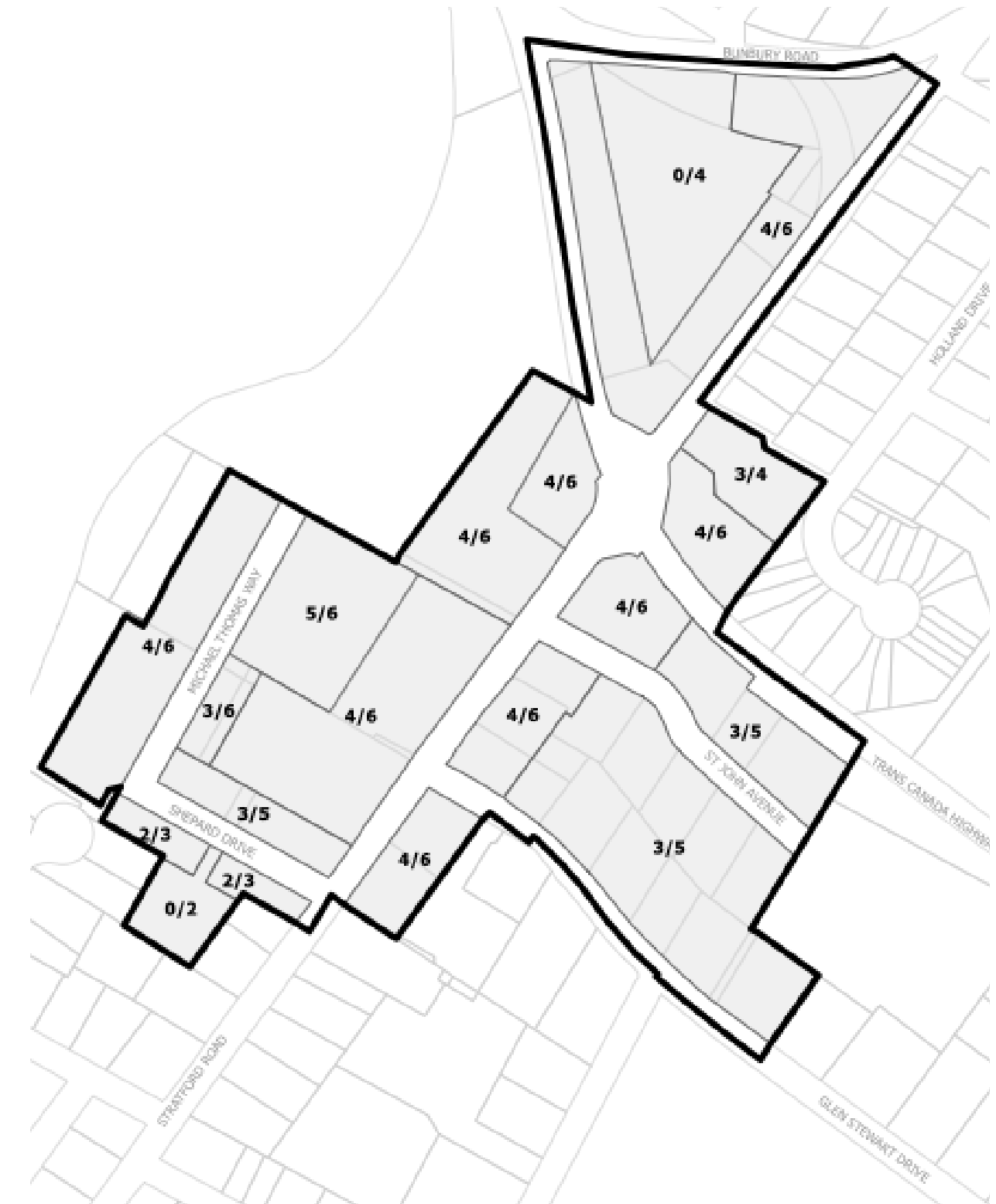
- Duplex Dwellings
- Townhouses (up to 3 Storeys)
- Apartments (up to 3 Storeys)

Zoned for Comprehensive Development Area (CDA) Zone

Uses permitted in C1, C2, PSI and R3 Zones

Design Guidelines

- The ground floor of buildings along key commercial streets shall have frequent entrances and a high proportion of glazing.
- Roofs along key commercial streets should be flat unless the roof forms part of a distinct architectural style.
- Building heights shall range from four to six stories, with buildings stepping down to a range of two to three stories as a transition to existing lower-density residential areas.



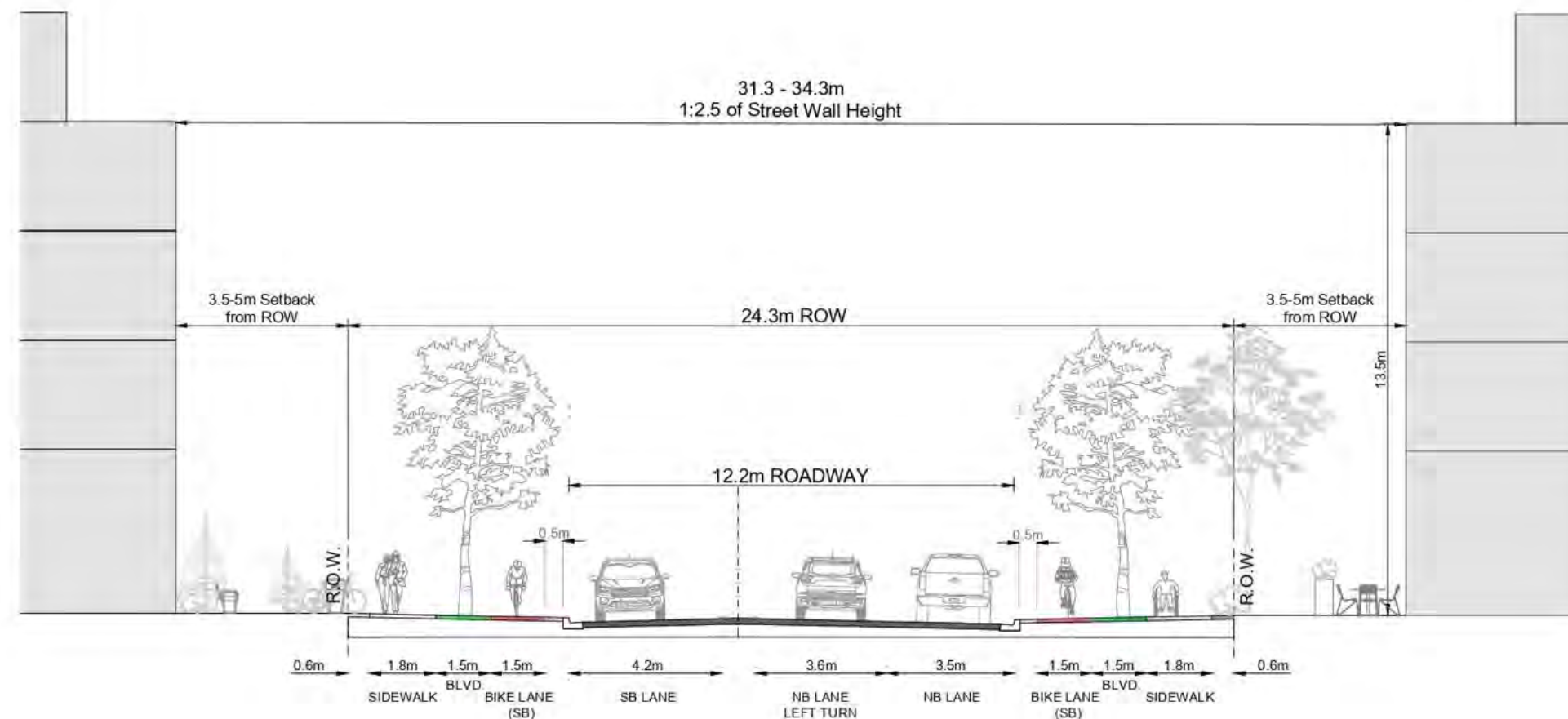
Permitted Building Heights

- Currently mixed-use buildings and apartments are permitted up to 4 stories. Additional stories maybe permitted providing the development be deemed appropriate.
- The proposed amendment would see building heights increased to 6 stories but all floors above 4 will be required to be stepped back from the building façade.
- This is in-keeping with permitted development in the Core Mixed Use Zone (CMU).



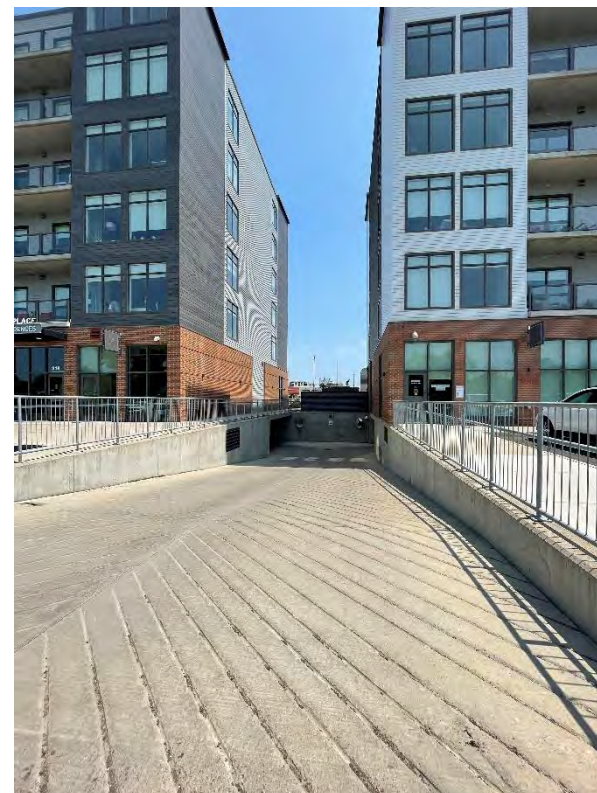
Design Guidelines (Continued)

- Buildings shall be located close to street lot lines to establish a strong “streetwall”, with some space between the street lot line and the building façade to provide room for activities such as café seating.
- Buildings shall be set back from lot lines shared with areas outside of the Waterfront Gateway but should otherwise be encouraged to have minimal to no setback from internal (side and rear) lot lines.



Design Guidelines (Continued)

- Buildings adjacent to existing lower-density residential neighbourhoods shall—regardless of the use—have the outward appearance of town houses, including frequent entrances and visual distinction between narrow “units”.
- Underground parking is encouraged. Surface parking should be located inside or on rear yards except where the existing configuration of streets makes this infeasible.
- Landscaping designs shall be professionally prepared and should provide a transition between different land use areas, enhance the pedestrian focus of the area, and provide visual amenity to the Waterfront Gateway.
- New roads and the reconstruction of existing roads should provide a “complete streets” approach with ample room for pedestrians, amenity space for plantings and urban design elements, and active transportation infrastructure



A New Look – Hopeton Road



A New Look – Michael Thomas Way



A New Look – Stratford Road & Glen Stewart Drive



A New Look – Stratford Road



Public Meeting July 21, 2025

The public meeting for this amendment was held on July 21, 2025. This was well attended with 30 residents signing in, including members of Planning Board and Council. The meeting was also live streamed online on the Town's YouTube page.

The Public were given the opportunity to provide comments on this proposal. The deadline for comments was July 25th at 4:00 pm.

Of the 124 written notification letters to property owners within the proposed area and parcel owners within required 150 m radius of the subject land, the Town only received 13 letters from residents, 2 in support, 2 in favour but against development along Shepard Drive and 7 against.

- Of the 13 letters, it was only clear that 2 of those residents reside within the 150m radius.

A formal objection letters to the application with 13 signatures from residents was hand delivered on July 31st to Town Staff after the July 25th closing date.

Additionally, Staff presented to the property owners of the lots proposed to be rezoned and they were in favour of the proposal.

Summary of Public Responses

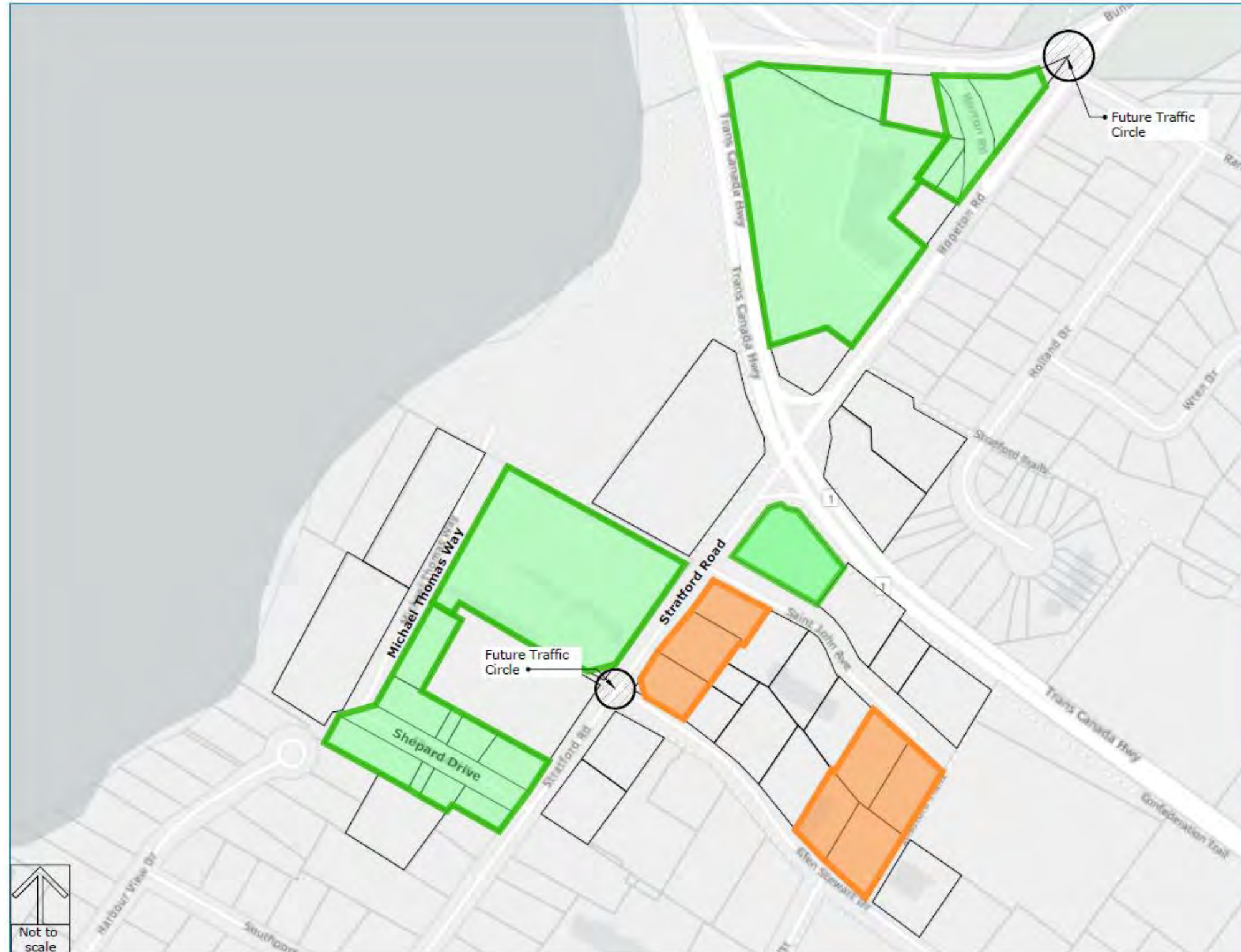
The comments made in the public meeting and the letters received are summarized below, in no particular order:

- In favour of this proposal, but the Town must ensure that there is access to public transit.
- On-street parking and parking requirements should be minimized and more underground parking where possible.
- The proposed overview looks blockish and will decimate the area. Previous plan was for buildings with more character.
- The proposed design will remove the waterfront views.
- Erosion should be considered with development close to the water.
- Concerns of loud music and entertainment going into the early hours.
- Concerns about where parking will be for all the new residents
- Concerning the traffic that will be created by the new residents, congestion is already a concern.
- Concerns of taking away parks and natural areas to build apartments.
- This proposal will create a closed off community and prevent residents from accessing the waterfront.
- Concerns with development in residents' back yards.
- This proposal will cause stress on the local schools.
- There should be a green buffer or park between the existing single detached units and the new development.
- This proposal could create a vibrant and successful community.
- This proposal will reduce the impact of urban sprawl and development of our agricultural and natural areas.
- This proposal will provide opportunities for a more walkable community with access to trails and services.
- Stratford doesn't have to become a city.
- Concerns of 6 storey buildings.

Addressing the Concerns

- No park or natural area has been included in this proposal nor is there a plan to have the existing park zoned for development.
- Stratford has a Noise and Nuisance Bylaw to monitor any complaints or offences.
- Traffic Study may be required at application.
- Staff will review all applications in accordance with the Zoning and Development Bylaw requirements.
- A Boardwalk is being proposed to wrap around the new development on the natural and park lands.
- The boardwalk will also provide separation of development between residents on Harbourview Drive and Michael Thomas Way.
- This development will provide opportunities for new businesses and services within the area
- Apartments will require a minimum of 25% of the units to be 2 or 3 bed units.
- The proposed development will reduce the high-density development in more mature areas.

Potential Phasing of Development

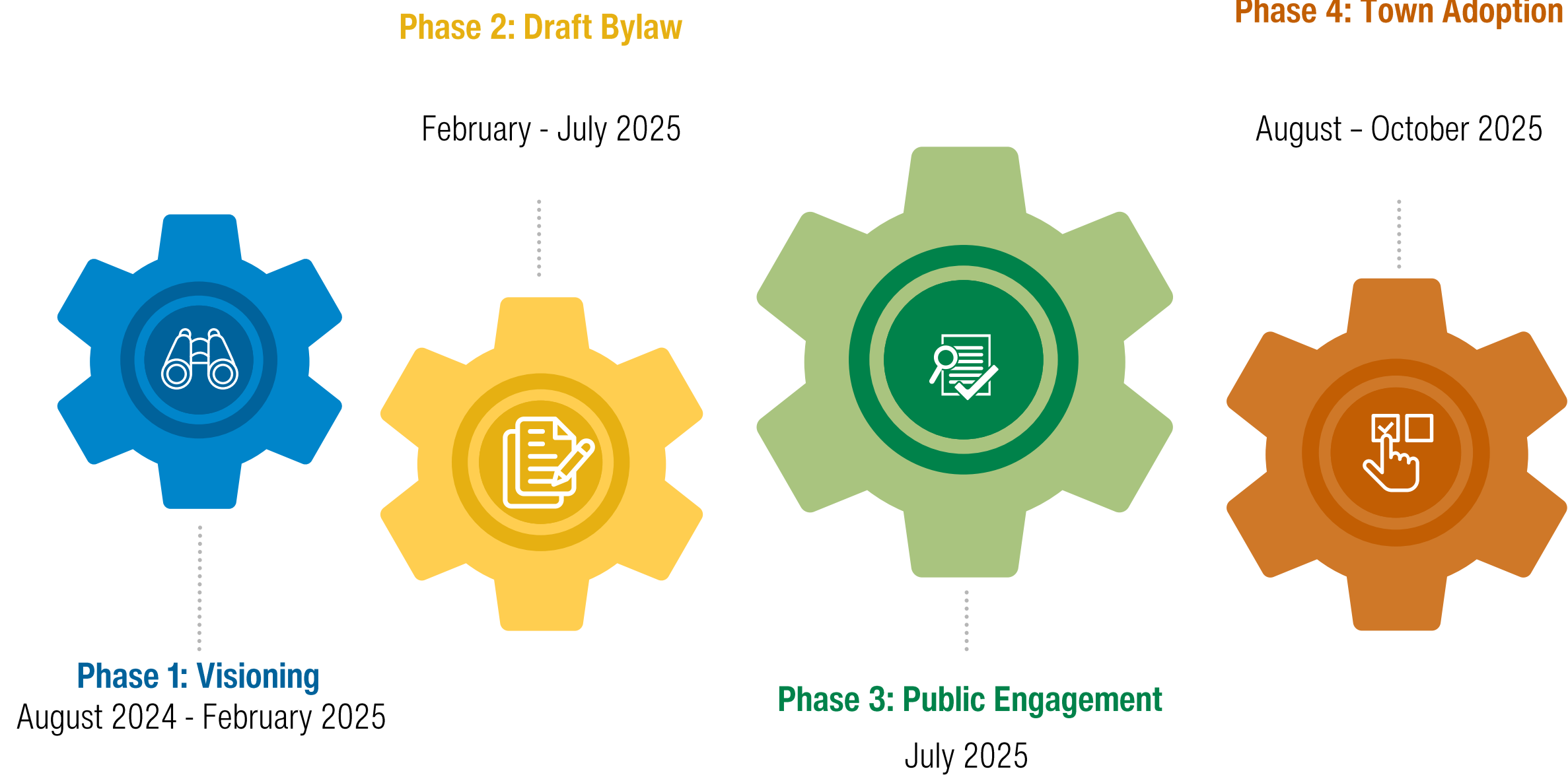


There has been conversation, and we are aware of property owners on Shepard Drive and Michael Thomas Way that are eager to move ahead with Townhouse developments. The motel site has lots of potential but no knowledge of intent for that parcel.

These changes are intended to plan for future development within the Town. It is not anticipated that existing buildings in the short-term would be torn down to allow this to fully build out. These changes streamline the variety of zones currently in place, the proposed amendment will make future development of the area more consistent and cohesive.



Project Timeline





Imagine that!



To speak directly to a member of the project team, please contact scarnall@townofstratford.ca



To learn more about the project and participate in the online public survey, please visit www.shape.townofstratford.ca/projects/proposed-waterfront-rezoning

Scott Carnall

From: Wendy Watts
Sent: Wednesday, July 30, 2025 1:42 PM
To: Scott Carnall
Subject: FW: Stratford Development

Scott, Please see below which was in my junk folder last week.

Thanks,

Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8 Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000 wwatts@townofstratford.ca | www.townofstratford.ca

-----Original Message-----

From: [REDACTED]
Sent: Monday, July 21, 2025 10:42 AM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: Stratford Development

You don't often get email from [REDACTED]. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

To Whom It May Concern At The Town Of Stratford,

This e-mail was inspired by a received notice about the RZ004-2025 zoning amendments, but this message is not strictly just about that, but Stratford's current trend towards overdevelopment in general.

I am just writing this to say that I am still strongly opposed to the Gray Group's development plan for Stratford, and any other development plan that destroys our natural green spaces and furthers the overdevelopment of our town. Having immediate access to natural wild spaces and having a low population density were the best things about living in Stratford, and all the development that's been happening in the last few years is effectively destroying both. I strongly disagree with the perceived notion that "growth" and increasing both the local population and population density are inherently good things. Increasing the population, and especially the population density, will only cause everything to get even more expensive, not to mention it will increase things like traffic, pollution, and likely even crime. I doubt there's any point in me writing this, as I honestly feel like everyone involved in the decision making process is deliberately prioritizing "growth" and profits over the local natural (undeveloped) environment, the desires of the residents, and also, arguably, the well-being of the town. I don't even follow the town council meetings anymore because it doesn't seem like there's any point. I am just writing this e-mail to make my opinions known.

Thank you for your time,
[REDACTED]

Scott Carnall

From: Wendy Watts
Sent: Wednesday, July 30, 2025 1:34 PM
To: Scott Carnall
Subject: FW: Water front rezoning

Hi Scott,

This was found in my junk email folder but time stamp is previous to the deadline.

Sorry,

Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8 Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000 wwatts@townofstratford.ca | www.townofstratford.ca

-----Original Message-----

From: [REDACTED]
Sent: Thursday, July 24, 2025 3:12 PM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: Water front rezoning

You don't often get email from [REDACTED]. [Learn why this is important](https://aka.ms/LearnAboutSenderIdentification)
<<https://aka.ms/LearnAboutSenderIdentification>>

To whom it may concern:

I'm writing to share my concerns about the proposed rezoning of land here in Stratford. I truly believe this proposal hasn't been properly thought through, especially when it comes to traffic impacts and the overall effects on our community.

Traffic is already a nightmare in this area, with long backups during peak hours. This project would only make things dramatically worse. Imagine the congestion! Adding high-rise buildings to an already notorious bottleneck would make living here unbearable. And let's be honest, the waterfront would likely become exclusive to residents of these new developments. Plus, the promises to respect the boundaries of the adjacent subdivision feel like empty words.

I strongly oppose this proposal in its current form, and I sincerely hope the council won't move forward with it. There has to be a better way to increase density that genuinely respects the livability of our town. A great starting point would be to work with the province to get a dedicated turning lane onto Stratford Road and to push for a much-needed second bridge.

Scott Carnall

From: Wendy Watts
Sent: Wednesday, July 30, 2025 1:35 PM
To: Scott Carnall
Subject: FW: Comments on Waterfront rezoning

Hi Scott,

This email was received in my junk folder but was received by the deadline last week. My apologies,

Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8 Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000 wwatts@townofstratford.ca | www.townofstratford.ca

-----Original Message-----

From: [REDACTED]
Sent: Thursday, July 24, 2025 10:57 AM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: Comments on Waterfront rezoning

You don't often get email from [REDACTED] Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

To whom it may concern;

We are writing to provide comments on the proposed rezoning of land on the Stratford. We don't believe this proposal has been properly researched with respect to traffic or the effects on the surrounding area.

Traffic is already bad in this area and with long lineups at peak times and this will make it so much worse. The congestion will be terrible. Adding high buildings in what is already a choke point will make living in the area intolerable. The waterfront will only be accessible to the people who live there. Promises to respect the boundaries of the adjacent subdivision are just words with nothing to back them up.

We strongly disagree with this proposal in its current form and I hope that council will not move ahead with the project. There must be a better plan to increase density that respects the livability of the town. Working with the province to get a turning lane onto Stratford road and to push for a second bridge would be a good start.

Respectfully,
[REDACTED]

Scott Carnall

From: Wendy Watts
Sent: Wednesday, July 30, 2025 1:35 PM
To: Scott Carnall
Subject: FW: Town Plan

Hi Scott,

This email was in my junk folder – my apologies but it was sent Friday prior to the deadline for responses.

Thanks,



Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8
Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000
wwatts@townofstratford.ca | www.townofstratford.ca

From: Jane Johnston

<sinenic@hotmail.com>
Sent: Friday, July 25, 2025 11:23 AM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: Town Plan

You don't often get email from sinenic@hotmail.com. [Learn why this is important](#)

It said on the news you wanted to hear from residents by July 25 about the proposal for the waterfront. I cannot find where to send it on the Stratford website.

I feel this parcel of land should be kept as a green space. As far as a town centre goes I think we have one up by Sobeys and the town hall. We do not need more businesses on the waterfront. We seem to think we need to build on every inch of nice waterfront property. I am against this proposal. It is not fair to the people who already live close to this property.

Jane Johnston

Scott Carnall

From: [REDACTED] >
Sent: Friday, July 25, 2025 2:06 PM
To: Scott Carnall
Subject: Waterfront Residential Rezoning Amendments, Johnson Comments

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[<https://aka.ms/LearnAboutSenderIdentification>](https://aka.ms/LearnAboutSenderIdentification)

Dear Scott Carnall and Planning Committee

The following are my additional comments regarding and related to the rezoning of the proposed development, Stratford Waterfront Area. I have no objection to the zoning amendments. Any concerns I had were regarding the official plan (unpleasant, ugly architecture, parking and pop. density) were expressed at the July 21st public meeting. I also agree with others commenting about excessive building height (objecting, up to 6 floors), traffic flow at Esso, planning for a second bridge, restricting a bar, overpopulation density, resistance to changing neighborhood, traffic. I do not think all residents want Stratford to become City status.

We are local Harbour View Drive residents, (PID [REDACTED]) immediately abutting the boundary of (PID 328062) and the s/w narrow strip of land slated for the waterfront boardwalk extension. We have deeply grave concerns and object to the proposed boardwalk currently shown to completely hug our property line. This may be a separate issue than the rezoning however I would like to bring this to the attention of the Planning Committee and Recreation Committee. We do not object to the boardwalk, actually welcoming it, but we strongly object to its full length being within feet of our residential home. It is necessary to have a greater buffer zone to respect our privacy. In addition to violation of our privacy, as currently planned. We foresee increased noise, incursions onto our property, (dog and human) our motion detectors and video camera triggering on and off, theft and break in attempts increasing (we have experienced security breaches), totally unacceptable. We do not want a fence, but a wider buffer would help.

As you may be aware there currently exists a grass locally mowed trail from the Michael Thomas Statue along the waterfront to the foot of [REDACTED] Harbour View Drive and the sewage pump out station. We have lived alongside and experienced it for several years. It gets a lot of use and will see much, much more. We find this path acceptable as it provides us with a half-decent buffer area between privacy at our residential home and the trail. There must be a larger buffer, and the existing rough trail provides it. It still allows access to the water where the bank is cut out. It would be deeply appreciated to have adjustments made to have this beautiful boardwalk follow the existing groomed path along the waterfront and not encroach and infringe upon the neighboring property.

Thank you for providing this means to communicate our comments and please pass this E mail to the appropriate persons or committees. If you would like my presence to provide you with more information, please do not hesitate to contact me.

Thank You

[REDACTED]
 [REDACTED] Harbour View Drive
 Stratford, PE, [REDACTED]
 Home # 902 [REDACTED]
 Cell # 902 [REDACTED]

Scott Carnall

From: [REDACTED]
Sent: Wednesday, July 23, 2025 6:38 PM
To: Scott Carnall; Stratford Consultation
Subject: Waterfront

Some people who received this message don't often get email from [REDACTED]@m. [Learn why this is important](#)

Good afternoon,

I'm writing to share my thoughts on the proposed waterfront rezoning currently under consideration. After reviewing the details of the plan and watching the meeting online, I have several concerns I hope Council will take into account.

Since 2013, residents of our town have contributed nearly \$5 million in taxes to address the longstanding sewage odor issues in the area. With that substantial investment from the public, it is disappointing to now see a proposal that would see this space surrounded by high-priced rentals and commercial buildings. This approach appears to limit public access and benefit private developers, rather than enhancing the area for the broader community. Furthermore, the proposal includes no designated parking for those who do not live nearby, which creates an impression of exclusivity and limited accessibility. I note that this may be by design in an attempt to force more people into public transit. The heights of the buildings itself will block water views heading west through the corridor and do not add to a feel of the area being a community park.

I am also concerned by what appears to be spot rezoning. A parcel near Shepard Drive has been included in the application, and until the July Council meeting, I had understood that the town was not in favor of spot rezoning. With this proposal originating from the Town itself, I'm now unclear on what qualifies as spot rezoning and how those decisions are being made.

Additionally, the proposed R2 zoning for properties along Hopeton Road raises questions. The introduction of six-storey buildings adjacent to single-family homes seems abrupt and inconsistent with the principle of gradual zoning transitions that I believed the Town supported. This contrast in scale would likely feel out of place and could have a negative impact on the character of the neighborhood.

Given the scale of this proposal and its long-term impact on the community, I believe it warrants broader public discussion and engagement. This redone would see long standing structures demolished for the sake of increased profitability of developers, and would drastically impact the overall feel of the community. Hosting a single public meeting on a Monday evening in the middle of summer is unlikely to capture the attention or participation this proposal deserves. If this initiative is being led by Council or a consulting firm on its behalf, I respectfully ask why it is not being integrated into the larger Official Plan consultation process.

Finally, I've noticed a growing emphasis on densification. While I understand the need to respond to federal funding opportunities, I believe this should be balanced with thoughtful consideration of how such changes affect our community's character and infrastructure needs both current and future. The mention of tackling "NIMBY-ism" in official planning documents is concerning—it risks dismissing valid

concerns from residents who care deeply about their town. Community feedback should not be seen as an obstacle, but as an essential part of good planning.

Thank you for your time and consideration. I appreciate the difficult work involved in shaping the future of our community and hope these points will be thoughtfully considered as you move forward with this proposal.

[REDACTED]

Birch Woods Lane

Scott Carnall

From: [REDACTED]
Sent: Friday, July 25, 2025 6:32 PM
To: Scott Carnall
Subject: In Support of the Waterfront Rezoning

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I was at the recent public meeting about the proposed rezoning of the parcels of land surrounding the waterfront area near the Hillsborough Bridge.

I implore you to proceed with this rezoning proposal. Stratford is missing a "downtown" and a viable and enjoyable waterfront. Furthermore, if we choose not to densify the areas we have we will only continue the suburban sprawl that continues to erode at our agricultural lands and makes residents further dependent on cars in lieu of transit and active transportation.

I was aghast but not surprised at the attitudes that came from many at the public meeting. The entitlement and stubborn resistance to change is distressing. The Stratford I envision is one that is forward facing and embracing of our future as a diverse, walkable and self sufficient city.

The only way to accomplish this is by recognizing that Stratford cannot remain the bedroom community to Charlottetown that it has traditionally been. We are growing, but we are growing out and not up. We must embrace mixed use and mixed density development. We must create spaces where people can live without the need to own a vehicle.

When my children get older I want them to be able to bike/walk to an area that is friendly to active transportation, is vibrant and alive throughout the day, and has a variety of businesses and amenities. I don't want them relegated to sitting in a parking lot near Sobeys in an idling vehicle.

Commenters said this development will cut off the waterfront. This is nonsense. At present I have no reason to bring my family to the waterfront area, there are no patios, no small businesses, no activities, and no park amenities. If my view from No Frills parking lot is affected, that is a price I am willing to pay in exchange for a waterfront park that I actually want to spend time at.

But I would hope that the town places some limits on the type of developments. I encourage you to mandate different types of housing, including 2 and 3 bedroom apartments, buildings with a portion dedicated to those of lower income or on social assistance, a preference or provision for co-ops. The last thing we need is a bunch of expensive micro-suits and 1 bedroom condos that become short term rentals and speculative investments.

In closing, please do not listen to the vocal minority that are opposed to any and all change. Just because they established themselves years ago, do not let them pull the ladder up behind them. Stratford can become a vibrant city in and of itself, not merely a suburb of Charlottetown. But until we can establish a "downtown" we will continue to be a commuter town.

10

July 25, 2025

Town of Stratford
Planning Department
Attention: Scott Carnall

RE: Proposed Waterfront Zoning Changes

Dear Mr. Carnall

As a resident of Harbourview Dr (), I am writing to raise an objection to the current rezoning plan.

My objection relates specifically to the lots on the south side of Shepard Drive between Stratford Rd. and Michael Thompson way. (see also attached my marked-up version of your map – I have highlighted the lots in yellow)

These lots lie immediately adjacent to several single family residential properties.

It is our household's belief that any commercial or residential development of these properties would adversely affect the quality of living in the currently, very quiet Harbourview Dr. neighbourhood and therefore these lots should be excluded from the rezoning proposal.

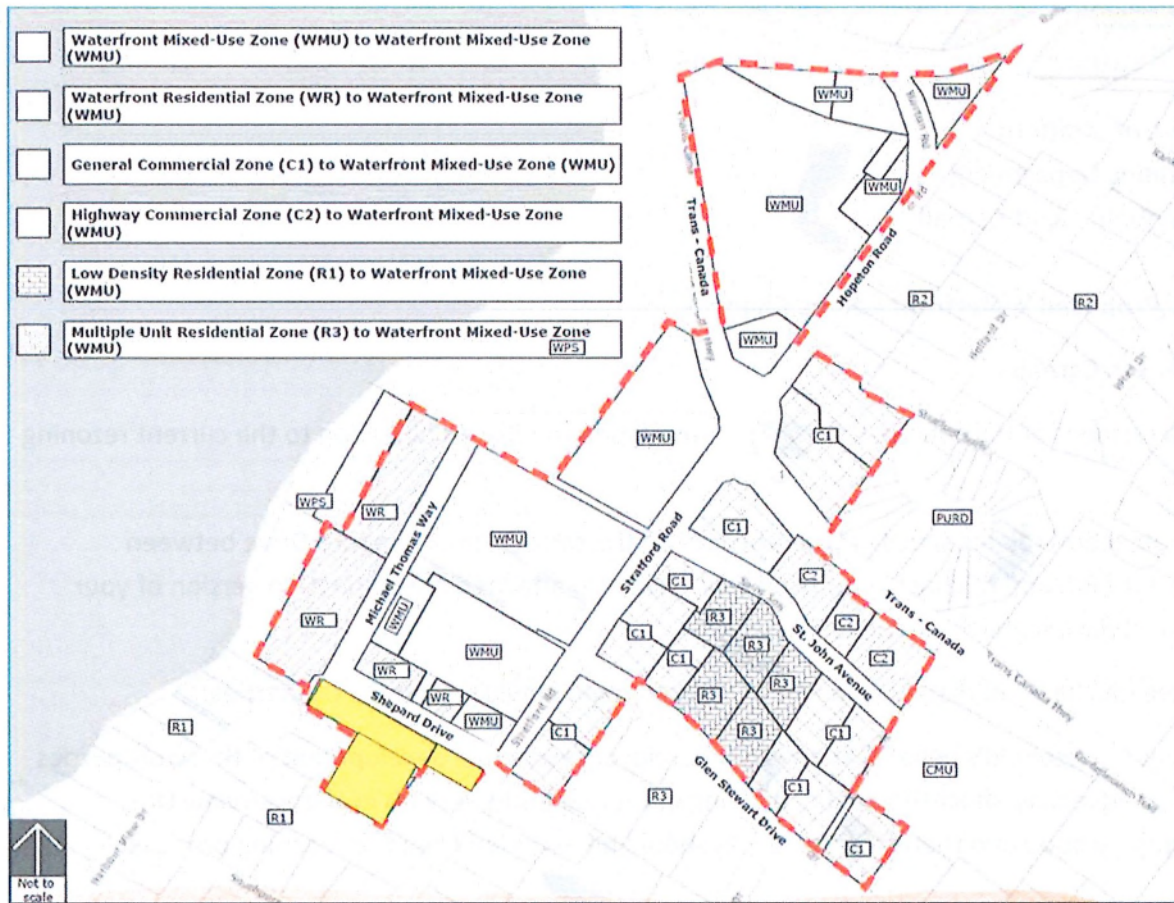
Rather, we would like to suggest that these properties be re-zoned as a green belt to act as a buffer between our neighbourhood and future development on the north side of Shepard Drive (and beyond). Ultimately, the area could be turned into a small park perhaps with some playground equipment for the use of local families.

We appreciate your consideration of our viewpoint on this matter.

PS I am circulating this letter to all of my neighbours on Harbourview Drive.

Sincerely,

A large, dark, irregular redacted area covering the signature.A dark, rectangular redacted area covering a line of text.A dark, rectangular redacted area covering a line of text.



Scott Carnall

From: [REDACTED] <[REDACTED]@outlook.com>
Sent: Wednesday, July 23, 2025 5:25 PM
To: Scott Carnall
Subject: Re: Comments on development plans for area near bridge

You don't often get email from [REDACTED]. Learn why this is important
<https://aka.ms/LearnAboutSenderIdentification>

Hi;

I watched to meeting re the above project online, and heard many valuable opinions expressed by residents. Their comments sounded quite reasonable and well thought out. It prompted me to think about how the development will affect the Town.

I moved to Stratford nearly 50 years ago, and I feel that the Town will have to consider that the growth rate is simply moving at a pace which far outdoes our ability to respond. Yes, Stratford is quickly becoming a city, but does it have to follow the examples of Charlottetown, Moncton, and Halifax where we are greeted by malls industrial parks, run down neighbourhoods, and commercial areas? Surely Stratford can do better than that. The plans for the area around the bridge do not represent the best use of the property. The Town, and therefore it's citizens, own the most valuable property in the Charlottetown/Stratford area, outside of Victoria Park. A similar park overlooking the Hillsborough River should be the goal of the Town. To allow private developers to disfigure the park to erect 4, 5, or 6 storey apartments, bars, etc., in such an important location cannot be permitted. As residents said at the meeting, they purchased their homes because it was a quiet, family-oriented location. To now change it into a neighbourhood of 5 storey apartments and bars would show that the Town does not care what the area becomes, and what the residents would be losing. Extremely unfair to say the least.

Of course, that does not even touch on the hard facts that Stratford does not have the sewer, water, and highway infrastructure capacity to handle the population, and traffic, which would ensue from the rapid expansion resulting from this plan. More apartment buildings, streets, intersections, lights, and traffic circles will not solve the issue of extreme congestion. We all know that it would take decades. I did hear at the meeting that the Province, not the Town, is responsible for most of those, but, as shown by the health care system, you cannot grow faster than you plan. It is still the Town of Stratford which has the duty to plan, and ensure, that these matters are under control. The Province has it's own priorities and it will do the Town no good to say it's not our problem, because it WILL be our problem.

I urge the Town of Stratford not to be swayed by a potential fist full of tax money. We need to try to retain the personality of our community, while undertaking sensible steps to allow the Town to develop into a jewel of a community.

Thank you for allowing me to express my thoughts on these plans. I hope the Town arrives at the best solution. We only have one chance to get this right.

1063

Scott Carnall

From: Office Admin
Sent: Friday, July 25, 2025 12:00 PM
To: Planning
Subject: FW: Water front proposal



Jodi Corcoran (she/her)
Administrative Clerk
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8
Phone 902-569-1995
jcorcoran@townofstratford.ca | www.townofstratford.ca

From: [REDACTED]
Sent: Friday, July 25, 2025 10:56 AM
To: Office Admin <officeadmin@townofstratford.ca>
Subject: Water front proposal

You don't often get email from [REDACTED]. [Learn why this is important](#)

To whom it may concern:

Rezoning land/property because the federal government gave the town of Stratford money for the home escalator fund with a quid pro quo. Stating the town would require to build up without first seeking approval from the residents of the town in a form of a referendum is not surprising. The mayor and city counselors should never give residents autonomy away without first having a referendum with a question. If we take the money from the government we will be obligated to do this ie build up around the water front. Do you agree or disagree? The town people has the right to make decisions that affect them.

As far as climate change is concerned. It should prove to people if elected officials are willing to build up around the water there is no climate crisis. That is just a scare tactic, to get people to go along with UN Agenda. Climate changes all the time has since the beginning of time.

Wasting people's time at the meeting when everything is already predetermined is not right.

Scott Carnall

From: Wendy Watts
Sent: Thursday, July 24, 2025 9:30 AM
To: [REDACTED]
Cc: Scott Carnall
Subject: RE: Rezoning of Land

Thank you for your submission. It has been shared with the Planning Department.

Thanks,



Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8
Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000
wwatts@townofstratford.ca | www.townofstratford.ca

From:
Cheryl

[REDACTED]
Sent: Thursday, July 24, 2025 9:28 AM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: Rezoning of Land

I am writing to express my concern and disapproval of the proposed rezoning land on the waterfront. This is a terrible idea and is making us strongly considering moving somewhere else.

The traffic is already bad in this area and the proposed building will make it so much worse. The congestion will be terrible. And, putting up these high buildings on the waterfront will take away the water view from everyone.

I can't tell you how much I disagree with this proposal, and I hope that council will not move ahead with the project. There must be a better solution.

[REDACTED]
Rosebank Road, long time Rosebank Road resident

Scott Carnall

From: [REDACTED] >
Sent: Sunday, July 27, 2025 6:40 PM
To: Scott Carnall
Subject: Glazing vs Bird Safe Glass & Lighting

You don't often get email from mccarthydm@hotmail.com. [Learn why this is important](#)

Hello,

I would like to see Stratford be a community leader in bird safe glass and to ensure glazing choices reduce the risk of bird fatalities. As you know, Stratford is along the Hillsborough River and a flyway for migrating and normal bird activities. Stratford has an opportunity to be a leader in safe glazing surfaces and to minimize artificial lighting to ensure nature is also respected. There is research on this topic and architectural guidelines.

<https://youtu.be/Wm7GaA67sOk>

<https://flap.org/>

<https://darksky.org/>

Thank you for your time and commitment to ensuring a naturally sustainable Stratford.

[REDACTED]
[REDACTED] Keppoch Road
Stratford, PEI

Scott Carnall

From: Wendy Watts
Sent: Friday, July 25, 2025 3:33 PM
To: [REDACTED]
Cc: Scott Carnall
Subject: RE: New Stratford Plan Comments

Thank you for your comments. They have been received and will be included as part of the consultations.

Take care,



Wendy Watts (she/her)
Community & Business Engagement Manager
Town of Stratford
234 Shakespeare Drive | Stratford, PE, Canada C1B 2V8
Phone (902) 569-6921 | Cell (902) 213-5227 | Fax (902) 569-5000
wwatts@townofstratford.ca | www.townofstratford.ca

From:
Edwin
Jewell

[REDACTED]
Sent: Friday, July 25, 2025 3:31 PM
To: Wendy Watts <wwatts@townofstratford.ca>
Subject: New Stratford Plan Comments

You don't often get email from edwinjewell@gmail.com. [Learn why this is important](#)

I was not at the meeting recently but would like to say I support the proposed new rezoning near the Hillsboro River.

My hope would be that consideration has been given to the increased traffic across the Hillsboro River Bridge. The bridge is already congested in the morning and evening rush hours. Traffic moves pretty good on an average day, however, if there is a lane interruption it really slows things down, sometimes considerably.

One of the keys to having a vibrant and successful community is having the foresight to look down the road 10, 25 or 50 years. To plan ahead for the larger population and the challenges that come with it.

The new schools are a good start.

The renovation to the old sewer area into a park looks great. Well done.

My wife and I have lived here for 5 years and love the town. Thank you to the council and staff for making this a great community.

Regards,

Public Meeting
VERBATIM MINUTES

FILE: Ian Watson of Upland Planning on behalf of the Town of Stratford for RZ004-2025 General Text & Zoning Map Amendments to Town of Stratford Zoning and Development Bylaw #45 and General Amendments to the Official Plan Designation Map regarding the Stratford Waterfront Area

DATE: July 21, 2025

TIME: 7:00 p.m.

PLACE: Bunbury & Southport Rooms

CHAIR: Councillor Jeff MacDonald

RECORDING <https://www.youtube.com/live/MHh3Zw4oloU?si=nAbr2VbwXGccIC>

LINK: Og

Chair Councillor, Jeff MacDonald

Thank you very much folks. I will now call this meeting to order. We are here tonight for a presentation from essentially the applicant is the Town of Stratford with respect to our waterfront Mixed-use Zone amendment and rezoning proposal. I want to thank everybody for taking the time to join us this evening as well as those who may be joining us online. My name is Jeff McDonald. I am Chair of Planning, Development, & Heritage for the Town of Stratford. Just want to indicate a few things before we begin our actual formal part of the presentation.

If anyone wishes to comment formally on anything from tonight's meeting, the Town will accept written responses provided directly to the Planning Department by email or in writing until 4 p.m. on Friday, July the 25th, 2025. Please note the comments provided on any media platform are not captured as part of the written submission process. After the application has been presented tonight, there will be an open floor for any questions or comments on the application. Questions via social media will also be monitored and submitted to be read into the record and answered. To ask a question, please use a comment field on either YouTube or Facebook where you are viewing the live stream. As this is a public meeting, you are required to provide your name and address when asking a question.

Now before I turn the microphone over to Mr. Ian Watson of Upland Planning, I wish to review some of our procedures here that we are going to put in place for this evening. Now, to keep

this meeting uh moving in a smooth and orderly manner. The following practices and customs will be observed. Comments and presentation should focus on the nature of the merits of the likely consequences of the proposed application and must avoid the personalities or motives of the applicant. Comments should be focused on the application on hand and not on prior applications or proposals. All comments or questions are made to me as chair who will then decide who is responsible for answering the questions. There shall be no direct debate between members attending this meeting. Members attending this meeting should refrain from disturbing the assembly when presentations are being made or questions are being discussed. And in the interest of keeping everybody moving on schedule, presentations will be limited to 5 minutes for individuals or 10 minutes for groups. A request for additional time may be made and considered by the Chair.

I want to provide an overview of what exactly we're here to discuss this evening. The Town of Stratford Planning Department is proposing a rezoning of 28 lots from a combination of general commercial, highway commercial, low density residential, multiple unit residential, and waterfront residential to a new zone called Waterfront Mixed-use as shown shortly in an attached map and updating revisions to our Waterfront Mixed-use Zone in our Zoning and Development Bylaw. We are also proposing amendments to the Town of Stratford Official Plan to permit additional Mixed-use land uses to the adopted 2008 Core Area Subsidiary Plan and designate lots for Mixed-use Development. The Official Plan is currently underway review and will be revealed later. For now, we are dealing solely with the Waterfront Mixed-use proposal. And I would now call upon Mr. Ian Watson of Upland Planning to present his company's findings as it relates to this proposal.

Ian Watson, Upland Planning and Design

Thank you, Mr. Chair. and good evening, everyone. My name is Ian Watson. I'm a Senior Planner and Partner with Upland Planning and Design. We have been working with the Town on the Wider Official Plan review but also on the specific project for the Waterfront Mixed-use area. Tonight, we are here to specifically talk about that Waterfront Mixed-use area and as mentioned by the Chair this is essentially an application made by the Town to amend its own documents. So, as mentioned by the Chair, we are looking at 28 parcels along Stratford Road and the TransCanada Highway, and looking to essentially rezone them all to one zone.

There's a kind of a patchwork right now. Some of the properties are currently zoned, Mixed-use. Some are R3, there's some C1 Waterfront Residential. There's a patchwork of different zones there that allow different things. And the proposal at its Core would rezone all these properties to Waterfront Mixed-use and then update the Waterfront Mixed-use Zone in ways that I'll talk about in a second.

So just to take a quick step back here, we would be amending two documents. The first is the Official Plan. And that's the kind of the overall vision for the Town and it does have policies that speak specifically up about this area that date from 2008. So those policies would need to be updated to accommodate this new vision and then the bulk of the changes would be to the Zoning Bylaw which is the regulatory document that controls use and height and those sorts of things. One other piece of context here, a bit of the why now is that the Town of Stratford has been successful in applications to the Federal Housing Accelerator Fund. And this is a Canada wide program administered by Canadian Mortgage and Housing Corporation. And essentially the goal is to increase housing in communities across Canada. I think it was a \$4 billion National Fund and Communities had to come up with projects that could help build housing beyond kind of the status quo to increase densification, speed up approval times.

And so, one of the Town's successful proposals for this program was to take Single-use Commercial Areas and make them Mixed-use and allow for housing in them. So, this Waterfront Mixed-use file or proposal here is it would help fulfill the Town's obligation under the Housing Accelerator Fund. So, the area now is currently a mix of zones but also a current mix of uses. So, there are some vacant lands, there are a lot of lands that are Commercial Use only currently: gas stations, street malls, that sort of thing. There are some Single-use Residential areas in the orange there, and some government lands as well. So again, it's a patchwork of different types of land uses. And one thing that I should mention with this is that with any of these zoning changes, the stuff that's there now you can continue. It's protected as a non-conforming use. So, this isn't forcing anybody to carry out, but it is providing a cohesive vision that landowners in this area can help build.

So, the objective in doing this and having the Town take the lead on this is to have a cohesive vision for this area. It is the gateway is one of the main gateways to Town. It's one of the first things you see coming into Stratford, so having this cohesive vision for how the area would develop to create a town gateway. The Town is investing in the Waterfront Park. So having a walkable neighborhood grow up around that park and have people be able to use that amenity and benefit from that amenity. Having kind of a mid-rise Mixed-use development that kind of gives that welcoming urban feel coming into the Town. Also taking advantage of active transportation connections in the area, roadway connections. It's a very well-connected area and it's very central to the region.

So, there's a lot of opportunity there to invest in these lands and to have them really act as a gateway to the Town. So, some of the benefits that we've been looking at in proposing this style of development is fundamentally tackling the housing challenge. Aligned with the housing accelerator fund. When kind of massing out the different the results, of what this

zoning could allow. There's something between 500 and 2,000 dwelling units. So, that's a substantial opportunity there. The Town has been growing rapidly and there is a need for housing units, and this is an area that can take them and take the pressure off other areas of town. There are existing services here, sewer, water. So, we're using those efficient those services efficiently. Which is cost-effective, lowers the burden on the rest of the community when it comes to servicing costs. Take advantage of transit, the road connections, areas for commercial development, job creation, and again that idea of having that gateway to the town.

A key part of this and again, the benefit of the town taking the lead on this this initiative and having this cohesive vision for the area is that we can through these proposed regulations have design guidelines that will help shape what this community looks and feels like this area of the community looks and feels like. So, some of the key provisions in those design guidelines is that areas along Stratford Road would be having to be non-residential on the ground floor. So, commercial primarily with a goal of having a bit of a walkable quote main street along there. Generally encouraging flat roofs in this area, whether they're used as they could be used as outdoor space for residents.

And then building heights in a range of four to six storeys kind of in the middle of the area and then stepping down towards existing residential neighborhoods to transition from that denser to the existing context. Another key piece in all of this is that as much as the proposed zoning would allow six storeys on some properties, above the four-storey zoning buildings would have to be stepped back. So, you'd have the first couple floors and then those upper floors would be stepped back. And the idea of this is it allows light into the street. It keeps a nice ratio of street-to-street width to building height. Makes it feel very pedestrian, very walkable. And it's not necessarily kind of overshadowing it. You get the building height, but you don't necessarily get the impact of it. Generally, buildings are to be located closest to the street with room in front of them for things like sidewalk, cafes, that sort of thing, but not so far back that it, you know, you lose that sense of walkability and that sense of urbanity and a place where people want to be.

For those areas where we are transitioning to existing neighborhoods, there's requirements building entrances and the kind of articulation of the front of the buildings to make them appear to be like town houses, whether they are that inside. Again, making that transition from this this proposed area to those established neighborhoods. The design guidelines encourage underground parking rather than surface parking and when there is surface parking to have it behind the buildings or to the side not in front so that again you don't have that big wide streets that aren't necessarily as comfortable to walk along.

There are also standards in the proposed regulations for new streets. There are a couple areas down to the waterfront where there could be a potential for new streets to be built to create more of a grid pattern, a block pattern. And so, there are standards in there in the regulations to guide those new streets and keep again that cohesive vision for the whole area. Keeping with the Mixed-use zone name, the list of uses that would be permitted in this area is mixed, so there are Residential multiple attached dwellings apartment buildings or condos or whatever they may be but multi-unit dwellings. So, there is that residential component, Townhouses, Stack Town houses, but then there's also a mix of commercial type uses restaurants, retail stores. I would call them, you know, that lighter commercial that you kind of want in a quote unquote main street sort of area. as well as institutional uses like childcare centers, um nursing homes. So, there can be that mix. You can kind of have that complete community where you can walk from your apartment to get a coffee or a jug of milk or that kind of thing.

These are some renderings. You may have participated a few years back in the Waterfront Plan for the public space that we worked on. And there were some renderings done that looked at they're focused on the park, but they also looked at the wider area. And so, kind of giving you a sense of what was envisioned at that time and kind of what's informed this piece of work as. And these are just some quick renderings. These are not necessarily at the end of the day, how this gets built out, will be up to the individual property owners. But these are some renderings to show kind of the effect of when you take a low-density kind of commercial area and put four or five storeys on it. What does that do to the feeling to the sense of streetscape. This is building on some previous work that was been done the 2021 Stratford Waterfront Plan that looked at the public spaces. You may have participated in shape Stratford which was looking at housing development and what types of housing were appropriate for the Town and the Town's housing needs as well as the active transportation plan that was done in 2023. It's all kind of feeding into this vision for a gateway to the Town and a Mixed-use area that's walkable, that's attractive, and that helps meet the community's housing needs.

And this is just to wrap things off here. This is just a rendering of if this was built out to its full potential what it could look like from the air, in terms of building massing and orientation to the street. So, and with that I'll hand it back to the chair. Thank you.

Chair Councillor, Jeff MacDonald

Thank you very much Mr. Watson for that very capable presentation. At this point in time, I would like to turn things over to those who are convened here for any questions or comments that people might have now. I'll just ask that people be orderly, I guess, if they do wish to come forward and just raise your hand and I'll indicate for you to come forward. And I'll just

ask that you provide your name and where you live in the town so we can record that uh for our deliberations at Planning Committee but also at Council.

Dieter Friesen, [REDACTED]

I personally am in favor of the density, and I think that it's important that we ensure there's a good public transit component to this. And it's good that there's talk of minimizing the number of street level parking in favor of underground parking, but I think you need to look at like parking minimums. If you're going to have good density, and you want to create a walkable downtown. You want people don't need a car at all. And you want to ensure that there's like ample and frequent public transportation that can get people from this new core to downtown. And uh I didn't necessarily see anything in the way of a transit hub or a bus loop as part of that presentation, but I just think it should be noted that. For example, living on a transit route and my working downtown on a transit route, it's not possible for us to take transit because it doesn't run at an appropriate amount of time. So as a result, we must drive. And so, I'm really hoping that any densification really considers the importance of increasing transit from Stratford to downtown because though we want to be our own town and I don't like to across the bridge to Charlottetown if I don't have to on the weekends. I would you know I would like to ensure that there's a transit component. So, thank you.

Shawn Shea, [REDACTED]

I have an inquiry as to whether this is a 28-lot proposal of review. I'm wondering if another lot could be added for 29 this type of a project. I have a property that bounds on Stratford Road to what you are reviewing and proposing, and the location of this lot is a residential lot. But surrounding it now, where it once was, you know, an appropriate and sought after residential lot. There's multi-unit building behind there's a multi-unit building to the other side. Four lots down there's a multi-unit building again across the road there's a commercial property. So, the pleasure of a single-family dwelling in that environment with all the exposures of the decks and families has diminished the residential for a single family but certainly would be appropriate I believe to be considered in this type of a current review that you are doing. So, I guess my question is simply that is if in fact in good faith that another property which is bounding on what you're reviewing could also be included in that.

Chair Councillor, Jeff MacDonald

I'll indicate here is just if you don't mind just sticking around till the end of the meeting maybe we'll get your contact information, and we could follow up with you about that. Appreciate that. Thank you. Anybody else?

Richard Furlong, [REDACTED]

The thing that I saw, especially your overview, they look blockish. Most cities in other than Chicago, Toronto is a terrible example. The waterfront becomes a decimated area. I'm afraid that this project that you're planning is going to cut people off because it's going to be residential and buildings. You're not going to have a view anymore. The view from this side is nice. You've got the whole harbor, Charlottetown, the Basilica port. Very nice. And if this project goes ahead the way you're talking about, I don't see any space for that. The other thing is if you're dealing with the feds, you will probably have to build some low-cost housing because they don't want \$2500 for things. So, I don't know what you never mentioned the fact that there would be low-cost housing and how that would manage. And the other thing is erosion. We are in a climate change and if you're going to build close to the water, I think that's fundamentally a bad idea now, because they're saying in Antarctica the ice things are melting. There's there could be a rise of 10 feet or more. Part of New York City would be under the water. So, I don't think we should be building close to the water anymore. Unless you're going to do stones like they have over on the other side.

Now, maybe what we should be doing is cultivating so that there is a space on the beach where you can have people go down and enjoy the view if they can't swim there, but if there were picnic tables or something where people could use the water a little bit, I think would be good. I just think to just put up a whole bunch of houses and block off basically the view for the entire town and to have it only for a few people. I don't know if that's such a great idea personally.

Chair Councillor, Jeff MacDonald

Thank you, sir. Anybody else? And certainly, no pressure for anybody either.

Doug Johnson. [REDACTED]

I wasn't going to say anything, but the first point that was made here about building and obstruction of view and the type of buildings. I had this conversation the last time before they built the waterfront towers. It was one of these build your own backyard type of guys that built that Waterfront. The design of the building is a square rectangle and I before they built that apartment building, there are several of who spoke up about the design of having it just a rectangular apartment building, normal something that you'd find 5 miles away up the street like you got right now. And the design that we originally proposed years ago for the Stratford Waterfront had beautiful buildings, not square rectangles or square boxes.

And I'd like to see some sort of design built that's nice. I mean, that's not up to the town of Stratford or doesn't have anything to do with zoning. It's just the point that build something

nice if there's going to be put on the most profitable piece of land in Stratford. That's all I got to say.

Chair Councillor, Jeff MacDonald

Yep. No, thank you, sir. Um, just to that point, it may not be a full answer now, but certainly in Mr. Watson's presentation, he touched on design standards and certain items that will be included in the Zoning Development Bylaw. So, it's a very good point. Uh something the Town's alive, too. We want to make sure that this area is as you said perhaps architecturally pleasing. I would suggest but like you noted, elements of that are going to have to come down to the individual developers who apply to develop land in that area. But very good points and certainly something that we absolutely need to take into consideration for sure.

Doug Johnson

As a follow up, for all these changes, for all these changes that are being proposed to zoning, is there some proposal on the books right now to have this take place currently. Like, is there people there ready to build as soon as this Bylaw is accepted?

Chair Councillor, Jeff MacDonald

That I can't say. I'm not keeping anything from you. I'm just not 100% aware of what developers' intentions are right now.

Doug Johnson.

Yeah, the hotel property. Does Hestra still own that?

Chair Councillor, Jeff MacDonald

I'm not sure, sir. I I'm not sure about that.

Pat Martell, [REDACTED]

Tim Banks had a proposal there a couple years ago just where the motel is or was and it was a lot smaller. So, what happened to that design?

Chair Councillor, Jeff MacDonald

I'm not sure that all I can say is that predated my time on council just a couple two or three years ago at the most. Yeah. I don't know.

Pat Martell

So just a lot smaller looked no large buildings or anything. I just wondered what happened to that idea.

Chair Councillor, Jeff MacDonald

Oh, Mr. Crosby's jumping in from the wings here. You might have some information for us on that.

CAO, Jeremy Crosby

Yeah, there was initial proposal for a motel unit and some other amenities, but it was very initial. We got one presentation on it, and they haven't been back since with a further proposal on that. So, we don't know where that stands at this point.

Pat Martell

You mentioned the Accelerator Fund. So that is not doesn't have to be on the Waterfront, right? You could get it up and that's the next question about the Gray Group has a plan for all that area between Sobeys and here.

Scott Carnall, Longe Range Planner

The Housing Accelerator Fund so the Town received 4.9 million based on seven initiatives that we had to meet with the CMC for increased densification in the town. So, the Town received that money to go towards budget for consultants and for Official Plan updates and then the Town would receive funding that some of that money to go towards the infrastructure projects. So, the Housing Accelerated Fund is about the whole Town of Stratford. So, one of the main focuses on CMC is removing the commercials and going to a more mixed-use development. So, we looked at the Waterfront area as an example where there currently is a mixed-use zone. So, we're just amending that pol that bylaw, but we're also bringing some of the other properties on the other side of Stradford Road to create more of a cohesive street property that would allow for more walkability for commercial access and new access services. But also increasing density in an area where that can already happen.

Pat Martell

What about the Grey Group project?

Scott Carnall, Longe Range Planner

So, the Grey Group project, they have going ahead that they're still going ahead. That's not part of this project. They have their own zoning that was done in 2023. So, they currently have a few projects ready or almost ready, but they also have a 25-year long-term goal to for all those up towers. So, it's not necessarily something that's going to happen overnight.

Pat Martell

So, but the money could be used the Accelerator Fund could go to that.

Scott Carnall, Longe Range Planner

No, the Funding from the Accelerator Fund would not be gone to the Gray Group. The Funding goes to the Town; we're currently doing the Official Plan update which is working with Ian and the consultants. We're doing some permit ready plans that will be cost effective for small residents to build Townhouses and small multi-units and then there's also funding towards an e- permit system and then from that infrastructure that we put in place we'll hopefully to invest more money in Town services.

Pat Martell

Okay. And you mentioned the entertainment establishments. That's bars?

Scott Carnall, Longe Range Planner

Yes. Yeah. They're currently already in that zone.

Pat Martell

They are. Yeah. Which where's the bar there?

Scott Carnall, Longe Range Planner

There's a whiskey on the other side.

Pat Martell

Oh, the Okay. I meant in this side. Yeah. But that's it.

Scott Carnall, Longe Range Planner

There is not there, but the zone is already zoned for that. So, there could be a nightclub, a bar, whatever. I wouldn't imagine a nightclub, but like yeah, there are services.

Pat Martell

And that's just right on the border of our neighborhood. So just like a few inches away, there could be a bar.

Scott Carnall, Longe Range Planner

I can't imagine that would happen. But there is a separation between the properties on Harborview which will be for the new trail for the new boardwalk trail that would take you

around the back of the apartments. But that zone is already approved for that. That isn't a change.

Ian Watson, Upland Planning and Design

If I may, Mr. Chair. I think one of the things too with the Mixed-use approach right now, a lot of that area is zoned for standalone commercial. And so, yeah, you could have a bar, and it would just be a bar and with all that entails. You know, part of the hope of moving towards this mixed-use approach is, you could still have that bar, but it would be on the ground floor of a multi-unit building, and that changes the character of it. You're looking more at the brew pub type place. You're not necessarily as the building owner wanting to have a bump and nightclub in the bottom floor of the of the building that you own for apartments as well. So, it kind of softens everything is kind of part of the idea with the mixed use, right?

Pat Martell

Because right now we can hear in Charlottetown if there's anything at the odd club or anything at Peaks Key. Yeah, you can hear every song they're playing and sing along with it if you want to, but not at 2 o'clock in the morning. And uh I think who had mentioned about the design of the buildings a little while ago I made a design of what would be nice in that area and this is Gateway Village in for Carlton and I thought nice buildings like that would be really good you know and it could be a center for PEI made products you know vegetables everything like that and so it's more like a smaller thing. But this other whether it belongs on the Waterfront and we lose our views. I think I have one more. That's it.

Well, you mentioned about parking and for Canada today. I don't know where everybody was able to go. Nightmare. So, parking is really a big issue there. And I think that's about it. So, you might want to address the parking.

Scott Carnall, Longe Range Planner

Thank you, sir. Yep. Thank you. Yeah, there is some plans for more parking in that area. Um but the apartments would have a reduced parking. It's like what we have done in the Gray Group area with I think it's half a stall per apartment, but we are looking for more parking towards the regarding the park itself.

Laura Chapen. [REDACTED]

Totally understand the need for housing. Probably as concerned as hearing some other people with the speck that has been done looking like it's a six-storey building in front of a five-storey building. Would something that's built along Michael Thomas Way be stepped back the way that you described it. You see we're there. And in terms of like would you be controlling if you had a bar that's facing shorefront which is a residential building like would

that be a consideration that the city would look at whether that was an appropriate place for that to be?

Chair Councillor, Jeff MacDonald

Yes, for sure. And I mean like all I'll say is absolutely hearing from everybody here today is part of this process. The last thing I would want anybody to have the impression of is that this is a done deal. So, this is exactly what this is going to look like. Certainly, a big part of why we have these public meetings is to engage with citizens to hear their concerns, hear their comments, try to incorporate those comments and concerns into this plan where possible. So certainly, you know, we've heard from a couple of people on that issue. Certainly, as Mr. Watson said, what we are aiming for is a neighborhood where people can live, can work, um can enjoy the amenities naturally and otherwise. So, we're trying to find that balance and so that's absolutely part of what we're considering here. So, to that point there can be no doubt that we're going to consider it on a go forward basis and it may be that certain of the uses that we're proposing become conditional for instance or something of that nature. Right.

Laura Chapen

Okay. So absolutely. Yeah. And the road the new road that would access Michael Thomas Way there actually is enough space there to create that?

Ian Watson, Upland Planning and Design

Yeah, we've modeled it out and there should be enough space down there to create an extension as well as down through here. And part of the way the regulations are written up is to keep those setbacks so that road would be possible and then also you again to keep those views as well that you have those kinds of view corridors coming down to the Waterfront as well. So, there would be that space there.

Scott Carnall, Longe Range Planner

And potential of adding the roads would also create more of a safer connectivity as well. By having more of an eye on the street, you'd have more frontage uh on the new roads that would allow for more activity and a safer connection around the around the neighborhood.

John Drake, [REDACTED]

I think we can see from the view of the potential design to me anyway, what's going to be one of the challenges to trying to create a downtown feel anyway in Stratford, and that is we have a four-lane highway running right through the middle of the community. And that of course is not only just to serve the residents in the less densely populated areas of the city who as we've heard earlier don't have access really to efficient transit that they can use at times

when they would like to be able to use it, but of course it's also you know a gateway to the rest of PEI. So, are there any thoughts in the project to sort of doing something to, I don't know how it would be done to try to control that flow of traffic to slow it down to create some of that feel because I don't know about other people in the room, but I've never seen an overhead view of Stratford that would show as few cars as that coming off the bridge. It just it's not realistic. And the other challenge, of course, that anybody who comes home, I usually deliberately avoid coming home till later, closer to 6:00, is that traffic at the end of the day. There's a huge amount, a huge number of cars that try to exit off at the intersection onto Stratford Road, and they can't do that because one of the lanes going straight through the intersection is a straight and a right hand as well. So, you'll often have people that are waiting on those lights, and the traffic will flow way back. So, with all that sort of congestion from those cars and the speed at which they travel through there, I guess my question is that being considered into the design of the project?

Ian Watson, Upland Planning and Design

The province owns the roads at the end of the day. So, as the Town, we're don't have direct control over the roads themselves, but one of the, you know, one of the thoughts uh of having these buildings here along the TransCanada and having them close is it does change the character of that road from, you know, when you're driving down it and it's big and open and it feels like a freeway and you're speeding through. The same road with buildings beside it feels very different. It feels like an urban context and there is that psychological, I'm in a Town now. I need to slow down a little bit. So, you know, through the things that we have control over, in some ways, this was intentional to change the character of this stretch of road and make it feel more towny and less freeway, and how that will affect the way people view it.

Scott Carnall, Longe Range Planner

And then also the province is moving ahead with some of those changes along that area. So, some of the displaced left turn will go some of the traffic is going to be moved onto the Bunbury Road traffic circle. that be there has been mentioned of the turning right from so they might see this road as more of beneficial for accessing some of those spaces instead of trying to come onto that Stratford Road there. So, there is an intention for a medium to come all the way down from the new traffic circle all the way to the to the to the four ways there. So, some of those street caring is some of the stuff that the province is doing. Um, we're just trying to provide some more connectivity for the people that are in that area and providing accesses to services that currently people don't have.

John Drake

Yeah. No, I was thinking of something like what they did in Hunter River. I don't know how long ago. now about 10 years ago and that's obviously a very busy road in highway 2, but they narrowed it in quite tightly with curbs and made it, you know, restricted it to a two-lane highway through there. Yeah. Um but I don't know if that would be possible with the volume of traffic that goes through here.

Scott Carnall, Longe Range Planner

But there's also because with the amount of parking that's currently front facing on a lot of those properties, that doesn't slow that traffic down. Those cars are going to keep going into those services. But if you move that traffic direction to behind those buildings, that's less cars coming off the main road right into people's walking areas.

Chair Councillor, Jeff MacDonald

So, we'll just want to make sure that we get everybody who hasn't had an opportunity to address uh the meeting yet and then we'll get we'll certainly get back to you in case there is. Okay. Is there anybody else who has not had the opportunity to provide any comments or questions? Uh, we'll now proceed, I guess, to round to uh you, sir, or whoever wishes to go first. I got I think I got three of you now.

Doug Johnson

Just one more issue on parking like where at the beginning of your presentation, you mentioned the number of populations increase and the number of families. Where are all these people going to park? Like right now the shorefront apartments, we're parking in overflow parking on the other side of the parking lot in front of the building.

Like the building that's likely going to go in next to shorefront, the lot is larger, saying the property is larger or the accommodations. Where are all those people going to park? And then you got all these buildings and there's hundreds of people in these buildings. Where are they going to park? Sure. I think that's going to be a huge issue. That's I believe you're right.

Ian Watson, Upland Planning and Design

So, a couple pieces of this. One is that the zoning regulations do require the provision of parking. So, a certain number of spaces for every unit. So, the developers would have to provide parking for residents and the regulations encourage it to be underground that doesn't require it but encourages it. So, there's the on-site parking is one piece. The zoning also there's a map that identifies some properties where parking could be permitted as a standalone use without a building. So that there could be a construction of parking lots or a

structure. So, there's an ability there to have kind of shared parking as well. And then the third piece of it is also just looking at this as a you know it's a bit of a chicken and egg thing when it comes to parking. Uh if all you build is parking you don't get communities where you don't need them. But there is that awkward transition phase where if you don't have enough parking, it's awkward. But you know part of the goal at the end of the day is to have a community here where people don't need as many cars. You know, where a family can get by on one or two instead of having one for every kid. Because the services that they need are closely available because it's on the active transportation trail that they can ride their bike to school. So, you know, there's a bit of a painful transition there, but having that community that you don't need as many cars is also part of the goal at the end of the day.

Chair Councillor, Jeff MacDonald

And as Mr. Watson said, part of this zoning that we're proposing does encourage the use of underground parking and of course encouragement could move to mandate depending upon you know our input and our comments and things like that. So certainly, it wouldn't be the only area of the town where that's featured and certainly something we'll take into consideration as well when we're going back and reviewing all the comments from here as well as potentially those who might be written in as well. Yeah. All right.

Richard Furlong, [REDACTED]

Yes. Um so I've got two things. Uh, first, I think parking is a big issue. And I think it should be more underground parking, not just optional. But the problem is where this land is located. Is it structurally safe to have underground parking? Because you're near the water and I don't know what the surface of the underground surface is like. So, is there been any studies to figure out? Because if you're going to have big areas of just parking, it's going to be very unsightly. And the other thing is a lot of the land that you're talking about has been a sewage place for years now. Is it even feasible that you should be building anything on that land at this juncture in time? like a lot of land must be left for many years dormant and let in all the other things natural environments for many years and I don't think this has been many years that Charlottetown has been taking the waste. So, I think that's something else that needs to be addressed because the land if people are kids are going to be playing in it and the earth has been turned up and turned over what effects is that going to have on health.

Chair Councillor, Jeff MacDonald

So, I'm not sure if it was a question or comment. I don't mean that in any negative sense. But if it is a question, I'll say now is I'll just reiterate that it is not the Town who's looking to build necessarily anything here.

Richard Furlong

We're looking because you're a public people and have been elected and stuff. It's your responsibility to make sure that those things are okay. And you need to address the people of the Town to tell them that it is okay. And then you can be sued later if it isn't because you cannot just go ahead and let developers do what they like because they do exactly that. You must have some kind groundworks for what you're doing, and I don't think you're being upfront with us about what you are planning on doing and what you have done to make sure that these things are addressed. Okay.

Chair Councillor, Jeff MacDonald

So, what'll indicate It is a question and asking you to respond. Okay. So, what I'll say about that is just like any other development, there must be environmental quality checks done on any property that's looking to be developed and that's a provincial standard and that's something that the Department of Environment handles. It doesn't necessarily go into zoning as such, but what I can state is that as part of our development process, any potential development must satisfy the Town that those checks have been performed. So, if that helps at all.

Richard Furlong

For example, the rocks that were put on the north shore where the person decided that they would cut off the beach, the province didn't do anything about it. So, the question is, you know, even them doesn't necessarily mean they're going to support the people. And this is what we need to know from you that this is something that is not going to be harmful to people down the road or if you're going to build a parking lot underground, whether the ground is able to handle that without having it collapse, which has happened in other parts of the country. In Elliot River. I think they had problems with uh that kind of a structural thing. So, these things are very important and need to be addressed now before these things are built and we have a mess down by the waterfront.

Chair Councillor, Jeff MacDonald

Right. So, just to that point again in any development application there would have to be usually storm water management plans, environmental management plans, things of that nature and that would have to be accompanied by usually some form of a testing that would indicate if there were concerns that you've indicated such as sewage groundwater, quality things of that nature. So certainly, no doubt and absolutely something that must be considered in any development.

CAO, Jeremy Crosby

When the lagoon system was decommissioned, it was an infill project actually and all the contaminants were removed and that area has been completely infilled. Plus, it's a Waterfront Park Area. We don't plan to do any substantial development on the actual Waterfront Park. There may be a small pavilion on the area that was not disturbed during the construction of the lagoon, but there are no environmental risks on that property. Now, we've already had that all clarified with the provincial government, and we've done all the remediation on that land. So, the area that you do see where there will be possibly some development is closer to the SO and that's on their property that hasn't been disturbed during the lagoon system. So, there is no, environmental concerns on that property anymore.

Pat Martell

But that street going from the apartment building straight up to Stratford Road. That's one of the ideas for the street, right? That's correct. Yeah. So, they come into that little intersection and if anybody has tried to get out of the ESO in the morning to get into there and yet now you have another road beside it where people are going to try to get out to Stratford Road. So, I just can you point where the ESO would be on that one traffic that would be a big traffic circle. I haven't heard of the traffic.

Scott Carnall, Longe Range Planner

So, the current ESO is located uh right in that corner there. So, the new zoning would not allow any new sort of like drive-throughs in the into that area. So, we wouldn't see any drive-thru projects. But regarding the ESO, the province has mentioned that they would like to look at the entrance into that parcel there because they don't like the way that people do speed around that corner there and people are waiting to come out of that. So, in theory there they might look at the new road as a new way of entering to that parcel to removing the access off the Stratford Road and changing the orientation just to remove some of that incident.

There are no left turnings going to be on that road anymore. So, because there's a median that's going to be going all the way from the intersection all the way to the new traffic circle. So, they'll only be right in out on those on those lots.

Wilfred MacDonald,

One concern I see is we've got a 50- or 60-year-old bridge with lanes built on the side of it. This kind of development is probably going to need another bridge. I think the Town needs to look closely at that aspect with the with the volume of traffic. And Mr. Martell mentioned the fact that we've got a lot of congestion now at the ESO that's just going to grow. So, I think

there's a way of moving some of that traffic to another bridge or another option might be something we need to consider sooner than later.

Marie Ohanley, [REDACTED]

Would you be able to bring up this map again, please? I have 101 questions, but I'm not going to ask them all. First, I live in the little neighborhood that you're going to change completely. We are the residents who live at the end at that cul-de-sac and down. You said there was like R3s and there's R1 property in that little square. That's people's backyards. It's vacant land. Yes, but it's people's backyards. It's not my backyard. So, it's not NIMBI. It's not my backyard. I'll tell you that. But that's just not right that that will become this mixed-use zone. I don't understand what that mixed-use zone is other than it sounds like you can do whatever you want there. The other one on Shepard Drive, you have things that have changed. Could you define that for me please?

Ian Watson, Upland Planning and Design

So yeah, there is currently a Waterfront Residential Zone in this on some of the properties in this area as the name suggests allows Residential Uses. Maximum height I believe in that one's 35 ft. Is it Phil? Yeah, so the maximum height in that one is 35 ft. So, what we've done on the there's another map that's the maximum heights map in storeys. We've tried to keep these properties down here at that three-storey limit.

Marie Ohanley

According to the key though, you're going to change that to the Mixed Use meaning you can do whatever you want. So, I propose you don't do that. You should leave it as residential to give a buffer zone to the people who have already purchased homes in there who have put their life savings into a home. That neighborhood is impeccable. The people that live there, these are not mansions, but they're all well cared for. The yards are well cared for. There's pride of place in that in that neighborhood. It's not fair to them to suddenly have a nightclub right in their backyard.

That's not what we signed up for. We moved to Stratford to have a suburban lifestyle, not actually an urban lifestyle. So, we understand that it's commercial land in there in the middle and have no control over that. But that little buffer zone, you should not take that away. That's residential and should remain residential. It should not have anything in it. We really do struggle with the noise that comes from Charlottetown at night and in the in the summertime. So, we're dreading what's going to happen there and we don't think it's fair. I read through the entire thing on you on the very difficult to find website. I'll tell you how to do it folks. You go to the billboard, and you take the QR code and that's how you finally find this. And it talked about what the Federal Government wanted. And one of the things was NIMBI

(not in my backyard). Well, I think that's just a way of saying it's okay if it's in your backyard, but it's not okay if it's in mine. This isn't going to be in very few people's backyards, but for those of us that live there, it's going to make a big difference. I do have a few the parking is a major problem. I have siblings who live at Shorefront. We're up there all the time. There is no way there's enough parking there. They're on the street. They're outside. And if that's at the ratio that you're already describing, it's inadequate. The other thing that we don't have children in school anymore. They're through the group. But I was very active in the homeschool as my children were in in the uh school system. Our schools have been crowded. My kids are now almost 30. The school was crowded before they went to Glen Stewart. It's been crowded. It has been crowded the entire time they went to school. It's still overcrowded. There isn't room for one more child at Glen Stewart or Stratford Primary. Not one more child. So, if you're bringing in all these families, where are they going to go to school? Are they going to be zoned to Glen Stewart? Are they going to be bust back to Charlottetown?

The entertainment establishments when you say it's not likely that there be a bar, I don't think that's good enough for us. So perhaps if you can leave that buffer of residential, that might help. I understand about the need for more housing. I will say this, I don't understand why you want to do this project, this many people, this many roads, this much commercial establishment in this location. We have lots of other places you could put high density housing. I like Pat Martell's thing of build a smaller place with smaller buildings that are more appealing to other people. I don't see how this will make Stratford look more attractive as you come in from the bridge. I don't have any questions of the mayor.

Chair Councillor, Jeff MacDonald

Anybody else? All right, I'll just check to see now from some of our staff to see if we have any questions coming in from online. Okay, hearing nothing and I do not believe we received any written correspondence in advance of this meeting. So, I want to take this opportunity to thank everybody very much for attending here this evening and providing your questions as well as your comments. I do believe I indicated this earlier, but I really want to reiterate this that this is not something that we are telling you now that this is a done deal. We take this process very seriously and we take the comments that we received at these types of meetings very seriously as well as any written comments that we might receive as well. And we absolutely will need to factor that into our decision both at Planning Board but also certainly at Council., So I just want to indicate what the next steps are. For those who are interested, you can also provide written comments until this Friday at 4 p.m. by email to scarnall@townofstratford.ca or hand deliver that to the Town Center Planning Department. Upon that deadline passing, I will indicate the Planning Board is meeting for a discussion and

making a recommendation to Council on Monday, August the 4th, 2025. Town Council will then meet to consider the proposal for a first reading on Wednesday, August the 13th, 2025. And should a pass first reading, it would move to a second reading on Wednesday, September the 10th, 2025 for the second reading and adoption. I want to thank everybody for their courtesy and their respect for all who are meeting here tonight as well as those who have presented. It's certainly appreciated, and it goes very much forward towards building a better Town for those who are residing here now and in the future. Uh and so at this point I would adjourn the meeting. Thank you very much folks.



Imagine that!

July 4, 2025

Dear Property Owner:

Re: RZ004-2025 General Text & Zoning Map Amendments to the Town of Stratford Zoning and Development Bylaw #45 and General Amendments to the Official Plan Land Use Map regarding the Stratford Waterfront Area

The Town of Stratford Planning Department is proposing a rezoning of 28 lots from a combination of General Commercial (C1), Highway Commercial (C2), Low Density Residential (R1), Multiple Unit Residential (R3), and Waterfront Residential (WR) to Waterfront Mixed-Use Zone (WMU) as shown on the attached map, and updated revision to the "Waterfront Mixed-Use Zone" in the Town of Stratford Zoning and Development Bylaw #45; and

Amendments to the Town of Stratford Official Plan to permit additional Mixed-Use land uses to the adopted 2008 Core Area Subsidiary Plan.

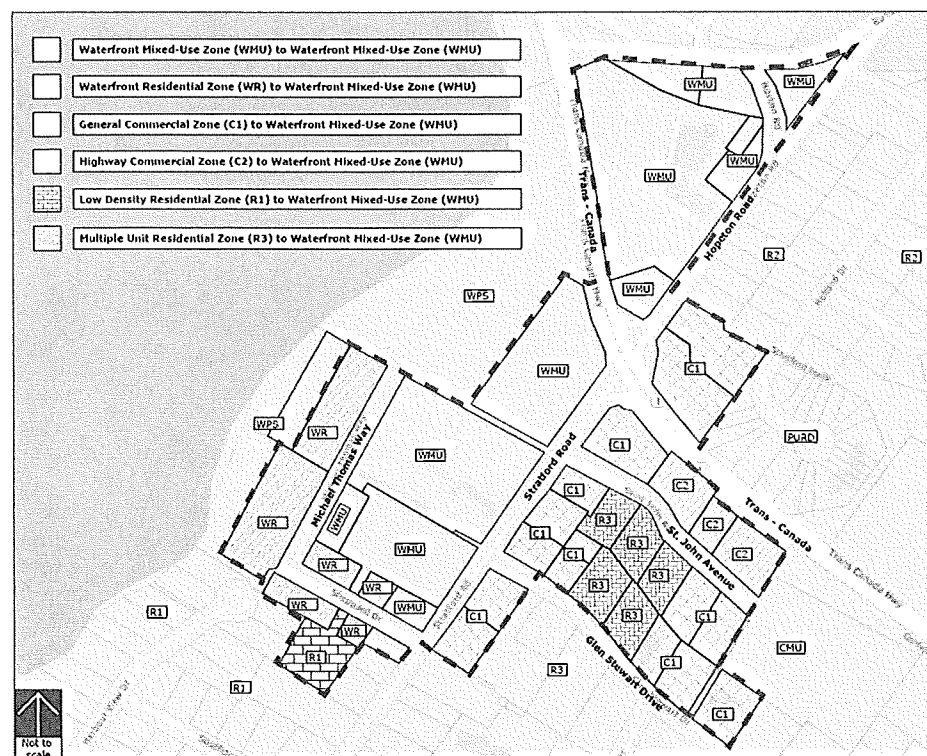
This proposed amendment envisions a mixed-use neighbourhood that provides a comprehensive range of residential, retail, restaurant, and commercial employment uses anchored by the amenity of the waterfront public spaces. Development of the Waterfront should achieve the following land use outcomes:

- Development along Stratford Road, the Trans-Canada Highway, and Bunbury Road will include ground floor retail and restaurant spaces to encourage vibrant, pedestrian-focused streetscapes.
- While a mix of residential and commercial development is permitted within all areas of the Waterfront.
- Development of community-focused institutional space should be encouraged in the triangular area south of Bunbury Road.
- Drive-thrus should be prohibited.
- Building heights up to 6 stories.

The map below are the subject areas for the zoning amendment application.

Town of Stratford
234 Shakespeare Drive
Stratford PE
C1B 2V8

t. 902.569.1995
f. 902.569.5000
info@townofstratford.ca
www.townofstratford.ca



This amendment to rezone is born from the Housing Accelerator Fund initiatives to provide mixed-use development where possible, to permit residential units and to encourage new commercial development with the Town.

As per the following Zoning and Development Bylaw #45, Section 3.2 Amendment Procedures a sign shall be placed on every individual parcel of each proposed zoning amendment. The Town will be installing a sign on the parcels for rezoning over the next week and prior to notice to adjacent residents.

Public Meeting

At the June 11, 2025, Town Council meeting, the Planning department presented Resolution PH027-2025 **RZ004-2025 General Text & Zoning Map Amendments** to the Town of Stratford Zoning and Development Bylaw #45 and **General Amendments to the Official Plan Designation Map regarding the Stratford Waterfront Area to call a Public Meeting.**

In accordance with section 3.2 Amendment Procedures of the Town of Stratford Zoning and Development Bylaw #45:

- 3.2.3. Council shall hold a public meeting to solicit input from residents on the proposed amendment request. At least seven (7) days prior to the meeting, the Development Officer shall post the date, time and place of the public meeting, together with the nature of the proposed amendment in general term:
 - (a) in a newspaper circulating in the area and at least 2 occasions.

- 3.2.4. Council shall also provide written notice of the amendment request to all Property Owners wholly or partially within 150 metres (490 feet) of the boundaries of the subject property and **shall place a sign on the land being proposed for re-zoning** indicated that a rezoning request has been received.

The purpose of the meeting is to provide information via a presentation of the proposed development, allow the community to ask any questions and/or to provide verbal comments on the proposed development.

Public Meeting Details:

When: Monday, July 21, 2025 at 7:00 p.m.

Where: The Stratford Town Centre at 234 Shakespeare Drive in the Bunbury and Southport Rooms.

Virtual Options: Facebook and YouTube livestream at <https://www.youtube.com/@townofstratford>.

Deadline for Written Comments: Friday, July 25, 2025 by 12:00 p.m.

Final Comments, in writing, will be received until **Friday, July 25, 2025, by 12:00 p.m. (noon)**. Written correspondence can be delivered in person at the Stratford Town Centre addressed to the Stratford Planning Department, c/o Scott Carnall, Long Range Planner, 234 Shakespeare Drive, Stratford, P.E.I., C1B 2V8 or by email to scarnall@townofstratford.ca.

All comments received in writing will have the commenters' personal information redacted for privacy and will be included in the agenda package for consideration by the Planning and Heritage Committee for a recommendation to Council. Council may make a decision to approve, deny, or defer the application. Verbatim public meeting minutes and written comments will be available to Council and the public in the Council agenda package. The Council meeting will also be livestreamed on Facebook and YouTube at:
<https://www.youtube.com/@townofstratford>.

Should you have any questions, please contact the Planning Department at 902-569-6251 or by email at scarnall@townofstratford.ca.

Sincerely,



Scott Carnall
Long Range Planner

The 4 lots to be development have a combined lot area of approximately 6,292 m². Stacked Townhouses require a minimum of 250 m² per unit, which means these four (4) lots have a development maximum of 24 stacked Townhouse Units. The buildings will have a varied color scheme so that they visually look like a standard Townhouse development and not just a single building. An example of where a varied color scheme was used to improve the visual appearance of development are the Townhouses along Williams Gate.

This is the second rezoning amendment request for these subject properties. The first request was in 2023, which sought to change the zoning to the Planned Unit Residential Development (PURD) Zone. This request was not passed by Council as it was deemed premature to rezone the land as the 3rd phase of the Kelly Heights subdivision had not yet started and the PURD zone could potentially allow development that would be out of character with both surrounding zones.

RECOMMENDATION:

That the public meeting required under Section 3.2.3 be held to solicit input from residents on this proposed rezoning application. The date of the public meeting will need to be determined.

DISCUSSION:

Councillor Ron Dowling inquired about the types of developments permitted in the proposed Kelly Heights Phase III subdivision. Town Planner Phil Rough responded that the zoning allows for Single Dwellings, Duplex or Semi-Detached Dwellings, Townhouses Dwellings with up to three (3) dwelling units and Stacked Semi-Detached Dwellings.

The Town Planner also noted there are currently more than five Semi-Detached Dwellings units in the area.

A Committee member asked if there were any reasons to consider voting against the application. The Town Planner replied that concerns had been raised in a previous application regarding building height and proposed variances.

The Committee Members then voted to recommend that Council approve a public meeting to gather input from residents on the proposed rezoning application.

RZ004-2025 General Text & Zoning Map Amendments to the Town of Stratford Zoning and Development Bylaw #45 and General Amendments to the Official Plan Land Use Map regarding the Stratford Waterfront Area

The Town of Stratford Planning Department is proposing the rezoning of 28 lots from a combination of General Commercial (C1), Highway Commercial (C2), Low Density Residential (R1), Multiple Unit Residential (R3), and Waterfront Residential (WR) to a new Waterfront Mixed-Use Zone (WMU) as shown, additionally the Town of Stratford Planning Department is also proposing amendments to the Town of Stratford Official Plan to permit additional a Mixed-Use land uses to the adopted 2008 Core Area Subsidiary Plan and designate these lots for Mixed-Use (*see attached RZ005-1&2*).

These proposed amendments envision a mixed-use neighbourhood that provides a comprehensive range of residential, retail, and commercial employment uses anchored by the amenity of the public waterfront spaces. Development of the Waterfront should achieve the following land use outcomes:

- Development along Stratford Road, the Trans-Canada Highway, and Hopeton Road will include ground floor retail and restaurant spaces to encourage vibrant, pedestrian-focused streetscapes.
- Promote a mix of residential and commercial development throughout the Stratford Waterfront.
- Development of community-focused institutional spaces will be encouraged in the Bunbury Road/Hopeton Road corner.
- Prohibition of new Drive-thrus
- Buildings up to 6 stories in height.

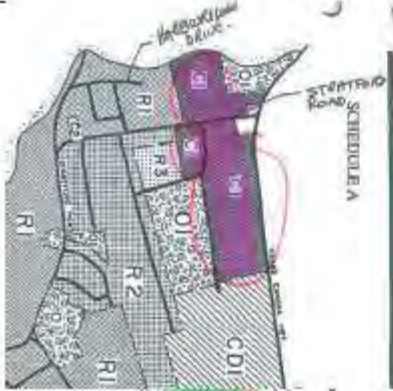


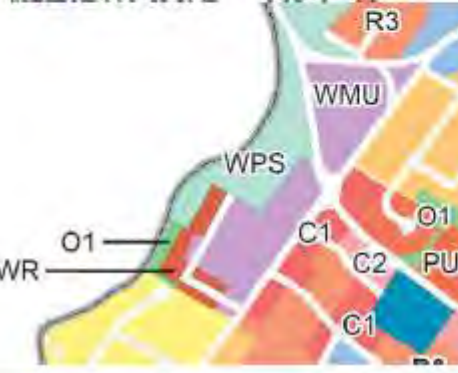
Regulation history of this area

This proposed amendment has come from a need for the Town to be proactive in anticipated population growth expected in the Town. Good urban planning is about creating communities that are vibrant, provide services throughout the day and evening, residential that is close to public transit routes, connections between these uses is not car-centric and possible by all means of movement, by implementing these planning principles in an urban centre, the less we need to promote sprawl development on to existing agricultural and natural land.

The proposed subject area is currently a mixture of commercial, medium density residential and mixed-use zoned parcels. The proposed amendment and the nature of mixed-use development is not new to this area. As far back, when the area was the Community of Southport, the area was zoned for a mixture of commercial and residential land use and residential dwellings within a commercial building have always been permitted.

Revisions over the years have seen some parcels change in land use zone designation but there have always been a variation of multi-unit and higher density residential, commercial which permits residential above ground floor, and a mixture of commercial uses.

Zoning Bylaw 1990 – 2025 Permitted Uses, but not limited to;

	<p>1990 Southport Zoning & Subdivision Bylaw Zoned for Commercial (C1) Zone</p> <ul style="list-style-type: none"> • Banks and Financial Institutions • Business and Professional offices • Parking lots • Multiple family dwellings • Hotels and motels • Private clubs, and • Restaurants. • Residential dwellings are permitted within a commercial building but above the first floor.
	<p>2006 Stratford Zoning and Development Bylaw Zoned for Commercial (C1) Zone</p> <ul style="list-style-type: none"> • Banks and Financial Institutions • Business and Professional offices • Parking lots • Hotels, Motels and Tourist Establishments • Restaurants and Lounges • Entertainment Facilities • Transient and Temporary Commercial <p>Zoned for Multiple Family Residential (R3) Zone</p> <ul style="list-style-type: none"> • Duplex Dwellings • Townhouses (up to 3 Storeys) • Apartments (up to 3 Storeys) <p>Zoned for Comprehensive Development Area (CDA) Zone</p> <ul style="list-style-type: none"> • Uses permitted in C1, C2, PSI and R3 Zones
	<p>2009 Stratford Zoning and Development Bylaw Zoned for Waterfront Residential (WR) Zone</p> <ul style="list-style-type: none"> • Townhouses (up to 3 Storeys) • Apartments (up to 3 Storeys) • Commercial uses on the first floor of a building (conditional) <p>Zoned for Waterfront Mixed-Use (WMU) Zone</p> <ul style="list-style-type: none"> • Apartments (other than first floor) • Banks and Financial Institutions • Business and Professional offices • Restaurants and Lounges • Entertainment Facilities
	<p>2019 Stratford Zoning Bylaw – current As per 2009 Stratford Zoning and Development Bylaw</p>

Existing Development within the Waterfront Mixed-Use Zones

The Waterfront Mixed-Use Zone, in its current form, is designed to create a downtown character using traditional built forms, materials and roof types familiar to the island.

- Building heights were to be between 2 and 4 Stories with the 4th storey required to incorporate the roof design.
- Brick should be incorporated into the exterior siding finishes.
- Parking should be internally circulated with any parking buffered by landscaping.

To date, there are only a few buildings on a Waterfront Mixed-Use Zone parcel and none of them meet any of the above requirements. Of all the existing sixteen (16) Waterfront Mixed-Use Zoned/Waterfront Residential Zoned parcels, there are seven (7) parcels that have been vacant since they were subdivided in 2016 (*see attached RZ005-3*)

Proposed Amendments to Waterfront Mixed-Use Zone

Land Uses

The proposed amendments will not see any significant changes to permitted uses in the Waterfront Mixed-Use Zone. All the uses that are included in the proposed amendment are all currently available in amendment area in some variation.



Along Shepard Drive, the proposed amendment has identified the parcels backing onto low-density residential units as Townhouses as the main use and will be a minimum of 2 and maximum of 3 Storeys. This is in-keeping with the existing Waterfront Residential Zone for these parcels.

Parking

The proposed amendment would reduce the parking requirements for residential dwellings and square foot of commercial. This is in accordance with the parking requirements of the Core Mixed-Use and Urban Core Zones, shown below.

Land Use	Current Requirements	Proposed Parking
Multi-Units (6 or less)	2 Parking Spaces per Dwelling Unit	0.5 Parking Spaces per Dwelling Unit
Multi-Units (6 - 19)	1.5 Parking Spaces per Dwelling Unit	
Multi-Units (20 +)	1 Parking Spaces per Dwelling Unit	
Commercial or Office Space	Varied between 1 space per 4.7 sq. m up to 1 space per 37 sq. m.	3 Parking Spaces per 93 sq. m (1,000 sq. ft.)

The proposed amendment also indicates two parcels for parking, a surface parking lot on the vacant R1 lot on Shepard Drive between Harbour View Drive and Stratford Road, and the existing parking lot at the CGI building which could be a future stacked parking lot (parkade).

Building Heights

The proposed amendment will see building heights along Stratford Road, Hopeton Road and along Michael Thomas Way increase up to 6 stories, but all levels above the fourth floor must be stepped back to increase natural light and reduce the building mass impact at street level.

Waterfront Views

The proposed amended Waterfront Mixed-Use Zone regulations for setbacks have been designed to maintain the view corridors that were identified in the 2021 Stratford Waterfront Core Area Plan. The setbacks implemented in the amended zoning regulations will allow for future roads or public corridors shown on the plan below. The vacant parcel PID 328062 has a 33 m side yard setback on the Harbour View Drive side to maintain a visual corridor from Shepard Drive, this also moves development further back from the Harbour View Drive residents.



Natural & Park Space

The map below shows the existing natural and park space areas that are excluded from the proposed amendment. These areas will remain protected development other than a proposed pavilion east edge of the Michael Thomas Waterfront Park.



Connectivity

The overall concept of this proposed amendment is to provide a more walkable community that has regular access to public transit, trails and all the active commercial services needed for a growing community. A community that is safe throughout the day and night. This will provide opportunities for Stratford residents to bring their commercial and professional services into Stratford and not in Charlottetown.

Notification of Public Meeting

Sections 3.2.3 and 3.2.4 of the Zoning Bylaw outline the processes required for the provision of notice of the zoning amendment request for a public meeting. Notice of this application and the public meeting occurred in the following manner:

- 124 Notification letters were drafted and sent by Canada Post to the parcels that fall within the proposed amendment area and parcels within the required 150 m radius of the subject lands. (*see attached RZ005-4 letter to residents*)
- Ads were posted in the local Guardian Newspaper on 2 separate editions (July 12th & 19th)
- 28 signs were posted on all the subject properties within the proposed boundary area indicating that a Zoning Application had been made for the subject property.
- 5 Larger development signs were also placed within the area, 3 were placed on the Town's own Michael Thomas Waterfront Park, 1 on the Town's property on Shepard Drive and permission was granted to install a sign on the No-Frills site. (*see attached RZ005-4a Development Sign*)
- Notice of the public meeting was also posted on the Town's Facebook page.

Public Meeting

The public meeting for this amendment was held on July 21, 2025. This was well attended with 30 residents signing in, including members of Planning Board and Council. The meeting was also live streamed online on the Town's YouTube page.

Summary of Public Comments

The Public were given the opportunity to provide comments on this proposal. The deadline for comments was July 25th, 2025, at 4:00 pm. (*see attached RZ005-5 for verbatim comments*)

Eight (8) letters and emails were received, of the written responses in total from were received from adjacent landowners/residents, were received after the meeting.

Six (6) written responses received were against the rezoning, and

Two (2) written response received were in favor the rezoning.

Over a hundred (100+) property owners did not respond.

The comments raised in these letters are summarized in Section 3.2.2.(f). below (*see attached RZ005-6 for full redacted comments*).

A signed petition of residents from Harbour View Drive and Southport Drive in opposition to the application was received after the deadline for comments.

Planning Analysis

Section 3.2 of the Zoning Bylaw outlines the procedure for amendments to the Zoning Bylaw.

Section 3.2.2 outlines the general criterion that need to be considered when reviewing applications for amendments to the Zoning Bylaw. These criteria are:

a) Conformity with all requirements of the Zoning Bylaw.

Currently the Town is undergoing a complete review of the Official Plan and Zoning and Development Bylaw, this proposed amendment is being completed as part of the review.

b) Conformity with the Official Plan.

The subject lands are designated for Residential Development under the Existing land use map in the Official Plan. There are a number of sections of the Official Plan that contain objectives and policies regarding the proposed development and zoning amendment.

Under Section 4.1.1 (Housing – Planning for the Future) states that *“The availability of land will influence the housing supply. The Housing Demand Study (2012) indicates that even if the pace of growth is slowed by changes in the economy and local market, a shift in land use policies to accommodate future housing activity is needed. This Plan supports a denser pattern of development and a mix of housing types to help accommodate continued growth. In addition, flexible housing options may help to allow seniors to remain in the Town as they age. Planning the future development and design of the Town to accommodate aging-in-place is shown to benefit not only the senior population, but the community as a whole. A shift to more diverse housing units and higher housing densities will also be a means to foster a more affordable housing market to attract new homeowners, young families and lower income families”*. This proposed amendment is an opportunity to build a development area already planned for higher density but through the amendment of the Waterfront Mixed-Use Zone (WMU), allows the Town to have more direction of the development possible to provide residential, commercial and recreational land uses through more walkable connections and public transportation. Attracting younger age groups to start a family or empty nesters to downsize and live in a friendly and active neighbourhood.

Under Section 4.2.1 (Housing), Stratford is a community where housing is responsive to the needs of the population. Subsection 1(b) states a goal of the Town is the *“identification of opportunities for zoning residential land to allow for smaller lot sizes and higher densities, without compromising the character of existing neighbourhoods.”* This proposed amendment is an opportunity to rejuvenate an area that has struggled to develop into the planned neighbourhood it was meant to be. Regulations in the existing zone and the development costs have left this area undeveloped. The

proposed amendments will permit higher-storey buildings and reduced parking to spark development.

Under Section 4.2.4 (Housing): *“Stratford is a community where housing developments are well designed, inclusive and connected to the community”*.

This proposed amendment will allow for a variety of housing types and in various locations, whether it be close to the water or near schools. The proposed amendment area is within close proximity to the Town’s growing active trail network, public parks and future amenities.

Under Section 4.2.5 (Housing): *“Stratford is a community where housing development is balanced with our ability to sustain resources and affordable service delivery”*. Subsection 5(d) Encourage high quality, higher density residential development in the Core Areas and adjacent to arterial and collector roads. This proposed amendment strives to rejuvenate an underdeveloped area of single use commercial and residential in and adjacent to the Core Area. Public transit already serves this area and the potential new services that would be possible would reduce the need for Stratford residents to cross the bridge.

Under Section 11.1.3 (Land Use Planning): *“While Stratford has developed a desirable appeal for “high-end” living during the past decade, Council will consider making amendments to the current residential zoning designations to promote and facilitate a range of affordable housing opportunities with increased emphasis on young families and our growing senior population, as recommended by our Housing Demand Study.”* The intent of this proposed amendment is to facilitate and permit opportunities for more varieties of housing typologies. While the Town does not have specific policies or mandates for affordable housing, the Town did enact a resolution to incentivize multi-unit housing, reductions and in some cases, remove development fees for developments that provide affordable housing units.

c) Conformity with Provincial Land Use Policies pursuant to the Planning Act.

The Town’s Official Plan and Zoning Bylaw was drafted and adopted in conformity with the provisions within the Provincial Planning Act. Any development application will need to comply with the provisions in the Plan and Bylaw.

d) Suitability of the site for the proposed Development including the preservation of existing site features and earthworks.

The proposed amendment does not propose a change to any natural areas, the parcels included are all zoned for development. All future development within the boundary area of this amendment will go through a comprehensive site plan approval process.

e) Compatibility of the proposed development on surrounding land uses, including both existing and proposed uses.

The proposed amendment would see an increase in height over the existing buildings and would see new developments being built closer to the front property line. This change is the aim of creating a more walkable community with accessible services.

f) Comments from residents or other interested parties.

Resident comments are taken into consideration by Planning Staff, Committees and Council partially because nobody knows a neighbourhood better than the residents that live there. As such, they can help staff identify potential issues or areas of the proposal that need improvement. We

believe that summary of the proposed amendment above will address the concerns summarized below.

The comments made in the public meeting and the letters received are summarized below, in no particular order:

1. I am in favour of this proposal, but the Town must ensure that there is access to public transit.
2. On-street parking and parking requirements should be minimized and more underground parking where possible.
3. The proposed overview looks blockish and will decimate the area. Previous plan was for buildings with more character.
4. The proposed design will remove the waterfront views.
5. Erosion should be considered with development close to the water.
6. Concerns of loud music and entertainment going into the early hours.
7. Concerns about where parking will be for all the new residents
8. Concerning the traffic that will be created by the new residents, congestion is already a concern.
9. Concerns of taking away parks and natural areas to build apartments.
10. This proposal will create a closed off community and prevent residents from accessing the waterfront.
11. Concerns with development in residents' back yards.
12. This proposal will cause stress on the local schools.
13. There should be a green buffer or park between the existing single detached units and the new development.
14. This proposal could create a vibrant and successful community.
15. This proposal will reduce the impact of urban sprawl and development of our agricultural and natural areas.
16. This proposal will provide opportunities for a more walkable community with access to trails and services.
17. Stratford doesn't have to become a city.
18. Concerns of 6 storey buildings.

Additionally, the Planning Staff and the consultants invited the property owners to a couple engagement sessions in the late 2024, and early 2025 to provide context for the Town's future growth. The Fall event was attended and there were no voices of concern from the property owners. During the engagements, conversations did revolve around need for parking reductions and height increases.

g) Adequacy of existing infrastructure such as water, sewer, road, stormwater, electrical services, and parkland.

All the parcels in the proposed amendment area are fully serviced. A comprehensive Stormwater Management Plan would be required and reviewed as part of the development permit/subdivision application process for the proposed development.

h) The economic and environmental viability of any proposed utility, road extension or development and maintenance of public open spaces.

No utility main extensions, road extensions, or open spaces are required

i) Impacts of the proposed development on all modes of transportation including access and safety.

The Town has had some conversations with the province and will continue to have discussions with the province to review the overall development plan for this area. The province is currently undergoing some road restructuring within the amendment area to help alleviate congestion.

j) Compatibility of the proposed development on surrounding environmental, aesthetic, scenic and heritage features.

There are no natural or park areas within the proposed amendment area, a stormwater management assessment would be required and addressed as part of the development permit/subdivision application process for the proposed development.

k) Impacts on town finances and budgets.

The development will see significant economic benefit the Town and its residents by having a larger tax base using existing infrastructure more efficiently as well as the required capital contributions for the long-term maintenance of the utility system.

l) Other matters as specified in this Bylaw; and

The proposed development will have to comply with all the standards within the Zoning Bylaw during the development permit stage.

m) Other matters as considered relevant by Council.

This proposed amendment is in keeping with the intent of the Growth Study completed in 2024 the summary of the 2023-2024 CMHC Housing Supply Challenge (known locally as Shape Stratford). The goal of this project is to find innovative solutions to barriers around new housing supply. Housing supply is a critical issue affecting the community, with an anticipated shortfall in housing to meet population growth over the next 20 years. An increase in housing supply in the homeownership and rental market is necessary to ensure everyone has access to quality and healthy housing. This initiative aims to find solutions around barriers to new housing supply – by working together and having conversations, identifying, and closing gaps, and creating goals to achieve suitable housing for all.

RECOMMENDATION:

That Council grant first reading to RZ004-2025 General Text & Zoning Map Amendments to the Town of Stratford Zoning and Development Bylaw #45 and General Amendments to the Official Plan Land Use Map regarding the Stratford Waterfront Area.

DISCUSSION:

Long Range Planner Scott Carnall presented the item and clarified that the maximum permitted height along Shepard Drive and Michael Thomas Way is three storeys, as the area is predominantly zoned for townhouses.

Mayor-Steve Ogden highlighted the town's intention for the rezoning, noting that this initiative is part of the Housing Accelerator Fund. The goal is to convert commercial zones into mix-use areas to address housing needs. The Mayor emphasized that the Stratford Waterfront is key area for investments, and the town wants to encourage people to enjoy it and live as much as possible there.

This approach also aims to create a critical mass for businesses by taking advantage of the proximity of residents and costumers.

Long Range Planner presented the concerns raised during the public meeting. The primary objections from residents included the potential negative impact of the rezoning on existing neighborhoods, as well as new issues with parking and traffic congestion. Residents also voiced concerns about the loss of scenic views.

Long Range Planner emphaticised that the rezoning is intended to provide residents with easier access to additional services. He noted that the province is adjusting the road rights-of-way to help mitigate traffic congestion.

Planning Director Dale McKeigan added a comment, emphasizing the value of preserving green space along the waterfront. He also recognized the long-term benefits of the council's decisions. He commented the developed area will ultimately add value to both residents' lives and their properties. He concluded by expressing his belief that the development is "a good thing" and will be viewed as such in the future.

A Committee member noted that while they valued residents' opinions and their desire for what is best for their neighborhoods, they also acknowledged the town's valuable initiative. The member expressed support for the town's efforts to increase access to services and address housing issues.

Mayor Steve Ogden expressed that the town has invested in research and analysis to identify the best areas for investment. The reports highlighted the Waterfront area and adjacent lots as prime locations. The mayor stated that the intention is to make these areas accessible to as many people as possible and that a sufficient population is necessary to support new businesses and ensure sustainability.

The Mayor also addressed the new parking lot acquired by the town. He confirmed that its design follows good planning principles, including a vegetation buffer and setbacks. He emphasized that the parking lot is needed in the area and will benefit both residents and visitors by reducing on-street parking.

Mayor Steve Ogden highlighted residents' objections and concerns regarding future nightclub permits in the area. He stated that the proposal should provide more detailed information or be amended to mitigate residents' concerns.

The Long-Range Planner replied that, based on comments from the public meeting, new changes are being considered for the proposal. These changes include limiting the size and number of certain commercial establishments and implementing a buffer zone.

A Committee member suggested that the town should communicate with current businesses. The member proposed sending letters to clarify that existing businesses will not be removed and to specify the maximum building height for new projects. This would help reduce uncertainty among business owners.

The Long-Range Planner responded that the town has already been actively communicating through various channels, including signs on different lots and social media posts.

The Committee Members voted to recommend that Council grant approval to first reading for RZ004-2025 General Text & Zoning Map Amendments to the Town of Stratford Zoning and Development Bylaw #45 and General Amendments to the Official Plan Land Use Map regarding the Stratford Waterfront Area.

DP092-2025 – JDLB Holdings Ltd– 95A & B, 97A & B Smallwood Terrace– Stacked Semi-Detached (SPU)– Permit use – PID 1178078

The Committee Members then voted to recommend that Council approve a public meeting to gather input from residents on the proposed JDLB Holdings Ltd– 95A & B, 97A & B Smallwood Terrace– Stacked Semi-Detached application.

10 OTHER BUSINESS

11 HERITAGE SUB-COMMITTEE

- a) There was no Heritage Sub Committee meeting scheduled for the month of July.

12 DATE OF NEXT MEETING

- a) Tuesday, September 2, 2025, at 12:00 p.m. (noon).

13 ADJOURNMENT

- a) The Meeting was adjourned at 2:05 pm



TOWN OF STRATFORD RESOLUTION

PH052-2025 – RZ004-2025 General Text & Zoning Map Amendments to Town of Stratford Zoning and Development Bylaw #45 regarding the Stratford Waterfront Area – Adoption

Motion Carried _____
Motion Lost _____
Motion Withdrawn _____

Council Chambers
Town Council

October 8, 2025

Committee
Moved by Councilor
Seconded by Councilor

Planning & Heritage
Jeff MacDonald

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a first time on September 10, 2025; and

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a second time on October 8, 2025.

BE IT RESOLVED Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, be hereby adopted and that the Mayor and Chief Administrative Officer be authorized to affix their signatures and the corporate seal of the Town thereto and to be formally declared the said Bylaw passed.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.



TOWN OF STRATFORD RESOLUTION

PH050-2025 – OP001-2025 General Amendments to the Official Plan Designation Map regarding the Stratford Waterfront Area

Motion Carried X
 Motion Lost
 Motion Withdrawn

Council Chambers
 Town Council

October 8, 2025

Committee
 Moved by Councilor
 Seconded by Councilor

Planning & Heritage
Jeff MacDonald
Gordie Cox

WHEREAS the Planning Department is proposing amendments to the Town of Stratford Official Plan to permit additional Mixed-Use designation to the adopted 2008 Core Area Subsidiary Plan; and

WHEREAS this Official Plan amendment stems from the Housing Accelerator Fund initiatives to encourage more residential, commercial, and mixed-use development where possible, within the Town; and

WHEREAS this General Text amendment has been developed in conjunction with RZ004-2025 Zoning Bylaw Amendments; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, planning staff circulated written notice (124 letters/sent July 4, 2025) of the amendment request to all property owners within 150 metres (490 feet) of the boundaries of the subject property or properties, and placed multiple signs on the subject land; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, notice of this amendment application and public meeting occurred through the placement of an advertisement in the local Guardian Newspaper in 2 separate editions (July 12th and July 19th) and was also posted on the Town's Facebook page; and

WHEREAS a public meeting was held on July 21, 2025, at 7:00 p.m. with the Town's consultant Upland Planning presenting to those in attendance. Nine attendees stood up and asked questions of the presenters, comments were recorded in the minutes and was live streamed on the Town's Facebook pages and YouTube; and

WHEREAS residents were given until 4:00 p.m. on July 25, 2025, to submit their comments, and planning staff received 13 letters from residents before the deadline and one signed petition after the deadline with various concerns around parking, its proximity to an existing mature neighbourhood, traffic congestion and other general concerns; and

BE IT RESOLVED that Bylaw OPA01-2025, a bylaw to amend the Town of Stratford Official Plan 2014, be hereby read and adopted.

AND BE IT FURTHER RESOLVED that this Resolution replaces Resolution PH037-2025 - Official Plan Amendment -Waterfront Core Area Amendment-1st Reading which was incorrectly presented at the September 10th, 2025 Council meeting.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.



TOWN OF STRATFORD RESOLUTION

PH051-2025 – RZ004-2025 General Text & Zoning Map Amendments to Town of Stratford Zoning and Development Bylaw #45 regarding the Stratford Waterfront Area – 2nd Reading

Motion Carried X
Motion Lost
Motion Withdrawn

Council Chambers
Town Council

October 8, 2025

Committee
Moved by Councilor
Seconded by Councilor

Planning & Heritage
Jeff MacDonald
Jill Chandler

WHEREAS the Town is proposing the rezoning of 28 lots from the General Commercial (C1), Highway Commercial (C2), Low Density Residential (R1), Multiple Unit Residential (R3) and Waterfront Residential (WR) Zones to the Waterfront Mixed-Use (WMU) Zone as shown on the attached map) and revisions to the Waterfront Mixed-Use (WMU) Zone in the Town of Stratford Zoning and Development Bylaw #45; and

WHEREAS this amendment to rezone stems from the Housing Accelerator Fund initiatives to encourage more residential, commercial, and mixed-use development where possible, within the Town; and

WHEREAS this rezoning and text amendment has been developed in coordination with the OP001-2025 Official Plan Amendment; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, planning staff circulated written notice (124 letters/sent July 4, 2025) of the amendment request to all property owners within 150 metres (490 feet) of the boundaries of the subject property or properties, and placed multiple signs on the subject land; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, notice of this amendment application and public meeting occurred through the placement of an advertisement in the local Guardian Newspaper on 2 separate editions (July 12th and July 19th) and was also posted on the Town's Facebook page; and

WHEREAS a public meeting was held on July 21, 2025, at 7:00 p.m. and with the Town's consultant Upland Planning presenting to those in attendance. Nine attendees stood up and asked questions of the presenters, comments were recorded in the minutes; and was live streamed on the Town's Facebook pages and YouTube; and

WHEREAS residents were given until 4:00 p.m. on July 25, 2025, to submit their comments, and planning staff received 13 letters from residents before the deadline and one signed petition after the deadline with various concerns around parking, its proximity to an existing mature neighbourhood, traffic congestion and other general concerns; and

BE IT RESOLVED that Bylaw # 45W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, be hereby read and approved a second time.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.



TOWN OF STRATFORD RESOLUTION

PH052-2025 – RZ004-2025 General Text & Zoning Map Amendments to Town of Stratford Zoning and Development Bylaw #45 regarding the Stratford Waterfront Area – Adoption

Motion Carried X
Motion Lost
Motion Withdrawn

Council Chambers
Town Council

October 8, 2025

Committee
Moved by Councilor
Seconded by Councilor

Planning & Heritage
Jeff MacDonald
Steve Gallant

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a first time on September 10, 2025; and

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a second time on October 8, 2025.

BE IT RESOLVED Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, be hereby adopted and that the Mayor and Chief Administrative Officer be authorized to affix their signatures and the corporate seal of the Town thereto and to be formally declared the said Bylaw passed.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.

TAB	DESCRIPTION	DATE
83	YouTube Recording - October 8, 2025 - Regular Council Meeting - Stratford, PEI	October 8, 2025

**REGULAR COUNCIL
REGULAR MONTHLY MEETING
{UNAPPROVED} MINUTES**

DATE: **October 8, 2025**

TIME: **04:30 P.M.**

PLACE: **Bunbury Room**

CHAIR: Mayor Steve Ogden

PRESENT: Deputy Mayor Steve Gallant, Councillors; Jeff MacDonald, Jody Jackson, Jill Chandler, Gordie Cox, and Ron Dowling.

STAFF **PRESENT:** CAO, Jeremy Crosby, Planning Director, Dale McKeigan, Town Planner, Phil Rough, Financial Coordinator, Crystal Burrows, Community and Business Engagement Manager, Wendy Watts, Deputy CAO and Recreation Director, Jeremy Pierce and Recording Clerk, Jodi Corcoran.

1. CALL TO ORDER

Mayor Ogden called the meeting to order at 4:30 P.M.

- a) We acknowledge the land upon which we gather is the unceded territory of the Mi'kmaq, and we pay our respects to the Indigenous Mi'kmaq People of this territory past, present, and future.

2. DECLARATION OF CONFLICT OF INTEREST

Nil.

3. APPROVAL OF AGENDA

It was moved and seconded that the agenda be approved as circulated.

4. MINUTES

- a) **Regular Monthly Meeting Minutes**

- b) **Special Council Meeting Minutes**

It was moved and seconded that both sets of minutes be approved as circulated.

5. BUSINESS ARISING FROM THE MINUTES

Nil.

6. PRESENTATIONS FROM THE FLOOR

Nil.

7. MAYOR'S REPORT

- a) **Report - September 10 to October 8, 2025:**

- Attended a meeting with the Francophone Newcomers Association
- Reviewed Towns Financial Statements with Auditors
- Enjoyed attending a Chamber of Commerce Event at Fox Meadow
- Participated in a Planning Committee meeting and a Diversity and Inclusion Committee meeting
- Honoured to attend two events to represent the Town on Indigenous Truth and Reconciliation Day and on Treaty Day
- Attended a Public Meeting to discuss a rezoning proposal
- Meeting with RCMP Commanding Officer
- Participated in a meeting with Consultants and Council about the draft new Official Plan and Zoning Bylaw
- Very happy to participate in another very successful Fall Fest
- Participated in a meeting with Doane Grant Thornton who are organizing an upcoming conference called “Vibrant Communities”
- Interviews by CTV and CBC about the Fairy Walk at Cotton Park
- Participated in an FPEIM Finance Committee meeting, also, a FPEIM Board of Directors meeting and a FPEIM Strategic Planning session
- Honoured to participate in and provide remarks on behalf of the Town to the Annual Cheryl Duffy Walk, a major fundraiser for the Youth Centre
- Committee of the Whole Meeting
- Regular Monthly Council Meeting, also a Special Meeting of Council
- Meetings with residents and Staff members
- Looked after the day-to-day business and internal affairs of the Town

8. CHIEF ADMINISTRATIVE OFFICER

a) Report

- Along with the Deputy CAO and the Community and Business Engagement Manager, I attended a meeting with representatives from Innovation PEI to discuss economic development opportunities within the town.
- I attended a meeting and presentation with members of the Immigrant and Refugee Service Association, along with our provincial MLAs, to discuss a possible development in Stratford.
- I met with the HR Coordinator/Manager to address various HR-related matters.
- In collaboration with the Town Planner, I attended a meeting with residents regarding development on their property.

- Along with the Deputy CAO, I participated in a meeting with the transit coordinating committee to further discuss a new transit operating agreement.
- I joined Finance Staff and Council for a presentation by MRSB concerning our audited financial statements.
- I chaired two bi-monthly Department Head meetings.
- Together with the Mayor and Deputy Mayor, I attended a meeting with a resident to discuss farming practices and exemptions within the town limits.
- I attended a meeting with planning staff to review the proposed waterfront and area rezoning.
- I attended and participated in the monthly Town Council meeting.
- Along with the Mayor and Deputy Mayor, I attended the quarterly meeting with the Chief Superintendent of the RCMP and his staff to discuss policing matters in Stratford.
- I attended the Mayor, Council, and Staff social event at Red Shores Racing, which was a great night and well attended by both staff and council members.
- I took part in a meeting with planning staff to review some recent applications.
- I attended a presentation on the proposed changes to the official plan and zoning development bylaw.
- I met with Island EMS, information technology staff, and infrastructure staff to discuss the possibility of providing additional space for expanding the Island EMS server room.
- I attended the special council meeting held on September 17, 2025.
- Along with the Mayor and Deputy CAO, I attended a meeting with the Francophone Immigration Association of PEI to discuss how we could assist individuals looking to immigrate to PEI and settle in Stratford.
- I chaired the monthly CAO department meeting.
- I also chaired the monthly staff meeting, which included a presentation from our insurance provider on the new employment assistance program. I attended the staff barbecue as well.
- I attended and participated in the monthly committee of the whole meeting.
- I attended and participated in the monthly Intergovernmental Affairs and Accountability monthly meeting.
- Together with the Deputy CAO, I met with our Stratford MLAs to discuss town projects and initiatives.
- Lastly, I tuned into the online portion of the public planning meetings held on September 29, 2025.

In addition, I have organized and led meetings with staff, developing detailed agendas and providing relevant materials for various committee discussions to ensure everyone stays informed. I've also assessed

infrastructure projects, reviewed planning-related issues and the proposed changes to the official plan and zoning and development bylaw and efficiently managed various HR files. I have handled correspondence, responding to emails and letters from residents, stakeholders, government officials, and other relevant parties.

9. SAFETY SERVICES

- a) **Report** - The minutes were included in the agenda package for council to review.
- b) **Street Light Report** - No report.
- c) **RCMP Report** - Corporal Paynter provided an update on his report.
 - Persons crimes for September marginally rose from August, adding three occurrences to end the month with 13. Assault led the list with seven incidents, followed by indecent/harassing communications at four. There was a single sexual offense occurrence, which is still under investigation.
 - Property crime decreased to 42 occurrences from August to 34 occurrences, down from 42. Mischief was the most frequent occurrence, with 16 occurrences, including several instances involving youth in the Town. Theft under \$5000 accounted for eleven occurrences, followed by a single incident each of fraud and break and enter.
 - There were three drug enforcement occurrences in September, two related to possession and one “other.”
 - Traffic enforcement occurrences increased over last month, with 185 occurrences recorded (+25). It was also consistent with September of last year (188 or-3). Impaired driving accounted for one occurrence, this being alcohol related and cleared by charge. There were 66 speeding violations recorded, with an additional 58 other traffic violations/offences. There were no fatal collisions, and five Check stops were documented.
 - Overall, September 2025 recorded 344 occurrences with 325 founded or still under investigation. Overall, this is consistent with the previous month (349 occurrences with 330 founded/SUI) and higher than September 2024, when 316 occurrences were recorded, with 292 founded/SUI.
- d) **Humane Society Report** - The report was included in the agenda package for council to review.
- e) **Fire Company Report** - The report was included in the agenda package for council to review.

10. RECREATION CULTURE AND EVENTS

- a) **Report** - The full report was included in the agenda package for council to review. The following is an overview of projects and items being worked on.

- Work is progressing steadily at the Stratford Community Campus, with several key projects moving forward this fall.
- The six new soccer fields and a dedicated cricket field have been shaped and seeded, setting the stage for future play.
- On the ball field side, three fields are in the process of being fenced, with lighting scheduled to be installed on two of them in November and December.
- Parking lots are also taking shape, with paving expected to be completed in late October.
- The new trail system has been contoured and will soon be graveled.
- Construction continues on the Stratford High School, which will serve as a central anchor to the campus once completed.
- Progress is also being made on the Atlantic Pickleball Facility, which is on track for an anticipated opening in January 2026.
- The Youth Centre continues to be a hub of activity and engagement for young people in our community. Membership remains strong, with 84 active Youth Members and 4 Youth Engagement Team Members (young adults providing leadership and support).
- The Junior Membership Program (Grades 5-6) has reached full capacity at 30 members, and registrations are now closed.
- Looking ahead, the Centre is excited to launch a variety of youth clubs starting in October, including: 2 Groups of Art Club 2 Groups of Drama Club Newspaper Club Leadership Club Dungeons and Dragons Club These clubs offer diverse opportunities for youth to explore their interests, develop skills, and connect with peers in a positive environment

11. FINANCE AND TECHNOLOGY

- a) **Report** - The full report was included in the agenda package for Council to review. The following is an overview of projects and items being worked on within the Finance Department.

- Utility 1st and 2nd letters were sent out September 19th with an October 6th deadline to make payment arrangements. Another round of disconnects are planned for mid-October.
- Quarterly utility bills are expected to be issued by October 10th with a November 14th payment due date. In response to the Canada Post strike, communications are going out via social

media to inform residents of bill timing, how they can access their bills electronically and the various payment methods accepted. Bills will also be available for pick up at the front desk of the Town Centre Office.

- MRSB met with the Finance Chair, Vice Chair, Mayor and Deputy Mayor and staff on September 11th to review the financial statements for the year ended March 31, 2025. The financial statements were approved.
- Staff are participating in training on Townsuite accounting software.
- Staff are busy with day-to-day items.

- b) **Financial Statements** - The financial statements were included in the agenda package for council to review.

12. PLANNING DEVELOPMENT AND HERITAGE

- a) **Report** - The report was included in the agenda package for council to review.
- b) **Permit Summary** - The report was included in the agenda package for council to review.
- c) **Resolution PH049-2025 – Official Plan & Zoning and Development Bylaw Call for a Public Meeting**

Motion Carried **X**

Motion Lost

Motion Withdrawn

Committee

Planning & Heritage

Moved by Councillor

Jeff MacDonald

Seconded by Councillor

Jill Chandler

WHEREAS Upland have been collaboratively working with the Town's staff and have hosted a number of working sessions and public engagements throughout to develop a more cohesive and visionary Official Plan to guide decisions on land use and development over a 15-year horizon in accordance with Section 12 (b) Prince Edward Island's Planning Act; and

WHEREAS a review of the Stratford Official Plan had occurred in 2014 and was approved by the Minister of Finance, Energy and Municipal Affairs on February 13th, 2015; and

WHEREAS pursuant to *Section 15.1(1) of the Planning Act* of PEI – Council of a municipality shall review its Official Plan and Bylaws at intervals of not more than five years; and

WHEREAS the Zoning and Development Bylaw, which is developed to implement the policies of the new Official Plan, has also been included in this review; and

WHEREAS the Town Planning staff are requesting to proceed to a public meeting to allow residents and interested persons to make representations on the New Draft Official Plan for the Town of Stratford as per *Section 11 and Section 18 of the Planning Act* of PEI; and

BE IT RESOLVED that a public meeting be held on a Date/Time to be determined by staff and the Planning, Development and Heritage Committee in order to provide an opportunity for the Town to present the proposed new Official Plan and the Zoning and Development Bylaw to residents and to obtain their input.

This resolution bears the recommendation of the Planning, Development and Heritage Committee as discussed at a meeting held September 29th, 2025.

Discussion:

Council and staff emphasized the importance of public engagement in shaping the New Draft Official Plan, highlighting that it is a community-driven document. Input from residents is essential to help guide Stratford's future, and all members of the public are encouraged to share their opinions and comments.

d) **Resolution PH050-2025 - Official Plan Amendment -Waterfront
Core Area Amendment**

Motion Carried **X** (1 against for Councillor Dowling)

Motion Lost

Motion Withdrawn _____

Committee

Moved by Councillor

Seconded by Councillor

Planning & Heritage

Jeff MacDonald

Gordie Cox

WHEREAS the Planning Department is proposing amendments to the Town of Stratford Official Plan to permit additional Mixed-Use designation to the adopted 2008 Core Area Subsidiary Plan; and

WHEREAS this Official Plan amendment stems from the Housing Accelerator Fund initiatives to encourage more residential, commercial, and mixed-use development where possible, within the Town; and

WHEREAS this General Text amendment has been developed in conjunction with RZ004-2025 Zoning Bylaw Amendments; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, planning staff circulated written notice (124 letters/sent July 4, 2025) of the amendment request to all property owners within 150 metres (490 feet) of the boundaries of the subject property or properties, and placed multiple signs on the subject land; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, notice of this amendment application and public meeting occurred through the placement of an advertisement in the local Guardian Newspaper in 2 separate editions (July 12th and July 19th) and was also posted on the Town's Facebook page; and

WHEREAS a public meeting was held on July 21, 2025, at 7:00 p.m. with the Town's consultant Upland Planning presenting to those in attendance. Nine attendees stood up and asked questions of the presenters, comments were recorded in the minutes and was live streamed on the Town's Facebook pages and YouTube; and

WHEREAS residents were given until 4:00 p.m. on July 25, 2025, to submit their comments, and planning staff received 13 letters from residents before the deadline and one signed petition after the deadline with various concerns around parking, its proximity to an existing mature neighbourhood, traffic congestion and other general concerns; and

BE IT RESOLVED that Bylaw OPA01-2025, a bylaw to amend the Town of Stratford Official Plan 2014, be hereby read and approved.

AND BE IT FURTHER RESOLVED that this Resolution replaces Resolution PH037-2025 - Official Plan Amendment -Waterfront Core Area Amendment-1st Reading, which was incorrectly presented at the September 10th, 2025, Council meeting.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.

It was moved by Councillor MacDonald and seconded by Councillor Jackson to amend that the resolution reads:

BE IT RESOLVED that Bylaw OPA01-2025, a bylaw to amend the Town of Stratford Official Plan 2014, be hereby read and **adopted**.

e) **Resolution PH051-2025 - Zoning Bylaw Amendment -WMU Zoning Amendment-2nd Reading**

Motion Carried X (1 against for Councillor Dowling)

Motion Lost _____

Motion Withdrawn

Committee

Planning & Heritage

Moved by Councillor

Jeff MacDonald

Seconded by Councillor

Jill Chandler

WHEREAS the Town is proposing the rezoning of 28 lots from the General Commercial (C1), Highway Commercial (C2), Low Density Residential (R1), Multiple Unit Residential (R3) and Waterfront Residential (WR) Zones to the Waterfront Mixed-Use (WMU) Zone as shown on the attached map) and revisions to the Waterfront Mixed-Use (WMU) Zone in the Town of Stratford Zoning and Development Bylaw #45; and

WHEREAS this amendment to rezone stems from the Housing Accelerator Fund initiatives to encourage more residential, commercial, and mixed-use development where possible, within the Town; and

WHEREAS this rezoning and text amendment has been developed in coordination with the OP001-2025 Official Plan Amendment; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, planning staff circulated written notice (124 letters/sent July 4, 2025) of the amendment request to all property owners within 150 metres (490 feet) of the boundaries of the subject property or properties, and placed multiple signs on the subject land; and

WHEREAS in accordance with the Stratford Zoning and Development Bylaw #45, notice of this amendment application and public meeting occurred through the placement of an advertisement in the local Guardian Newspaper on 2 separate editions (July 12th and July 19th) and was also posted on the Town's Facebook page; and

WHEREAS a public meeting was held on July 21, 2025, at 7:00 p.m. and with the Town's consultant Upland Planning presenting to those in attendance. Nine attendees stood up and asked questions of the presenters, comments were recorded in the minutes; and was live streamed on the Town's Facebook pages and YouTube; and

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.

f) **Resolution PH052-2025 - Zoning Bylaw Amendment -WMU Zoning Amendment-Adoption**

Motion Carried X (1 against for Councillor Dowling)

Motion Lost

Motion Withdrawn

Committee

Planning & Heritage

Moved by Councillor

Jeff MacDonald

Seconded by Councillor

Steve Gallant

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a first time on September 10, 2025; and

WHEREAS Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, was read and approved a second time on October 8, 2025.

BE IT RESOLVED Bylaw #45-W, a bylaw to amend the Town of Stratford Zoning and Development Bylaw, Bylaw #45, be hereby adopted and that the Mayor and Chief Administrative Officer be authorized to affix their signatures and the corporate seal of the Town thereto and to be formally declared the said Bylaw passed.

This resolution bears the recommendation of the Planning, Development & Heritage Committee on August 4, 2025.

g) **Resolution PH053-2025 - Leading Edge – Variance**

Motion Carried X
 Motion Lost
 Motion Deferred

Committee	<u>Planning & Heritage</u>
Moved by Councillor	<u>Jeff Macdonald</u>
Seconded by Councillor	<u>Jody Jackson</u>

WHEREAS an application has been received from the Leading Edge Group for a Minor Variance to the Minimum Front Yard Setback for a proposed addition (DP052-25) unto the existing industrial building at 17 Myrtle Street (PID 890038) within the Business Park (M2) Zone; and

WHEREAS the M2 zone requires a minimum front yard setback of 50 ft. whereas the applicant has proposed the addition to only be 37 ft from the front property line. This represents a variance of 26%;

WHEREAS pursuant to subsection 6.1.2. of the Zoning and Development Bylaw #45, Variance applications shall demonstrate one of several tests for justifying a Variance approval. This application has been considered against the following tests:

- a) *the lot in question has peculiar conditions, including small Lot size, irregular Lot shape, or exceptional topographical conditions, which make it impractical to develop in strict conformity with Bylaw standards;*
- b) *strict application of all Bylaw standards would impose undue hardship on the Applicant by excluding the Applicant from the same rights and privileges for reasonable Use of his/her Lot as enjoyed by other persons in the same zone; and*
- c) *the Variance is consistent with the intent and purpose of the Official Plan;*

WHEREAS, meets the proposed addition to the existing building meets the intention of the Official Plan that calls for the efficient use and management of industrial lands towards sustainable growth, good site planning and high standards of appearance.

WHEREAS in July 2025, in accordance with subsection 6.1.6. where a Variance in excess of ten percent (10%) is being requested, nine (9) notification letters were sent to property owners who own parcels of lands which are located in whole (or in part) within sixty-one metres (61 m) or two hundred feet (200 ft.) from any lot line of the parcel being proposed for the Variance. No written comments were submitted, while there was one (1) verbal comment from an adjacent property owner expressing support of the proposed variance; and

BE IT RESOLVED that approval be granted to the application from Leading Edge Group for a Minor Variance to a Minimum Front Yard Setback for a

proposed addition (DP052-25) at 17 Myrtle Street (PID 890038) within the Business Park (M2) Zone, subject to the following conditions:

1. The required front yard setback for the proposed addition to the existing building at 17 Myrtle Street is granted a variance of 26% and must be a minimum of 37 ft.
2. The existing show homes need to be moved so that they are located outside of the required 3 m (10 ft.) landscape buffer.
3. The show home on the left side of the property needs to be moved so that meets the required front yard setback for development withing the M2 zone.
4. That a fence be erected on the property, surrounding any outdoor storage areas of materials or goods.
5. All other relevant provisions of the Town of Stratford Zoning and Development Bylaw #45 must be met.

This resolution does bear the recommendation of the Planning & Heritage Committee as discussed at a meeting held on September 29, 2025.

h) **Resolution PH054-2025 - CMLMT Holdings Ltd - Cond. Uses - Proposal #2**

Motion Carried **X**

(3 against for Deputy Mayor Gallant, Councillor Chandler and Councillor Dowling)

Motion Lost

Motion Deferred

Committee

Planning & Heritage

Moved by Councillor

Jeff MacDonald

Seconded by Deputy Mayor

Gordie Cox

WHEREAS Council granted preliminary approval to the Swallow Drive Extension Subdivision Application SD004-25, on September 10th, 2025, to change the boundaries of the PID's 190173 & 529545 and permit the extension of Swallow Drive with a temporary cul-de-sac.

WHEREAS a revised application was received September 26, 2025, from CMLMT Holdings Ltd. for an 8-unit Stacked Townhouse Dwelling complex and two (2) 5-unit Townhouse Dwelling complexes, on 2 parcels of land being created by the Swallow Drive Extension Subdivision (SD004-25). Both of these land use types are Conditional Uses within the Medium Density Residential (R2) zone.

WHEREAS Council denied the original application from CMLMT Holdings Ltd. by, Resolution PH048-25, for an 8-unit Stacked Townhouse Dwelling complex on the new south lot that is created by the Swallow Drive Extension Subdivision (SD004-25) and deferred making

a decision on the two (2) Stacked Townhouse Dwelling complexes on the north lot of the aforementioned subdivision for more information.

WHEREAS in accordance with Section 7.3.3 of the Zoning Bylaw, *where an application has been received that seeks approval of a matter that has been denied, it will not be reconsidered unless it is demonstrated that it is different from the previous application and altered to meet the requirements of the Bylaw.*

WHEREAS pursuant to Section 11.3.3 of the Town of Stratford Zoning and Development Bylaw #45, prior to the issuance of a Development Permit for a Conditional Use, Council shall ensure that property owners that directly about the subject property are notified in writing and asked to provide their comments.

WHEREAS in August 2025, information letters were sent out to the thirteen (13) abutting property owners seeking comments on the original proposal for three (3) Conditional Use Stacked Townhouse Dwellings. A second information letter was hand-delivered to the same property owners on October 2, 2025, with details of the revised application and new site plans in consideration of community feedback including privacy and parking concerns.

WHEREAS five (5) letters with comments and a signed petition (with 31 signatures) from residents regarding the original proposal were received and comments may be received on the revised application.

BE IT RESOLVED that Council grants approval to the revised application, submitted September 26, 2025, from CMLMT Holdings Ltd. to construct one (1) 8-unit Stacked Townhouse Dwelling complex on the south lot and two (2) 5-unit Townhouse Complexes on the north lot created by Swallow Drive Extension Subdivision (SD004-25) subject to the following conditions:

1. Conformance with the Architectural Site Plan prepared by Sable Arc Sustainable Architecture and Design, Project Number 24092, Drawing Number A1.01, Dated September 25, 2025.
2. That one 8-unit Stacked Townhouse Dwelling complex is permitted to be constructed on the newly created parcel located south of the Swallow Drive Extension as shown in Subdivision SD004-25.
3. That two 5-unit Townhouse Dwelling complexes are permitted to be constructed on the newly created parcel located north of the Swallow Drive Extension as shown in Subdivision SD004-25
4. That a Development Agreement be executed between the Town and the Applicant subject to such terms and conditions as Council deems necessary.
5. Detailed servicing plans for both parcels must be submitted for approval to the Stratford Utility Corporation.

6. Detailed stormwater management/site grading plans for both parcels must be prepared by a qualified engineer and approved by both the Town of Stratford and DTI.
7. A detailed Erosion and Sedimentation plan for both parcels must be prepared showing how erosion and sedimentation will be controlled and contained during construction.
8. A fence or railing shall be installed along the top of the retaining wall, shown on the site plan for the South lot. The specifics of this fence or railing will be determined during the Development Permit application process.
9. Once the buildings have been constructed, final grading plans must be submitted and approved by the Town of Stratford.
10. Prior to the issuance of any final occupancy permits, the Swallow Drive Extension Road must be deemed public by the DTI
11. All other relevant provisions of the Town of Stratford Zoning and Development Bylaw #45 are met.

This resolution bears the recommendation of the Planning & Heritage Committee as discussed at a meeting held on September 29, 2025.

Discussion:

Council acknowledged that the updated proposal includes changes from the previous application, thereby allowing the developer to submit a new application for approval.

During the discussion, councillors raised concerns regarding traffic impacts, resident objections, and the incompatibility of the proposed development with the existing neighbourhood.

Planning staff informed Council that design modifications had been made to minimize the impact on existing dwellings, based on the revised site layout and the positioning of the buildings on the property.

In conclusion, three councillors voted against the resolution and three voted in favour. Mayor Ogden cast the deciding vote in support of the resolution, resulting in its approval.

i) **Resolution PH055-2025 - JDLB Holdings - Special Permit**

Motion Carried **X**

Motion Lost

Motion Withdrawn

Committee

Moved by Councillor

Seconded by Councillor

Planning & Heritage

Jeff MacDonald

Jody Jackson

WHEREAS an application has been received from John Davidson, owner of JDLB Holdings, to construct a Stacked Semi-Detached Dwelling at 95 & 97 Smallwood Terrace (PID 1178078). Within the Medium Density Residential (R2) zone, Stacked Semi-Detached Dwellings are listed as a Special Permit Use.

WHEREAS pursuant to sections 8.16.1(d) & (e) in the Zoning and Development Bylaw #45, Council shall ensure that property owners within 61 m (200 ft.) of the subject property are notified in writing and asked to provide their comments, and that a public meeting be held to allow residents to provide their input before a decision is rendered by Council.

WHEREAS a public meeting was held on September 29, 2025, at 6:00 p.m. with two (2) residents in attendance. This public meeting was live streamed on the Town's Facebook and YouTube pages and residents were given until 4:30 p.m. on October 3, 2025, to submit their comments; and

WHEREAS planning staff received no written comments from residents

BE IT RESOLVED that Council Grant approval to the Special Permit application DP092-25 from JDLB Holdings to construct a 4 unit Stacked Semi-Detached Dwelling located at 95 and 97 Smallwood Terrace (PID 1178078), subject to the following:

1. A detailed site plan, with proposed drainage, showing the information required under Section 7.3.5 of the Zoning Bylaw.
2. A detailed servicing plan must be submitted for approval to the Stratford Utility Corporation.
3. Prior to the issuance of the occupancy permit for the new dwelling, a final grading plan must be submitted and approved by the Town of Stratford. And
4. All other relevant provisions of the Town of Stratford Zoning and Development Bylaw #45 are met.

This resolution bears the recommendation of the Planning & Heritage Committee in an email poll conducted between October 3 and October 8, 2025.

13. INFRASTRUCTURE

- a) **Report** - The report was included in the agenda package for council to review.
- b) **Resolution INC005-2025 Supplemental Capital Budget for Myrtle Street Extension**

Motion Carried **X**
 Motion Lost
 Motion Withdrawn

Committee Infrastructure Committee
 Moved by Deputy Mayor Steve Gallant
 Seconded by Councillor Gordie Cox

WHEREAS the 2025 Town capital budget includes \$75,000 for the extension of approximately 50 meters of Myrtle Street to allow the subdivision of two additional lots; and

WHEREAS the Department of Transportation require a turning cul-de-sac be incorporated in the construction for snow clearing operations, which was not anticipated and not included in the initial budget amount; and

WHEREAS a public tender was advertised, and four bids were received for the project on October 1, 2025, as follows:

Contractor	Price Excluding HST
Chapman Bros Construction Ltd.	\$88,475.96
MacKay's Backhoe & Trucking Ltd.	\$88,979.16
Birch Hill Construction Ltd.	\$102,056.00
Island Coastal Services Ltd.	\$115,467.27

AND WHEREAS the low bid of \$88,475.96 exceeds the capital budget by \$13,475.96 plus HST.

BE IT RESOLVED that a supplemental Town capital budget of \$13,475.96 be approved to increase the Myrtle Street Extension project budget to \$88,475.96.

c) **Resolution INC006-2025 - Municipal Strategic Component of the Canada Community Building Fund**

Motion Carried **X**
 Motion Lost
 Motion Withdrawn

Committee Infrastructure Committee
 Moved by Deputy Mayor Steve Gallant
 Seconded by Councillor Jeff MacDonald

WHEREAS the call for applications for the Municipal Strategic Component (MSC) of the Canada Community Building Fund was made with applications due by October 3, 2025; and

WHEREAS the Utility Capital budget passed in March 2025 includes the Cable Heights Water Station Upgrades and the Zakems Sewer Lift Station Upgrades projects expected to be completed in the 2025 and 2026 fiscal years contingent on 50% support from MSC funding; and

WHEREAS the Utility has applied to the MSC program for funding for the Zakems Sewer Lift Station Upgrades project as priority #1 with a total eligible cost of \$1,182,500.00 and the Cable Heights Water Station Upgrades project as priority #2 with a total eligible cost of \$572,000.00.

BE IT RESOLVED that both applications for funding for the Cable Heights Water Station Upgrades and the Zakems Sewer Lift Station Upgrades projects under the Municipal Strategic Component of the Canada Community Building Fund are hereby supported by council. In addition, Council understands and commits that it will be responsible for its' designated share of the eligible capital costs of the project and will assume responsibility for any and all operating and maintenance costs resulting from the project, if the funding is approved.

d) **Resolution INC007-2025 Inflow & Infiltration Implementation Program 2025**

Motion Carried X
Motion Lost
Motion Withdrawn

Committee Infrastructure Committee
Moved by Deputy Mayor Steve Gallant
Seconded by Councillor Jill Chandler

WHEREAS the 2025 Utility capital budget includes \$150,000.00 (excluding HST) for the implementation of Inflow & Infiltration (I & I) reduction measures on the Town's sewer collection system; and

WHEREAS trenchless repair and relining of existing aging and deteriorated sewer mains with cured-in-place pipe (CIPP) has proven to be an effective I & I reduction strategy; and

WHEREAS a public tender was advertised, and bids were received on September 24, 2025, for CIPP lining work on 357m of concrete sewer main located on Heron Drive, with four submissions as follows:

Contractor	Bid Excluding HST
Clean Water Works Inc.	\$139,818.00
GFL Environmental Services Inc.	\$144,660.00
Eastern Trenchless Ltd.	\$174,575.00
Aqua Tech Solutions Inc.	\$235,124.00

AND WHEREAS Clean Water Works Inc., having submitted the lowest bid, has been found duly qualified to complete the work and to have had satisfactory reference checks; and

WHEREAS the tender fee provided by Clean Water Works Inc. is within the capital budget allocated for the implementation of the Utility's I & I program.

BE IT RESOLVED that the work for CIPP lining of 357m of concrete sewer main located on Heron Drive, as part of the 2025 I & I Implementation Program, be awarded to Clean Water Works Inc. in the amount of \$139,818.00 (HST excluded).

This resolution bears the recommendation of the Infrastructure Committee as determined via email poll conducted September 26 – October 1, 2025.

14. COMMITTEE OF THE WHOLE

Nil.

15. SUSTAINABILITY

- a) **Report** - No report.
- b) **Transit Report** - The transit report was included in the agenda package for council to review.
- c) **Resolution SC001-2025 - Application with Trees for Life to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Funding Program**

Motion Carried X

Motion Lost

Motion Withdrawn

Committee

Moved by Councilor

Seconded by Councilor

 Sustainability

 Jill Chandler

 Gordie Cox

WHEREAS the nonprofit organization Canadian Trees for Life are seeking municipalities to partner in an application to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Funding Program

WHEREAS the opportunity to receive funding from this program for tree planting is in alignment with the Town's Forest Management Plan and Climate Action Plan to support biodiversity, climate resilience, and the urban canopy

WHEREAS the Town has prepared the application documents for the joint funding opportunity and sufficient budget exists for the Town's contribution to the project of \$26,300

BE IT RESOLVED that the application jointly with Canadian Trees for Life to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Funding Program is hereby supported by council. In addition, Council understands and commits that it will be responsible for its designated share of the eligible costs of the project and will assume responsibility for any and all operating and maintenance costs resulting from the project, if the funding is approved.

This resolution bears the recommendation of the Sustainability Committee based on a meeting held on October 6, 2025.

16. INTERGOVERNMENTAL AFFAIRS AND ACCOUNTABILITY

- a) **Report** - No report.

17. INQUIRIES BY MEMBERS OF COUNCIL

Council briefly discussed the possibility of placing a donation box for residents to contribute to Cotton Park in recognition of the increased events being held and growing popularity. It was agreed that this topic will be brought forward for further consideration at the next Committee of the Whole meeting.

18. OTHER COMMITTEES

- a) **Stratford Seniors Complex**
- Seniors Complex sign was scraped and repainted.
 - Drywall was repaired in the furnace room.
 - A handrail was installed on the patio steps that lead to the lower parking lot. Chris is working with contractor to extend the railing from the patio all along the walkway to the lower parking lot.
 - Chris is working on getting prices to replace remaining patios with patio stones to concrete pads.

- Staff and the Management Committee are reviewing the Management Committee Policy for potential updates. • There are currently 29 people on the waiting list.

19. APPOINTMENTS TO THE COMMITTEES

Nil

20. PROCLAMATIONS

Nil

21. OTHER BUSINESS

Nil

22. ADJOURNMENT

Mayor Ogden adjourned the meeting at 7:37 P.M.

Media Release: Stratford Town Council Meeting Summary (October 8, 2025)

October 10, 2025



For Immediate Release: October 10, 2025

The following items were discussed at the regular monthly meeting of the Stratford Town Council held on Wednesday, October 8, 2025.

Public Meeting Called

Following the engagement period in October for the Town's draft Official Plan and Zoning & Development Bylaw, a public meeting was approved by council for a date to be determined by staff, to receive comments from the public on the proposed new Official Plan and Zoning & Development Bylaw. This meeting is expected to be held sometime in November.

Waterfront Rezoning Approved

Resolutions were approved with 5-1 votes to adopt the proposed amendments to the waterfront area which will streamline the zoning to one zone, 'Waterfront Mixed Use', as well as establish uniform design guidelines across all properties. These changes apply to lands currently zoned in the area for new development or future redevelopment.

Conditional Use Approved

An application from CMLMT Holdings Ltd. to construct an 8-unit stacked townhouse dwelling complex and two 5-unit townhouse dwelling complexes, on 2 parcels of land created by the Swallow Drive Extension Subdivision (SD004-25) in the R2 (medium density) zone was approved. With the vote by council tied, Mayor Ogden cast the deciding vote in support of the conditional use.

Special Permit Use

A resolution approved an application from JDLB Holdings to construct a stacked semi-detached dwelling at 95 and 97 Smallwood Terrace as a special permit use in the R2 zone.

Supplemental Capital Budget

A supplemental capital budget was approved in the amount of \$13,475.96 to allow for an increase to the Myrtle Street Extension project. This project received four bids and will allow the low bidder, Chapman Bros. Construction Ltd., to proceed with their bid of \$88,475.96, excluding HST.

Canada Community Building Fund

A resolution was approved to support the Town's applications to the Municipal Strategic Component (MSC) of the Canada Community Building Fund for projects under Stratford Utility funded at 50%. The applications are for the Zakems Sewer Lift Station Upgrades project as priority #1 with a total eligible cost of \$1,182,500.00 and the Cable Heights Water Station Upgrades project as priority #2 with a total eligible cost of \$572,000.00.

Project Awarded

The cured in place pipe lining of 357m of concrete sewer main located on Heron Drive, as part of the 2025 Inflow & Infiltration Implementation Program was awarded to the low bidder Clean Water Works Inc. in the amount of \$139,818.00 (HST excluded). This is within the approved capital budget amount of \$150,000 (excluding HST).

Growing Canada's Community Canopies Funding Program

A resolution was approved supporting an application jointly with Canadian Trees for Life to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Funding Program to assist in future tree planting programs and initiatives.

-30-

For more information please contact:
Wendy Watts, Community and Business Engagement Manager
Town of Stratford
Phone: (902) 569-1995
Email: wwatts@townofstratford.ca

Agenda: [October 8, 2025](#)

Recording: [October 8, 2025](#)

Scott Carnall

From: Scott Carnall
Sent: Monday, October 27, 2025 11:38 AM
To: Rudy Chong; Phil Rough
Cc: Dale McKeigan; Sarah Kennedy
Subject: Re: Formal Objection To Proposed Rezoning

Hi Rudy,

There won't be a copy of 45W until we get that back signed and approved by the province. We will be sending our application for the amendment to the province this week, we are unable to confirm when it will be signed off by them. Hope this helps.

Scott

Get [Outlook for iOS](#)

From: Rudy Chong [REDACTED]
Sent: Saturday, October 25, 2025 4:58:37 PM
To: Phil Rough <prough@townofstratford.ca>
Cc: Scott Carnall <scarnall@townofstratford.ca>; Dale McKeigan <dmckeigan@townofstratford.ca>; Sarah Kennedy <skennedy@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Hi Phil or Scott, can one of you please send me a copy of the new bylaw 45W? Cannot find it on-line. Thanks.

Rudy

On Fri, Oct 24, 2025 at 8:22 AM Phil Rough <prough@townofstratford.ca> wrote:

Rudy

Scott is away on conference this week and currently only have email. I have attached copies of the passed resolutions of Council for the 2nd reading and adoption of the waterfront mixed use zoning amendment.

Phil



Phil Rough

Town Planner

Town of Stratford

234 Shakespeare Drive | Stratford,
PE, Canada C1B 2V8

Phone (902) 569-6253 |

Fax (902) 569-5000

www.townofstratford.ca |
www.facebook.com/townofstratford

**The Town of Stratford is pleased to
provide a 'Scent Free' Workplace**

From: Rudy Chong [REDACTED]
Sent: October 24, 2025 8:06 AM
To: Scott Carnall <scarnall@townofstratford.ca>
Cc: Dale McKeigan <dmckeigan@townofstratford.ca>; Phil Rough <prough@townofstratford.ca>; Sarah Kennedy <skennedy@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Good morning Scott. Can we get a copy of the resolution? Thanks.

On Thu, Oct 23, 2025 at 11:40 PM Rudy Chong [REDACTED] wrote:

Thanks Scott for your confirmation.

Rudy

On Thu, Oct 23, 2025 at 11:14 PM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Rudy,

It was approved by council on October 8th but still requires provincial sign off. I cannot confirm what date that will be.

Scott

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From: Rudy Chong [REDACTED]
Sent: Thursday, October 23, 2025 9:52:39 PM
To: Scott Carnall <scarnall@townofstratford.ca>
Cc: Dale McKeigan <dmckeigan@townofstratford.ca>; Phil Rough <prough@townofstratford.ca>; Sarah Kennedy <skennedy@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Hi Scott, quick question. Can you let me know if the Stratford waterfront rezoning has been approved by the town? If so, what date was it formally approved? Please let me know as soon as possible. Thanks.

On Mon, Oct 20, 2025 at 3:39 PM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Rudy,

No the existing regulations are causing constraints for any residential type on that parcel, hence one of the main reasons for the amendments.

hope that helps,

Scott

Get [Outlook for iOS](#)

From: Rudy Chong [REDACTED]
Sent: Monday, October 20, 2025 3:02:30 PM
To: Scott Carnall <scarnall@townofstratford.ca>
Cc: Dale McKeigan <dmckeigan@townofstratford.ca>; Phil Rough <prough@townofstratford.ca>; Sarah Kennedy <skennedy@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Thanks Scott for the info.

When we discussed in person back in August, you stated that Parcel 1178771 cannot be developed due to size constraints. This is no longer the case?

On Mon, Oct 20, 2025 at 2:19 PM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Rudy,

The meeting on October 15th and 16th was for Public Engagement for the Town's proposed new Official Plan and Zoning and Development Bylaw. Since the Waterfront Rezoning was passed by Council on October 8th, those changes are already reflected in the new documents.

Regarding the parcels on Shepard Drive both those properties you have identified have been allocated for Townhouse Style development and limited to 3 storeys. This is in-keeping with the existing permitted uses for that area; the owners are working on designs for those parcels but until the rezoning and zone amendments that were approved by Council are signed off by the province we won't see an application for a building permit.

The other parcel has been allocated a surface parking and will have a green space buffer but again until the amendment is signed off by the province, the Town cannot move forward with parking design.

I do recommend you attend the online meeting regarding the changes in the Town's Official Plan and Zoning Bylaw. **To register for the meeting, click here:** [https://us02web.zoom.us/meeting/register/RwBhKGgYRdWpe1CEJc9pqw](https://us02web.zoom.us/join/https://us02web.zoom.us/meeting/register/RwBhKGgYRdWpe1CEJc9pqw)

Thanks,

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]
Sent: Sunday, October 19, 2025 3:43 PM
To: Scott Carnall <scarnall@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Good day Scott. I missed the Oct 15 town hall meeting but had a briefing from my neighbours who attended the meeting. I gathered not a whole lot was discussed regarding the waterfront rezoning at that meeting. My neighbours planning to have a meeting this coming week but before that I would like to get confirmation from you regarding the following (per our discussion back in August):

- 1) PID 1178771 - this plot of land currently being proposed to be a townhouse lot but because of the size, it is no longer possible to have any structure built on the plot, am I correct?
- 2) PID 1136100 - this plot is also being proposed to be a townhouse lot. Currently there is no plan put forward to the town (yourself) for the development, am I correct?
- 3) The R1 lot owned by the Town of Stratford - this one is going ahead with a parking surface to be surrounded by a green space perimeter, am I correct?

Please advise as soon as you can. Thanks.

Rudy

On Wed, Aug 27, 2025 at 9:14 AM Rudy Chong [REDACTED] wrote:

Hi Scott, ok, I can meet you at 2pm. See you then.

On Wed, Aug 27, 2025 at 8:42 AM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Rudy,

I am tied up with meetings up until 2, so I only have between 2-3 available.

Thanks,

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]

Sent: Tuesday, August 26, 2025 8:52 PM

To: Scott Carnall <scarnall@townofstratford.ca>

Cc: Dale McKeigan <dmckeigan@townofstratford.ca>; Phil Rough <prough@townofstratford.ca>; Jeremy Crosby <jcrosby@townofstratford.ca>; Sarah Kennedy <skennedy@townofstratford.ca>

Subject: Re: Formal Objection To Proposed Rezoning

Hi Scott, thanks for the info. I will inform the rest of the residents here.

I would like to have a quick meeting with you tomorrow (Wednesday) to get some idea about the meeting. Do you have time around the afternoon to discuss? Let me know. Thanks.

Rudy

On Tue, Aug 26, 2025 at 8:51 AM Scott Carnall <scarnall@townofstratford.ca> wrote:

Good morning, Rudy,

I will be bringing an informal presentation of the proposal to the Town's Committee of the Whole meeting this coming Wednesday. I will provide the councilors with an overview of the project but there will be **no decisions on the outcome of this proposal** made at this meeting.

My presentation to the Committee of the Whole can be found on the Town Calendar here: [Stratford - Meeting Information](#).

Voting on the proposal is tentatively scheduled for the Wednesday September 10th Town Council meeting on. You are more than welcome to attend the September council meeting.

Thanks,

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]
Sent: Tuesday, August 26, 2025 12:49 AM
To: Scott Carnall <scarnall@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Hi Scott, good day. I am just checking to see if a date has been set for the hearing of the rezoning proposal? Some of my neighbours asked me and thought to check in with you. Let me know and I will inform all the concerned residents. Thanks.

Rudy

On Fri, Aug 8, 2025 at 12:19 PM Rudy Chong [REDACTED] wrote:

Thanks Scott for letting me know. I have many residents here would like to attend and it would be good to know when is this particular proposed rezoning hearing will be held so we can inform all the residents accordingly.

Do you have any idea when the hearing is to be scheduled?

Thanks again for the information.

Rudy

On Fri, Aug 8, 2025 at 11:13 AM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Rudy,

We will be delaying this application going to Town Council, there will not be a vote on this next week.

Thanks,

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]
Sent: Thursday, August 7, 2025 2:10 PM
To: Scott Carnall <scarnall@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

Hi Scott, can you tell me what time is the meeting on Wednesday?

On Thu, Aug 7, 2025 at 11:51 AM Scott Carnall <scarnall@townofstratford.ca> wrote:

Hi Doug,

This is the regular Town council meeting, these meetings are held every second Wednesday of the month. All development applications that require council approval have to go through this process.

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]
Sent: Thursday, August 7, 2025 11:38 AM
To: Scott Carnall <scarnall@townofstratford.ca>
Cc: [REDACTED] Jeremy Crosby
<jcrosby@townofstratford.ca>; Dale McKeigan <dmckeigan@townofstratford.ca>; Jeremy Pierce
<jpierce@townofstratford.ca>; Steve Ogden <sogden@townofstratford.ca>; Wendy Watts
<wwatts@townofstratford.ca>; Jeff MacDonald <jmacdonald@townofstratford.ca>; Ron Dowling
<rdowling@townofstratford.ca>; Phil Rough <prough@townofstratford.ca>
Subject: Re: Formal Objection To Proposed Rezoning

You don't often get email from [REDACTED] [Learn why this is important](#)

Thanks Scott for the information. Was this announced to all the residents in the area? What time is the meeting on Wednesday?

On Thu, Aug 7, 2025 at 11:33 AM Scott Carnall <scarnall@townofstratford.ca> wrote:

Good day Rudy,

The Town Council meeting for the Waterfront Rezoning application will be held next Wednesday evening, August 13th. The meeting is open for residents to attend and watch the proceedings.

Thanks,

Scott Carnall (he/him)

Long Range Planner

Town of Stratford

Phone (902) 569.6251 | Fax (902) 569-1845

scarnall@townofstratford.ca | @PEIStratford

Please consider the environment before printing this email.

From: Rudy Chong [REDACTED]
Sent: Thursday, August 7, 2025 11:08 AM
To: Scott Carnall <scarnall@townofstratford.ca>; Steve Ogden <sogden@townofstratford.ca>
Cc: [REDACTED]
Subject: Formal Objection To Proposed Rezoning

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Hi Scott and Steve, we have submitted 2 formal objection letters on behalf of the residents of Harbourview Drive, Southport Road and Stratford Road pertaining to the proposed rezoning of the corridor surrounding the existing residential properties as well as the proposed public parking lot on a R1 zoned residential property - PID 1182328. Hardcopy letters sent to the both of you on (one dated July 25, 2025 and another one on August 4, 2025).

We believe the council's meeting is scheduled for today and we would like to ensure you have a softcopy of both the objection letters.

There were a total of 13 concerned resident's signatures gathered on the original objection letter (which you have a hardcopy) and since then, there were more signatures collected. If you would like to have a revised copy, we would be glad to provide it to you for your record.

Let us know the outcome of the meeting and if there is anything you would like to discuss, please do not hesitate to contact one of us (the representatives of the area).

Kind regards,

Representatives of Concerned Residents of Harbourview Drive, Southport Road and Stratford Road

Doug Johnson – [REDACTED]

Rudy Chong – [REDACTED]

Deepak Thomas – [REDACTED]

TOWN OF STRATFORD ZONING AND DEVELOPMENT BYLAW # 45

Approval date: April 8, 2019

Amendment No. 45A - Approval Date: April 8, 2019

Amendment No. 45B - Approval Date: October 18, 2019

Amendment No. 45C - Approval Date: December 3, 2020

Amendment No. 45E - Approval Date: December 3, 2020

Amendment No. 45F - Approval Date: August 2, 2022

Amendment No. 45G - Approval Date: July 28, 2021

Amendment No. 45H - Approval Date: July 28, 2021

Amendment No. 45I - Approval Date: April 22, 2022

Amendment No. 45J - Approval Date: April 22, 2022

Amendment No. 45K - Approval Date: August 2, 2022

Amendment No. 45L - Approval Date: March 2, 2023

Amendment No. 45M - Approval Date: August 29, 2023

Amendment No. 45N - Approval Date: April 15, 2024



Imagine that!

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TOWN OF STRATFORD

ZONING AND DEVELOPMENT BYLAW

BYLAW NUMBER 45



This Bylaw is made under the authority of the *Planning Act*, R.S.P.E.I. 1988, Cap P-8 and the Municipal Government Act, 1988 R.S.P.E.I, Cap M-12.1

BE IT ENACTED by the Council of the Town of Stratford as follows:

1. SCOPE AND INTERPRETATION

1.1. TITLE

- 1.1.1. This Bylaw shall be known and may be cited as the Town of Stratford Zoning and Development Bylaw, herein referred to as Bylaw.

1.2. AREA DEFINED

- 1.2.1. This Bylaw shall apply to the geographical area within which the Town of Stratford Council has jurisdiction.

1.3. SCOPE

- 1.3.1. No Dwelling, business, trade, or industry shall be located, nor shall any Building or Structure be erected, altered, used or have its Use changed, nor shall any land be developed, subdivided, consolidated or used in the Town of Stratford, except in conformity with this Bylaw and, if applicable, the Building Bylaw.

1.4. COMPLIANCE WITH OTHER LEGISLATION

- 1.4.1. Nothing in this Bylaw shall exempt any Person from complying with the requirements of any other bylaw of the Municipality or from obtaining any license, permission, authority, or approval required by any other bylaw of the Municipality, or from any laws of the Province or of the Government of Canada.
- 1.4.2. Where the provisions of this Bylaw conflict with those of any other bylaw of the Municipality or with any laws of the Province of Prince Edward Island or the Government of Canada, the higher or more stringent provision shall prevail.

1.5. AUTHORITY OF DEVELOPMENT OFFICER

1.5.1. The Council hereby delegates the Chief Administrative Officer the power to appoint a Development Officer(s), by resolution in accordance with Subsection 20(2) of the Planning Act, whose duties shall be as provided in this Bylaw. A Development Officer shall have the authority to administer this Bylaw. Notwithstanding the foregoing, and unless otherwise stipulated, a Development Officer shall have the authority to approve or deny applications made in accordance with this Bylaw in all areas except for:

- (a) Commercial developments that fall under Part 3 of the National Building Code;
- (b) Institutional developments that fall under Part 3 of the National Building Code;
- (c) Industrial developments;
- (d) Multiple family dwellings of greater than 18 units;
- (e) Special permit uses;
- (f) Conditional uses;
- (g) Variances of greater than 5% in accordance with the relevant provisions of this bylaw;
- (h) Preliminary approval of subdivisions of greater than five (5) Lots or where the extension of water mains, sewer mains or Streets is required; and
- (i) Bylaw amendments.

1.5.2. Notwithstanding Section 1.5.1. above, a Development Officer shall have the authority to approve or deny Development applications in the Core Mixed Use (CMU) Zone and Urban Core (UC) Zone in accordance with Section 7.6., Site Plan Approval Process, in this Bylaw; excluding developments which require preliminary approval of subdivisions of greater than five (5) Lots or where the extension of water mains, sewer mains or Streets is required.

1.6. DEVELOPMENT ZONES

1.6.1. For the purpose of this Bylaw, the Town is divided into the following Zone categories and Use Zones, the boundaries of which are shown in APPENDIX A-TOWN OF STRATFORD ZONING MAP on the Official Zoning Map. Such Zones may be referred to by the following map symbols.

1.6.2. Where this bylaw refers to a residential zone, it shall include all of the zones listed in the table under the residential use category. The same shall apply to all other use categories.

<u>BYLAW SECTION</u>	<u>USE CATEGORY</u>	<u>NAME OF ZONE</u>	<u>MAP SYMBOL</u>
11	Residential	Low Density Residential Large Lot	R1L

		Low Density Residential Medium Density Residential Multiple Unit Residential Planned Unit Residential Development Sustainable Subdivision Overlay Waterfront Residential Town Centre Residential Mason Road Residential	R1 R2 R3 PURD SS WR TCR MRR
12	Mixed Use	Waterfront Mixed Use Town Centre Mixed Use Mason Road Mixed Use Core Mixed Use Urban Core	WMU TCMU MRMU CMU UC
13	Commercial	General Commercial Highway Commercial Neighbourhood Commercial Town Centre Commercial Mason Road Commercial	C1 C2 C3 TCC MRC
14 15 16	Agricultural Business Industrial	Agricultural Reserve Business Park Light Industrial	A1 M1 M2
17	Recreation	Open Space Environmental Reserve Waterfront Open Space Town Centre Open Space	O1 O2 WOS TCOS
18	Institutional	Public Service & Institutional Town Centre Institutional	PSI TCI

1.7. INTERPRETATION OF ZONE BOUNDARIES

1.7.1. Boundaries between Zones as indicated in APPENDIX A- TOWN OF STRATFORD ZONING MAP shall be determined as follows:

- (a) Where a Zone boundary is indicated as following a Highway, Road or Street, the boundary shall be the centre line of such Highway, Road or Street;

- (b) Where a Zone boundary is indicated as following Lot lines, the boundary shall be such Lot or Property lines;
- (c) Where a Zone boundary is indicated as following the limits of the Municipality, the limits shall be the boundary;
- (d) Where none of the above provisions apply, the Zone boundary shall be scaled from the original copy of the Official Zoning Map lodged with the Municipality;

1.7.2. Where any land or Building is proposed for more than one (1) Use, all provisions of this Bylaw relating to each Use shall be satisfied. Where there is conflict, such as in the case of Lot size or Frontage, the most stringent standards shall apply.

1.8. **OFFICIAL ZONING MAP**

1.8.1. Appendix A- TOWN OF STRATFORD ZONING MAP may be cited as the Official Zoning Map and forms part of this Bylaw.

1.9. **PERMITTED USES**

1.9.1. In this Bylaw, any Use not listed as a Permitted Use in a Zone is prohibited in that Zone unless otherwise indicated.

1.10. **CERTAIN WORDS**

1.10.1. In this Bylaw, words used in the present tense include future; words in the singular number include the plural; the word shall is mandatory and not permissive; and the word he includes she.

1.11. **UNITS OF MEASURE**

1.11.1. All official measurements are in metric. Where imperial measurements are provided they are for informational purposes only. Units of measure and conversion shall be in accordance with either Imperial or Metric standards.

1.12. **APPENDICES AND SCHEDULES**

1.12.1. All appendices attached to this Bylaw form part of the Bylaw.

1.12.2. All schedules and figures attached to this Bylaw are for information purposes only and do not form part of this Bylaw.

2. DEFINITIONS

For the purpose of this Bylaw, all words shall carry their customary meaning except for those defined hereafter.

In this Bylaw:

A

ACCESSORY BUILDING/STRUCTURE - means a building or structure which use is subordinate and naturally, customarily and normally incidental to and exclusively devoted to a main use of land or building and located on the same lot.

ACCESSORY FARM DWELLING – means an accessory use to a one-unit dwelling on a farm operation where a small dwelling unit is established that can attached or separate from the main building.

ADULT ENTERTAINMENT USES – means any premises or part thereof in which is provided, in pursuance of a trade, calling, business or occupation, goods or services or entertainment appealing to or designed to appeal to erotic or sexual appetites or inclinations.

AGRICULTURAL USE - means the growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre and associated on-farm buildings and structures, including accommodation for full-time farm labour needs to support the use. Agricultural uses include activities required to make a commodity saleable (i.e. such as picking, drying, washing, sorting, packing, and packaging). Accommodations can be provided for seasonal workers in temporary employment subject to a development agreement and a sunset clause for the work term.

AGRI-TOURISM AND RECREATION USE – means a Use involving any agriculturally-based operation or activity that brings visitors to a Farm including, but not limited to farm-mazes, seasonal festivals, equine related activities and education-related tours.

ALTER - means any change in the structural component of a building or structure or any increase in the volume of a building or structure.

AMENITY AREA - means an area of land set aside for the common use of residents for the purpose of visual improvement or relaxation, including but not limited to, communal or

rooftop gardens, patios, visitor suites, balconies with a minimum depth of 2.0 m, communal lounges and recreational uses, courtyards, fountains, gazebos, landscaped open spaces, arboretums, plazas, atriums, or public seating areas.

APPLICANT - means any person responsible for completing an application for a development permit, subdivision, zoning amendment, or Official Plan amendment and for fulfilling any required preconditions or conditions of permit approval under this Bylaw.

ATTACHED - means a building or structure which has a common wall and/or common roof line and the building or structure may be considered common as long as a minimum of twenty (20) percent of the length of the wall or roof line is common with the main building or structure wall or roof.

AUTO BODY SHOP - means a building established for the storage, repair, and servicing of motor vehicles including body repair, detailing, painting and engine rebuilding, but does not include an automobile service station or an automobile sales establishment.

AUTOMOBILE CAR WASH - means a building used for the operation of automobile washing equipment which is manual, automatic or semi-automatic.

AUTOMOBILE SALES AND SERVICE - means a retail goods use established for the sale and, as a secondary use, the maintenance of used or new automobiles.

AUTOMOBILE SERVICE STATION - means a commercial use established for the sale of lubricating oils and gasolines and may include the sale of automobile accessories and the servicing and repairing essential to the actual operation of motor vehicles.

B

BASEMENT - means a storey or stories of a building located below the first storey.

BED AND BREAKFAST – means a secondary use in a single unit dwelling that is owner-occupied and used incidentally to provide accommodation and meals to the public of up to three (3) separate rooms, and up to five (5) separate rooms as a conditional use or by special permit. This use does not include a boarding house, rooming house, apartment domiciliary hostel, group home, hotel, motel, restaurant or lounge.

BLOCK - means any unit of land consisting of a grouping of lots bounded on all sides by watercourses, streets or large parcel boundaries or as otherwise defined by the Town.

BUFFER - means vegetation planted, or land maintained in natural vegetation or landscaped area which serves to protect an adjacent area from the encroachment or negative effects of a development.

BUILDING - includes any structure having a roof supported by columns or walls intended for the shelter, housing or enclosure of any person, animal or chattel.

BUILDING BYLAW - means the Town of Stratford Building Bylaw, as amended from time to time.

BUILDING CODE - means that edition of the National Building Code of Canada adopted under the Building Bylaw.

BUILDING HEIGHT - means the vertical distance measured from the averaged finished grade to the highest point of roof surface.

BUILDING INSPECTOR - means any person designated by the Town's Chief Administrative Officer to have the administration and/or enforcement of the Building Bylaw or any aspect thereof.

BUILDING LINE - means any line regulating the position of a building or structure on a lot.

BUILDING PERMIT - means the formal and written authorization for a person to carry out any building or construction pursuant to the Building Bylaw.

BUILDING SETBACK - means the distance between the lot line and the nearest main wall of any building or structure, except Fences, and extending the full width of the lot.

BUSINESS OR PROFESSIONAL OFFICE - means premises where services are offered for a fee but does not include the retailing, wholesaling, manufacturing or conversion of goods.

BYLAW - means the Town of Stratford Zoning and Development Bylaw # 45.

C

CANNABIS RETAIL OPERATION - means a retail store established by the Cannabis Management Corporation.

CANNABIS MANAGEMENT CORPORATION - means the body corporate established in accordance with the *Cannabis Management Corporation Act*, R.S.P.E.I 1988, Cap. C.-1.3.

CARPORT - means a building or structure which is not wholly enclosed and is used for the parking or storage of private passenger vehicles.

CHILD CARE, CENTRE - means an establishment that provides care and supervision for up to eighty (80) children, including an early childhood centre, preschool centre or school age child care centre; as regulated in the *Child Care Facilities Act R.S.P.E.I 1988, Cap. C-5* and amendments thereto.

CHILD CARE CENTRE, HOME-BASED - means any secondary use where the occupant provides care and supervision for up to eight (8) children; as regulated in the *Child Care Facilities Act R.S.P.E.I 1988, Cap. C-5* and amendments thereto.

CAMPGROUND - means a location established for providing short term accommodation for tents, tent trailers, recreational vehicles, and campers; but does not include a mobile home park.

CIVIC CENTRE - means a building or structure containing municipal offices, recreational facilities, meeting rooms, libraries and other related facilities and services.

CLUSTER TOWNHOUSE - means a Building that is divided vertically into three or more Dwelling Units by common walls which prevent internal access between Dwelling Units, each with an outdoor entrance but without its own Street Frontage.

COASTAL AREA - means all the land, including surface water bodies, streams, rivers, and off-shore islands in the province, lying within 500 metres (1640 feet) inland and seaward of the ordinary high water mark of all coastal and tidal waters.

COMMERCIAL DWELLING UNIT - means a secondary unit where residential dwellings are contained within or attached to the main commercial use.

COMMUNITY GATHERING PLACE - means a use where, at no cost to the public, people are able to congregate and socialize within their neighbourhoods including, but not limited to, community centres, public squares, halls, picnic shelters, and recreational facilities.

COMMUNITY CARE FACILITY - means a community care facility as defined in the Province's *Community Care Facilities and Nursing Homes Act*, as amended from time to time.

GROUP HOME - means an establishment for 6 or fewer residents who require special care or supervision, staffed 24 hours per day by trained care giver(s), and recognized as a group home by the Minister of the Provinces' Department of Health or Wellness or any successor department.

NURSING HOME - means a nursing home as defined in the *Community Care Facilities and Nursing Homes Act*, as amended from time to time.

SENIOR HOME - means any home for senior citizens either privately sponsored or administered by any public agency or any service club either of which obtains its financing from federal, provincial or municipal governments or agencies or by public subscription or donations, or by an combination thereof, and shall include auxiliary uses such as lounges and recreation facilities usually associated with senior citizens' developments, and solely for the use of its residents.

CONDITIONAL USE - see "Use".

CONDOMINIUM - means a building in which each dwelling unit is held in separate private ownership and all floor space, facilities and outdoor areas used in common by all tenants are owned, administered and maintained by a corporation created pursuant to the provisions of the appropriate legislation.

CONSERVATION AND PRESERVATION RELATED USE - means the use of land which enhances and protects the health of any open space or natural area.

CONSERVATION PLAN - means a plan that is completed by a qualified professional and includes the location and extent of a 60 metre buffer area along any watercourse or wetland as well as any sensitive habitat within the buffer area.

CONVENIENCE STORE - means a retail establishment, not exceeding 190 sq. m. (2,045 sq. ft.) of floor area, where not less than half of the floor area is dedicated to supplying basic groceries to the surrounding neighbourhood residents.

COUNCIL - means the municipal Council for the Town of Stratford.

D

DEVELOPMENT - means the carrying out of any building, engineering, excavation, dumping, filling or other operations in, on, over or under land, or the making of any material

change in the use, or the intensity of use of any land, buildings, or premises without limiting the generality of the foregoing.

DEVELOPMENT AGREEMENT - means an agreement executed between the applicant and the municipality respecting the terms under which a development may be carried out.

DEVELOPMENT OFFICER - means a person charged by the Chief Administrative Officer with the duty of administering the provisions of this Bylaw.

DEVELOPMENT PERMIT – means a written authorization granted by the Town to a Person(s) to carry out a specific Development in compliance with this Bylaw and, if applicable, the Building Bylaw, and any conditions listed on the Development Permit and any attached schedules.

DEVELOPMENT SCHEME - means a detailed plan showing the location, land use, and form of all land uses in a defined area together with any accompanying text and schedules.

DISPLAY - includes any item, group of items, sign, or billboard visible to the general public, indicating that items or services are offered for sale or trade, but does not include on premise signs of a sign area of 0.26 sq. m (2.8 sq. ft.) or less.

DWELLING - means a building or portion thereof designated or used for residential occupancy, but does not include hotels and motels.

DWELLING UNIT - means one or more habitable rooms designed or intended for use by one or more individuals as an independent and separate housekeeping establishment in which independent exterior entrances, kitchen and sanitary facilities are provided.

DUPLEX DWELLING - means a building containing two dwellings, with one dwelling placed over the other in whole or in part with each dwelling having their own separate and individual access, not necessarily at Grade.

MULTIPLE ATTACHED DWELLING- means a building containing three or more dwellings that is not a townhouse dwelling, stacked townhouse or cluster townhouse and includes apartment where permitted.

SEASONAL DWELLING - means a dwelling intended for seasonal residential use.

SECONDARY DWELLING - means a secondary use to an owner-occupied one-unit dwelling where an additional small dwelling unit is established that is not separate from the main building.

SEMI DETACHED DWELLING - means a building containing two dwelling units arranged side by side and separated vertically by a common wall extending from the foundation to the roof.

SINGLE DWELLING - means a building designed or used for occupancy as one dwelling unit.

STACKED TOWNHOUSE DWELLING - means a building containing three or more dwelling units attached side by side, two units high where each unit has an independent entrance to the unit from the outside, at grade.

TOWNHOUSE DWELLING - means a building containing three or more dwelling units arranged side by side each with an independent exterior entrance and separated vertically by a common wall extending from the foundation to the roof and includes clustered townhouse dwellings when permitted under this bylaw.

E

ENTERTAINMENT ESTABLISHMENT - means an establishment providing musical, dramatic, dancing, or cabaret entertainment and/or facilities for alcoholic beverage consumption and includes supplementary food service. This term refers to Uses such as theaters, cinemas, auditoria, beverage rooms, cocktail lounges, cabarets, nightclubs and theater restaurants.

ERECT - means to build, construct, reconstruct, alter or relocate and, without limiting the generality of the foregoing, includes any preliminary physical operation such as excavating, filling, or draining.

EXCAVATION PIT - means any excavation in the ground for the purpose of searching for or removing clay, gravel, sand, shale, subsoil, topsoil, rock or any other surface or subterranean deposit, but does not include an excavation made within the boundaries of a street, or a snow-trap constructed to protect a street from snow accumulation.

F

FARM OR FARM PROPERTY - means land comprising an area of 20.2 hectares (50 acres) or more, including any complementary buildings, utilized for the purpose of sowing, cultivation and harvesting of crops, rearing of livestock or production of raw dairy products, and may comprise a lesser area when operated as a farm enterprise by a bonafide farmer as defined in the Real Property Assessment Act, R.S.P.E.I. 1988, CAP. R-4.

FARM GATE OUTLET - means a building or structure of less than 40 square metres (431 square feet) located on the farm property for the temporary sale of produce grown on the farm property.

FENCE - means an artificially constructed barrier of any material or combination of materials erected to enclose or screen areas of land and to prevent entry.

FILL - means a natural material such as topsoil, shale, rock or similar material used to change the topography or grade of a lot.

FINANCIAL SERVICE - means a use where money is deposited, retained, loaned, exchanged, or managed, and includes, but not limited to, a bank, credit union, or trust company.

FIRST FLOOR or FIRST STOREY - means the uppermost storey having its floor level not more than 2 m (6.6 ft.) above grade.

FLOOR AREA - means:

- 1) With reference to Accessory Buildings, the area contained within the outside walls;
- 2) With reference to “commercial Buildings”, the total usable floor area within the outside walls of a Building used for commercial purposes; and
- 3) With reference to Dwellings, means the area contained within the outside walls of a Building excluding any porch, verandah, stairwell, unfinished attic and unfinished basement.

FRONTAGE - means the horizontal distance between the side lot lines bordering on a street and on a corner lot according to the direction of the front of the dwelling or structure.

G

GARDEN CENTRE - means a commercial facility used solely for the retail sale of plant materials and includes the limited sale of related materials such as peat moss, manure, top soil,

mulch and other supplies required by a home gardener, but shall not include motorized equipment or accessories, lawn furniture or other general hardware items. Garden centre retail space shall include all buildings devoted to the sale or storage of non-plant material but shall not include greenhouses used for growing or storing plant materials.

GRADE - means the lowest point of elevation of the finished surface of the ground, paving or sidewalks within the area between the building and the property line or when the property line is more than five (5) ft. (1.5 m) from the building, between the building and a line five (5) ft. (1.5 m) from the building.

GREENHOUSE - means a building for the growing of flowers, plants, shrubs, trees and similar vegetation which are not necessarily transplanted outdoors on the same lot containing such greenhouse, but are sold directly from such lot at wholesale or retail.

H

HEALTH CLINIC - means a building, whether public or private, established for medical, surgical, dental, physiotherapeutic, chiropractic, or other human health treatment by one or more licensed practitioners, but does not include hospitals.

HERITAGE RESOURCE - those properties either registered or designated on the Prince Edward Island Register of Historic Places and located within the Town of Stratford.

HIGH RISE BUILDING - means a Main Building that exceeds a height of 26.0 metres (85 feet) above the average finished Grade.

HOME OCCUPATION - means an accessory or secondary use conducted by a resident occupying the residential dwelling in a portion of a dwelling or a part of an accessory building, for pursuits which are compatible with a domestic household. For the purpose of this bylaw a home occupation shall be clearly incidental and secondary to the residential use.

HOSPITAL - means any institution, building, or other premises or place established for the maintenance, observation, medical and dental care and supervision, and skilled nursing care of persons afflicted with or suffering from sickness, disease, injury, or for convalescing or chronically ill persons, but is not a health clinic.

HOTEL - means a building use other than a motel or bed and breakfast occupied or intended to be occupied as the temporary lodging place for any individual for a fee.

HOUSEHOLD SERVICE AND REPAIR - means a building or part thereof used for the sale and repair of household items, including furniture, electronics and appliances but not including any obnoxious use or use involving any use of solvents or other industrial processes or auto body repair shops.

I

INDUSTRIAL SERVICE AND REPAIR - means a Building or a part of a Building where equipment, machines or goods are repaired, serviced or maintained, including but not limited to Auto Body Shops, laundromats and dry cleaners.

INFILLING - means the development of vacant lots between lots which are currently fully or partially developed.

INSTITUTIONAL USE - means any use, other than a Recreational Use, established for the provision of a community service or for providing a public benefit, including: associations, cemeteries, religious institutions, colleges and universities, civic centres, medical clinics, hospitals, government offices, supportive housing, libraries, museums and art galleries; public and private schools, and Child Care Centres associated with an Institutional Use.

INTENSIVE AGRICULTURAL USE - means an agriculture use which is characterized by a significant number of animal units, use of pesticides or herbicides, strong odours, storage of large volumes of manure or other features or practices which could present a significant nuisance to residential properties, and shall include non-organic potato production, tobacco production, intensive livestock operations and similar activities.

INTENSIVE LIVESTOCK OPERATION – means an agricultural use where livestock are found in a density greater than seven animal units per acre in a confined area to which the livestock have access, with the calculation of animal units to be determined by the Province.

L

LANDSCAPING - means any combination of trees, shrubs, flowers, grass, other horticultural elements, or architectural elements that are designed to enhance the visual amenity of a property.

LIGHT INDUSTRIAL USE - means any use involving a manufacturing process, whether or not a finished article is produced, and may include the repairing and or servicing of vehicles,

machinery, or buildings, but shall not include any use that results in excessive water usage, effluent discharge, any contamination which may contribute to the biological, chemical, physical, or aesthetic pollution of land, water, and/or air, or manufacturing processes taking place outside of a building other than outdoor storage, parking, and loading.

LOADING SPACE - means an area of land provided and maintained upon the same lot or lots upon which the principal use is located and which area is provided for the temporary parking of one (1) commercial motor vehicle while merchandise or materials are being loaded or unloaded, and such parking space shall not be for the purpose of sale or display.

LOT OR PROPERTY OR PARCEL - means any parcel of land described in a deed or as shown in a registered approved subdivision plan.

LOT LAYOUT:

LOT AREA - means the total area included within the lot lines.

LOT COVERAGE - means, with respect to uses, the percentage of the lot covered by the main building.

LOT DEPTH - means the depth from the front lot line to the rear lot line.

LOT LINE - means any boundary of a lot.

LOT TYPE:

CORNER LOT - means a lot situated at an intersection of and abutting on two or more streets.

INTERIOR LOT - means a lot other than a corner lot.

THROUGH LOT - means a lot bounded on two opposite sides by streets.

LOT LINES:

FLANKAGE LOT LINE - means the side lot line which abuts the street on a corner lot.

FRONT LOT LINE - means the lot line abutting the street upon which the building or structure erected or to be erected has its principal entrance.

REAR LOT LINE - means the lot line further from and opposite to the front lot line.

SIDE LOT LINE - means a lot line other than a front, rear or flankage lot line.

LOT CONSOLIDATION - means the legal incorporation of two or more existing parcels of land to form a single, larger parcel.

LOUNGE - means a commercial use other than a restaurant licensed to sell alcoholic beverages and cannabis to the public.

M

MAIN BUILDING - means that Building in which is carried on the principal purpose or purposes for which the Lot is Used.

MAIN WALL - means the exterior wall of a building, but excluding projections such as balconies, bay windows, chimneys, decks, exterior stairs, fire escapes, projecting roofs, and wheelchair ramps.

MANUFACTURING AND ASSEMBLY - means a use primarily engaged in the chemical, mechanical or physical transformation of materials or substances into new products.

MID-RISE BUILDING - means a main building that is greater than 11 metres (36 feet) in height, but no more than 20 metres (66 feet) in height.

MOBILE HOME - means a transportable Dwelling Unit suitable for permanent occupancy, designed to be transported with or without its own wheeled chassis and may include a pre-manufactured Dwelling Unit commonly referred to as a “mini-home”.

MOTEL - means a use established as a temporary lodging place for an individual and for which there is an exit for any room or suite of rooms directly to the outdoors with access to grade level.

N

NON-CONFORMING USE - means the use of a building, structure or land which was already established prior to the adoption of this Bylaw but which does not conform to the permitted uses allowed in the Zone in which it is situated.

O

OBNOXIOUS USE - means a use which, from its nature or operation, creates a nuisance or is

offensive by the creation of noise or vibration or by reason of the emission of gases, fumes, dust, and any objectionable odour, or by reason of the unsightly storage of goods, wares, merchandise, salvage, refuse matter, waste or other material.

OFFICIAL PLAN - means the Town's Official Plan as adopted by Council pursuant to the provisions of the *Planning Act*, R.S.P.E.I., 1988, P-8.

OFFICIAL ZONING MAP - means the map included as APPENDIX A- TOWN OF STRATFORD ZONING MAP to this Bylaw or as amended from time to time, depicting the boundaries of all Zones.

OPEN SPACE - means land used for recreational or leisure activities that shall include landscaping, community gathering places, trails, and uses that enhance or protect the health of the natural flora and fauna, but does not include space used for service drive-ways or off-street parking.

OUTDOOR STADIUM - means an outdoor structure designed to accommodate a sports field and associated seating, washrooms and other amenities.

OUTDOOR STORAGE - means the outdoor storage of merchandise, goods or inventory of any kind, materials, equipment.

P

PARCEL - see "Lot".

PARK OR PARKLAND - means an area of land designated for recreational use which may include playgrounds, structures, and other amenities designed to enhance the passive or active enjoyment of the site.

PARKING SPACE - means an area of land which is suitable for the parking of a vehicle.

PERSON - means an individual, association, corporation, contractor, commission, developer, public utility, firm, partnership, trust, heirs, executors or other legal representatives of a person, or organization of any kind, including both principal and agent in an agency situation.

PERSONAL SERVICE SHOPS - means a use where persons are employed in furnishing services and otherwise administering to the individual and personal needs of persons, and

without limiting the generality of the foregoing, may include aesthetician, barbershop, beauty salon, clothes alteration, repair, or manufacture for individuals, professional dry cleaning or shop, hairdresser, laundromats, shoe repair, or pet grooming, but shall not laundry service or large scale dry cleaners.

PLANNING, DEVELOPMENT AND HERITAGE COMMITTEE - means the committee of the Town appointed by Council pursuant to Section 9 of the *Planning Act*, R.S.P.E.I., 1988, P-8 in order to prepare and administer the Town's Official Plan.

PLAYGROUND - means a landscaped open space equipped with children's play equipment such as slides, swings and other similar equipment or facilities.

PRIVATE GARAGE - means a building or part thereof, which can be detached or attached to the main building, is used for the sheltering of vehicles and storage of household equipment incidental to the residential occupancy and in which there are no facilities for repairing, painting or servicing of such vehicles for remuneration or commercial use.

PROPERTY - see "Lot".

PROPERTY OWNER - means a registered owner of a property or lot, in accordance with the records on file at the Province's Land Registry Office.

PROVINCE - means the Province of Prince Edward Island.

PUBLIC OR PRIVATE ASSISTED CARE LIVING FACILITIES - means any Building, establishment, complex or distinct part thereof, or other residential facility, whether operated for profit or not, which undertakes through its ownership or management to provide public and/or private accommodations and/or services to respond to the individual needs of the residents.

R

RECREATIONAL USE - means a use in which facilities are provided for recreational, athletic, or cultural activities.

ACTIVE RECREATIONAL USE - means outdoor recreational activities, such as organized sports, playground activities, and the use of motorized vehicles, that require extensive facilities or development or that have a considerable environmental impact on the recreational site.

PASSIVE RECREATION USE - means an activity or use of land related to the peaceful enjoyment of an open area, such as walking or hiking.

RECREATIONAL VEHICLE - means a vehicle which provides sleeping and other facilities while travelling or vacationing, designed to be towed behind a motor vehicle, or self-propelled, and includes such vehicles commonly known as travel trailers, camper trailers, pick-up coaches, motorized campers, motorized homes, recreation vehicles or other similar vehicles.

RESIDENT - means an individual who has attained the age of eighteen (18) years and is ordinarily Resident within the boundaries of the Town, and “Ordinary Resident” has the same meaning as in the *Election Act*, R.S.P.E.I., 1988 E-1.1.

RESTAURANT - means a use where food and drink may be prepared and offered for sale to the public.

RETAIL STORE - means a building or part thereof in which foods, goods, wares, merchandise, substances, articles or things are offered or kept for sale directly to the public at retail, and includes a Cannabis Retail Operation.

RIGHT OF WAY - means an area of land that is legally described in a registered deed for the provision of private or public access.

S

SCRAP YARD - means an area of land used for the storage, handling, processing, and sale of scrap materials including but not limited to scrap metal, vehicles, tires, and car batteries, but shall not include hazardous waste materials.

SECONDARY SUITE - Means a second dwelling unit, located within the structure of an owner-occupied single dwelling.

SIGN - means any Display of advertisement of any form, or means of public announcement or notice, whether electronic, erected, painted, or pasted, but that shall not include a display that is inside a building or affixed to the inside of a glass door or window of a building.

BANNER SIGN - means a temporary Sign that is composed of lightweight, non-rigid material such as cloth, canvas, nylon or similar fabric whether enclosed or not enclosed by a rigid frame.

COMMUNITY IDENTIFICATION SIGN - means a sign identifying the Town, or a neighbourhood within the Town.

ELECTION SIGN - means a sign associated with a municipal, provincial, or federal election.

ELECTRONIC SIGN - Means an electronic sign that automatically displays information / messages to the public by way of a pre-arranged sequence(s) of letters, numbers, words, or images that are generated by the illumination of tubes, bulbs, LEDs, or similar electronically controlled technology. Each individual message and/or image displayed on an electronic sign shall be static in nature, and shall not incorporate animation, videos, moving effects, or changes in intensity of illumination.

FASCIA SIGN - means a sign mounted on the exterior wall surface of a building, but does not include a roof sign.

FREE-STANDING SIGN - means a self-supporting sign not attached to any building, wall or Fence, but in a fixed location. This does not include portable or trailer type Signs, but does not include a sandwich sign.

MEMORIAL OR TABLET SIGNS - means a sign commemorating a person or event.

OFF-PREMISE SIGN - means any sign which is not on the premises or Parcel of land on which the business is situated.

ON PREMISE SIGN - means a freestanding sign or fascia sign that directs attention to a business, commodity, service, industry, or other activity, which is sold, offered, or conducted on the Lot upon which such Sign is located, or to which it is affixed.

PROJECTING SIGN - means a fascia sign that projects from and is supported by the wall of a Building and shall include an awning.

ROOF SIGN - means a sign which is located above, or projects above, the lowest point of the eaves of the top of the parapet wall of any Building, or which is painted on or fastened to a roof.

SANDWICH SIGN - means a self-supporting, two sided, A-frame style sign that is not affixed to the ground.

TEMPORARY SIGN - means any sign which is placed to advertise or announce a specific event, or which pertains to a particular event or occurrence, or which is not designed or intended to be placed permanently.

SIGN AREA - means the entire area of the sign on which the graphics could be placed, including the frame or structural feature which forms an integral part of the display. In the case of double face or multi-face sign, only half of the total area of all Sign faces will be counted in the sign area calculation.

SPECIAL PERMIT USE - see "Use".

SPORTS FIELD - means an area of land landscaped and graded to accommodate various outdoor sports, and may include features such as bleachers, fencing, washrooms and accessory buildings.

STABLE SURFACE - means a surfacing that meets the standards of the Province's Department of Transportation, Infrastructure and Energy, or any successor Department of Transportation, and may include 15 centimeters of class A or B imported aggregate, recycled asphalt paving (RAP), chip-seal, concrete, roller- compacted concrete, asphalt or other materials acceptable to the Authority Having Jurisdiction.

STEPBACK - means a specified horizontal recess from the top of a Streetwall, which shall be unobstructed from the Streetwall to the sky except as otherwise specified.

STORAGE - means the outdoor storage of merchandise, goods or inventory of any kind, materials, equipment, or other items not intended for immediate sale.

STOREY - means that portion of a Building between any floor and ceiling or roof next above, provided that any portion of a Building partly below Grade level shall not be deemed a Storey unless its ceiling is at least 1.8 m (approximately 6 ft.) above Grade and provided also that any portion of a Building between any floor and ceiling or roof next above exceeding 4.2 m (approximately 14 ft.) in height shall be deemed an additional Storey.

STREET - means all the area within the boundary lines of every road, street or right-of-way which is vested in the province of Prince Edward Island or the municipality and used or

intended for use by the general public for the passage of people including all modes of travel and includes any bridge over which any such road, street or right-of-way passes.

ARTERIAL STREET - means a street designed to move large volumes of traffic between major centres, as designated by the provincial minister responsible for highway safety.

COLLECTOR STREET - means a street designed to move traffic from residential neighbourhoods to commercial and institutional areas and to arterial streets, as designated by the provincial minister responsible for highway safety.

CUL-DE-SAC STREET - means a dead-end street with one end open to traffic and with a turnaround at the other end

LOCAL STREET - means a street designed to move traffic in residential neighbourhoods, as designated by the provincial minister responsible for highway safety.

STREETLINE - means a Lot Line that separates a Street from a Lot.

STREETLINE GRADE - means the elevation of a Streetline at a point that is perpendicular to the horizontal midpoint of the Streetwall. Separate Streetline Grades shall be determined for each Streetwall segment that is greater than 12 metres (39 feet) in width or part thereof.

STREETSCAPE - means the scene as may be observed along a Street, composed of natural and man-made components including Buildings, paving, planting, Street hardware and miscellaneous structures.

STREETWALL - means the wall of a Building or portion of a wall facing a Streetline that is below the height of a specified Stepback, which does not include minor recesses for elements such as doorways or intrusions such as bay windows.

STREETWALL HEIGHT - means the vertical distance between the top of the Streetwall and the Streetline Grade, extending across the width of the Streetwall.

STREETWALL SETBACK - means the distance between the Streetwall and the Streetline.

STRUCTURE - means any construction including a Building fixed to, supported by or sunk into land or water, but excludes concrete and asphalt paving or similar surfacing and fencing

and includes a Swimming Pool.

SUBDIVISION - means any division of land, by plan or survey, agreement, deed or any instrument, including a caveat transferring or creating an estate or interest in part of the parcel.

SUBDIVISION AGREEMENT - means an agreement executed between the property owner and the town which sets out the terms under which a specific subdivision may be developed and approved.

SURVEY PLAN - means an appropriately scaled drawing of survey details, certified by a licenced professional land surveyor.

SUSTAINABLE SUBDIVISION - means a holistic approach to the site design and development, including consideration of environmental sustainability, pedestrian needs, efficient servicing, access to public and private amenities, and connected and complimentary land uses.

CERTIFIED SUSTAINABLE SUBDIVISION - means a subdivision that earns at least 65% of available points under the sustainable subdivision scoring system referenced in Section 5.2 of the bylaw.

GOLD SUSTAINABLE SUBDIVISION - means a sustainable subdivision that earns at least 75% of available points under the sustainable subdivision scoring system referenced in Section 5.2 of this bylaw.

PLATINUM SUSTAINABLE SUBDIVISION - means a sustainable subdivision that earns at least 85% of available points under the sustainable subdivision scoring system referenced in Section 5.2 of the bylaw.

SWIMMING POOL - means any outdoor Structure, basin, chamber, or tank used or which may be used for swimming, diving, or recreational bathing and having a depth of 60 cm (approximately 24 inches) or more at any point or with a surface area exceeding 10 square metres (108 square feet).

T

TALL MID-RISE BUILDING - MEANS A MAIN BUILDING THAT IS GREATER THAN 20 METRES (66 FEET) IN HEIGHT, BUT NO MORE THAN 26 METRES (85 FEET) IN HEIGHT.

TEMPORARY COMMERCIAL USE - means the use of a building, structure, tent, trailer, vehicle or any other venue without a permanent foundation, established on a commercial lot for a temporary period not to exceed 20 weeks.

TOWING SERVICE - means a use where trucks are dispatched to transport inoperable vehicles, and may include the outdoor compound area for the secure storage of such vehicles and or the administrative functions associated with this use, but it does not include a salvage yard.

TOWN OR MUNICIPALITY - means the area incorporated and known as the Town of Stratford.

TRUCK AND DISTRIBUTION FACILITY— means a facility primarily engaged in transporting, warehousing and storing goods, before distribution and delivery to these establishments that cater to such products.

U

USE - means any purpose for which a Building or other Structure or Parcel of land may be designed, arranged, intended, maintained or occupied, and includes any activity, occupation, business or operation carried on, or intended to be carried on, in a Building or other Structure or on a Parcel.

ACCESSORY USE - means a subordinate use, incidental to a primary use of land that is not to the main building but is located on the same lot.

CONDITIONAL USE - means a Use which may be allowed subject to the Council approving a permit with attached conditions on performing the Use, which may be revoked by Council for unsatisfactory performance.

SECONDARY USE - means a use which is subordinate and incidental to the primary use of land that is attached to the Main Building and located on the same lot.

SPECIAL PERMIT USE - means a Use that may be problematic within a Zone and whose intensity, impacts or other characteristics require review to ensure that the Development meets certain restrictive performance standards for the Use at the designated location.

UTILITY/UTILITY CORPORATION - means the Town of Stratford Utility Corporation.

V

VARIANCE - means a relaxation to a requirement of this Bylaw granted by Council.

VEHICLE - means any motor vehicle, trailer, boat, motorized snow vehicle, mechanical equipment and any vehicle drawn, propelled or driven by any kind of power, including muscular power.

VETERINARY HOSPITALS AND KENNELS - means the provision of services by veterinarians for the purposes of consultation, diagnosis, and treatment of animals and the necessary boarding thereof, separate or part of an animal hospital, and may also include the retailing of pet supplies.

W

WAREHOUSE - means a building used for the storage and distribution of goods, wares, merchandise, substances or articles and may include facilities for a wholesale or retail commercial outlet, but shall not include facilities for a truck or transport terminal or yard.

WATERCOURSE – means an area which has a sediment bed and may or may not contain water, and without limiting the generality of the foregoing includes the full length and width of the sediment bed, bank and shore of any stream, spring, creek, brook, river, lake, pond, bay, estuary or coastal body, any water therein, and any part thereof, up to and including the watercourse boundary.

WATERCOURSE BOUNDARY - means:

- 1) in a non-tidal Watercourse, the edge of the sediment bed; and
- 2) in a tidal Watercourse, the top of the bank of the Watercourse and where there is no discernable bank, means the mean high watermark of the Watercourse.

WETLAND – means an area which contains hydric soil, aquatic or water-tolerant vegetation and may or may not contain water, and includes any water therein and everything up to and including the Wetland Boundary and without limiting the generality of the foregoing includes any area identified in the Prince Edward Island wetland inventory as open water, deep marsh, shallow marsh, salt marsh, seasonally flooded flats, brackish marsh, shrub swamp, a wooded swamp, a bog or a meadow.

WETLAND BOUNDARY - means where the vegetation in a Wetland changes from aquatic or water-tolerant vegetation to terrestrial vegetation or water-intolerant vegetation.

WHOLESALE OPERATION - means an establishment primarily engaged in selling merchandise to retailers, to industrial, commercial, institutional or professional business users, to other wholesalers, or acting as agents or brokers and buying merchandise for, or selling merchandise to such individuals or companies.

Y

YARD - means an open, uncovered space on a Lot appurtenant to a Building and unoccupied by Buildings or Structures except as specifically permitted in this Bylaw.

FLANKAGE YARD - means the side Yard of a Corner Lot which Side Yard extends from the Front Yard to the Rear Yard between the Flankage Lot Line and the nearest Main Wall of any Building or Structure on the Lot.

FRONT YARD - means a Yard extending across the width of a Lot between the Front Lot Line and nearest wall of any Building or Structure on the Lot and "*Minimum Front Yard*" means the minimum depth of a Front Yard on a Lot between the Front Lot Line and the nearest Main Wall of any Building or Structure on the Lot.

REAR YARD - means a Yard extending across the width of a Lot between the Rear Lot Line and the nearest wall of any Main Building or Structure on the Lot and "*Minimum Rear Yard*" means the minimum depth of a Rear Yard on a Lot between the Rear Lot Line and the nearest Main Wall of any Main Building or Structure on the Lot.

SIDE YARD - means a Yard extending from the Front Yard to the Rear Yard of a Lot between a Side Lot Line and nearest wall of any Building or Structure on the Lot, and "*Minimum Side Yard*" means the minimum width of a Side Yard on a Lot between a Side Lot Line and the nearest Main Wall of any Main Building or Structure on the Lot.

Z

ZONE - means a designated area of land shown on the Official Zoning Map of the Bylaw within which land uses are restricted to those specified by this Bylaw.

3. BYLAW AND PLAN AMENDMENTS

3.1. AMENDMENT APPLICATIONS

- 3.1.1. A requested change to either the text of this Bylaw or the Zoning Map shall be considered a zoning amendment and must be consistent with Official Plan.
- 3.1.2. Council may amend an Official Plan policy to enable a zoning amendment, including statements and/or the General Land Use Plan, but any such Official Plan amendment shall precede or be concurrent with the zoning amendment.
- 3.1.3. A Person who seeks an amendment to this Bylaw or the Official Plan shall file a written and signed application.
- 3.1.4. An application under this Section shall include such information as may be required for the purpose of adequately assessing the appropriateness of the proposal, including but not limited to:
 - (a) a preliminary site plan showing proposed land uses, any subdivisions, Buildings, means of servicing, traffic access and parking; and
 - (b) an assessment of any potentially significant Development impacts on Town or other public infrastructure, the existing development character of the area, and the natural environment.
- 3.1.5. The Applicant shall, at the time of submitting the application, deposit with the Town the application fee and other required fees in accordance with the fee schedule established by Council.

3.2. AMENDMENT PROCEDURES

- 3.2.1. The Planning, Development and Heritage Committee shall review each amendment request and make a recommendation to Council, within accordance to Section 19 of The Planning Act.
- 3.2.2. The Planning, Development and Heritage Committee and Council shall consider the following general criteria when reviewing applications for Development Bylaw or Official Plan amendments, as applicable:
 - (a) conformity with all requirements of this Bylaw;
 - (b) conformity with the Official Plan;
 - (c) conformity with provincial land use policies pursuant to the Planning Act;
 - (d) suitability of the site for the proposed Development including the preservation of existing site features and earthworks as proposed;
 - (e) compatibility of the proposed Development with surrounding land uses, including both existing and projected uses;

- (f) any comments from residents or other interested Persons;
 - (g) adequacy of existing infrastructure such as water, sewer, road, stormwater, electrical services, and parkland;
 - (h) the economic and environmental viability of any proposed utility, road extensions or development and maintenance of public open spaces;
 - (i) impacts from the proposed Development on all modes of transportation, including access and safety;
 - (j) compatibility of the proposed Development with surrounding environmental, aesthetic, scenic and heritage features;
 - (k) impacts on Town finances and budgets;
 - (l) other matters as specified in this Bylaw; and
 - (m) other matters as considered relevant by Council.
- 3.2.3. Council shall hold a public meeting to solicit input from residents on the proposed amendment request. At least seven clear days prior to the public meeting, the Development Officer shall post the date, time and place of the public meeting, together with the nature of the proposed amendment in general terms:
- (a) in a newspaper circulating in the area and at least two occasions.
- 3.2.4. Council shall also provide written notice of the amendment request to all Property Owners wholly or partially within 150 metres (490 feet) of the boundaries of the subject property and shall place a sign on the land being proposed for re-zoning indicating that a re-zoning request has been received.
- 3.2.5. Following the public meeting, Council shall formulate a decision on the proposed amendment. Council shall have the authority to determine whether an amendment request is approved, modified, or denied. The applicant shall be notified in writing of the decision.
- 3.2.6. Nothing in this Bylaw restricts the right of the Town to initiate its own amendment requests.
- 3.2.7. Related Official Plan and Bylaw amendments shall be considered concurrently by Council, provided that the application for both amendments are posted on the same public and written notices, and that the Official Plan amendment precedes and receives approval before the zoning amendment.
- 3.2.8. Council retains the right to deny any amendment request, without holding a public meeting, if such request is deemed to be inconsistent with this Bylaw or the Official Plan.

4. SUBDIVISION AND CONSOLIDATION

4.1. SUBDIVISION APPROVAL

- 4.1.1. No Person shall subdivide one or more Lots or any portion of a Lot and no Person shall consolidate two or more Lots or portions of Lots until the conditions of this Bylaw have been complied with and the Applicant has received final approval from the Town.

4.2. CONVEYING INTEREST IN A LOT

- 4.2.1. No Person shall sell or convey any interest in a Lot in a Subdivision without first obtaining final approval for the Subdivision and or consolidation in which the Lot is situated.
- 4.2.2. No person shall sell or convey any interest in a consolidated Lot before the Town has issued a stamp of approval for the consolidation.

4.3. PERMISSION TO SUBDIVIDE

- 4.3.1. No Person shall subdivide land within the Town unless the proposed subdivision:
- (a) conforms with the requirements of this Bylaw;
 - (b) is suitable to the topography, physical conditions, soil characteristics, and natural and surface drainage of the land;
 - (c) demonstrates the design will preserve existing trees and other natural features on the site;
 - (d) will not cause undue flooding or erosion;
 - (e) has adequate utilities and services available or can be conveniently provided with such utilities and services;
 - (f) will reasonably conform to or is compatible with existing land Use in the immediate vicinity;
 - (g) will provide for safe Street access and traffic flow based on an assessment by the Province's Department of Transportation, Infrastructure and Energy, or any successor Department of Transportation;
 - (h) is designed so that streets, private Rights-Of-Way and Lots have suitable dimensions and orientation. Lot orientation for solar gain and preserving existing topography shall be priority in the proposed design;
 - (i) streets have appropriate connections to adjacent land uses or neighbourhoods;
 - (j) conforms to the Official Plan, this Bylaw, or the Building Bylaw;

- (k) is designed with connection to existing pedestrian amenities, including adjacent trails, sidewalks, and bicycle lanes where connection is practicable;
- (l) is suitable to the Use for which it is intended, and the future Use of adjacent lands;
- (m) all proposed Lots shall have Frontage on a street or a private Right-Of-Way pursuant to Subsection 4.5.2 of this Bylaw, which shall be consistent with the Town's Official Plan;
- (n) in any Zone, Lots designed with a reduced Frontage along a bend or curve in a Street or facing a cul-de-sac may be approved by Council if, in the opinion of Council, adequate and safe access is provided and the Lot width at the front Building Line measures at least as much as the minimum Lot Frontage for the Zone;
- (o) Maximum Lot coverage shall be determined as the percentage of the Lot covered by the Main Building, attached and private garage which is detached and any Accessory Buildings;
- (p) Where any land or Building is used for more than one (1) purpose, and having a mixed use, all provisions of this Bylaw relating to each Use shall be satisfied. Where there is conflict, such as in the case of Lot size or Frontage, the most stringent standards shall apply.

4.4. CHANGES TO EXISTING LOTS

- 4.4.1. No Person shall reduce the dimensions or change the Use of any Lot in an approved Subdivision where Council deems these would be a detrimental effect on neighbouring Property owners.
- 4.4.2. Where an application to subdivide land would change the dimensions or the Use of a Lot in an existing approved Subdivision, Council shall notify all Property owners within 150 metres (500 feet) of the boundaries of the Lot in writing, informing them of the details of the application and soliciting their comments.

4.5. SERVICING

- 4.5.1. No Development Permit shall be issued unless the Lot or Parcel of land abuts and fronts upon a public Street:
- 4.5.2. Notwithstanding Section 4.5.1 above, Council may approve a Development Permit for a residential or commercial Structure which fronts on a private Right-Of-Way, provided that the following criteria are met:
 - (a) the applicant proposes by submitting design and servicing details to ensure a private road that demonstrates safe access, effective

stormwater management and adequate pedestrian amenities based on the proposed density;

- (b) safe ingress and egress from the Lot can be provided based on an assessment by the Province's Department of Transportation, Infrastructure and Energy, or any successor Department of Transportation, or provincial department responsible for the *Prince Edward Island Roads Act*;
- (c) the proposed Development can be conveniently connected to municipal service(s), if required, at no cost to the Town or Utility; and
- (d) an agreement is registered in the Province's Land Registry Office, binding on all Property Owners abutting or fronting on a private Right-Of-Way providing for the long term ownership and maintenance of the Right-Of-Way, which agreement shall be binding on all heirs, successors and assigns of the parties to the agreement.

4.5.3. In any Zone, Lots designed with a reduced Frontage along a bend or curve in a Street or facing a cul-de-sac may be approved by Council if, in the opinion of Council, adequate and safe access is provided and the Lot width at the front Building Line measures at least as much as the minimum Lot Frontage for the Zone.

4.5.4. No Development Permit shall be issued unless the Lot or Parcel of land proposed for Development can be serviced by Town water or sanitary sewer services where deemed available by the Town. Where such municipal services are not deemed available, it will be the sole responsibility of the person undertaking the Development to install private on-site services.

4.5.5. Notwithstanding any other provisions of this Bylaw, public and private utilities located within the Street or underground may be placed in any Zone and no Development Permit shall be required and no Zone standards shall apply.

4.5.6. If required, the stormwater management plan shall be prepared by a licenced professional engineer and shall be subject to approval by the Town and provincial department responsible for the *Roads Act*.

4.6. **SPECIAL REQUIREMENTS - AGRICULTURAL RESERVE (A1) ZONE**

4.6.1. For the purposes of this Section "existing Parcel" shall mean a Parcel of land which was held in separate ownership as of May 21, 1985.

4.6.2. Within an Agricultural Reserve (A1) Zone, no Person shall be permitted to subdivide from any existing Parcel of land more than two (2) Lots.

- 4.6.3. Any Lots subdivided pursuant to this Section shall conform to the Lot requirements for an A1 Zone and all other relevant provisions of this Bylaw.
- 4.6.4. Within an Agricultural Reserve (A1) Zone:
 - (a) a residential Subdivision shall not be permitted within 150 metres (500 ft.) of the lot line of an existing intensive livestock operation; and
 - (b) where a residential Subdivision is proposed, Council shall notify operators of intensive livestock operations within 300 metres (1,000 ft.) in writing and invite their comments.
- 4.6.5. Notwithstanding the above, Council may authorize the Subdivision of farmland for farm purposes, provided that any residual parcels which are created comply with the provisions of this Bylaw.
- 4.6.6. Where a new intensive livestock operation is proposed within 300 m (1,000 ft.) of an existing residential Subdivision Council shall notify the Property owners and invite their comments.

4.7. **SPECIAL REQUIREMENTS - COASTAL SUBDIVISIONS**

- 4.7.1. Where a Subdivision is located along a Coastal Area, the Subdivision shall include the following:
 - (a) Public access to the shore if the Property being subdivided includes Frontage on a shoreline, with at least one access to be located approximately every 200 metres (656 ft.) of beach Frontage;
 - (b) where deemed appropriate by Council, the area to be set aside as Park dedication shall be located at least in part along the shoreline; and
 - (c) Public access to the shore shall measure at least 5 metres (16.4 ft.) in width.

4.8. **SPECIAL REQUIREMENTS – WATERCOURSE SUBDIVISIONS**

- 4.8.1. Where a Subdivision is located along a Watercourse, the following provisions may apply:
 - (a) where deemed appropriate by Council, the area to be set aside as Parkland dedication shall be located at least in part along the watercourse; and
 - (b) watercourse accesses shall measure at least 5 metres (16.4 ft.) in width.

4.9. **PARKLAND DEDICATION and/or PARK DEDICATION FEE**

- 4.9.1. Council shall require, for the purpose of developing Parkland for open space, recreation, park or other public use not less than 10% of the lands being subdivided shall be conveyed to the Town. The physical, location and lot

dimensions of land proposed for Parkland dedication shall be determined by Council.

4.9.2. When a dedication of land is not deemed to be appropriate or the exercising of the full ten percent (10%) conveyance is not appropriate, Council shall impose a Park dedication fee of up to 10% of the value of the lands being subdivided, which sum shall be specifically designated for the purchase, Development or maintenance of public parklands in the Town.

4.9.3. The aggregate of the land dedication and the Park dedication fee shall be ten percent (10%). It is understood that the Park dedication fee shall be calculated on the projected value of the lands being subdivided upon final approval of the subdivision and shall not take into account value of Structures on such lands. Council shall consult the Province's Land Valuation and Assessment Division in determining the assessed value of land for the purpose of administering this Section.

4.10. **SEWER AND WATER SERVICING**

4.10.1. All new subdivisions are to be serviced with central water supply and central sewer systems as a condition of Subdivision approval and in accordance with the requirements of the Stratford Utility Corporation.

4.11. **SPECIAL PROVISIONS FOR CORE AREA SERVICING**

4.11.1. Notwithstanding the provisions of this section, within the Core Area, Council may enter into an agreement with a Developer to provide or to cost share provision of services, including central sewer, central water, sidewalks, streets, street lighting, and/or street furnishings.

4.11.2. Where the Town provides such services, the Subdivision Agreement may provide for the recovery of these costs via lot levies, additional building permit fees or other mechanisms as determined by Council.

4.12. **SUBDIVISION AGREEMENT**

4.12.1. The Town shall require an Applicant to enter into a Subdivision Agreement as a condition of Subdivision approval. The Subdivision Agreement may include, but not be limited to, the following:

- (a) design and construction costs of sidewalks, trails, water supply, and distribution of sanitary sewer and stormwater infrastructure, roads,

street lighting, underground electrical, Canada Post mailbox and public transit stops;

- (b) dedication of land for parks and public Uses, or payment of a fee in lieu of land, which may require upgrading and/or improvement;
- (c) deeding of roads to the Province;
- (d) posting of a financial guarantee satisfactory to Council;
- (e) provision of a landscape plan and storm water management plan to facilitate the drainage of water and to guard against flooding of Lots within the Subdivision and adjacent properties;
- (f) provision of such services, facilities or actions as are necessary to ensure the satisfactory Development of the Subdivision;
- (g) provision for the phasing of the Subdivision;
- (h) preservation and enhancement of surface water drainage systems; and/or
- (i) tree preservation and tree planting.

4.13. APPLICATION AND APPROVAL PROCESS

4.13.1. Applications to Subdivide land in the Town of Stratford shall be submitted on a form as prescribed by the Development Officer.

4.13.2. All Subdivision applications shall be accompanied by the following:

- (a) an orthophoto showing the location of the land and all adjoining properties;
- (b) a description of land uses on the surrounding properties;
- (c) a contour map showing the topography of the site with at least 2 metre contour Lines; and
- (d) a conceptual design showing the location and dimensions of all proposed Lots, Roads, bicycle lanes, sidewalks, walkways and trails, Parks and Open Space, watercourses, wetlands, surrounding land Uses and other site features such as woodlands. Any contaminated sites or hazards shall be disclosed to the Development Officer.

4.13.3. The Development Officer may require such other information as may reasonably be required to assess the impact of any Subdivision, including but not limited to the following:

- (a) a written assessment by the Province on any potential environmental impacts, including any requirements imposed by provincial legislation or regulations;
 - (b) a written assessment by the Province on any access, transportation or pedestrian issues related to the design;
 - (c) a storm water management plan prepared by a licenced professional engineer;
 - (d) a conceptual servicing plan prepared by a licenced professional engineer; and
 - (e) any other studies or documentation required by the Development Officer in order to adequately assess the impact of the proposed subdivision.
- 4.13.4. Where the proposed subdivision is part of a larger area that is in the same ownership, the whole of which may eventually be subdivided, the developer shall be required to submit an overall concept plan for the whole area as part of preliminary approval of the subdivision. The overall concept plan shall include the following information:
- (a) an overall concept plan showing the general scheme of the subdivision designating the parts intended for different classes of uses for the whole area drawn on a metric scale including contour intervals of 0.5 metres (1.6 ft.) or less and proposed public or private streets, rights-of-way, other particulars or data, as may be required by the Development Officer in order to adequately assess the impact of the proposed subdivision; and
 - (b) a report on the long term vision proposed for the land under consideration.
- 4.13.5. After reviewing all information required by the Development Officer, Planning Development and Heritage Committee may make a recommendation to Council for approval or rejection of the subdivision application.
- 4.13.6. Council may either accept or reject the recommendations of Planning Development and Heritage Committee. Where Council generally accepts the details of a Subdivision Application, Council may issue a preliminary approval, which shall include all conditions imposed on the Subdivision.
- 4.13.7. Failure to comply with a Development Agreement shall constitute an offense under this Bylaw.
- 4.13.8. The Development Officer shall enter a Subdivision Agreement with the Town which addresses conditions for receiving Final Approval and all other matters required under Section 4.12.1.

4.14. FINAL APPROVAL

- 4.14.1. Final Subdivision approval shall be granted by the Development Officer only after the Applicant has complied fully with all applicable requirements and has submitted one (1) electronic copy and nine (9) copies of a final survey plan showing all Lots pinned and certified by a surveyor registered to practice in the Province of Prince Edward Island.
- 4.14.2. The Development Officer may grant final approval to part of a Subdivision which is proposed to be developed in phases, provided the entire Subdivision and phases have received preliminary approval by Council.
- 4.14.3. The Development Officer shall give Notice of final approval of a Subdivision in writing, and shall place the Town's Approval stamp on the nine (9) copies of the Survey Plan and shall return one copy to the Applicant.
- 4.14.4. The Development Officer shall file two copies of the final stamped Survey Plan with the Province's Land Registry Office.

4.15. SEVERANCE/CONSOLIDATION

- 4.15.1. Notwithstanding the above provisions of this Section, the Development Officer may approve applications for single Lot subdivisions, partial Lots or easements and Lot consolidations having regard to only those provisions that are applicable.

4.16. BUILDING PERMITS

- 4.16.1. A Building permit shall not be issued in a Subdivision until all the requirements of the Subdivision approval and of this Bylaw have been fulfilled and final approval has been granted.

5. SUSTAINABLE SUBDIVISION OVERLAY APPLICATION PROCESS

5.1. INTENT

- 5.1.1. The intent of this overlay zone is an approval and performance-based scoring criteria to encourage a holistic site design and development standards, including consideration of environmental sustainability, pedestrian needs, efficient servicing, access to public and private amenities and land use diversity
- 5.1.2. The aim of a sustainable subdivision is to preserve the natural environment and ecology; improve social amenities and cultural inclusion; increase energy efficiency and reduce fossil fuel energy consumption; improve the Town's active transportation network and reduce the cost of building and maintaining the Town's infrastructure. This section contains two parts:
 - (a) The Evaluation Criteria and Indicators; and
 - (b) The Scoring System.

5.2. APPLICATION PROCESS

- 5.2.1. The Sustainability Overlay Zone will be used in conjunction with or replace the requirement of the R1, R1L, R2 and PURD Zones where:
 - (a) the application is initiated pursuant to this Section; and
 - (b) the proposed subdivision receives final approval.
- 5.2.2. Points under this Section shall be scored using the Performance Criteria to determine whether the proposed subdivision qualifies as a Sustainable Subdivision. The initial assessment application shall be completed by the Development Officer but shall be subject to Council's approval. A final assessment shall also be completed by the development officer prior to issuing final approval.
- 5.2.3. Sixty-five percent (65%) of the available and applicable points under the evaluation scoring system shall be designated by Council as a Certified Sustainable Subdivision, provided all other requirements under this Section are met.
- 5.2.4. Applications that earn at least seventy-five percent (75%) of the available and applicable points under the evaluation scoring system shall be designated by Council as a Gold Sustainable Subdivision, provided all other requirements under this Section are met.
- 5.2.5. Applications that earn at least eighty-five percent (85%) of the available and applicable points under the evaluation scoring system shall be designated by

Council as a Platinum Sustainable Subdivision, provided all other requirements under this Section are met.

- 5.2.6. The zone provisions that would normally apply to the Subdivision shall remain applicable if the Sustainable Subdivision is not granted.
- 5.2.7. In the event of any inconsistency between this Section and the remainder of the Bylaw, the provisions of this Section shall prevail.
- 5.2.8. In order to preserve and protect the community natural resources, in any of the following sections where land protection is requested, the developer shall donate or sell the designated area of land.
- 5.2.9. The following are the criteria in Section 5.5 that will be used to assess whether or not a subdivision is “Sustainable.”

5.3. APPLICATION SCORING

- 5.3.1. A scoring system has been developed to facilitate sustainable subdivision evaluation (See APPENDIX B - SUSTAINABLE SUBDIVISION SCORING TABLE). The scoring system presented here classifies criteria and specifies indicators with their maximum possible weight. As the scoring table appended to this Bylaw allows for a maximum possible score of 400 points, which is the sum of points for each individual criteria and associated indicators.

5.4. QUALIFICATION AND APPROVAL

- 5.4.1. Every new subdivision application and conceptual design shall be reviewed and evaluated against the appended sustainable subdivision scoring system.

5.5. INDICATORS AND EVALUATION CRITERIA

5.5.1. NATURAL ENVIRONMENT CONSERVATION

(a) FOREST AND TREE CONSERVATION (MAX 20 POINTS)

- i. Applications made under this subsection shall preserve and maintain any existing hedgerows or mature wooded areas within the project boundaries to the maximum extent possible in order to obtain points for tree conservation. Points shall not be granted for tree conservation if less than 1% of the total land area covered by trees.
- ii. Points shall be granted as listed in **Table 1** below, based on the percentage of land covered by trees and the percentage of trees conserved.

Table 1: Tree Conservation Points

Percent (%) of Trees Conserved	Points	Points [< 5 Percent (%) Covered]
90	20	10
70	15	7.5
50	10	5
30	5	2.5

- iii. The above points will be multiplied by 50% if less than 5% of the total land area in originally covered by trees.
- iv. Any existing hedgerow(s) should be maintained.

(b) WETLAND AND WATERCOURSE CONSERVATION (20 POINTS)

- i. Applications made under this subsection shall provide a report showing the extent of any Wetland and Watercourse on the site as well as the ecological functions, including: water quality maintenance, wildlife habitat protection, and hydrologic function maintenance.
- ii. Assign appropriate buffers (not less than 30 meters for water bodies and 15 meters for wetlands) based on a site assessment conducted by a qualified professional. Proposed development shall not disturb wetlands, water bodies, or buffers; and shall protect them from development in perpetuity, with points obtained as outlined in **Table 2**.
- iii. Additional points may be granted if a greater buffer zone required by the assessor is provided.
- iv. Any development of or near any wetland and watercourses including buffers should refer to the Environmental Protection Act Watercourse and Wetland Protection Regulations.

Table 2: Wetlands and Watercourse Conservation Points

Buffer Zone		Points
Wetland	Watercourse	
60 m	60 m	20
45 m	45 m	15
30 m	30	10

(c) ECOLOGICAL COMMUNITIES CONSERVATION PLAN (10 POINTS)

- i. Applications made under this subsection shall submit and implement a detailed Conservation Plan, as defined in this Bylaw, in order to receive points for ecological conservation.
- ii. If any portion of the identified habitat and buffer cannot be protected in perpetuity, the applicant must quantify the effects by acres or number of plants and/or animals affected.

(d) FLOODPLAIN AVOIDANCE (10 POINTS)

- i. Applications made under this subsection shall be eligible to obtain points for floodplain avoidance if any part of the site lies within the Coastal Zone and is within a high or moderate risk of floodplain, as identified by the Department of Communities, Land and Environment, responsible for the *Environmental Protection Act of Prince Edward Island*.
- ii. In order to obtain points under this section, the application must not propose any development within an identified floodplain and shall maintain an adequate buffer area deemed acceptable to the provincial department responsible for the *Environmental Protection Act of Prince Edward Island*.
- iii. Previously developed portions in the floodplain must be developed according to the federal and/or provincial standards and requirements.

(e) STEEP SLOPE PROTECTION (10 POINTS)

- i. No Disturbance of Slopes Over 15%, Any Slope Over 15% is not applicable for criteria.

- ii. Applications made under this subsection shall either:
 - ii.i. locate on a site that has no existing slopes greater than 15%, or avoid disturbing portions of the site that have existing slopes greater than 15%, or;
 - ii.ii. limit development to no more than 40% of the land area on land having a slope greater than 15% and do not develop portions of the project site within 30 meters horizontally to the top of the slope and 25 meters horizontally from the toe of the slope, and;
 - ii.iii. limit development to no more than 40% of the land area where slope is between 25% and 40% and to no more than 60% of the land area with 15% to 25% slopes, and;
 - ii.iv. locate development such that the proposed development footprint on land having a slope less than 15% exceeds the footprint on land having a slope greater than 15%.
- iii. Any existing natural or constructed slopes that exist or are proposed are considered as part of this subsection.
- iv. Notwithstanding this subsection, portions of project sites with slopes up to 7 meters in elevation, measured from the toe of the slope to top of the slope, that are more than 10 meters (33 feet) in any direction from another slope greater than 15%, are exempt from the requirements.

**(f) CREATION & RESTORATION OF WILDLIFE HABITAT / WETLANDS
(10 POINTS)**

- i. Applications made under this subsection shall, using only native plants, identify and restore pre-development habitat for native species, water bodies, or wetlands on the project site in an area equal to or greater than 10% of the development footprint where ecological resources are proposed to be developed.
- ii. At least one (1) qualified professional biologist shall be required to ensure that restored areas will have the native species assemblages, hydrology, and other habitat characteristics that likely occurred in predevelopment conditions. **Table 3** sets the points that may be granted for creation and/or restoration.

Table 3: Points Granted for Creation and/or Restoration.

Percentage of Land Created or Restored	Points
10 %	10
5 %	5

- iii. Applications made under this subsection shall prohibit development on identified areas in perpetuity by way of a legal covenant or land dedication. The applicant shall propose a plan for ongoing management of the restored lands over a three (3) year period following the restoration's completion, which shall be submitted to the Town and shall address and commit to ongoing management activities, along with any parties to be responsible for management activities and funding available, so that restored areas are maintained for a minimum of three years after the project or restoration is completed, whichever is later.

5.5.2. **SOCIAL AND CULTURAL AMENITIES**

(a) **PUBLIC TRANSIT FACILITIES (10 POINTS)**

- i. Applications made under this subsection shall consult with the public transit operator that provides service to or nearby the land under consideration to identify future transit stop locations within or bordering the project boundary that will be warranted within five years of project completion. The applicant shall reserve space for transit shelters based on projected usage.
- ii. Where applicable, applications made under this subsection shall consult with the any public transit operator that provides service to or nearby the land under consideration to identify and propose transit stop locations within or bordering the project boundary, including any proposed shelters and bicycle facilities. The Development officer shall not issue final approval for more than 50% of the proposed dwelling units unless any proposed transit shelters or other facilities proposed have been installed.

(b) **HOUSING DIVERSITY AND INCLUSION**

i. **DIVERSITY OF HOUSING TYPES (10 POINTS)**

- i.i. Applications made under this subsection shall be required to include a sufficient variety of housing sizes and types in the project such that the total variety of planned and existing housing within the project represent various existing housing types defined by the *Canada Mortgage and Housing Corporation*.
- i.ii. The Development officer shall employ the diversity score and the applicant shall obtain points based on the minimum diversity outlined in **Table 4**. Differing housing types must be listed; with greater diversity the more points shall be added.

Table 4: Points for Housing Diversity

Number of various housing types	Points
3 - 4 types	10
1 - 2 types	5

ii. **AFFORDABLE HOUSING (10 POINTS)**

- ii.i. The Development Officer shall calculate points to be obtained by the applicant based on Data provided by data and methods for calculating affordability provided by the Canada Mortgage and Housing Corporation and other related governmental agencies.

Table 5: Points granted for building affordable housing

Percentage of Affordable Dwellings	Points
20	10
10	5

(c) **RESIDENT AND EXPERT COLLABORATION DURING DESIGN (10 POINTS)**

- i. Applications made under this subsection shall be required by the developer to undertake the following process:
 - i.i. Meet with Town staff for an initial discussion of the general proposal, project team, stakeholder and expert-input identification, timelines prior to engaging residents.

- i.ii. Meet with adjacent property owners, residents, business owners, Town staff, non-governmental organizations, scientists and identified experts preferably on the project site to collect background information, solicit and document their input on the proposed project prior to drafting a preliminary plan.
 - i.iii. Work directly with identified stakeholders and/or the Town to advertise an open community meeting, other than a regular Council meeting, to start the design process.
 - i.iv. Host an open community meeting.
 - i.v. Modify the project's conceptual design as a direct result of community input, or if modifications are not made, explain why community input did not generate design modifications.
 - i.vi. Establish ongoing means for communication between the developer and the community throughout the design and construction phases and, in cases where the developer maintains any control, during the post construction phase.
- (d) **COMMUNITY GATHERING PLACE / FACILITIES (20 POINTS)**
- i. Applications made under this subsection shall be required to, in consultation with the Town, design and build a publicly accessible Community Gathering Place and/or an indoor Recreational Use in the subdivision. Points will be granted as listed in **Table 6** based on the costs of construction.

Table 6: Points Granted for a Community-Gathering Place

Total Cost Per Dwelling Unit	Points
\$200	20
\$100	10

- (e) **PUBLIC PARKS AND RECREATION (20 POINTS)**
- i. Applications made under this subsection shall be required, in consultation with the Town, to provide an accessible public park and/or outdoor recreation facility in the subdivision. **(5 Points, Required)**

- ii. The Development officer shall grant points in accordance with **Table 7** for the providing parkland and/or open spaces which exceed the Development Bylaw requirement of 10 percent of the whole land area.

Table 7: Parkland Dedication in New Subdivisions

Total Park Land Dedication (Percentage of Land)	Points
30 % or greater	20
25%	15
20%	10

(f) **ENVIRONMENTAL PROTECTION MITIGATION DURING CONSTRUCTION (MAX. 20 POINTS)**

- i. Applications made under this subsection shall be required to submit and implement a mitigation plan for all new construction activities associated with the project. The plan must be prepared by a qualified professional to incorporate practices such as phasing, seeding, grading, mulching, filter socks, stabilized site entrances, preservation of existing vegetation, and other best management practices (BMPs) to control erosion and sedimentation in runoff from the entire project site during construction. The plan must list the practices being proposed, which exceed the current provincial minimum requirements, and describe how they accomplish the following objectives:
- i.i. Prevent loss of soil during construction from stormwater runoff and/or wind erosion, including but not limited to stockpiling of topsoil for reuse **(5 points)**.
 - i.ii. Minimize the amount of topsoil removal from the project site and restore the maximum amount of topsoil already removed **(5 points)**.
 - i.iii. Have a periodic inspection during construction to see if mitigation measures are being addressed **(5 points)**.
 - i.iv. Prevent sedimentation of any affected stormwater conveyance systems or receiving streams **(5 points)**.
 - i.v. Prevent polluting the air with dust and particulate matter **(5 points)**.

(g) **HERITAGE RESOURCE CONSERVATION OPTION (10 POINTS)**

- i. Where applicable applications made under this subsection shall be required to identify at least one heritage structure or resource on the project site.
- ii. The proposed development shall not be permitted to demolish or remove any heritage resources.
- iii. An exception is granted only if such action has been approved by the Town Council based on a recommendation by the Heritage Subcommittee.
- iv. Properties designated under the *Heritage Places Act*, the proposed use of designated heritage features on the site shall be consistent with the designation for the property.
- v. Building in the project site is to be rehabilitated, rehabilitation shall be performed in accordance with the *Guidelines for Historic Places of Canada*.

(h) **PUBLIC ART CREATION OPTION (10 POINTS)**

- i. Where applicable, applications made under this subsection shall be required to, in consultation with the Town, construct, conserve or protect any existing public art and/or cultural resources other than a heritage resource.

5.5.3. **BUILDING EFFICIENCY AND RENEWABLE ENERGY**

(a) **ON-SITE RENEWABLE ENERGY SOURCES (20 POINTS)**

- I. Applications made under this subsection shall be required to incorporate on-site renewable energy generation, such as solar, wind, or biomass, with production capacity based on a rating system used by Natural Resources Canada. It is determined by the sq. ft./m of the building site. Points are awarded as listed in **Table 8**.

Table 8: Points for On-Site Renewable Energy Generation

Size of Residential Home (sq. ft.)	Atlantic Average Annual Energy Consumption (kwh)	Annual Amount of Energy Produced by Renewable Energy System	Possible Points Earned
601 to 1,000	19,166.7	1,000 to 10,000	10
		10,001 to 19,166.7 or greater	20
1,001 to 1,500	21,583.3	2,000 to 10,500	10
		10,501.0 to 21,583.3 or greater	20
1,501 to 2,000	28,555.6	3,000 to 14,500	10
		14,501 to 28,555.6 or greater	20
2,001 to 2,500	32,166.7	4,000 to 16,000	10
		16,001 to 32,166.7 or greater	20
≥ 2,501	39,250	5,000 to 18,500	10
		18,501 to 39,250	20

(b) BUILDING ENERGY EFFICIENCY (20 POINTS)

- i. Achieve certification by Natural Resources Canada
- ii. The Development Officer shall require the applicant to conduct an initial assessment of the development, as proposed, using the Energy Star Certification through Natural Resources Canada.
- iii. Final scoring shall be completed in accordance with **Table 9** following the applicant's certification and label from the approval authority.

Table 9: Points for Building Energy Efficiency.

Description	Energy Star ®	Points
High-Performance Energy Efficient New House or Passive House	86 – 99	20
Energy Efficient New House	81 – 85	10
Building Code Standards with Energy Requirements	77 - 80	5

(c) WASTE WATER MANAGEMENT (MAX 20 POINTS)

- i. Design and construct the project to retain on-site at least 25% of the average annual wastewater generated by the project (exclusive of existing buildings), and reuse that wastewater to replace potable water. Additional points may be awarded for retaining and reusing 50%. Provide on-site treatment to a quality required by local regulations for the proposed reuse.
- ii. The percentage of wastewater diverted and reused is calculated by determining the total wastewater flow and determining how much of that volume is reused on-site (See **Table 10**).
- iii. Note: This requirement can be achieved through development of an appropriate agreement with the Town to ensure that the proposed requirement will be met in every new individual building within the subdivision.

Table 10: Points for Reusing Wastewater and/or Reducing Water Consumption

Percentage of Water Reused	Points
50%	20
25%	10

(d) BUILDING WATER EFFICIENCY (MAX 20 POINTS)

- i. Applications made under this subsection shall be required to design and install an efficient water system including higher performance fixtures.
- ii. The baseline usage is based on the existing usage data produced by the Town.
- iii. Calculations based on estimated occupant usage including toilets, lavatory faucets, showers, and kitchen sink faucets, as applicable. Inclusion of these

efficient types of water fixtures can also increase scoring as per the Town's recommended performance index (See **Table 10A**).

- iv. The water efficiency threshold is calculated as a weighted average of water usage for the buildings constructed as part of the project based on their conditioned square footage (See **Table 11**).
- v. Note: This requirement can be achieved through developing an appropriate agreement with the Town.

Table 10A: Sustainable Subdivision Water Fixture Efficiency Scoring

Appliance or Fixture	Industry Standard	Points	Town Water Efficiency Standard ¹	Points
Toilets ²	1.6 GPF (6 LPF)	0	1.28 GPF (4.8 LPF) or dual flush	6
Showers ³	2.5 GPM (9.7 LPM)	0	1.5 GPM (5.7 LPM)	3
Kitchen Faucets	2.2 GPM (8.3 LPM)	0	1.5 GPM (5.7 LPM)	2
Bathroom Faucets	1.5 GPM (5.7 LPM)	0	0.5 GPM	2
Dish Washer	5 GPL (19 LPL)	0	≤ 3.5 GPL (14 LPL)	2
Clothes Washer ⁴	> 3.5 IWF	0	≤ 3.5 IWF	5
Total Points		0		20

Table 11: Points for Reducing Water Consumption in Buildings

Percentage of Reduced Water Consumption	Points
50%	20
25%	10

¹ In this table GPM = Gallons Per Minute, LPM = Litres Per Minute, GPF = Gallons Per Flush, LPF = Litres Per Flush, GPL = Gallons Per Load, LPL = Litres Per Load, IWF = Integrated Water Factor.

² All toilets shall be rated at 1000MAP to receive full points

³ Showers including more than one shower head shall receive zero points.

⁴ Water Factor (WF or iWF) is the number of gallons per cycle per cubic foot that the washer uses. The lower the water factor, the more efficient the washer is.

(e) **CERTIFIED GREEN BUILDINGS (LEED, GREEN GLOBE, ETC.)**
(20 POINTS)

- i. Applications made under this subsection shall be required to construct or retrofit at least one building within the project site to be certified through a green building rating system such as Passive House, LEED, Green Globe, etc.
- ii. The Development Officer may require the development of an appropriate agreement with the Town to ensure that the proposed requirement will be met in all proposed buildings.

Table 12: Points for Green Building Certification

Percentage of Certified Buildings	Points
> 50%	20
> 30% and < 50%	15
> 10% and < 50%	10
One Building and up to 10%	5

5.5.4. **THE BUILT ENVIRONMENT**

(a) **CONNECTIVITY TO THE TOWN STREET NETWORK (10 POINTS)**

- i. Any application for a Sustainable Subdivision shall be required to, in consultation with the Town and provincial department responsible for the *Roads Act*:
 - i.i. Provide at least two main external accesses for the entire subdivision. In some cases, one of these two roads could be non-motorized.
 - i.ii. Provide at least two accesses for every lot. One of these access roads could be non-motorized.
 - i.iii. Provide for connectivity of the existing streets within 170 meters of the project boundary unless an existing use, natural feature or hazard prevents a connection from being of public benefit.
 - i.iv. Provide at least one through street and/or non-motorized right-of-way intersecting or terminating at the project boundary at least every 250 meters, or at existing abutting street intervals and intersections, whichever is the shorter distance. At least one of these accesses should be motorized.

- ii. All rights-of-way proposed for points under this subsection shall be must be available for general public use and not gated.
- (b) **STREET TREES AND PUBLIC AREAS (20 POINTS)**
- i. Any application for a Sustainable Subdivision shall be required to, in consultation with the Town and the provincial minister responsible for the *Roads Act*, obtain the services of a registered landscape architect or a horticulturist to develop a planting and maintenance program and to achieve one of the following options for shading streets:
 - i.i. *OPTION 1: Tree-Lined Streets* – Provide trees on both sides of all proposed and existing streets within the project and on the project side of bordering streets, between the vehicle travel way and walkway, at intervals averaging no more than 40 feet (excluding driveways and utility vaults) to receive 10 points for achieving this objective.
 - i.ii. *OPTION 2: Shaded Streets and Public Areas* - b) provide shade trees or a structure to provide shade along the length of public pathways and streets within the project site will be granted 10 points for achieving this objective, or 5 points if 50% of proposed public areas are proposed for shading.
 - ii. For providing 50% Shaded Streets and obtaining services of a landscape architect, horticulturist, or arborist with landscaping standards will be granted 10 points for achieving this objective.
- (c) **ACTIVE TRANSPORTATION NETWORK (20 POINTS)**
- i. Applications made under this subsection shall be required to, in consultation with the Town and minister responsible for the Roads Act, provide at least one multi-use public access that will connect the proposed to the Town's existing active transportation network.
 - ii. A pedestrian or bicycle through-connection shall be included in any proposed cul-de-sac where no existing land use or structure prevents this connection.
 - iii. Council may contribute up to fifty (50) percent of the cost of construction for the multi-use public access.
- (d) **STORMWATER MANAGEMENT (20 POINTS)**
- i. Maintaining the pre-development Maximum Water Flow applications made under this subsection shall be required to undertake the following:

- i.i. Employ a low impact development approach to the development of the required Stormwater Management plan for the project.
 - i.ii. The Development Officer shall grant 10 points if the proposed development based on comments from the provincial department responsible for the *Roads Act* maintains the maximum volume water flow rate to the downstream in pre-development conditions.
- ii. Reducing Pre-development maximum water flow:
 - ii.i. Calculate, through consultation with provincial departments and as part of the Stormwater Management planning process, rainfall volume based on the project's development footprint, proposed impervious areas, and any pollution generating pervious surfaces
 - ii.ii. The Development Officer shall grant points according to a percentage of retaining rainfall volumes in the project site and the associated points are listed in **Table 13**.

Table 13: Downstream Flow Reduction Points

Percentage of Reduced Pre-development Max. Water Flow	Points
50%	10
40%	8
30%	6
20%	4

(e) INNOVATIVE DESIGN AND SOLAR ORIENTATION (20 POINTS)

- i. *Innovative Design*: applications made under this subsection shall be required to, in consultation with the Town, obtain a qualified site design professional for twenty (20) points to design the subdivision to protect and preserve scenic or cultural viewsapes and prioritize orientation of proposed lots and/or buildings. Additional points shall be granted in accordance with **Table 14**.
- ii. *Solar Orientation*: Achieve enhanced energy efficiency by creating optimum conditions for the use of passive and active solar strategies.
- iii. *Building Orientation (available for all projects)*: Design and orient 75% or more of the project's total building square footage (excluding existing

buildings) such that one axis of each qualifying building is at least 1.5 times longer than the other, and the longer axis is within 15 degrees of geographical east west

Table 14: Building Solar Orientation

Building Orientation	Points
> 90%	20
> 70%	15
> 50%	12
> 35%	10

6. VARIANCES FROM THE DEVELOPMENT BYLAW

6.1. VARIANCES FROM THE DEVELOPMENT BYLAW

- 6.1.1. Council may authorize a minor Variance not exceeding 10% from the provisions of this Bylaw if the Variance is appropriate in accordance with this Section.
- 6.1.2. Variance applications shall demonstrate one of the following be considered against the following tests for justifying a Variance approval:
 - (a) the Lot in question has peculiar conditions, including small Lot size, irregular Lot shape, or exceptional topographical conditions, which make it impractical to develop in strict conformity with Bylaw standards;
 - (b) strict application of all Bylaw standards would impose undue hardship on the Applicant by excluding the Applicant from the same rights and privileges for reasonable Use of his/her Lot as enjoyed by other persons in the same Zone; or
 - (c) the Variance is consistent with the intent and purpose of the Official Plan
- 6.1.3. Authorization for a Variance shall be documented and recorded in writing.
- 6.1.4. No Variance shall be granted where the difficulty experienced is the result of intentional or negligent conduct of the Applicant in relation to the Property.
- 6.1.5. Where Council deems that a Variance application could have a significant effect on adjacent properties or properties in the general vicinity, Council may require that a public meeting be held.
- 6.1.6. Where a variance in excess of ten percent (10%) is being requested, Council shall forward a notification letter to property owners who own parcel(s) of lands which are located in whole (or in part) within sixty-one metres (61m) or two hundred feet from any lot line of the parcel being proposed for the variance.
- 6.1.7. Notwithstanding Subsection 6.1.1, a Development Officer can approve or deny a variance up to 5%.

7. ADMINISTRATIVE DEVELOPMENT PROVISIONS

7.1. DEVELOPMENT PERMIT/PERMISSION REQUIRED

7.1.1. Unless otherwise stated in this Bylaw, no Person shall:

- (a) change the Use of a Parcel of land or a Structure;
 - (b) commence any Development;
 - (c) construct or replace any Structure;
 - (d) make structural alterations to any Structure classified under Part 3 of the National Building Code;
 - (e) make any underground installation such as a septic tank, a fuel tank, a foundation wall or the like;
 - (f) move or demolish any Structure;
 - (g) establish or operate an Excavation Pit;
 - (h) construct a parking Lot;
 - (i) place, dump or remove any Fill or other material;
 - (j) construct a Fence over 1.2 meters (4 feet) in height; or
 - (k) erect a Sign except as permitted under Section 9.3 herein;
- without first applying for, and receiving a permit from Council.

7.2. NO DEVELOPMENT PERMIT REQUIRED

7.2.1. Unless otherwise stated in this Bylaw, no Development Permit shall be required for:

- (a) laying paving materials for patios or sidewalks;
- (b) constructing a Fence up to and including 1.2 meters (4 feet) in height;
- (c) installing clotheslines and poles, awnings, garden trellises, radio or television antennae, and satellite dishes under 0.91 metres (3 ft.) in diameter;
- (d) planting a garden;
- (e) growing a crop or preparing land for a crop other than an Intensive Agricultural Use;
- (f) landscaping improvements, constructing ornamental Structures or play Structures of less than 6 sq. m (65 sq. ft.);
- (g) maintaining or restoring a Structure or any of its elements to its original state or condition;
- (h) a Development that involves the interior or exterior renovation of a Building will not change the shape of the Building or increase its volume, will not add more Dwelling Units, or will not involve a change or Use of

the Building and does not require a permit under the Town's Building Bylaw;

- (i) public and private utilities located within a public street;
- (j) signs exempted from a permit as listed in Section 9.3 herein;
- (k) solar panels and rainwater catch basins that are attached to a Building; and
- (l) ground level HVAC systems, which shall be screened from any public street and adjacent residential zone.

7.3. DEVELOPMENT PERMIT APPLICATION

- 7.3.1. Every Development Permit application shall be in a form prescribed by the Development Officer and every application form shall be signed by the registered owner of the Lot or by the owner's agent duly authorized in writing to act for the owner, it shall be accompanied by an application fee in accordance with the fee schedule established by Council.
- 7.3.2. Any applicant that does not satisfy all the requirements of a development permit after 90 days will be notified in writing, explaining the deficiencies, and will be given (1) one month to satisfy the requirements. If the requirements are not satisfied the Town reserves the right to close a file.
- 7.3.3. When an application has been received that seeks approval of a matter that has been denied, it will not be reconsidered unless it is demonstrated that it is different from the previous application and altered to meet the requirements of the Bylaw.
- 7.3.4. Every Development Permit application shall be accompanied by a site plan drawn to an appropriate scale certifying the agreement of the Applicant to develop the site in accordance with the site plan.
- 7.3.5. A site plan shall show the following information:
 - (a) the shape and dimensions of the Lot to be used;
 - (b) the distance from the Lot boundaries and all dimensions, and heights of any Buildings or Structures proposed to be erected or altered;
 - (c) the distance from the proposed Lot boundaries and size of every Building or Structure existing on the Lot and the distance from the proposed Lot boundaries of any Structures on the abutting Lots;
 - (d) the proposed location and dimensions of any Parking Areas, Parking Spaces, and internal circulation patterns, Loading Spaces, driveways, landscaped areas, fencing or gates or easement;

- (e) any proposed Use(s); and
- (f) any other information the Development Officer deems necessary to determine whether or not the proposed Development conforms to the requirements of this Bylaw.

7.3.6. Every Development Permit application shall also be accompanied by any information required pursuant to the Building Bylaw.

7.4. **OTHER INFORMATION**

7.4.1. Council may require an Applicant to submit additional information related to the Development to determine whether or not an application meets the requirements of this bylaw, the Official Plan, or other applicable regulations or laws in force; including but not limited to the following:

- (a) parking Lot layout and internal circulation patterns;
- (b) location and dimensions of recycling or waste disposal areas and any screening or fencing thereof;
- (c) stormwater management plan;
- (d) location of Parkland, trails and any other amenity areas;
- (e) landscaping plan;
- (f) location and extent of legislated Buffer Areas, including Wetland or Watercourse Buffer Area;
- (g) location and extent of legislated Coastal Areas and proposed mitigation;
- (h) existing vegetation;
- (i) easements;
- (j) proposed storage areas and description of any screening or fencing thereof;
- (k) construction plan;
- (l) construction mitigation plans;
- (m) traffic impact studies; and
- (n) soil investigation report.

7.4.2. Where the Developer is required to retain environmentally sensitive areas in their natural state, Council may permit the balance of a Parcel of land to be developed at a proportionately higher density, so that the overall density for the site is the same.

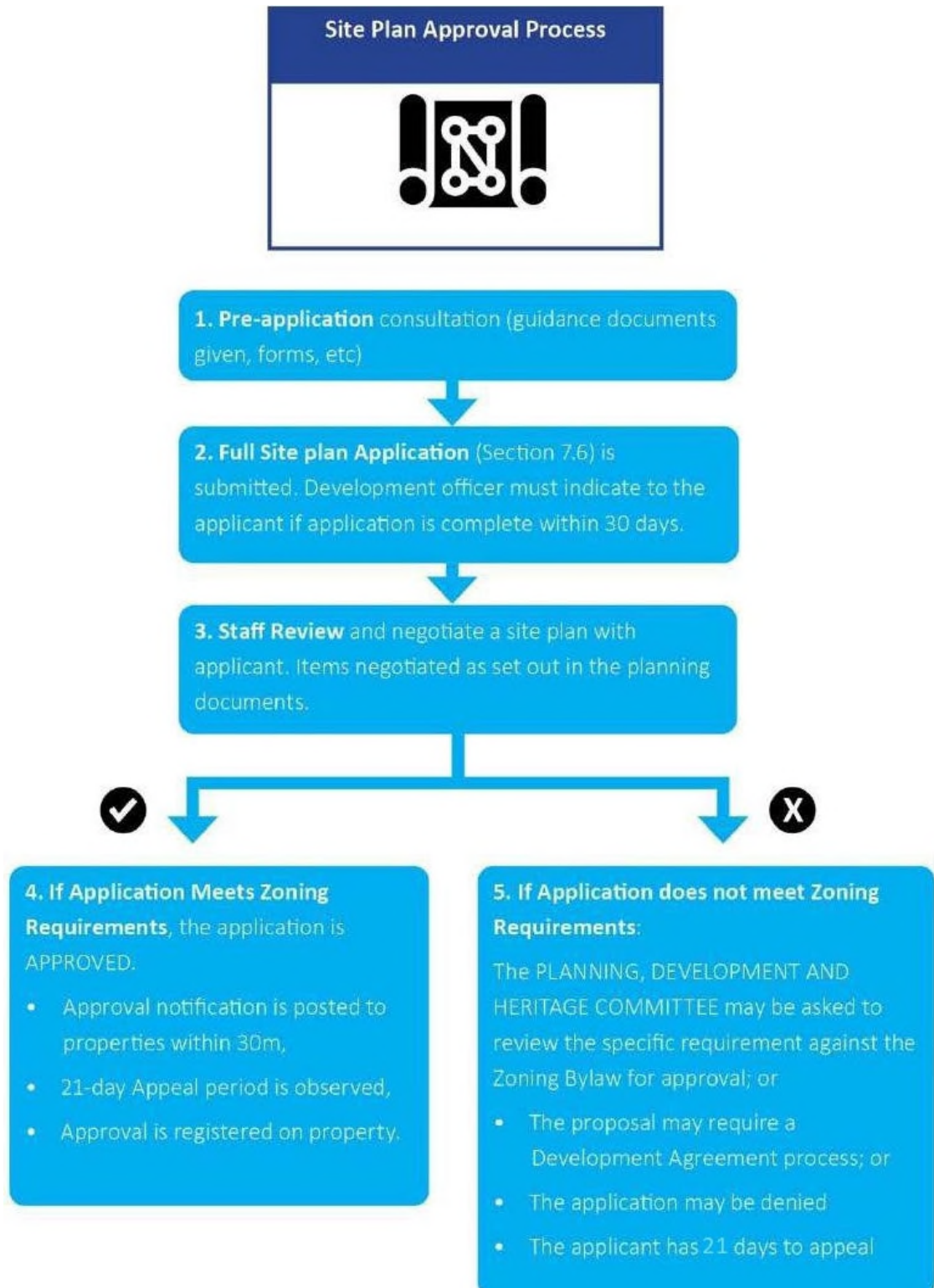
7.5. PAYMENT OF FEES

- 7.5.1. Notwithstanding any section of this Bylaw, Development Permits are not valid and will not be recognized until the application fee and any other required fees are paid in full and the Development Permit is acquired by the Applicant.

7.6. SITE PLAN APPROVAL PROCESS

- 7.6.1. All applications in the CMU and UC Zone shall follow the site plan approval process and shall be accompanied by:
- (a) a Town of Stratford Site Plan Approval Application Form and associated fee payment;
 - (b) a recent (no more than 10 years old) topographic survey by a surveying engineer. The survey must reflect existing topographic and boundary conditions;
 - (c) a site plan and conceptual grading plan drawn to scale and stamped by a landscape architect or engineer showing all buildings, entries, driveways, parking areas, walkways, stormwater features, fences, walls, landscape beds, trees and other important site information and dimensions and noting conformance with the zone standards in each zone;
 - (d) a stormwater management plan shall be prepared by a licenced professional engineer and shall be subject to approval by the Town and provincial department responsible for the Roads Act;
 - (e) A detailed erosion and sedimentation plan shall be prepared showing how erosion and sedimentation will be controlled and contained during construction;
 - (f) Architectural plans prepared by a registered Architect indicating compliance with the specific design requirements of the zones in this Bylaw including:
 - i. Height, Streetwall height and Setbacks/Stepbacks pursuant to each zone;
 - ii. Building elevations and articulation on all sides including signage and lighting;
 - iii. Notes on building material intentions;
 - iv. Building floor plans; and
 - v. A perspective rendering of the building showing context and/or 3D Sketchup model.
 - (g) a servicing schematic prepared by a registered engineer to demonstrate that every building can be properly serviced.

- (h) A shadow study performed at Equinox (Sept 21 and March 21) showing the hourly shade impacts of the building on surrounding properties.
- (i) Any other information the Development Officer may require to determine compliance with the zone requirements.
- 7.6.2. The Development Officer may waive the requirement to supply the above noted information if he/she deems it is not pertinent to the application.



7.7. DEVELOPMENT PERMIT

- 7.7.1. A Development Permit is written authorization granted by the Town to a Person(s) to carry out a specific Development in compliance with this Bylaw and, if applicable, the Building Bylaw, and any conditions listed on the Development Permit and any attached schedules.
- 7.7.2. A Development Permit shall be valid for a twelve month period from the date of issue or such additional time as may be authorized by the Town based on special circumstances beyond the control of the Applicant.
- 7.7.3. Council may revoke a Development Permit where information provided on the application is found to be inaccurate.

7.8. CONDITIONS ON PERMITS

- 7.8.1. The Town may impose conditions on a Development Permit subject to such conditions being directly related to or consistent with bylaws, approved plans or policies of the Town or the Official Plan.

7.9. DEVELOPMENT AGREEMENT

- 7.9.1. The Town may require any Applicant to enter into a Development Agreement. Such Agreement shall be a contract binding on both parties, containing all conditions which were attached to the Development Permit. Failure to comply with a Development Agreement shall constitute an offense under this Bylaw. A Development Agreement may address, but not be limited to, the following:
 - (a) parking;
 - (b) loading zones;
 - (c) internal pedestrian circulation;
 - (d) ingress and egress;
 - (e) public and private utilities;
 - (f) storm water drainage and run-off;
 - (g) buffer areas adjacent to neighbouring properties;
 - (h) coastal areas and mitigation;
 - (i) signage;
 - (j) sidewalks;
 - (k) trails or multi use paths;
 - (l) landscaping and visual screening;
 - (m) exterior lighting;

- (n) noise and other nuisances;
- (o) maintenance performance;
- (p) any improvements deemed to be required to the public Streets adjacent to the Development and arrangements for cost-sharing of such improvements; and
- (q) any other matters deemed by The Town to affect the health, wellbeing, or safety of the public that impose a detriment or financial burden on the Town or any other Person.

7.10. AUTHORIZATION FOR INSPECTION

- 7.10.1. An application for a Development Permit or a Subdivision approval shall constitute authorization for inspection of the Building or land in question by an officer or agent of the Town for the purpose of ensuring compliance with the provisions of this Bylaw.

7.11. ENFORCEMENT

- 7.11.1. If a Development does not comply with the requirements of this Bylaw, the Town may issue a notice in writing delivered by registered mail to the Property Owner to:
 - (a) stop the Development in whole or in part within a specified time; and/or, at Council's option;
 - (b) take measures to ensure that the Development complies with requirements of this Bylaw within a specified time.
- 7.11.2. Any Person who fails to comply with a notice under subsection 7.10.1. above is guilty of an offence under this Bylaw.

7.12. OFFENCES AND PENALTIES

- 7.12.1. Any person who violates any provision of this Bylaw or who fails to perform any act hereunder or does any prohibited act, shall be guilty of an offence and liable on summary conviction to payment of a fine not exceeding \$2,000, as well as payment of any outstanding fees. Each day the offence continues shall constitute a separate offence subject to a fine not exceeding \$400 per day. The Judge presiding on any prosecution under this Bylaw may fix the costs of prosecution to be paid by the Person found guilty under hereunder.
- 7.12.2. Any prosecution for an offense under subsection (1) may be instituted within one year after the time when the contravention occurred.

- 7.12.3. The Applicant and the Property Owner are liable for any offence under this Bylaw.
- 7.12.4. The Town is entitled to all of the enforcement remedies as set forth in Section 24 of the *Planning Act*.

7.13. **APPEALS**

- 7.13.1. Any Person who is dissatisfied by a decision of Council in respect to the administration of this Bylaw may, within 21 days after the date of the decision, appeal in writing to the Island Regulatory and Appeals Commission in accordance with the provisions of the *Planning Act*.
 - (a) that is made in respect of an application by the person, or any other person, under a bylaw for:
 - i. a building, development or occupancy permit;
 - ii. a preliminary approval of a subdivision;
 - iii. a final approval of a subdivision; or
 - (b) to adopt an amendment to a bylaw, including:
 - i. an amendment to a zoning map established in a bylaw; or
 - ii. an amendment to the text of a bylaw.
- 7.13.2. Notwithstanding Section 7.12.1 above, no appeal lies from a decision of Council respecting the final approval of a Subdivision where the grounds for the appeal are matters that could have been heard and determined at the stage of preliminary approval of the Subdivision.
- 7.13.3. A Notice of appeal to the Island Regulatory and Appeals Commission under Section 7.11.1 shall be in writing and shall state the grounds for the appeal and the relief sought.
- 7.13.4. The appellant shall, within seven (7) days of filing an appeal with the Island Regulatory and Appeals Commission, serve a copy of the Notice of appeal on the Town.
- 7.13.5. The Town is not liable for damage suffered by any Person resulting from Development undertaken during an appeal period, or while a decision is under appeal.

7.14. BUILDING PERMITS POSTED

- 7.14.1. All building permits shall be posted at the site by the Applicant during the construction period and the permit shall be properly maintained in a location easily visible for viewing.

7.15. DEVELOPING IN ACCORDANCE WITH APPLICATION

- 7.15.1. Any Person who has been granted a Development Permit shall agree to develop in accordance with the information provided on the prescribed application form and the conditions laid down by the Development Permit, any attached schedules or Development Agreement and shall comply therewith.

7.16. AUTHORITY TO DENY PERMITS

- 7.16.1. No Development Permit shall be issued if, in the opinion of Council, the proposed Development could injure or damage neighbouring Property or other Property in the Municipality, such injury or damage to include but not be limited to water, drainage or other water run-off damage.
- 7.16.2. No Development Permit shall be issued if, in the opinion of Council:
- (a) the proposed Development does not conform to the Official Plan, this Bylaw or the Building Bylaw, or any relevant Federal or Provincial legislation;
 - (b) the proposed provision of sanitary sewer, stormwater or method of water supply is not suitable;
 - (c) the method of sanitary waste disposal and stormwater management is not adequate in terms of capacity or design;
 - (d) the proposed streets do not have appropriate connections to adjacent land uses or neighbourhoods in any subdivision or development;
 - (e) the proposed Development is likely to have long term or acute environmental impacts;
 - (f) the proposed Development would create unsafe traffic conditions;
 - (g) the proposed Building design components such as Building material, scale, and form are inconsistent with surrounding Development and will negatively impact the character of the surrounding neighbourhood; or
 - (h) the proposed Development is likely to have long term or acute impacts on the health or safety of residents.
- 7.16.3. A development permit to demolish, move or otherwise remove a Heritage Resource shall be withheld for a maximum of one hundred twenty (120) days

during which time the application will be reviewed by the Heritage Advisory Committee. The committee will evaluate the application considering established criteria and make a recommendation to the Planning, Development and Heritage Committee to recommend to Council to either approve the application or to withhold it for a maximum of one hundred twenty (120) days from the date of application. If at the end of the one hundred and twenty (120) day period no solution has been found that would prevent the demolition of the building, the permit shall be approved.

7.17. SURVEYS REQUIRED

7.17.1. Where the Development Officer is unable to determine whether the proposed Development conforms to this Bylaw and other bylaws and regulations in force which affect the proposed Development, Council may require that the plans submitted be based upon an actual survey by a licensed Prince Edward Island Land Surveyor.

7.18. CONSTRUCTION PLANS

7.18.1. The Town may require the Applicant to submit a Construction Plan for the Development that includes: addressing such details as construction phasing, stockpiling of soil, temporary screening or fencing, erosion or run-off control measures, heavy truck access, noise and dust issues and any other items including, but not limited to; construction schedule, hours of operation, signage details which could, in the opinion of Council, present a nuisance or hazard during and after construction.

7.19. BUILDING CODE

7.19.1. All Buildings that are subject to the Building Code shall adhere to the requirements set forth in the Building Bylaw and, if the Building Code applies to the Development, no Development Permit shall be issued by the Development Officer under this Bylaw until the Building Inspector has issued a building permit under the Building Bylaw.

8. GENERAL PROVISIONS FOR ALL ZONES

8.1. ACCESSORY BUILDINGS AND STRUCTURES

- 8.1.1. Accessory Buildings and Structures shall be permitted on any Lot but shall not:
- (a) be used for human habitation except where allowed in the Agricultural Zone (A1) as an accessory farm dwelling;
 - (b) be located within the Front Yard or Flanking Side Yard of a Lot;
 - (c) be built closer than 0.9 m (3 ft.) to any Lot Line, except that common Accessory Buildings for Semi Detached Dwellings or Townhouse Dwellings may be centred on a mutual Side Lot Line.
- 8.1.2. Notwithstanding subsection (a) above, Council may issue a Development Permit for an accessory Use, Building or Structure located within the Front Yard or Flanking Side Yard of a Lot, where the Town is satisfied the Structure includes Building design components such as Building material, scale, and form are consistent with surrounding Development.
- 8.1.3. Notwithstanding anything else in this Bylaw, awnings, clothesline poles, flagpoles, garden trellises, retaining walls and Fences shall be exempt from any requirement under Section 8.1.1.(b)(c)
- 8.1.4. Except in any Industrial Zone, Commercial Zone or the Agricultural Reserve Zone on a farm Use Property, Accessory Buildings and Structures shall not:
- (a) exceed 3.6 m (12') ft. in height above Grade;
 - (b) exceed 18 sq. m (200 sq. ft.) in total Floor Area;
 - (c) exceed one (1) Building per Single Dwelling Lot;
 - (d) exceed one (1) Accessory Building or Structure per Single Dwelling Lot if there is a private garage which is detached existing or proposed;
 - (e) exceed one (1) Accessory Building per Semi Detached Dwelling, Townhouse Dwelling or Multiple Attached or Apartment Building; and
 - (f) be considered an Accessory Building if attached to the Main Building.
- 8.1.5. Except in an industrial Zone, commercial Zone or Agricultural Reserve Zone, a private garage which is detached shall not:
- (a) exceed 67.5 sq. m (750 sq. ft.) on Lots of 1 acre or less, and 108 sq. m (1,200 sq. ft.) on Lots of over an acre;
 - (b) exceed a height in excess of 4.5 m (15 ft.) above Grade unless a special permit has been issued allowing a greater height in order to achieve consistency with the main building;

- (c) be considered as an Accessory Building in determining the number of Accessory Buildings permitted on one Lot.

8.1.6. No Accessory Building or Structure shall be constructed:

- (a) prior to the time of construction of the Main Building to which it is accessory, unless a Development Agreement is executed with the Town and registered on the title of the Property at the cost of the Applicant, or
- (b) prior to the establishment of the main Use of the land where no Main Building is to be built.
- (c) All Accessory Buildings shall be included in the calculation of maximum Lot coverage as described in the Lot Requirements for an applicable Zone. Maximum Lot coverage shall be determined as the percentage of the Lot covered by the Main Building, attached and a private garage which is detached and any Accessory Buildings;
- (d) Where any land or Building is used for more than one (1) purpose, and having a mixed use, all provisions of this Bylaw relating to each Use shall be satisfied. Where there is conflict, such as in the case of Lot size or Frontage, the most stringent standards shall apply.

8.1.7. **FENCE HEIGHTS**

- (a) The maximum height for a Fence in a residential zone shall be no higher than 1.8 m (6 ft.);
- (b) The maximum height for a Fence in a commercial zone shall be no higher than 2.4 m (8 ft.).

8.2. **AUTHORIZATION FOR INSPECTION**

- 8.2.1. An application for a Development Permit or a Subdivision approval shall constitute authorization for inspection of the Building or land in question by an officer or agent of the Town for the purpose of ensuring compliance with the provisions of this Bylaw.

8.3. **DEVELOPMENT WITHIN A BUFFER ZONE**

- 8.3.1. The provisions of the Watercourse and Wetland Regulations pursuant to approval by the Prince Edward Island Department of Communities, Land and Environment shall apply for any type of buffer development in any zone, in accordance with the Environmental Protection Act of Prince Edward Island.

- 8.3.2. No person shall construct or place, repair or replace, demolish or remove, buildings or structures, including but not limited to bridges, culverts, breakwaters, dams, wharves, docks, slipways, decks, or flood or erosion protection works within 15 metres of a watercourse boundary or a wetland boundary, unless approved by the Prince Edward Island Department of Communities, Land and Environment.
- 8.3.3. Notwithstanding subsection 8.3.1, within an Environmental Reserve Zone (O2), no person shall construct or place, repair or replace, demolish or remove, any buildings or structures, including but not limited to bridges, culverts, breakwaters, dams, wharves, docks, slipways, decks, or flood or erosion protection works, within the entire zone.

8.4. DRIVEWAY ACCESS

- 8.4.1. Driveway access location for a Through Lot shall be determined by the Development Officer having regard to adjacent Building orientations and traffic safety considerations.
- 8.4.2. A driveway access to:
- (a) a Local Street shall be a minimum of 15 metres (50 ft.) from a Street intersection;
 - (b) a Collector Street shall be a minimum of 25 metres (80 ft.) from a Street intersection; and
 - (c) an Arterial Street shall be a minimum of 30 metres (100 ft.) from a Street intersection.
- 8.4.3. Where an entranceway permit is required under the *Roads Act* or *Highway Access Regulations*, its issuance shall be a precondition of the approval of a Subdivision of land or a Development Permit.
- 8.4.4. No person shall construct or Use any driveway except where that access driveway meets the minimum sight distance standards as established under the *Planning Act*, the *Roads Act* or any successor act.

8.5. ENCROACHMENTS PERMITTED

- 8.5.1. The following Structures or portions of Structures may project into a Yard required by this Bylaw to the limit of the specified distance:

Structure or Feature	Distance
sills, cornices, eaves, gutters, chimneys, pilasters, and canopies	1 m (3.3 ft.)

window bays, awnings, oil tanks, and propane tanks	1 m (3.3 ft.)
exterior staircases, wheelchair ramps, and fire escapes	1.5 m (5 ft.)
patio / deck not exceeding 0.6 m (2 ft.) in height from surrounding Grade	1.5 m (5 ft.)

8.6. **STORMWATER MANAGEMENT**

- 8.6.1. All construction activities required for any Subdivision or Development must adhere to a storm water management plan for the site that has been approved by the Department of Transportation, Infrastructure and Energy and the Province's approval must be in place prior to any construction taking place on the site.
- 8.6.2. All stormwater management plans shall include low impact management practices that minimize alteration of drainage patterns, enhance existing Wetland and Watercourses and retain existing vegetative cover during and following construction. The stormwater management plan must address:
- (a) surface drainage patterns;
 - (b) material storage locations and protection measures;
 - (c) construction phasing;
 - (d) runoff quantity and quality control measures during construction or any required earthworks;
 - (e) a stormwater management plan approved as part of any approved Subdivision; and
 - (f) Climate change.

8.7. **GRADE OF SITE**

- 8.7.1. No Person shall change the Grade of a Property without the written permission of the Town or property owner.
- 8.7.2. Any applications for Development shall disclose significant grading and other Earthworks at the time of application and the proposed Development shall minimize alteration of existing grades where feasible.

8.8. **HEIGHT RESTRICTION EXEMPTION**

- 8.8.1. Any maximum height requirement set out in this Bylaw shall not apply to church spires, lightning rods, water tanks, monuments, elevator enclosures,

silos, flag poles, lighting standards, television or radio antennae, telecommunications towers, ventilators, skylights, barns in an A1 Zone, fire towers, chimneys, clock towers, solar collectors, power transmission towers, roof top cupola, wind power generators, or utility poles.

8.8.2. Council may allow a Building in excess of 11 m (35 ft.), if the following requirements are met:

- (a) provision is made for unobstructed access around the Building exterior year round for emergency services access;
- (b) the Building contains a sprinkler system with adequate fire rated central water pressure or an internal standpipe system with adequate water capacity and pressure;
- (c) approval is obtained from the Crossroads Rural Community Fire Company; and
- (d) Building design components such as building material, scale, and form are consistent with surrounding development and will not negatively impact the character of surrounding neighbourhood.

8.9. ILLUMINATION

8.9.1. No Person shall illuminate the area outside any Building or Structure unless the illumination is directed away from adjoining properties and any adjacent Street.

8.9.2. All exterior lighting proposed within the Side Yard shall be downward-facing exterior lighting and shall not direct light onto adjoining properties or any adjacent Street, and be dark sky compliant which shall be included in a Development Agreement as part of the application proposing outdoor lighting.

8.10. LICENSES, PERMITS AND COMPLIANCE WITH OTHER BYLAWS

8.10.1. Nothing in this Bylaw shall exempt any Person from complying with the requirements of any other Bylaw of the Municipality or from obtaining any license, permission, authority, or approval required by any other Bylaw of the Municipality, or by any laws of the Province of Prince Edward Island or of the Government of Canada.

8.10.2. Where the provisions of this Bylaw conflict with those of any other Bylaw of the Municipality or with any laws of the Province of Prince Edward Island or the Government of Canada, the higher or more stringent provision shall prevail.

8.11. NON-CONFORMING BUILDINGS

8.11.1. Where a Building has been erected on or before the effective date of this Bylaw on a Lot having less than the minimum Frontage or area, or having less than the minimum setback or Side Yard or Rear Yard required by this Bylaw, the Building may be enlarged, reconstructed, repaired or renovated provided that:

- (a) the enlargement, reconstruction, repair or renovation does not further reduce the Front Yard or Side Yard or Rear Yard which does not conform to this Bylaw; and
- (b) all other applicable provisions of this Bylaw are satisfied.

8.12. NON-CONFORMING LOTS

8.12.1. Notwithstanding any other provisions of this Bylaw:

- (a) A vacant Lot held in separate ownership from adjoining parcels on the effective date of this Bylaw, having less than the minimum width, depth or area required, may be used for a purpose permitted in the Zone in which the Lot is located and a Building may be erected or enlarged on the Lot provided that all other applicable provisions in this Bylaw are satisfied.
- (b) A lot containing a building and held in separate ownership from adjoining parcels on the effective date of this Bylaw, having less than the minimum Frontage, depth or area required by this Bylaw, may be used for a purpose permitted in the Zone in which the Lot is located, and a Development Permit may be issued provided that all applicable provisions in this Bylaw are satisfied.
- (c) No Person who owns a Lot held in separate ownership from adjoining parcels on the effective date of this Bylaw, having less than the minimum Frontage, depth or area required by this Bylaw, shall be deprived of the ability to make reasonable Use of the Lot in accordance with the Zone in which it is located, and where such a Person makes application for a Development Permit:
- (d) Council may grant a Variance to the Rear Yard, Front Yard or Side Yard setback requirements to an extent that is reasonable and feasible and does not compromise safety, convenience or the character of the neighbourhood and may issue a permit on a non-conforming Lot; or

- (e) Council may approve an increase in the area of any undersized Lot notwithstanding that it may still have less than the minimum Frontage, depth or area required by this Bylaw, provided that this increase does not further reduce an adjacent Lot which may be below the standard set out in this Bylaw.

8.13. NON-CONFORMING USES

- 8.13.1. Subject to the provisions of this Bylaw, a Building(s) or Structure(s), or Use of land lawfully in existence on the effective date of approval of this Bylaw may continue to exist.
- 8.13.2. The Use of a Building or Structure shall be deemed to exist on the effective date of approval of this Bylaw if:
 - (a) it was lawfully under construction; or
 - (b) the permit for its construction was in force and effect, but this clause shall not apply unless the construction is commenced within twelve (12) months after the date of the issue of the permit and is completed in conformity with the permit.
- 8.13.3. No structural alterations that would increase the exterior dimensions, except as required by statute or bylaw, shall be made to a Building or Structure while a Non-Conforming Use thereof is continued.
- 8.13.4. Notwithstanding Section 8.13.3 above, nothing in this Bylaw shall apply to prevent the alteration and/or extension of a Single Dwelling existing at the date of passing of this Bylaw in any non-residential Zone provided that the number of Dwelling Units is not increased and provided further that such alteration does not contravene any of the provisions of this Bylaw for such Use in a Low Density Residential Zone (R1).
- 8.13.5. If a Use of a Building or structure which does not conform to provisions of this Bylaw is destroyed by a fire or otherwise to an extent of fifty percent (50%) or more of the assessed value of the Building above its foundation, it shall only be rebuilt or repaired in conformity with the provisions of this Bylaw, except if the Building or repair work would not be detrimental, in the opinion of Council, to the convenience, health or safety of residents in the vicinity or the general public.
- 8.13.6. Any change of tenants or occupants of any premises or Building or structure shall not of itself be deemed to affect the Use of the premises or Building for the purposes of this Bylaw.

- 8.13.7. A Non-Conforming Use of land, Buildings or Structures shall not be permitted if it has been discontinued for a period of twelve (12) months consecutively, and in such event, the land, Building or Structure shall not thereafter be used except in conformity with this Bylaw.
- 8.13.8. No intensification of Use or increase in business volumes or activity levels shall be made while a Non-Conforming Use of land, Buildings or Structures is being continued if it changes the appearance and involves any alteration of building or structures.
- 8.13.9. No increase in the area occupied by the Non-Conforming Use shall occur while a Non-Conforming Use is being continued.

8.14. OUTDOOR SWIMMING POOLS

- 8.14.1. The installation of an outdoor Swimming Pool shall be permitted in any Zone in accordance with the following provisions:
 - (a) the Property Owner shall first obtain a Development Permit from the Town;
 - (b) a minimum 1.8 m (6 ft.) high Fence shall be constructed in such a manner so as to prevent unauthorized persons from entering over or under the Fence;
 - (c) As a condition of permit, any gate on the Fence shall be self-closing and self-latching;
 - (d) A four-sided Fence shall be required. However, the development officer may allow the home or building to take the place of the fourth wall of enclosure;
 - (e) the Applicant shall agree that other initiatives regarding maintenance and safety which are reasonable and prudent will be carried out either at the initiative and cost of the Applicant; and
 - (f) no Swimming Pool shall be installed in any required Front Yard or Flankage Yard.

8.15. PERMITTED USES IN ALL ZONES

- 8.15.1. Notwithstanding any other provisions of this Bylaw, public utility Buildings and Structures and service facilities provided by the Town or the Stratford Utility Corporation such as, but not limited to, sewage treatment plants, pumping stations, transit transfer stations, Streets and pedestrian amenities, parks,

utility services, water storage reservoirs, and storm water management facilities may be located in any Zone and no Development Permit shall be required and no Zone standards shall apply.

- 8.15.2. Private utility Buildings and Structures which are considered by Council to be necessary and appropriate to the Municipality shall be permitted in all zones.
- 8.15.3. Parks and Open Spaces shall be a permitted Use in all Zones.
- 8.15.4. Notwithstanding any other provisions of this Bylaw, Parks and Open Space Parcels shall be exempt from the minimum Lot area requirements and the minimum Lot Frontage requirement in any Zone.

8.16. SPECIAL PERMIT USES

- 8.16.1. Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that:
 - (a) the Development is deemed appropriate and complements the scale of the existing adjacent development;
 - (b) the Development has a sufficient Buffer Area along the periphery of the Property and existing wooded areas separating adjacent Uses are preserved;
 - (c) in the opinion of Council, the Development does not cause any hardship to surrounding Property Owners due to excessive noise, traffic congestion, hours of operation, or any other potential nuisance;
 - (d) Property Owners within 61 m (200 ft.) of the subject Property are notified in writing of details of the proposed Development and asked to provide their comments;
 - (e) a public meeting shall be held to allow residents to provide their input prior to the development of a preliminary site plan; and
 - (f) all other relevant provisions of this Bylaw are met.

8.17. PUBLIC AND PRIVATE UTILITIES

- 8.17.1. Notwithstanding any other provisions of this Bylaw, public and private utilities located within the Street or underground may be placed in any Zone and no Development Permit shall be required and no Zone standards shall apply.

8.18. RECREATIONAL VEHICLES

- 8.18.1. Unless the Town has issued a temporary use permit for such use in accordance with Section 8.20 below No Person shall occupy a Recreational Vehicle on a temporary or permanent basis other than in a Campground licensed by the Province.

8.19. SEASONAL DWELLINGS

- 8.19.1. Existing approved Seasonal dwelling Lots may be used for the purpose of developing a Seasonal Residence or Seasonal Dwelling, subject to the following:
- (a) the Development shall conform to the Lot requirements in Clause 11.1.6(a).
 - (b) the Property Owner shall agree to enter into a Development Agreement on any development on a private road with the Town stipulating that:
 - i. the Developer and/or Property Owner shall be responsible for the provision of any roads, sewer services and/or water supply;
 - ii. the Property Owner shall agree to pay all future costs related to the extension of the services noted in clause i above;
 - iii. any on-site sewage systems shall be designed and certified by a professional engineer licensed to practice in the Province of Prince Edward Island and the Property Owner shall;
 - iv. submit a Landscaping plan and/or grading plan to minimize the visual effect of the engineered on-site sewage system, if deemed necessary by the Development Officer;
 - v. the Seasonal Residence or Seasonal dwelling not be occupied as a year round residence;
 - vi. the maximum Lot coverage shall not be greater than ten percent (10%) of the Lot; and
 - vii. the Property Owner shall be responsible for the cost of registering the above noted Development Agreement in the Province's Land Registry Office.
- 8.19.2. Notwithstanding Subsection 11.1.5(a) above, all Development in the R1L Zone shall be serviced by municipal sewer.

8.20. TEMPORARY USES

- 8.20.1. Where Council deems that there would be no health or safety risks to users and when there would be no significant nuisance created for adjoining properties, Council may issue a temporary Development Permit enabling the temporary erection of a Building or Structure and/or the temporary Use of land to accommodate a celebration or event.
- 8.20.2. The duration of a temporary Use permit shall not exceed thirty (30) days.
- 8.20.3. Council may attach any conditions to a temporary Use permit which are appropriate to ensure the health and safety of residents or visitors and neighbouring residents, or to minimize any potential nuisances.
- 8.20.4. Notwithstanding any other provisions of this Bylaw, nothing shall prevent the temporary Use of land or the temporary Use of a Building or Structure incidental to a construction project provided that valid Development Permit has been issued for the main construction project and a Development Permit for the temporary Use has been obtained from the Town. The temporary Use shall be discontinued and removed within 30 days following completion of the main construction project or expiration of the Building permit.

8.21. YARDS

- 8.21.1. Subject to Section 8.5 and except where Accessory Buildings and Structures are permitted in this Bylaw, every part of any minimum Yard setback required by this Bylaw shall be open and unobstructed by any Structure from the ground to the sky.

8.22. VISIBILITY AT STREET INTERSECTIONS

- 8.22.1. On a Corner Lot, within a triangular area measured 6 m (20 ft.) back from the intersecting Corner Lot lines, no Fence, Sign, hedge, shrubs, bush, tree or any other Structure or vegetation shall be erected or permitted to grow to a height greater than 61 cm (2 ft.) above the centre line elevation of the abutting Streets.

8.23. SECONDARY SUITES

- 8.23.1. A Secondary Suite may be constructed as part of any existing owner-occupied Single Dwelling if the owner of the Dwelling, upon written application to the Town, has first entered into a written Development Agreement.

- 8.23.2. A copy of the Development Agreement shall be registered at the Provincial Land Registry office at the cost of the Property Owner.
- 8.23.3. The total Floor Area of all Storeys of a Secondary Suite shall not exceed more than:
 - (a) Eighty percent (80%) of the Total Floor Area of all Storeys of the entirety of the Single Dwelling (excluding the garage Floor Area and common spaces serving both Dwelling Units); and
 - (b) Eighty square metres (80 m²).
- 8.23.4. Property Owners that directly abut the lot on which the Secondary Suite is proposed shall be notified in writing of the details of the proposed Development.
- 8.23.5. Where a separate entrance is proposed within an R1 or R1L zone, the entrance shall access frontage on a different Right-of-Way whenever possible.
- 8.23.6. The application shall be reviewed by the Town to ensure compatibility with existing development and may require such changes to the exterior of the Secondary Suite to ensure compliance with this Bylaw.
- 8.23.7. The suite shall not be rented for less than a period of one month.

8.24. **MAIN BUILDING**

- 8.24.1. Except in a R1, R1L, or R2 Zone, more than one (1) main Building may be placed on a Lot in any Zone, provided all other provisions of this Bylaw are met including frontage on a public street.

8.25. **MOBILE HOMES**

- 8.25.1. Mobile Homes shall not be permitted in any Zone.

8.26. **SPECIAL REQUIREMENTS: SEMI DETACHED, TOWNHOUSE DWELLINGS**

- 8.26.1. Semi Detached Dwellings or Townhouse Dwellings which front on a Street shall be erected in a manner which will permit Subdivision into individual lots pursuant to subsection (8.26.2) below.
- 8.26.2. Semi Detached and Townhouse Dwellings may be divided independently for individual sale and ownership provided that:
 - (a) a Subdivision of the Parcel of land has been approved by the Town (and the Subdivision provides for appropriate easements or common area to

allow entry by a Property Owner of any portion of the Building to his/her backyard);

- (b) the dwelling units are separated from the Basement floor to the apex of the roof by a vertical fire wall to meet the requirements of the National Building Code of Canada;
- (c) a separate water service and sewer service is provided for each unit in accordance with policies governing water supply and sewerage services for the Town;
- (d) a separate electrical service is provided for each dwelling unit;
- (e) a separate heating device is provided for each dwelling unit;
- (f) separate parking is provided unless a satisfactory parking alternative is provided;
- (g) a copy of the agreement made between the owners covering the following items is approved by Council and registered on the title of each unit at the Applicant's or Property Owner's cost:
 - i. common walls;
 - ii. maintenance;
 - iii. fire insurance;
 - iv. easements;
 - v. parking;
 - vi. snow removal;
 - vii. any other items jointly owned or used; and
 - viii. any other terms and conditions as imposed by Council.

8.26.3. Notwithstanding any other provision of this Bylaw, where Buildings on adjacent Lots share a common wall, the applicable Side Yard requirement will be zero along the common Lot Line.

8.27. SPECIAL REQUIREMENTS: SEASONAL DWELLINGS

- 8.27.1. Existing approved Lots intended for seasonal development may be used for the purpose of developing a Single Dwelling within any R1 or R1L Zone, subject to the following:
- (a) the Development shall conform to the Lot requirements of the Zone for which the development is proposed.
 - (b) the Property Owner shall agree to enter into a Development Agreement with the Town stipulating that: the Developer and/or Property Owner

shall be responsible for the provision of any roads, sewer water or stormwater infrastructure;

- 8.27.2. Property Owners shall be responsible to pay all future costs related to the upgrading, alteration and extension of the services noted in 8.27.1(b) above;
- 8.27.3. Council shall require that any on-site sewage systems be designed and certified by a professional engineer licensed to practice in the Province of Prince Edward Island and the Town may require that the Property Owner shall submit a Landscaping plan and/or grading plan to minimize the visual effect of the engineered on-site sewage system, if deemed necessary by the Development Officer;
- 8.27.4. the Property Owner shall be responsible for the cost of registering the above noted Development Agreement in the Province's Land Registry.

8.28. **BED AND BREAKFAST**

- 8.28.1. A Bed and Breakfast may be permitted to operate in any Single Dwelling in any Residential Zone or in the Agricultural Reserve Zone (A1), subject to the Property Owner and the Town entering into a Development Agreement stipulating, but not limited to, the following conditions:
 - (a) The Dwelling shall be occupied as a residence by the principal operator of the Bed and Breakfast and the external appearance of the Dwelling shall not be changed by the Bed and Breakfast operation;
 - (b) No more than three (3) separate rooms shall be offered for overnight accommodation;
 - (c) Notwithstanding clause (b), a Bed and Breakfast may offer up to five (5) separate rooms for overnight accommodation as either a Conditional Use or by obtaining a Special Use Permit;
 - (d) Adequate off-street Parking Spaces shall be provided in accordance with section 10.1 For greater certainty, the Parking Spaces that are required for the Bed and Breakfast Use are in addition to the Parking Spaces required for the Single Dwelling;
 - (e) Premise Signs shall be restricted to a maximum of 0.3 square meters (465 square inches);
 - (f) There shall be no other Signs, Storage, or visible Display on the Lot;
 - (g) The Property Owner shall provide a copy of their tourist establishment license, issued by the Minister pursuant to s. 2(3) of the *Tourism Industry Act*, R.S.P.E.I. 1988, c. T.-3.3, to the Town;
 - (h) A copy of the Development Agreement shall be registered at the Provincial Land Registry office at the cost of the Property Owner.

8.29. HOME OCCUPATIONS

- 8.29.1. Any Single Dwelling, or Semi-detached Dwelling or part of an Accessory Building, may be Used as a Home Occupation, subject to the condition that the Property Owner and the Town enter into a Development Agreement, whereupon the Development Agreement shall be registered on the title of the Property at the expense of the Owner.
- 8.29.2. The Development Agreement shall stipulate, but is not limited to, the following conditions:
- (a) The Home Occupation shall only be conducted as a Secondary Use to the residential occupancy and shall be incidental to the residential use. The Home Occupation shall be confined to the portion of the Dwelling or Accessory Building devoted to the Home Occupation;
 - (b) The property shall not contain more than one Secondary Use;
 - (c) There shall be no Outdoor Storage of merchandise, goods, or inventory of any kind, materials, or equipment;
 - (d) The Home Occupation shall only be operated by the homeowner(s) and shall not involve the employment of any external employees;
 - (e) The number of dedicated parking spaces shall not exceed two (2) for clients, of which parking shall be permitted on the property driveway or adequate off-street parking separate from that required for the dwelling, in accordance with this Bylaw, is provided;
 - (f) The Floor Area devoted to the Home Occupation, excluding Home-Based Child Care Centres, shall not be more than 25 percent of the combined Floor Area of all Buildings on the Lot, or 50 percent of the Accessory Building, or 50 square metres (538 square feet), whichever is less;
 - (g) The Home Occupation shall not create a nuisance to, or unsafe conditions for, residents in the surrounding neighbourhood, such as:
 - i. traffic generation in a greater volume than would be normally expected in a residential neighbourhood;
 - ii. generate noise at greater levels than would be normally expected in a residential neighbourhood;
 - iii. exceed hours of operation between 9:00 am to 8:00 pm Monday - Saturday & 12:00 noon to 5:00 pm on Sunday, excluding Home-Based Child Care Centres;
 - iv. create any vibration, heat, glare, odour or electrical interference, which is detectable from outside the Dwelling;
 - v. use or store hazardous, toxic, flammable, or explosive substances;
 - vi. discharge any smoke, fumes, toxic substance or other noxious matter into the atmosphere;

- vii. use mechanical equipment except for what is reasonably consistent with the Use of the Home Occupation;
- viii. Display any item, group of items, sign, or billboard visible to the general public, indicating that items or services are offered for sale or trade, but does not include one on-premise sign having an area of 0.26 sq. m. (2.8 sq. ft.) or less;
- ix. attach or affix an on-premise sign to the roof of any building, or place an on-premise sign in an inappropriate or unsafe location on any building or the Lot, or illuminate or backlight an on-premise sign, or exceed one on-premise sign; and
- x. the character of the Dwelling as a residential Building shall not change and the Home Occupation shall not cause any interference with the enjoyment of the neighborhood's residential amenities.

8.29.3. Examples of permitted uses include, but are not limited to, the following:

- (a) Business and professional offices that offer services provided by lawyers, architects, accountants, bookkeeper, tax consultants, realtors, insurance agents, or travel agents;
- (b) Occupations and businesses that create or offer for sale arts and crafts, weavings, paintings, and sculptures; or repair garden or household ornaments, personal effects, clothing, or toys;
- (c) Hairdressing or beautician salons or barbershops limited to two chairs;
- (d) Photography studios;
- (e) Home-Based Child Care Centres;
- (f) Home offices, clerical, computer and/or telephone services;
- (g) Desktop publishers, website designs, software developers, mail order catalogue sellers, writers, and editors;
- (h) Dressmakers, seamstresses, and tailors;
- (i) Small appliances, electronic devices, or computer repairs;
- (j) Interior decorator; and
- (k) Appointment based businesses shall not exceed two (2) clients at any one time.

8.29.4. Notwithstanding the above, Council may permit other uses not listed above which, in the opinion of Council, are appropriate in accordance with subsection 8.29.2. The Town shall forward a notification letter to property owners who own a parcel(s) of land which are located in whole (or in part) within sixty-one metres (61m) or two hundred feet (200 ft.) from any lot line of the parcel being proposed for the Home Occupation.

- 8.29.5. For the Town to conduct a proper assessment of, and to identify any potential impacts from, a proposed use, the Application Form shall be accompanied by the following:
- (a) A detailed description of the proposed Home Occupation including, but not limited to, the conditions listed in subsection 8.29.2 and an explanation of each conditions compatibility with the surrounding neighbourhood;
 - (b) A site plan, drawn to scale, showing all buildings, driveway and parking spaces, any proposed off-street parking, and the location of on-premise signage, if applicable;
 - (c) A floor plan, drawn to scale, showing all rooms and Home Occupation area, and a secondary means of escape; and
 - (d) building elevation(s) plan, drawn to scale, showing location of proposed Home Occupation, and location and dimensions of any on-premise signage, if applicable.
- 8.29.6. Examples of prohibited uses include, but are not limited to, the following:
- (a) Automobile service, repairs, body shops, or vehicle rentals or sales;
 - (b) Eating or drinking establishments;
 - (c) Wholesale or retail sales;
 - (d) Welding or metal fabrication;
 - (e) Large appliance/electronic or equipment repairs or service;
 - (f) Kennels or animal shelters or veterinary services;
 - (g) Commercial limousine services;
 - (h) Janitorial services; and
 - (i) Manufacturing or use generating, storing, or utilizing hazardous products, or waste.
- 8.29.7. The Town may revoke the permit for any Home Occupation that contravenes any condition listed in the Development Agreement or any provision of the Stratford Zoning and Development Bylaw.

8.30. INTENSIVE AGRICULTURE

- 8.30.1. Agricultural uses which are currently established within any Zone other than A1 and deemed by Council to be intensive, which shall include any Intensive Livestock Operation or Intensive Agricultural Use, shall not be re-established once they are abandoned for a twelve (12) month period unless they are part of an established crop rotation schedule that conforms to the *Prince Edward Island Crop Rotation Act*.

8.31. MIXED USE

8.31.1. Where any land or Building is used for more than one (1) purpose, all provisions of this Bylaw relating to each Use shall be satisfied. Where there is conflict, such as in the case of Lot size or Frontage, the most stringent standards shall apply, unless located in the CMU and UC Zone.

8.32. PETROLEUM STORAGE

8.32.1. Underground gasoline storage facilities shall not be permitted in any residential Zone.

8.33. CANNABIS RETAIL OPERATION

8.33.1. Any Cannabis Retail Operation shall not be located within 300 metres (984.2 feet) of the following land Uses:

- (a) School Premises;
- (b) Playground;
- (c) Early Learning and/or Child Care Centre.

8.33.2. Notwithstanding any other provision of this Bylaw, a Cannabis Retail Operation shall not be located within 1,000 meters (3280.8 feet) of an existing Cannabis Retail Operation.

8.33.3. For greater certainty, these provisions are only intended to limit the development of future Cannabis Retail Operations. Once a Cannabis Retail Operation has been established in the Town, these provisions do not restrict or limit the development of any subsequent School Premise, Playground, or Early Learning and/or Child Care Centre.

8.34. TEMPORARY COMMERCIAL USES

8.34.1. In addition to the lot requirements, notwithstanding any other provision of this Bylaw, temporary Development permits may be issued for a temporary commercial use subject to compliance with the following:

- (a) the Development shall not result in any traffic hazard;
- (b) the Development shall not interfere with the parking requirements of permanent users of the Lot on which the Development will be located;
- (c) the Development shall not create a public nuisance;
- (d) the temporary permit shall not exceed a twenty (20) week period;

- (e) the Applicant shall provide a letter of approval from the Property Owner of the Lot on which the temporary Development will be situated;
- (f) where required, the Applicant shall satisfy Council that such Development complies with all health regulations.

8.35. AUTOMOBILE SERVICE STATIONS

8.35.1. In addition to the lot requirements, notwithstanding any other provisions of this Bylaw, the following special provisions shall apply to an Automobile Service Station as prescribed by the Petroleum Products Act Regulations:

Requirement	Standard
Minimum Lot Frontage	45 m (150 ft.)
Minimum Pump Distance from Access or Egress	9 m (30 ft.)
Minimum Width of Driveway	7.5 metre (25 ft.)
Minimum Pump Setback	6 m (20 ft.)

8.35.2. Where the Automobile Service Station includes an Automobile Washing Establishment, all washing operations shall be carried on inside the Building.

8.36. DWELLING UNITS WITHIN COMMERCIAL BUILDINGS

8.36.1. Where a Dwelling Unit is proposed in connection with a commercial Use outside of the CMU and UC zones, the following minimum standards shall apply:

- (a) the Dwelling Unit, or any part thereof, shall not be located on the ground floor or at Street level below a commercial Use;
- (b) the Dwelling Unit is not located above any Use or activity that stores or uses hazardous or explosive materials;
- (c) separate entrances serve the Dwelling Unit;
- (d) for each Dwelling Unit, 37 sq. m. (400 sq. ft.) of landscaped Open Space and 1.5 Parking Spaces are provided;
- (e) each Dwelling Unit meets the requirements of the Provincial Fire Marshal; and
- (f) the total Floor Area of a Dwelling Unit does not exceed the commercial Floor Area.

8.37. SPECIAL PROVISIONS FOR CORE AREA PARKING

- 8.37.1. Within the Core Area, Council may approve the provision of off-site parking provided that the Developer either owns the off-site parking area or has entered into a binding agreement for the long term use of the parking area.
- 8.37.2. Council may also accept cash in lieu of parking spaces where parking can be publicly provided. The amount of the cash in lieu contribution shall be determined by Council and shall reflect the projected or actual cost of land acquisition and parking lot development.
- 8.37.3. Council may adjust the parking requirements under this Bylaw to reflect the availability of on-street parking in the immediate vicinity of a Development or to acknowledge other mitigating factors such as the availability of public transit, proximity to significant residential densities (with pedestrian access), efficiencies of scale and use or peak demand synergies.

8.38. SPECIAL PROVISIONS FOR CORE AREA SERVICING

- 8.38.1. Notwithstanding the provisions of Section 4, within the Core Area Council may enter into an agreement with a Developer to provide or to cost share provision of services such as central sewer, central water, sidewalks, streets, street lighting and street furnishings.
- 8.38.2. Where the Town provides such services the Subdivision Agreement may provide for the recovery of these costs via lot levies, additional building permit fees or other mechanisms as determined by Council.

9. SIGNAGE

9.1. GENERAL

- 9.1.1. No person shall Erect, Alter or enlarge a Sign within the boundaries of the Town except in conformance with the provisions of this Section and any other relevant provisions of this Bylaw, and without first applying for and receiving a permit from the Town.
- 9.1.2. No Off-premise Signs shall be permitted except directional and information Signs erected within the street as part of the Highway Information Signage System (HISS).
- 9.1.3. An indoor Sign shall not be considered a Sign for the purpose of this Bylaw unless it is placed within a window and can be viewed from outside of the Building.
- 9.1.4. No Temporary Sign permit shall be effective for a period of more than thirty (30) days. Council may permit additional time and may permit the annual placement of a Temporary Sign for a period of no more than one hundred twenty (120) days in a given location for an annual or seasonal event.
- 9.1.5. Internally lit Signs shall be permitted provided that the light source is concealed by a diffusive material.
- 9.1.6. Signs lit by external illumination shall have the light source directed at the Sign. no illumination shall be aimed at the Street or any adjacent Residential Zone
- 9.1.7. No Sign shall be erected or placed on the side or rear of a Building, or within a Side or Rear Yard where such Yard abuts a residential Zone.
- 9.1.8. For the purposes of this section, a Sign with two faces shall count as one Sign.

9.2. MAINTENANCE

- 9.2.1. All Signs shall be made of durable materials and shall be maintained in good condition at the property owner or tenant's expense. A Development Officer who identifies a Sign which is deemed to be in poor condition may order the Property Owner to have such Sign repaired to a safe condition or to be removed.
- 9.2.2. A Development Officer who identifies a Sign which may be unsafe to the public, either as an adjunct to pursuing his/her normal activities or in response to a concern from a member of the public, may order the Property Owner to have such Sign repaired to a safe condition or to be removed.

- 9.2.3. The Development Officer may order a Property Owner to immediately remove any Sign relating to a business or activity which is no longer active, or which carries no advertising or has missing parts.
- 9.2.4. Subsection 9.2.3 above shall not apply to a seasonal enterprise that normally closes during part of the year, however, a Sign advertising a seasonal enterprise shall either indicate the time of year the enterprise is in operation or the time of year it is not in operation.
- 9.2.5. Where any Property Owner does not comply with an order issued under Section 9.2.3 or 9.2.4 above, the Development Officer may cause the sign to be removed in accordance with the Municipal Governance Act. (MGA)

9.3. **SIGNS PERMITTED IN ALL ZONES**

- 9.3.1. The following Signs shall be permitted in all zones and no Development Permit shall be required, but the Signs shall be subject to all requirements of this Bylaw:
 - (a) Signs identifying the name and address of a Resident and not more than 0.3 square metres (465 sq. in.) in area;
 - (b) Signs for regulating the Use of Property such as “NO TRESPASSING” and of not more than 0.3 square metres (465 sq. in.) in area;
 - (c) real estate and land for development Signs, placed on the Lot, which advertise the sale of the lot;
 - (d) rental or lease of land, a Lot or Building on a Lot of not more than 0.93 sq. metres (10 sq. ft.);
 - (e) on-premise directional or traffic control Signs not more than 0.3 square metres (465 sq. in.) in area;
 - (f) Signs erected by a government body or under the direction of a government body;
 - (g) Memorial Signs or Tablets;
 - (h) Community identification Signs;
 - (i) Outdoor recreational facility identification Signs of not more than 3.7 sq. m. (40 sq. ft.) in area;
 - (j) entrance identification Signs for residential neighbourhoods or business parks of not more than 3.7 sq. m. (40 sq. ft.) in area;
 - (k) the flag or insignia of any religious, charitable or fraternal organization;

- (l) Signs associated with a non-profit, special or a public event provided the sign does not exceed three square metres (32.2 sq. ft.) in total area;
- (m) election Sign up to a maximum Sign Area of 3 sq. m (32.3 sq. ft.), which may be erected 30 days prior to the election and shall be removed within 7 days following the election;
- (n) temporary signs advertising a construction firm in the lots where the construction is taking place;
- (o) religious institution identification Signs; and
- (p) flags and buntings exhibited to temporarily commemorate national or civic holidays and temporary banners announcing charitable events, civic events, or grand openings.

9.4. **SIGNS PROHIBITED IN ALL ZONES**

9.4.1. The following Signs shall be prohibited in all zones:

- (a) flashing Signs, Roof Signs, Signs containing moving parts and reflective elements which sparkle or twinkle when lighted or Signs containing strings of bulbs;
- (b) Signs which Use the words “stop”, “caution”, “danger”, or incorporate red, amber or green lights resembling traffic signals, or resemble traffic control Signs in shape or colour;
- (c) any Signs which represent a safety hazard;
- (d) any Signs that obstruct or detract from the visibility or effectiveness of any traffic Sign or control device or constitutes a hazard to pedestrian or vehicular traffic due to restriction of view planes at intersections or due to the intensity or direction of illumination;
- (e) any Signs that obstruct the free egress from any fire exit door, window, or other required exit way;
- (f) signs painted on, attached to, or supported by a tree, or other natural objects; and
- (g) off Premises Signs.

9.5. **FASCIA SIGNS**

9.5.1. One (1) Fascia Sign shall be permitted for each property boundary facing a public street right of way on Buildings in commercial, industrial, institutional, Open Space and Mixed Use Zones and shall project no more than 46

centimetres (18 inches) from the wall of the Building and shall be no higher than the eave or top of a parapet wall;

- 9.5.2. The area of a Facia Sign shall not exceed ten (10) percent of the area of the wall on which the Sign is to be located, or 14 square metres (150 sq. ft.), whichever is less;
- 9.5.3. The area of a Fascia Sign shall be calculated as a block, including any individual letters and the total area covered by symbols and blocks of text including the spaces between them.
- 9.5.4. Notwithstanding the above, a Fascia Sign may be permitted in Residential Zones for a home occupation or Bed and Breakfast only.

9.6. **PROJECTING SIGNS**

- 9.6.1. One (1) Projecting Sign shall be permitted on Buildings within Commercial, Industrial, Institutional and Mixed Use Zones.
- 9.6.2. A Projecting Sign shall
 - (a) not have a Sign face larger than 0.5 sq. m. (5.4 sq. ft.);
 - (b) not project further than 1.1 m (3.6 ft.) from the Building wall and be at least 2.2 m (7.2 ft.) from the ground;
 - (c) not project above the wall to which it is affixed;
 - (d) be limited to one (1) per business;
 - (e) not extend beyond the Property line of the Property on which it is erected;
 - (f) not swing freely on its support; and
 - (g) not obstruct pedestrian or vehicular traffic on the Lot or impede visibility for pedestrians or traffic accessing the Lot.

9.7. **SUBDIVISION SIGNS**

- 9.7.1. Permanent Signs for each public access to a subdivision to identify a subdivision shall be permitted in any zone, subject to the following requirements:
 - (a) There shall be a limit of one identification Sign for each entrance into the subdivision;
 - (b) The message of the sign shall be limited to identifying the name of the subdivision where it is situated and shall not advertise lots or land for sale;

- (c) Unless authorized by Town, the neighbourhood identification sign shall not be located on a parcel of land owned by the Town;
- (d) The neighbourhood identification sign shall have a maximum area of three (3) square metres and a maximum height of two (2) metres;
- (e) The neighbourhood identification sign shall not be lighted from within the sign structure; and
- (f) The signs shall be consistent in design and reflect the branding of the Town including Town colours or logo.

9.8. ELECTRONIC SIGNS WITH A MESSAGE BOARD

- 9.8.1. An electronic sign with a message board will have a maximum total sign face area of 3.5 square metres shall be permitted on Buildings in Commercial, Industrial, Institutional and Mixed Use Zones, subject to the following requirements:
- (a) only one free standing electronic Sign with a message board shall be permitted for each Lot;
 - (b) messages shall be limited to static images displayed for at least eight (8) seconds; and
 - (c) message transitions shall not be animated, flash, or scroll.

9.9. FREE-STANDING SIGNS

- 9.9.1. Free-standing Signs shall be permitted in commercial, industrial, institutional, mixed use, high density residential and recreation zones and shall:
- (a) be compatible with the Building in scale and colour;
 - (b) not have a Sign face greater than 6 sq. m. (64 sq. ft.) and a width not exceeding four times the height;
 - (c) be set back at least 2.5 m (8.5 ft.) from the Property line; and
 - (d) not exceed 8 m (26 ft.) in height above the average finished Grade of the Lot.
- 9.9.2. Where there are more than one (1) commercial operations on a single Lot:
- (a) all commercial operations on the same Lot shall share one (1) Free-Standing Sign;
 - (b) the total size of any shared Sign shall be no greater than 6 sq. m (64 sq. ft.) for each Use or a total of 14 sq. m (150 sq. ft.) and the width shall not exceed four times the height; and

- (c) where a Sign for a Building is shared by more than one (1) commercial operation the Sign elements for all businesses must be of similar material and lettering design to produce a uniformity of a signage for the common facility. Logos may be incorporated into the common Sign.
- (d) only one (1) free-standing Sign shall be erected on any commercial or industrial Lot; except where a Lot is bordered by more than one Street, in which case one (1) free-standing Sign may be permitted along each street line.

9.10. CANOPIES OR AWNINGS

- 9.10.1. Signs incorporated into a canopy or awnings are permitted on the Building and shall be considered a Fascia Sign.

9.11. LARGE SIGNS FOR SPORTS FIELDS AND OUTDOOR STADIUMS

- 9.11.1. Notwithstanding anything else in this Bylaw, Council may approve a permit for sponsorship Signs for a Sports Field or Outdoor Stadium where the Signs are attached to an approved Structure that is required for the sport or arena, and where the Signs face into the field or arena. The sign may exceed the maximum size permitted in Subsection 9, if a Development Agreement executed between the Property Owner and the Town, at the Property Owner's expense, to specify the number, size, shape, location, promotional content, and maintenance program for the Signs.

10. PARKING PROVISIONS

10.1. PARKING REQUIREMENTS

10.1.1. In all zones, off-street parking and loading facilities shall be provided in accordance with this section.

Primary Type of Building	Minimum Requirement
Single Dwelling	2 parking spaces
Duplex, Semi Detached and Townhouse Dwellings having six (6) Dwelling Units or less	2 parking spaces per Dwelling Unit
Stacked Townhouse Dwellings	1 Dedicated parking space per Dwelling Unit and 1 Guest parking space per stack
Multiple Attached having six (6) Dwelling Units or less	2 parking spaces per Dwelling Unit
Multiple Attached Dwellings having more than six (6) Dwelling Units and less than nineteen (19) Dwelling Units	1.5 parking spaces per Dwelling Unit
Multiple Attached Dwellings having more than nineteen (19) Dwelling Units	1 parking space per Dwelling Unit
Hotel, Motel, or Bed and Breakfast	1 parking space per guest room
Auditoriums, Churches, Halls, Libraries, Museums, Theatres, Arenas, Private Clubs, and other places of assembly or recreation	Where there are fixed seats, 1 Parking Space for every four (4) seats; where there are no fixed seats, the seat count shall be based on the Provincial Fire Marshal's seating capacity rating
Nursing Homes, Community Care Facilities, Hospitals	0.75 parking spaces per bed
Senior Apartments, Supportive Housing and Facilities	1.00 parking spaces per Dwelling Unit (minimum of 2 spaces)
Schools	1.5 parking spaces per teaching classroom and 1 Parking Space for each six seats of seating capacity in the auditorium; where there are no fixed seats, the seat count will

	be based on the Provincial Fire Marshal's seating capacity rating
Funeral Home	1 Parking Space per four seats of seating capacity; where there are no fixed seats, the seat count will be based on the Provincial Fire Marshal's seating capacity rating
Business and Professional Offices, Service and Personal Service Shops	1 Parking Space per 28 sq. m. (300 sq. ft.) of Floor Area
Automobile Sales and Service Establishments	1 Parking Space per 4.7 sq. m (50 sq. ft.) of Floor Area
Shopping Centre (Indoor Mall)	1 Parking Space per 18.6 sq. m (200 sq. ft.) of floor area
Restaurant or Lounge	1 Parking Space per 10 sq. m (108 sq. ft.)
Retail Stores	1 Parking Space per 20 sq. m (215 sq. ft.) of Floor Area
Convenience Store	1 Parking Space per 14 sq. m (150 sq. ft.) of Floor Area
Industrial, Warehouses, manufacturing	1 Parking Space per 28 sq. m (300 sq. ft.) of Floor Area or 1 Parking Space per employee and 1 Loading Area per loading bay
Colleges, Universities	As determined by Council at the time of application
Other Institutional	1 Parking Space per 37 sq. m (398 sq. ft.) of Floor Area
All uses in the CMU and UC Zones	0.5 Parking Spaces per Dwelling Unit 3 Parking Spaces per 93 sq. m. (1,000 sq. ft.) of Commercial or Office Space 0.75 Parking Spaces per guest room
All other uses not listed	1 Parking Space per 20 sq. m (215 sq. ft.) of Floor Area

- 10.1.2. Additional Parking Spaces may be required if, in the opinion of Council, the Parking Spaces required under Section 10.1.1 will not meet the anticipated parking requirements.
- 10.1.3. Notwithstanding the requirements of Section 10.1.1., Council may permit a reduced standard if the applicant demonstrates through an alternative parking plan based on the standards of the Institute of Transportation Engineers and to the satisfaction of Council that the an alternative parking plan will adequately provide for parking.

10.2. **PARKING AREA STANDARDS**

- 10.2.1. Where parking facilities are required or permitted:
 - (a) Any parking area shall be maintained with a Stable Surface.
 - (b) The lights used for illumination of a parking area shall have downward facing fixtures and shall not divert the light toward adjacent Streets, Lots or Buildings.
 - (c) A Structure not more than 3 m (10 ft.) in height and not more than 10 sq. m (108 sq. ft.) in area shall be erected in the parking area for the Use of attendants;
 - (d) The parking area shall be within 90 m (300 ft.) of the location which it is intended to serve and shall be situated on the same Lot in the same Zone, unless it is a stand-alone lot developed by the Town;
 - (e) When the parking area is of a permanent hard surfacing, each Parking Space shall be clearly demarcated with painted lines and maintained on the parking Lot;
 - (f) Where the parking facilities for four (4) or more vehicles are required or permitted:
 - i. Parking areas for Multiple Dwellings containing more than three (3) Dwelling Units shall not be located in the Front Yard, nor shall they be situated within 1.5 m (5 ft.) of any door, or any window serving a bedroom;
 - ii. A parking lot involving five or more parking spaces shall include provision for the turning of vehicles and such turning area shall be considered part of the parking lot.
 - iii. Where there are ten (10) or more Parking Spaces proposed, or where required by the Town, scale drawings shall be prepared and submitted with the application for the Development Permit showing entrances and exits to such parking facilities, all proposed and existing Parking Spaces, aisles, lighting, islands, landscaping/berms,

refuse collection area, service vehicle turning radius, and drainage of the Lot;

- iv. Where there are eighteen (18) or more parking spaces proposed, an application shall demonstrate safe pedestrian access to and from parking spaces and to all buildings on the lot.
- (g) Where off-street parking areas are located in front of any Building, a 1.5 m (5 ft.) landscaped Buffer shall be provided between the parking area and the Street boundary;
- (h) Where a parking lot is in or abuts a residential Zone where there are eighteen (18) or more parking spaces, a landscaped Buffer area of at least 1 m (3.3 ft.) in height shall be planted on the adjacent bordering property for which the application is made and shall be maintained in a healthy growing condition by the Property Owner;
- (i) The Town may, where for safety reasons due to traffic volumes and the number of existing access points to an Arterial Street or Collector Street, require adjoining Property owners to share the access to their Lots and parking, or Council may refuse a new access to a Lot;
- (j) Off-street Parking Spaces for developments in commercial or institutional zones shall not be located in the Front Yard or in the Flankage Yard;
- (k) Notwithstanding subsection 10.2.1(g) above, Council may permit off-street Parking Spaces in commercial or institutional zones to be located in the Front Yard or Flankage Yard for the following:
 - i. activities connected with the automobile trade; or
 - ii. where the provisions of subsection 10.2.1(g) above would unduly restrict Development on a Parcel of land in existence prior to approval of this Bylaw.

10.3. PARKING SPACE DIMENSIONS

- 10.3.1. All Parking Spaces must be a minimum of 2.8 m (9 ft.) wide by 5.5 m (18 ft.) deep and shall ensure a minimum height clearance of 2 m (6.6 ft.).
- 10.3.2. All Parallel Parking Spaces must be a minimum of 2.8 m (9 ft.) wide by 6.5 m (21 ft.) deep and shall ensure a minimum height clearance of 2 m (6.6 ft.).

10.4. UNDERGROUND PARKING

- 10.4.1. Where there is Underground Parking located within or under the main footprint of a Multi-unit residential Building, the density of units on a Lot may be increased by 20% of the requirements set out for the Zone (# of units x 20% = increase); parking is required for the increased density. A minimum of 75% of

parking required for the Development must be Underground Parking in order to receive the 20% density bonus.

10.5. DRIVEWAY AND PARKING AISLES

- 10.5.1. The width of a driveway leading to a parking or loading area, or of a driveway or aisle in a parking area, shall be:
- (a) a minimum width of 3 metres (10') for one-way traffic;
 - (b) a minimum width of 6 metres (20') for two-way traffic; and
 - (c) a minimum entrance and exit width of 9 m (30 ft.) at the Street line and edge of pavement.
- 10.5.2. Any driveway or aisle leading to a parking or loading area may, based on the scale or intensity of the proposed use, be required to provide safe pedestrian access to any adjacent public streets.

10.6. LOADING ZONES

- 10.6.1. In any commercial or industrial Zone one (1) off-street Loading Space for standing, loading and unloading for each Loading Bay shall be provided.
- 10.6.2. Each Loading Space shall be at least 3.6 m (12 ft.) wide by 21 m (70 ft.) in length, with a minimum of 4.3 m (14 ft.) height clearance.
- 10.6.3. The provision of a Loading Space for any Building with less than 140 sq. m (1500 sq. ft.) shall be optional.
- 10.6.4. No such loading spaces shall be located within any required Front Yard or Flankage Yard or be located within any Yard which abuts a residential or Open Space Zone, unless in the opinion of Council, adequate screening is provided.

10.7. BARRIER FREE PARKING

- 10.7.1. In addition to the parking requirements found in Section 10.1, where off-street parking is provided one (1) Barrier Free Parking Space shall be provided for the first 10 provided and an additional barrier free space for every 40 spaces provided. More may be provided at the discretion of council.
- 10.7.2. Notwithstanding Subsection 10.3.1 each barrier free parking space shall have a minimum width of 3.9 m, a minimum depth of 5.5 m, and a minimum height clearance of 4.2 m.
- 10.7.3. A barrier free parking space shall be located within 30 m of the building entrance it serves and such entrance shall include a curb ramp.

10.8. BICYCLE PARKING

- 10.8.1. Bicycle parking will consist of bicycle racks or stands, located on the ground or stand up posts, which allow for the locking of a bicycle by the frame and the front wheel.

11. RESIDENTIAL ZONES

11.1. LOW DENSITY RESIDENTIAL LARGE LOT (R1L)

11.1.1. GENERAL

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in an R1L Zone shall conform with the provisions of this Section.

11.1.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Dwellings;
- ii. Secondary Dwelling Units;
- iii. Bed and Breakfast Establishments;
- iv. Active and Passive Recreation;
- v. Accessory Buildings; and
- vi. Private Garages.

11.1.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Wind power generators for personal use.

11.1.4. SPECIAL PERMIT USES

(a) Notwithstanding Section 11.1.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Senior Homes;
- ii. Community Care Facilities;
- iii. Child Care Centres;
- iv. Convenience Stores; and
- v. Group Homes.

(b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to the following:

- i. the Development is deemed appropriate and complements the scale of the existing residential development;

- ii. the Development has sufficient landscape Buffer around the periphery of the Property;
- iii. in the opinion of Council, the Development does not cause any hardship to surrounding Property Owners due to excessive noise, traffic, hours of operation, or any other potential nuisance;
- iv. Property Owners within 61 m (200 ft.) of the subject Property are notified in writing of details of the proposed Development and asked to provide their comments;
- v. a public meeting to allow the Applicant to present the Development proposal to residents to provide obtain their input prior to the development of a preliminary site plan; and
- vi. all other relevant provisions of this Bylaw are met.

11.1.5. **SEASONAL DWELLINGS**

- (a) Existing approved Seasonal dwelling Lots may be used for the purpose of developing a Seasonal Residence or Seasonal Dwelling, subject to the following:
 - i. the Development shall conform to the Lot requirements in Clause 11.1.6(a).
 - ii. the Property Owner shall agree to enter into a Development Agreement on any development on a private road with the Town stipulating that:
 - ii.i. the Developer and/or Property Owner shall be responsible for the provision of any roads, sewer services and/or water supply;
 - ii.ii. the Property Owner shall agree to pay all future costs related to the extension of the services noted in clause ii.i above;
 - ii.iii. any on-site sewage systems shall be designed and certified by a professional engineer licensed to practice in the Province of Prince Edward Island and the Property Owner shall;
 - ii.iv. submit a Landscaping plan and/or grading plan to minimize the visual effect of the engineered on-site sewage system, if deemed necessary by the Development Officer;
 - ii.v. the Property Owner shall be responsible for the cost of registering the above noted Development Agreement in the Province's Land Registry Office.
- (b) Notwithstanding Subsection 11.1.5(a) above, all Development in the R1L Zone shall be serviced by municipal sewer.

11.1.6. LOT REQUIREMENTS

(a) The following requirements shall apply to Development in the R1L Zone:

Requirement	Standard w/ Municipal Sewer
Minimum Lot Area	1,440 sq. m (15,070 sq. ft.)
Minimum Frontage	25 m (82 ft.)
Minimum Circle Diameter to be Contained Within the Boundaries of the Lot	30 m (100 ft.)
Minimum Front Yard	10.6 m (35 ft.)
Minimum Rear Yard	7.5 m (25 ft.)
Minimum Side Yard	3.5 m (12 ft.)
Minimum Flankage Yard	6 m (20 ft.)
Maximum Building Height	11 m (36 ft.)

- (b) In addition to the above requirements, all Lots shall also conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.
- (c) Notwithstanding the above requirements, within existing approved subdivisions, Council may require that new developments conform with the development standards and development character which has been established, even if these standards exceed the minimum standards stated above;
- (d) Maximum Lot coverage for a Dwelling of more than one-storey shall be 20%, provided however, that Council may permit a coverage of up to 25% where it deems there would not be an adverse impact on adjoining properties, subject to such terms and conditions as may be established by Council.

11.2. LOW DENSITY RESIDENTIAL ZONE (R1)**11.2.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in an R1 Zone shall conform with the provisions of this Section.

11.2.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Dwellings;
- ii. Secondary Dwelling Units;
- iii. Active and Passive Recreation;
- iv. Accessory Buildings;
- v. Private Garages; and
- vi. General Agricultural Uses.

11.2.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Duplex or Semi Detached Dwellings (up to 20% of the lots in a Block);
- ii. Prior to the issuance of a Development Permit for a Conditional Use, Council shall ensure that property owners that directly abut the subject Property are notified in writing of details of the proposed Development and asked to provide their comments.

11.2.4. SPECIAL PERMIT USES

(a) Notwithstanding Section 11.2.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Duplex or Semi Detached Dwellings (up to 40% of the lots in a Block);
- ii. Child Care Centres;
- iii. Convenience Stores;
- iv. Health Clinics;
- v. Group Homes; and

- vi. Community Care Facilities.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.2.5. SEASONAL DWELLINGS

- (a) Existing approved Seasonal Dwelling Lots intended for seasonal development may be used for the purpose of developing a Seasonal Residence or Seasonal Dwelling, subject to the following:
 - i. the Development shall conform to the Lot requirements in Section 11.2.6.
 - ii. the Property Owner shall agree to enter into a Development Agreement with the Town stipulating that:
 - ii.i. the Developer and/or Property Owner shall be responsible for the provision of any roads, sewer services or water supply;
 - ii.ii. the Property Owner shall agree to pay all future costs related to the extension of the services noted in *subsection (ii.i)* above;
 - ii.iii. Council may require that any on-site sewage systems be designed and certified by a professional engineer licensed to practice in the Province of Prince Edward Island and the Property Owner shall submit a Landscaping plan and/or grading plan to minimize the visual effect of the engineered on-site sewage system, if deemed necessary by the Development Officer;
 - ii.iv. the maximum Lot coverage shall not be greater than ten percent (10%) of the Lot;
 - ii.v. the Property Owner shall be responsible for the cost of registering the above noted Development Agreement in the Province's Land Registry.
- (b) Notwithstanding Subsection 11.2.5(a) above, all Development in the R1 Zone shall be serviced by municipal sewer and water supply.

11.2.6. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in an R1 Zone:

Requirement	Standard
Minimum Lot Area	700 sq. m (7535 sq. ft.)

Minimum Frontage	22 m (72 ft.)
Minimum Circle Diameter to be Contained Within the Boundaries of the Lot	N/A
Minimum Front Yard	4.5 m (15 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	2.5 m (8 ft.)
Minimum Flankage Yard	4.5 m (15 ft.)
Maximum Building Height	11 m (36 ft.)

- (b) In addition to the above requirements, all Lots shall also conform to the Provincial Minimum Lot Standards as noted in the table in SCHEDULE A: MINIMUM LOT SIZE STANDARDS
- (c) Notwithstanding the above requirements, within existing approved subdivisions, Council may require that new developments conform with the Development standards and Development character which has been established, even if these standards exceed the minimum standards stated above.
- (d) Maximum Lot Coverage shall be 30%, provided however, that Council may permit coverage up to 40% where it deems there would not be an adverse impact on adjoining properties, subject to such terms and conditions as may be established by Council.

11.3. MEDIUM DENSITY RESIDENTIAL ZONE (R2)**11.3.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a R2 Zone shall conform with the provisions of this Section.

11.3.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Dwellings;
- ii. Duplex or Semi Detached Dwellings (up to 40% of the lots in a Block);
- iii. Townhouse Dwellings having up to three (3) dwelling units (up to 40% of Lots in a Block);
- iv. Secondary Dwelling Units;
- v. Health Clinics;
- vi. Parks and Playgrounds;
- vii. Active and Passive Recreation;
- viii. Accessory Buildings; and
- ix. Private Garages.

11.3.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Duplex up to 100% of the block;
- ii. Townhouse Dwellings, up to six (6) Dwelling Units, (owned either individually or as Condominiums) up to 40% of the block;
- iii. or Stacked Townhouse Dwellings, having up to twelve (12) Dwelling Units, up to 40% of the block ; and
- iv. Group Homes.

11.3.4. SPECIAL PERMIT USES

- (a) Notwithstanding the above section, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Community Care Facilities;

- ii. Townhouse Dwellings, up to six (6) Dwelling Units, (owned either individually or as Condominiums), up to 100% of the block;
 - iii. Stacked Townhouse Dwellings, having up to twelve (12) Dwelling Units, up to 100% of the block;
 - iv. Senior Homes;
 - v. Child Care Centres; and
 - vi. Convenience Stores.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.3.5. **SERVICING**

All new Development in an R2 Zone shall be serviced by municipal sewer services where municipal water services exist.

11.3.6. **LOT REQUIREMENTS**

- (a) For Single Dwellings, the Lot requirements shall be the same as in the Low Density Residential Zone; and
- (b) Lot requirements for Duplex and Semi Detached Dwellings shall be as follows:

Requirement	Standard w/ Municipal Sewer
Minimum Lot Area	910 sq. m (9800 sq. ft) or 455 sq. m (4,900 sq. ft) per unit
Minimum Frontage	30 m (100 ft.) or 15 m (50 ft.) for each unit.
Minimum Circle Diameter to be Contained Within the Boundaries of the Lot	N/A
Minimum Front Yard	4 m (13 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Minimum Flankage Yard	5 m (17 ft.)
Maximum Building Height	11 m (36 ft.)

- (c) Lot requirements for Townhouse Dwellings and Stacked Townhouse Dwelling shall be as follows:

Requirement	Standard
Minimum Lot Area	300 sq. m (3229 sq. ft.) per unit; 250 sq. m (2691 sq. ft.) per stacked townhouse unit; or 200 sq. m (2153 sq. ft.) per townhouse or stacked townhouse unit if parking is provided in the rear yard and accessed by a private lane that is buffered from all buildings and a minimum outdoor private amenity area of 25 sq. m per Dwelling is provided.
Minimum Frontage	9 m (29.5 ft.) per townhouse unit or per stack for stacked townhouses; or 8 m (26 ft.) per unit if parking is provided in the rear yard and accessed by a private lane that is buffered from all buildings and a minimum outdoor private amenity area of 25 sq. m per Dwelling is provided.
Minimum Front Yard	5 m (17 ft.); or 3 m (10 ft.) if parking is provided in the rear yard and accessed by a private lane that is buffered from all buildings and a minimum outdoor private amenity area of 25 sq. m per Dwelling is provided.
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Minimum Flankage Yard	5 m (17 ft.)
Maximum Building Height	11 m (36 ft.)

- (d) Maximum Lot Coverage for any Duplex or Semi-Detached Dwelling, Townhouse Dwelling or Stacked Townhouse Dwelling shall be 40%, calculated based on the aggregate of all attached Dwelling Units and the aggregate of the Lots upon which they are situated.
- (e) All Lots shall conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.

11.4. MULTIPLE UNIT RESIDENTIAL ZONE (R3)**11.4.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in an R3 Zone shall conform with the provisions of this Section.

11.4.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Duplex Dwellings and Semi Detached Dwellings;
- ii. Townhouse Dwellings up to six (6) units;
- iii. Stacked Townhouse Dwellings up to twelve (12) units;
- iv. Multiple Attached Dwellings;
- v. Senior Homes;
- vi. Supportive Housing;
- vii. Accessory Buildings; and
- viii. Private Garages.

11.4.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Apartments with over 12 units;
- ii. Community Care Facilities;
- iii. Public and/or Private Assisted Care Facilities.

11.4.4. SPECIAL PERMIT USES

(a) Notwithstanding Subsection 11.4.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. First Floor Commercial;
- ii. Health Clinics;
- iii. Convenience Stores;
- iv. Child Care Centres; and
- v. Hospitals.

(b) Prior to the issuance of a Development Permit for a Special Permit Use, Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.4.5. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in an R3 Zone:
- i. For Single, Duplex or Semi-Detached, Townhouse or Stacked Townhouse Dwellings the Lot requirements shall be the same as in the Medium Density Residential Zone; and
 - ii. For Multiple Attached Dwellings, the Lot requirements shall be as follows:

Requirement	Standard
Minimum Lot Area	810 sq. m (9000 sq. ft.) plus 135 sq. m (1500 sq. ft.) for each Dwelling Unit.
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	4.5 m (15 ft.)
Minimum Flankage Yard	5 m (16 ft.)
Maximum Building Height	10.5 m (35 ft.)

- (b) Notwithstanding the above Lot requirements, Council may authorize reduced Lot requirements where the Applicant agrees to provide underground parking.
- (c) Notwithstanding the above Lot requirements, Council may impose restrictions on the number of Dwelling Units where, in the opinion of Council, the Development would create unsafe traffic conditions.
- (d) All Lots shall also conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.

11.4.6. DENSITY

The maximum density in a R3 Zone shall be no greater than 25 Dwelling Units per acre.

11.5. PLANNED UNIT RESIDENTIAL DEVELOPMENT ZONE (PURD)**11.5.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a PURD Zone shall conform with the provisions of this Section.

11.5.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Dwellings;
- ii. Duplex Dwellings and Semi Detached Dwellings;
- iii. Townhouse Dwellings up to six (6) units (owned either individually, or as Condominiums);
- iv. Stacked Townhouse Dwellings up to twelve (12) units;
- v. Active and Passive Recreation;
- vi. Parks and Playgrounds;
- vii. Accessory Buildings;
- viii. Private Garages; and
- ix. Public and/or Private Assisted Care Facilities.

11.5.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 11.5.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Community Care Facility;
 - ii. Public and/or Private Assisted Care facilities;
 - iii. Child Care Centres;
 - iv. Health Clinics;
 - v. Multiple Attached Dwellings; and
 - vi. First Floor Commercial.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.5.4. SERVICING

All Development in a PURD Zone shall be serviced by municipal sewer services and a municipal water supply system.

11.5.5. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in a PURD Zone:

- i. For Single, Duplex, Semi Detached, Townhouse Dwellings or Stacked Townhouse Dwelling, the Lot requirements shall be the same as Section 11.3.6 Medium Density Residential;
 - ii. For Multiple Attached Dwellings, the Lot requirements shall be the same as section 11.4.5(a)ii in the Multiple Unit Residential Zone.
- (b) Notwithstanding subsections (i)(ii) and (iii) above, Council may approve innovative housing forms with less than a minimum Lot requirements provided that in the opinion of Council all other Sections of this Bylaw are complied with and that the application involves the Development of at least twenty (20) Dwelling Units and at least one (1) Block of land, and subject to the following:
 - i. Council shall require the Applicant to submit a detailed Development Scheme for review;
 - ii. Council shall hold a public meeting to inform residents and property owners of the details of such a Development Scheme and to receive their comments;
 - iii. All subdivisions and/or developments shall be subject to a Subdivision Agreement and/or Development Agreement that may include, but not limited to, the following:
 - iii.i. Subdivision requirements pursuant to Section 4 of this Bylaw;
 - iii.ii. Building types within the Development;
 - iii.iii. a schedule of styles and design, with emphasis placed on the placement of buildings relative to surrounding uses and streets;
 - iii.iv. a schedule of Subdivision and/or Development phases.
 - iv. All Developments shall be developed only in accordance with an approved Development Scheme and the provisions of the any Subdivision Agreements or Development Agreements;
 - v. Council may require the establishment of an incorporated homeowners' association to own and maintain any lands or facilities held in common.

11.5.6. DENSITY

The maximum density in a PURD Zone shall be no greater than ten (10) Dwelling Units per acre, or fifteen (15) dwelling units per acre if parking is provided in the rear yard and accessed by a private lane that is buffered from all buildings and a minimum outdoor private amenity area of 25 sq. m. per Dwelling is provided.

11.6. WATERFRONT RESIDENTIAL ZONE (WR)**11.6.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a WR Zone shall conform with the provisions of this Section.

11.6.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Townhouse Dwellings;
- ii. Stacked Townhouse Dwellings
- iii. Apartment Buildings (owned either individually or as condominiums);
- iv. Private Garages;
- v. Parking Lots; and
- vi. Accessory Buildings.

11.6.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Commercial uses on the first floor of a building.

11.6.4. SERVICING

All Development in a WR Zone shall be serviced by municipal sewer services and municipal water supply.

11.6.5. DEVELOPMENT STANDARDS

All Developments in a WR Zone shall conform to the Development Standards and architectural guidelines as noted in APPENDIX D - Core Area Design Standards - WATERFRONT CORE AREA (WCA).

11.6.6. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in a WR Zone:

i. Townhouse or Stacked Townhouse Dwellings

Requirement	Standard
Minimum Lot Area	N/A
Minimum Frontage	N/A
Minimum Front Yard	0 m (0 ft.)
Maximum Front Yard	3 m (10 ft.)
Minimum Rear Yard	3 m (10 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	0 m (0 ft.)
Maximum Flankage Yard	3 m (10 ft.)
Maximum Building Height	3 Stories, 13 m (40 ft.)
Minimum Building Height	2 Stories, 6 m (20 ft.)

ii. Apartments

Requirement	Standard
Minimum Lot Area	N/A
Minimum Frontage	N/A
Maximum Front Yard	3 m (10 ft.)
Minimum Rear Yard	3 m (10 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	0 m (0 ft.)
Maximum Flankage Yard	3 m (10 ft.)
Maximum Building Height	4 Stories, 15 m (50 ft.)
Minimum Building Height	3 Stories, 13 m (40 ft.)

- (b) Where a WR Zone abuts an existing residential zone the minimum abutting side yard depth shall be 6 metres (20 feet) and the minimum abutting rear yard depth shall be 13 metres (40 feet).
- (c) Notwithstanding the above, buildings having a height greater than 4 stories may be approved by Council where the impact on view planes of the waterfront are minimized, adequate parking is provided, adequate fire protection facilities are provided and the impact on the streetscape is minimized via building design features such as tiered building heights with taller building elements setback from the lot line. Taller buildings will be encouraged to be located in the middle of blocks rather than at intersections.

11.7. TOWN CENTRE RESIDENTIAL ZONE (TCR)**11.7.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a TCR Zone shall conform with the provisions of this Section.

11.7.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Family Dwellings;
- ii. Duplex Dwellings or Semi-Detached Dwellings;
- iii. Townhouse Dwellings (owned either individually or as Condominiums or by a single owner);
- iv. Stacked Townhouse Dwellings
- v. Apartments (owned by a single Property Owner or as Condominiums);
- vi. Innovative “cluster” style Housing;
- vii. Parks and Playgrounds;
- viii. Accessory Buildings; and
- ix. Private Garages.

11.7.3. SPECIAL PERMITTED USES

(a) Notwithstanding Subsection 11.7.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Group Homes;
- ii. Child Care Centres;
- iii. Health Clinics;
- iv. Community Care Facilities;

(b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.7.4. SERVICING

All Development in a TCR Zone shall be serviced by municipal sewer services and municipal water supply.

11.7.5. DEVELOPMENT STANDARDS

All development in a TCR Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

11.7.6. LOT STANDARDS

(a) The following requirements shall apply to all Development in a TCR Zone:

- i. For Single Dwellings the lot requirements shall be the same as Subsection 11.2.6 Low Density Residential;
- ii. For Duplex Dwellings or Semi-Detached Dwellings, the lot requirements shall be the same as Subsection 11.3.6(b) Medium Density Residential;
- iii. Other Lot Requirements as follows:

iii.i. Townhouse or Stacked Townhouse Dwellings

Requirement	Standard
Minimum Lot Area	270 sq. m (3000 sq. ft.) per unit
Minimum Frontage	7.5 m (25 ft.) per unit
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	4.5 m (15 ft.)
Maximum Building Height	10.5 m (35 ft.)

iii.ii. Cluster Housing

Requirement	Standard
Minimum Lot Area	N/A
Minimum Frontage	15 m (50 ft.)
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	3 m (10 ft.)

Maximum Building Height	10.5 m (35 ft.)
Maximum Density	15 units per acre

iii.iii. Apartments and Other Uses

Requirement	Standard
Minimum Lot Area	135 sq. m (1500 sq. ft.) per unit
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	4.5 m (15 ft.)
Minimum Flankage Yard	3 m (10 ft.)
Maximum Building Height	12 m (40 ft.)
Maximum Density	25 units per acre

- (b) Notwithstanding the above Lot requirements, Council may authorize reduced lot requirements where the Applicant agrees to provide underground parking.
- (c) Notwithstanding the above Lot requirements, Council may impose restrictions on the number of Dwelling Units where, in the opinion of Council, the Development would create unsafe traffic conditions.
- (d) Semi Detached Dwellings or Townhouse Dwellings must be built in accordance with APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

11.8. MASON ROAD RESIDENTIAL ZONE (MRR)**11.8.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a MRR Zone shall conform with the provisions of this Section.

11.8.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Family Dwellings;
- ii. Duplex Dwellings and Semi-Detached Dwellings;
- iii. Townhouse Dwellings up to six (6) units (owned either individually or as a Condominium);
- iv. Stacked Townhouse Dwellings up to twelve (12) units;
- v. Parks and Playgrounds;
- vi. Accessory Buildings; and
- vii. Private Garages.

11.8.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 11.8.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Child Care Centres
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4.(b) of this Bylaw.

11.8.4. SERVICING

All Development in a MRR Zone shall be serviced by municipal sewer services and municipal water supply system.

11.8.5. DEVELOPMENT STANDARDS

All Development in a MRR Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX F – Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part I.

11.8.6. LOT REQUIREMENTS

The following lot requirements shall apply to Developments in an MRR Zone:

- i. For Single Dwellings the lot requirements shall be the same as Subsection 11.2.6 Low Density Residential;

- ii. For Duplex Dwellings or Semi Detached Dwellings, the lot requirements shall be the same as Subsection 11.3.6(b) Medium Density Residential;
- iii. For Townhouse or Stacked Townhouse Dwellings, the lot requirements shall be the same as Subsection 11.3.6(c), Medium Density Residential.

11.8.7. BUILDING HEIGHT

All Development in an MRR Zone shall be restricted to a maximum of 2 stories and no greater than 10.5 metres (35 ft.) in height.

11.8.8. DEVELOPMENT SCHEME

All Developments shall be developed only in accordance with an approved Development Scheme and the provisions of any Subdivision Agreements or Development Agreements.

11.8.9. DENSITY

The maximum density in a MRR Zone shall be no greater than ten (10) Dwelling Units per acre.

11.9. SUSTAINABILITY SUBDIVISION OVERLAY ZONE (SS)**11.9.1. INTENT**

The intent of this overlay zone is to encourage a holistic approach to the site design and development standards, including consideration of environmental sustainability, pedestrian needs, efficient servicing, access to public and private amenities and connected and complimentary land uses.

11.9.2. GENERAL

The Sustainable subdivision Overlay will replace requirements of the R1, R1L, PURD and R2 Zones when a Sustainable Subdivision application is initiated under this Bylaw.

11.9.3. PERMITTED USES

- (a) No Building or part thereof and no land shall be used for purposes other than a combination of the following uses:
 - i. Single Dwellings;
 - ii. Duplex Dwelling and Semi Detached Dwellings;
 - iii. Townhouse Dwellings;
 - iv. Clustered Townhouse Dwellings;
 - v. Stacked Townhouse Dwellings;
 - vi. Bed and Breakfast Establishments;
 - vii. Active Recreation;
 - viii. Passive Recreation;
 - ix. Accessory buildings;
 - x. Private Garages;
 - xi. Community Gathering Places; and
 - xii. Convenience Stores.
- (b) The Developer's proposed combination of the Uses in the Sustainable Subdivision shall be submitted for preliminary subdivision approval by Council.

11.9.4. SPECIAL PERMITTED USES

- (a) Notwithstanding Section 11.9.3 above, Council may approve the following Uses in a Sustainable Subdivision subject to such terms and conditions as Council deems necessary:
 - i. Multiple Attached Dwelling;

- ii. Child Care Centre;
 - iii. Senior Home;
 - iv. Health Clinics;
 - v. Public and/or Private Assisted Care Facilities; and
 - vi. First floor commercial.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

11.9.5. **SERVICING**

Development in a Sustainable Subdivision shall be serviced by municipal sewer and municipal water services.

11.9.6. **LOT REQUIREMENTS**

- (a) Each application for a Sustainable Subdivision shall include existing site features, proposed site amenities, proposed Lot dimensions, Uses, Frontages, Setbacks, Lot Coverages and proposed Building dimensions.
- (b) Council shall assess the proposed site design for each Sustainable Subdivision based on the guidelines and requirements set forth in the annexed APPENDIX B - SUSTAINABLE SUBDIVISION SCORING TABLE.
- (c) The proposed plan of subdivision site design that has received preliminary approval under this Section shall not be amended without Council's approval of the proposed amendments.
- (d) All applications made under this Section shall be subject to the Developer entering into a Subdivision Agreement and Development Agreement in accordance with this Bylaw with the Town that may include, but is not limited to, the following:
 - i. a schedule of allowable Building types within the Subdivision;
 - ii. the ability to develop the Sustainable Subdivision in phases, which may include a requirement to convey all lands within the Sustainable Subdivision that are designated for public purposes to the Town prior to commencing Development in the first phase of the Sustainable Subdivision;
 - iii. requirements and features of the Sustainable Subdivision as set forth in the application, Development Scheme or as required by Council.
- (e) All Sustainable Subdivisions shall meet the requirements set forth in *Part 5* of this Bylaw.

- (f) No Developments shall be developed except in accordance with the approved Development Scheme and the provisions of the any Subdivision Agreements or Development Agreements.
- (g) Council may require the establishment of an incorporated homeowners' association to own and maintain any lands or facilities held in common.

11.9.7. **DENSITY**

The maximum density in a Sustainable Subdivision shall be calculated as follows as per Appendix B Sustainable Subdivision Scoring Table:

- i. In a Certified Sustainable Subdivision, the overall maximum density (number of units per acre) will remain the same as in the original zone but Council may grant a proportionately higher density in the buildable area.
- ii. In a Gold Sustainable Subdivision, Council may increase the overall maximum density of the original zone by up to 25 percent.
- iii. In a Platinum Sustainable Subdivision, Council may increase the overall maximum density of the original zone by up to 50 percent.

12. MIXED USE ZONES

12.1. WATERFRONT MIXED USE ZONE (WMU)

12.1.1. GENERAL

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a WMU Zone shall conform with the provisions of this Section.

12.1.2. PERMITTED USES

No building or part thereof and no land shall be used for purposes other than:

- i. Apartment Units, other than on the first floor;
- ii. Business and Professional Offices;
- iii. Retail Stores;
- iv. Restaurants and Lounges;
- v. Service and Personal Service Shops;
- vi. Banking and Financial Institutions;
- vii. Entertainment Establishment;
- viii. Institutional Buildings;
- ix. Hotels, Motels or other Tourist Establishments;
- x. Health Clinics;
- xi. Parking Lots;
- xii. Parking Garages; and
- xiii. Accessory Buildings.

12.1.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 12.1.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Service Stations;
 - ii. Activities connected with the Automobile Trade other than a Scrap Yard, Auto Body Shop.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

12.1.4. SERVICING

All Development in a WMU Zone shall be serviced by municipal sewer services and municipal water supply.

12.1.5. DEVELOPMENT STANDARDS

All Development in a WMU Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX D - Core Area Design Standards - WATERFRONT CORE AREA (WCA).

12.1.6. LOT REQUIREMENTS

The following requirements shall apply to Development in a WMU Zone:

- i. All lot requirements noted in Subsection 11.6.6(a)ii for Apartments shall apply to all forms of Development in a WMU Zone.
- ii. Notwithstanding the above, Council may approve commercial buildings with a maximum front yard setback of twenty (20) feet where the front yard is utilized as a courtyard or patio and where the area is fully landscaped and is effectively integrated into the streetscape and compliments the overall building design.

12.2. TOWN CENTRE MIXED USE ZONE (TCMU)**12.2.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a TCMU Zone shall conform with the provisions of this Section.

12.2.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Apartment Units, other than on the first floor;
- ii. Retail stores;
- iii. Parks and Playgrounds;
- iv. Private Garages;
- v. Innovative “cluster” style Housing;
- vi. Business and Professional Offices;
- vii. Health Clinics;
- viii. Child Care Centres;
- ix. Community Care Facilities;
- x. Public and/or Private Assisted Care Facilities;
- xi. Institutional Buildings;
- xii. Group Homes;
- xiii. Civic Centres;
- xiv. Municipal Buildings;
- xv. Accessory Buildings/Structures;
- xvi. Recreational Uses; and
- xvii. Nursing Homes.

12.2.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Single Dwellings;
- ii. Duplex Dwellings or Semi-Detached Dwellings;
- iii. Townhouse Dwellings (owned either individually or as Condominiums or by a single owner);
- iv. Stacked Townhouse Dwellings; and
- v. Apartments (owned by a single Property Owner or as Condominiums).

12.2.4. SERVICING

All Development in a TCMU Zone shall be serviced by municipal sewer services and municipal water supply.

12.2.5. DEVELOPMENT STANDARDS

All development in a TCMU Zone shall be required to conform to the Development Standards and Architectural Guidelines as noted in APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

12.2.6. LOT REQUIREMENTS

- (a) The following requirements shall apply to all Developments in a TCMU Zone:
- i. For Single Dwellings the lot requirements shall be the same as Section 11.2.6 Low Density Residential;
 - ii. For Duplex Dwellings or Semi Detached Dwellings, the lot requirements shall be the same as Section 11.3.6(b) Medium Density Residential;
 - iii. For Townhouse or Stacked Townhouse Dwellings the lot requirements shall be the same as section 11.7.6(a)iii.i;
 - iv. For Cluster Housing the lot requirements shall be the same as 11.7.6(a)iii.ii;
 - v. For Apartments; and

Requirement	Standard
Minimum Lot Area	135 sq. m (1500 sq. ft.) per unit
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	4.5 m (15 ft.)
Minimum Flankage Yard	3 m (10 ft.)
Minimum Building Height	12 m (40 ft.)

Maximum Density	30 units per acre
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vi. For All Other Uses.

Requirement	Standard
Minimum Lot Area	N/A
Minimum Frontage	N/A
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	3 m (10 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	3 m (10 ft.)
Minimum Building Height	3 Storeys, 12 m (40 ft.)

- (b) Where a TCMU Zone abuts an existing residential zone the minimum abutting side yard depth shall be 6 metres (20 feet) and the minimum rear yard depth shall be 9 metres (30 feet). No existing trees shall be removed within 6 metres (20 feet) of the boundary of any existing residential zone.

12.2.7. EXISTING DEVELOPMENT

Notwithstanding the provisions of Section 12.2.6 above, within existing approved subdivisions or on established streetscapes Council may require that new developments conform with the development standards and development character which has been established, even if these standards exceed the minimum standards stated above.

12.3. MASON ROAD MIXED USE ZONE (MRMU)**12.3.1. GENERAL**

Except as otherwise provided in this Bylaw all Buildings and parts thereof erected, placed or altered or any land used in a MRMU Zone shall conform with the provisions of this Section.

12.3.2. PERMITTED USES

No building or part thereof and no land shall be used for purposes other than:

- i. Apartments (owned by a single Property Owner or as Condominiums);
- ii. Apartment Buildings with commercial uses on the first floor;
- iii. Townhouse Dwellings (owned either individually or as Condominiums or by a single owner);
- iv. Stacked Townhouse Dwellings;
- v. Office Uses;
- vi. Office Buildings with commercial uses on the first floor;
- vii. Health Clinics;
- viii. Child Care Centres;
- ix. Community Care Facilities;
- x. Public and/or Private Assisted Care Facilities;
- xi. Institutional Buildings;
- xii. Group Homes;
- xiii. Civic Centres;
- xiv. Municipal Buildings;
- xv. Accessory Buildings/Structures;
- xvi. Recreational Uses; and
- xvii. Nursing Homes.

12.3.3. SERVICING

All Development in a MRMU Zone shall be serviced by municipal sewer services and municipal water supply.

12.3.4. DEVELOPMENT STANDARDS

All Developments in a MRMU Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX F – Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part I

12.3.5. LOT REQUIREMENTS

- (a) The following requirements shall apply to all Developments in a MRMU Zone:
 - i. For Townhouse or Stacked Townhouse Dwellings, the lot requirements shall be the same as section 11.7.6(a)iii.i;
 - ii. For Apartments the lot requirements shall be the same as section 11.7.6(a)iii.iii; and
 - iii. For All Other Uses the lot requirements shall be the same as section 0.
- (b) Where a MRMU Zone abuts an existing residential zone, the minimum abutting side yard depth shall be 6 metres (20 feet) and the minimum rear yard depth shall be 12 metres (40 feet). No existing trees shall be removed within 6 metres (20 feet) of the boundary of any existing residential zone.
- (c) There shall be no parking, outside storage, garbage, or loading activities in any yard abutting a residential zone. Any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone.

12.4. CORE MIXED USE ZONE (CMU)**12.4.1. GENERAL**

- (a) Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a CMU Zone shall conform with the provisions of this Section.

12.4.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Apartments (owned by a single Property Owner or as Condominiums);
- ii. Apartment Buildings with commercial uses on the first floor;
- iii. Townhouse Dwellings (owned either individually or as Condominiums or by a single owner) up to 6 units per building adjacent
- iv. Stacked Townhouse Dwellings up to twelve (12) units;
- v. ;
- vi. Office Uses;
- vii. Office and/or residential Buildings with commercial uses on the first floor;
- viii. Health Clinics;
- ix. Child Care Centres;
- x. Community Care Facilities;
- xi. Public and/or Private Assisted Care Facilities;
- xii. Institutional Buildings;
- xiii. Group Homes;
- xiv. Civic Centres;
- xv. Municipal Buildings;
- xvi. Accessory Buildings/Structures;
- xvii. Recreational Uses;
- xviii. Nursing Homes; and
- xix. Hotels, excluding lots abutting R1/R2.

12.4.3. SERVICING

All Development in a CMU Zone shall be serviced by municipal sewer services and municipal water supply.

12.4.4. SITE PLAN APPROVAL: APPLICATION

- (a) All applications for site plan approval in the CMU Zone shall follow the Site Plan Approval Submission requirements outlined in Section 7.6.
- (b) Applications that cannot meet the Site Plan Approval requirements of this Zone, or the Variances permitted through Section 6.1., can apply for a Development Agreement through Section 7.9 of this Bylaw.

12.4.5. LOT REQUIREMENTS

- (a) The following requirements shall apply to all Developments in a CMU Zone:
 - i. Townhouse or Stacked Townhouse Dwellings;

Requirement	Standard
Minimum Lot Area	270 sq. m (3000 sq. ft.) per unit
Minimum Frontage	7.5 m (25 ft.) per unit
Minimum Front Yard Setback	3 m (10 ft.)
Minimum Rear Yard Setback	4.5 m (15 ft.)
Minimum Side Yard Setback	0 for joined, 2m (6ft) for end
Minimum Flankage Yard Setback	4.5 m (15 ft.)
Maximum Building Height	10.5 m (35 ft.)
Lot Coverage	40%

- ii. Multi-unit and mixed use;

Requirement	Standard
Minimum Lot Area	2,000 sq. m. (21,528 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard Setback	See Map 12.2
Minimum Rear Yard Setback	15m (49 ft.) when abutting R1/R2 6 m (20 ft.) abutting any other zone
Minimum Side Yard	10m (33 ft) when abutting R1/R2 6 m (20 ft.) otherwise

Minimum Flankage Yard	See Map 12.2
Minimum Building Height	11 m (36 ft.)
Maximum Building Height	See Map 12.1
Streetwall Height	See Map 12.3
Streetwall Stepback	2.5 m (8 ft.)
Rear Stepback	3 m when abutting R1/R2
Max. building dimensions	70 m (230 ft) above ground
Unit Mix	min. 25% 2 or 3-bedroom units
Commercial & Office Uses	Permitted but not Required
Lot Coverage (b) W	Not Applicable

here a Multi-Unit Building abuts an existing R1 or R2 Residential Zone, the minimum abutting Side Yard depth shall be 6 metres (20 feet) and the minimum Rear Yard depth shall be 15 metres (45 feet). No existing trees greater than 100mm caliper shall be removed within 6 metres (20 feet) of the boundary of any existing residential zone.

- (c) There shall be no outside storage or garbage storage in any yard abutting a residential zone. Any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone.
- (d) A 1.83m (6 ft.) high opaque Fence must be constructed along all Rear Lot boundaries between abutting CMU lots and R1/R2 lots. Preference shall be given to a wood Fence. Fences shall either be built 0.9m (3 ft.) off the property line so they can be maintained, or a maintenance agreement shall be secured with the adjacent property owner so that the Fence can be periodically maintained.
- (e) The following architectural materials are prohibited in the CMU zone for Multi-Unit or Mixed-Use Buildings:
 - i. vinyl siding;
 - ii. plastic;
 - iii. plywood;
 - iv. unfinished concrete;
 - v. exterior insulation and finish systems where stucco is applied to;
 - vi. rigid insulation; and
 - vii. darkly tinted or mirrored glass, except for spandrel glass panels.

12.4.6. BUILDING HEIGHT EXEMPTIONS

- (a) The Maximum height requirements in Map 12.1 shall not apply to a church spire, lightning rod, elevator enclosure, flag pole, antenna, heating, ventilation, air conditioning equipment or enclosure of such equipment, skylight, chimney, landscape vegetation, clock tower, solar collector, roof top cupola, parapet, cornices, eaves, habitable penthouses or other similar features, provided that the total of all such features, shall occupy in the aggregate less 30% of the roof area of the roof of the building on which they are located.
- (b) A minimum 3 m (8 ft.) Stepback applies to the front, rear or side yard façade of a building for the following height exemptions:
 - i. Penthouses; and
 - ii. Mechanical enclosures.

12.4.7. STREETWALLS

- (a) The maximum Streetwall height in the CMU zone is shown on Map 12.3.
- (b) A minimum 2.5m (8 ft.) Stepback shall apply to buildings above the Streetwall height.
- (c) Streetwalls along adjacent sloping streets may step up the grade following the street grade in 12m (39 ft.) horizontal building intervals.
- (d) The Streetwall width may be reduced to no less than 70% of the width of the building abutting a Streetline, allowing the Mid-Rise or High-Rise portion of the buildings to extend to the ground. Where this occurs, the building shall provide a 2m (6.5 ft.) wide wind canopy as part of the architectural design to mitigate the downdraft from that portion of the building that has no Streetwall Stepback.

12.4.8. REAR STEPBACKS

- (a) Where any CMU rear yard abuts an R1/R2 zone, any portion of any Main Building above the height of the Streetwall shall have a minimum Stepback of 2m (6.5 ft.) unless the building is located more than 30m (98 ft.) from the rear Lot Line.
- (b) This rear Stepback may be reduced to 60% the width of the building, allowing the Mid-Rise portion of the building to extend to the ground.

12.4.9. PERMITTED ENCROACHMENTS

- (a) Eaves, gutters, down spouts, cornices and other similar features shall be permitted encroachments into a required Setback, Stepback or separation distance to a maximum of 0.6m (2 ft.).

- (b) Balconies shall be permitted encroachments into a Setback, Stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2m (6.5 ft) from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face.
- (c) Underground parking structures are not required to meet the minimum Front, Side or Rear Setbacks, providing they do not protrude more than 0.6 m (2 ft.) above the average finished Grade in any Front, Side or Rear Yard.

12.4.10. BUILDING ARTICULATION

- (a) Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof changes, distinct colour schemes and roof treatments.
- (b) Streetwalls that abut a front or flanking yard, shall be divided into distinct sections no less than 12 metres in width, extending from the ground to at least one floor below the top of the Streetwall.
- (c) Each distinct section required under Subsection (b) shall be differentiated from abutting distinct sections by using a minimum of two of the following methods:
 - i. different colours;
 - ii. different materials;
 - iii. different textures;
 - iv. living walls;
 - v. projections not less than 0.15m (1 ft.) deep; or
 - vi. recesses not less than 0.15m (1ft.) deep.
- (d) Pedestrian entrances in the Streetwall shall be distinguished from the Streetwall by using a minimum of two of the following methods:
 - i. different colours;
 - ii. different materials;
 - iii. projections not less than 0.15m (1 ft.) deep;
 - iv. recesses not less than 0.15m (1ft.) deep;
 - v. a change in height; or
 - vi. a change in the roofline.

12.4.11. CMU ZONE PARKING EXEMPTIONS

- (a) In addition to the parking requirements outlined in section 10 of the Zoning and Development Bylaw, the CMU zone requires the following additional standards:
 - i. Parking shall not be located between the building and the street with the exception of porte-cocheres or drop off lanes for main lobbies.
 - ii. parking spaces shall not be immediately adjacent to doors or passageways from buildings to allow a walkway connection from the entry to the parking lot;
- (b) For all buildings greater than 13m (42 ft.) in height, no less than 50% of the parking shall be located underground.

12.4.12. BICYCLE PARKING

- (a) Bicycle parking shall not be required for the following land uses: townhouses, semis/duplex, accessory buildings, Child Care Centres.
- (b) The minimum number of required bicycle parking spaces for other uses in this zone shall be as follows:
 - i. Multiple Unit Dwelling (four or more dwelling units) - 0.25 spaces per dwelling unit with at least 60% Class A, and the remainder as Class B
 - ii. All other uses - 1 space per 500 sq. m. GFA with at least 40% Class A, and the remainder as Class B.
- (c) Class A Requirements
 - i. Indoor bike parking spaces shall have a minimum door opening of 0.6 metres, be no less than 0.6 metres long and 1.2 metres in height, with an aisle width of not less than 1.5 metres; and
 - ii. Bicycle rooms and cages for the storage of multiple bicycles shall contain racks so that individual bicycles are supported.
- (d) Class B Requirements
 - i. covered parking spaces, in which bicycles are protected from precipitation, shall be located a maximum of 50 metres from an entrance;
 - ii. uncovered parking shall be located a maximum of 30 metres from an entrance;
 - iii. parking spaces shall be located at ground level and visible to passers-by or building security personnel;
 - iv. where parking spaces are not visible to passers-by, directional signage shall be provided;

- v. all bicycle parking spaces shall be located on hard surfaces in areas that are visible and well illuminated.
- vi. parking spaces shall have a minimum overhead clearance of 2 metres;
- vii. access to and exit from parking spaces shall be provided with an aisle of not less than 1.2 metres in width, to be provided and maintained beside or between each row of bicycle parking;
- viii. parking spaces shall be located a minimum of 0.6 metres from any wall or other obstruction; and
- ix. parking spaces shall be a minimum of 0.6 metres wide and 2 metres long.

12.4.13. MULTI-UNIT AMENITY SPACE REQUIREMENTS

- (a) Any multi-unit building shall provide Amenity Area, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required Amenity Area shall be provided within the building.
- (b) Every building in the CMU zone shall provide a dedicated indoor amenity room(s) no less than 1.5 sq. m. per unit (e.g. a 100 unit building must provide 150 sq. m. of indoor amenity room area). Amenity rooms shall not be smaller than 80 sq. m. The indoor amenity room applies to the Amenity Area requirements.
- (c) An addition to a Multi-Unit Building shall be required to provide Amenity Area, for the addition only, at a rate of 5.0 sq. m. per dwelling unit, for use by the building's residents. No less than 50% of all required Amenity Area shall be provided within the building.
- (d) Residential uses shall have direct access to the exterior ground level separate from any non-residential use.
- (e) All At-grade residential units must have front door walk-out access for all units fronting Streetlines. These ground floor units shall have at least 6 sq. m. of landscape Amenity Area per unit. These units shall use walls, landscape buffers, fencing or grade changes to provide privacy from adjacent sidewalks.

12.4.14. LANDSCAPING FOR FLAT ROOFS

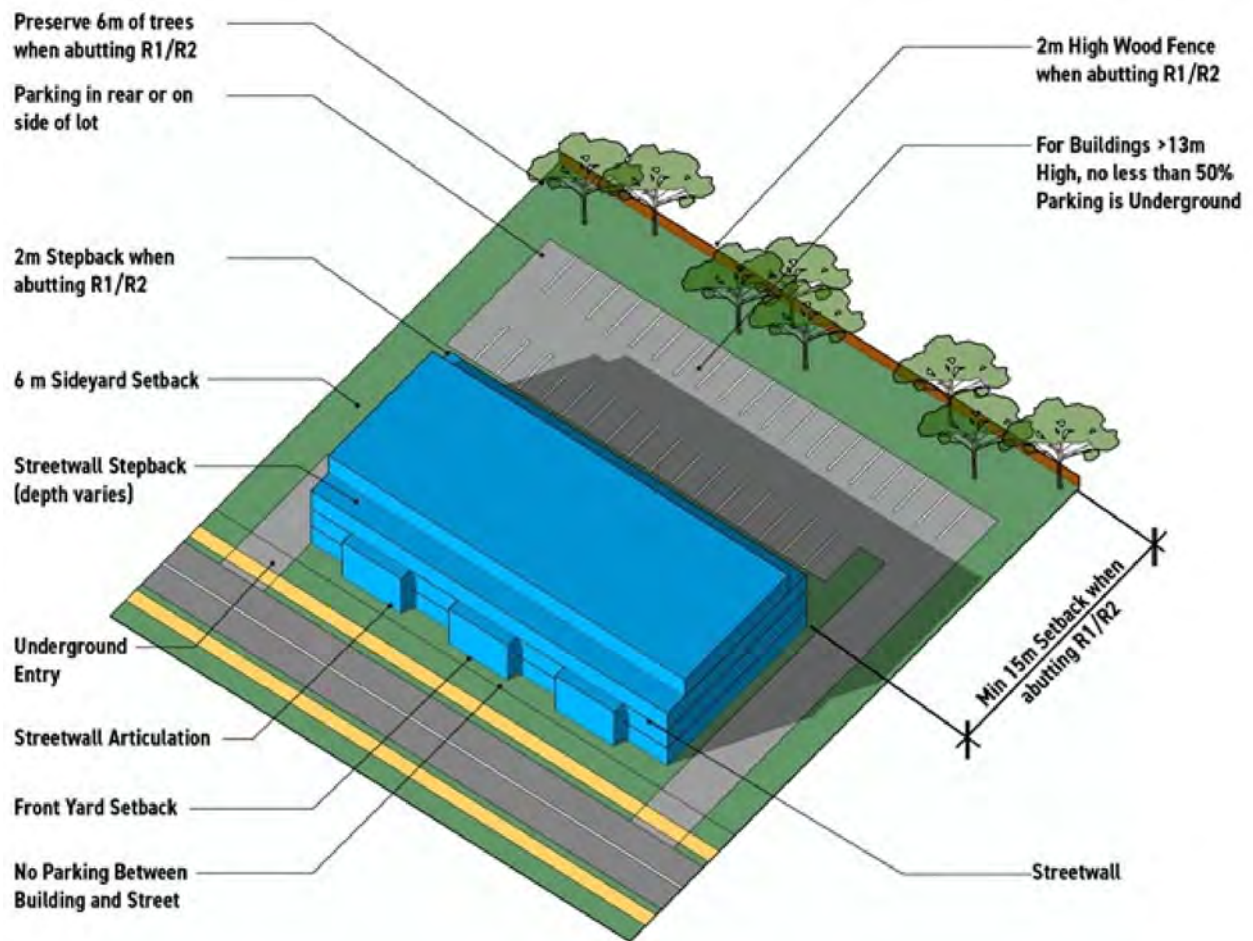
- (a) All buildings greater than 15m (49 ft.) high shall have flat roofs.
- (b) All buildings with a flat roof shall provide no less than 30% of the roof area as soft landscaping. These landscaped areas need not be fully accessible by building tenants.

12.4.15. GENERAL LANDSCAPE REQUIREMENTS

- (a) In any CMU zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be hard landscaped or soft landscaped.
- (b) Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
- (c) Trees shall be planted at a rate of not less than 2.5 (60mm caliper) or greater per every 500 sq. m. of ground floor area of the building.
- (d) Trees in parking lots shall include 1 tree per island if parking lot exceeds 24 cars.
- (e) Each commercial unit fronting on a street shall be connected to the street sidewalk by a min 1.8m wide sidewalk.
- (f) Any parking between the building and the parking lot shall include a continuous 1.8m wide sidewalk along either the building or the parking spaces.
- (g) All main entries to residential buildings or offices shall be connected to the street and/or parking lot with a minimum 2m wide sidewalk.
- (h) Shrub beds shall be planted at not less than 2 sq. m. for every 500 sq. m. of ground floor area of the building. Stormwater gardens can be considered as part of this calculation. Rooftop plantings may be used to meet this requirement.
- (i) For CMU properties that abut R1/R2 zones, trees (greater than 60mm caliper) shall be planted along the rear lot line at a frequency of no less than 1 tree per 10m of rear lot line. Tree spacing can be randomized.
- (j) All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.
- (k) Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets.
- (l) Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

12.4.16. STREET TYPES

All new Roads in CMU Zone shall follow the standards set out in Map 12.4 and the accompanying street standards (section 12.5.17).



Typical CMU Zone Diagram

12.5. URBAN CORE ZONE (UC)**12.5.1. GENERAL**

Except as otherwise provided in this Bylaw, all buildings and parts thereof erected, placed or altered or any land used in a UC Zone shall conform with the provisions of this Section.

12.5.2. PERMITTED USES

- (a) No building or part thereof and no land shall be used for purposes other than:
- i. Apartments (owned by a single Property Owner or as Condominiums);
 - ii. Apartment Buildings with commercial uses on the first floor;
 - iii. Townhouse Dwellings, up to 6 units, (owned either individually or as Condominiums or by a single owner);
 - iv. Stacked Townhouse Dwellings up to twelve (12) units
 - v. Office Uses;
 - vi. Office Buildings with commercial uses on the first floor;
 - vii. Health Clinics;
 - viii. Child Care Centres;
 - ix. Community Care Facilities;
 - x. Public and/or Private Assisted Care Facilities;
 - xi. Institutional Buildings;
 - xii. Group Homes;
 - xiii. Civic Centres;
 - xiv. Municipal Buildings;
 - xv. Accessory Buildings/Structures;
 - xvi. Recreational Uses;
 - xvii. Nursing Homes; and
 - xviii. Hotels.

12.5.3. SERVICING

All Development in a UC Zone shall be serviced by municipal sewer services and municipal water supply.

12.5.4. SITE PLAN APPROVAL: APPLICATION

- (a) All applications for site plan approval in the UC Zone shall follow the Site Plan Approval Submission requirements outlined in Section 7.6
- (b) Applications that cannot meet the Site Plan Approval requirements of this Zone, or the variances permitted through Section 6.1, can apply for a development agreement through Section 7.9 of this bylaw.

12.5.5. LOT REQUIREMENTS

- (a) The following requirements shall apply to all Developments in a UC Zone:
 - i. Multi-unit and mixed-use;

Requirement	Standard
Minimum Lot Area	2,000 sq. m (21,528 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard Setback	See Map 12.2
Minimum Rear Yard Setback	6 m (19.7 ft.)
Minimum Side Yard	6 m (19.7 ft.)
Minimum Building Height	11 m (36 ft)
Maximum Mid-Rise Height	As noted on Map 12.1 or 18m otherwise
Maximum Tower Height	See Map 12.1
Streetwall Height	See Map 12.3
Min Ground floor Height	4 m (13 ft.)
Streetwall Stepback	3 m (10 ft.)
Side Yard Stepback	2.5 m (8 ft.)
Maximum Building Dimensions	80 m (262 ft.) above ground
Maximum Tower Dimension (above 20m (65 ft.) high)	35m x 35m and no more than 800 sq. m. tower plate size
Minimum Tower side or rear yard setback	12.5 m (41 ft.)
Minimum Tower Separation	25 m (82 ft.)

Unit Mix	Min 25% 2 or 3-bedroom units
Commercial uses	No less than 50% of ground floor
Office Uses	Permitted but not required
% Underground Parking	No less than 70%

- (b) Stand-alone commercial buildings are not permitted in the UC zone, unless approved by Council.
- (c) The following architectural materials are prohibited in the UC zone for multi-unit or mixed-use housing:
 - i. vinyl siding;
 - ii. plastic;
 - iii. plywood;
 - iv. unfinished concrete;
 - v. exterior insulation and finish systems where stucco is applied to;
 - vi. rigid insulation; and
 - vii. darkly tinted or mirrored glass, except for spandrel glass panels.

12.5.6. **BUILDING HEIGHT EXEMPTIONS**

- (a) The Maximum height requirements in Map 12.1 shall not apply to a church spire, lightning rod, elevator enclosure, flag pole, antenna, heating, ventilation, air conditioning equipment or enclosure of such equipment, skylight, chimney, landscape vegetation, clock tower, solar collector, roof top cupola, parapet, cornices, eaves, habitable penthouses or other similar features, provided that the total of all such features, shall occupy in the aggregate less 30% of the roof area of the roof of the building on which they are located.
- (b) A minimum 3m (10 ft.) Stepback applies to the front, rear or side yard façade of a building for the following height exemptions:
 - i. Penthouses; and
 - ii. Mechanical enclosures.

12.5.7. **STREETWALLS**

- (a) The maximum Streetwall height in the UC zone is Shown on Map 12.3.
- (b) A minimum 3m (10 ft.) Stepback shall apply to buildings above the Streetwall height.

- (c) Streetwalls along adjacent sloping streets may step up the grade following the street grade in 12m (39 ft.) horizontal building intervals.
- (d) The Streetwall width may be reduced to no less than 70 % of the width of the building abutting a Streetline, allowing the midrise or High-Rise portion of the buildings to extend to the ground. Where this occurs, the building shall provide a 2m (6.5 ft.) wide wind canopy as part of the architectural design to mitigate the downdraft from that portion of the building that has no Streetwall Stepback.

12.5.8. SIDE STEPBACKS

- (a) Any portion of any Main Building above the height of the Streetwall shall have a minimum side Stepback of 2.5m (8 ft.) unless the building is located more than 30m (98 ft.) from the side Lot Line.
- (b) The side Stepback may be reduced to 80% the width of the building along the side yard, allowing the midrise portion of the building to extend to the ground.

12.5.9. BUILDING ARTICULATION

- (a) Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof changes, distinct colour schemes and roof treatments.
- (b) Streetwalls that abut a Front or Flanking Yard, shall be divided into distinct sections no less than 12m (39 ft.) in width, extending from the ground to at least one floor below the top of the Streetwall.
- (c) Each distinct section required under Subsection (b) shall be differentiated from abutting distinct sections by using a minimum of two of the following methods:
 - i. different colours;
 - ii. different materials;
 - iii. different textures;
 - iv. living walls;
 - v. projections not less than 0.15m (1ft.) deep; or
 - vi. recesses not less than 0.15m (1ft.) deep.
- (d) Pedestrian entrances in the Streetwall shall be distinguished from the Streetwall by using a minimum of two of the following methods:
 - i. different colours;
 - ii. different materials;

- iii. projections not less than 0.15m (1ft.) deep;
- iv. recesses not less than 0.15m (1ft.) deep;
- v. a change in height; or
- vi. a change in the roofline.

12.5.10. **PERMITTED ENCROACHMENTS**

- (a) Eaves, gutters, down spouts, cornices and other similar features shall be permitted encroachments into a required setback, Stepback or separation distance to a maximum of 0.6 metres (2 ft.).
- (b) Balconies shall be permitted encroachments into a setback, Stepback or separation distance, at or above the level of the second storey of a building, provided that the protrusion of the balcony is no greater than 2 metres (6.5 feet) from the building face and the aggregate length of such balconies does not exceed 50% of the horizontal width of that building face.
- (c) Underground parking structures are not required to meet the minimum front, side or rear setbacks, providing they do not protrude more than 0.6 metres (2 ft.) above the average finished grade in any front, side or rear yard.

12.5.11. **UC ZONE PARKING REQUIREMENTS**

- (a) In addition to the parking requirements outlined in Section 10 of the Zoning and Development Bylaw, the UC zone requires the following additional standards:
 - i. Parking shall not be located between the building and the street with the exception of porte-cocheres or drop off lanes for main lobbies; and
 - ii. parking spaces shall not be immediately adjacent to main entry/exit doors from buildings to allow a walkway connection from the entry to the parking lot.
- (b) No less than 70% of the parking in the UC Zone shall be located underground.

12.5.12. **BICYCLE PARKING**

- (a) The minimum number of required bicycle parking spaces for this zone shall be as follows:
 - i. Multiple Unit Dwelling (four or more dwelling units) - 0.25 spaces per dwelling unit with at least 60% Class A, and the remainder as Class B

- ii. All other uses - 1 space per 500 sq. m. GFA with at least 40% Class A, and the remainder as Class B
- (b) Class A Requirements
 - i. Indoor bike parking spaces shall have a minimum door opening of 0.6 metres, be no less than 0.6 metres long and 1.2 metres in height, with an aisle width of not less than 1.5 metres; and
 - ii. Bicycle rooms and cages for the storage of multiple bicycles shall contain racks so that individual bicycles are supported.
- (c) Class B Requirements
 - i. covered parking spaces, in which bicycles are protected from precipitation, shall be located a maximum of 50 metres from an entrance;
 - ii. uncovered parking shall be located a maximum of 30 metres from an entrance;
 - iii. parking spaces shall be located at ground level and visible to passers-by or building security personnel;
 - iv. where parking spaces are not visible to passers-by, directional signage shall be provided;
 - v. all bicycle parking spaces shall be located on hard surfaces in areas that are visible and well illuminated.
 - vi. parking spaces shall have a minimum overhead clearance of 2 metres;
 - vii. access to and exit from parking spaces shall be provided with an aisle of not less than 1.2 metres in width, to be provided and maintained beside or between each row of bicycle parking;
 - viii. parking spaces shall be located a minimum of 0.6 metres from any wall or other obstruction; and
 - ix. parking spaces shall be a minimum of 0.6 metres wide and 2 metres long.

12.5.13. MULTI-UNIT AMENITY AREA REQUIREMENTS

- (a) Any Multi-Unit Building shall provide resident Amenity Area, at a rate of 10.0 square metres (33 sq. ft.) per Dwelling Unit, for use by the building's residents. No less than 50% of the required amenity space shall be provided outside the building at-grade as public open space. This public space shall meet the following requirements:

- i. At least 30% of the public open space area shall be hardscape using pavers, concrete, stone, or crushed stone.
 - ii. A high-quality landscape design shall be prepared by a registered landscape architect to provide quality space for residents.
 - iii. The space shall be lit using dark sky compliant lighting to a level of at least 1 footcandle throughout the space.
- (b) Every building in the UC zone shall provide a dedicated indoor amenity room(s) no less than 1.5 sq. m. per Unit (e.g. a 100 unit building must provide 150 sq. m. of indoor amenity room Area. Amenity rooms shall not be smaller than 80 sq. m. The indoor amenity room applies to the amenity Area requirements in (a) above.
- (c) An addition to an existing Multi-Unit Building shall be required to provide Amenity Area, for the addition only, at a rate of 10.0 sq. m. per Dwelling Unit, for use by the building's residents.
- (d) All At-grade residential units must have front door walk-out access for all units fronting Streetlines. These ground floor units shall have at least 12 sq. m. of landscape Amenity Area per Unit. These Units shall use walls, landscape buffers, fencing or grade changes to provide privacy from adjacent sidewalks.

12.5.14. LANDSCAPING FOR FLAT ROOFS

- (a) All buildings in the UC Zone shall have flat roofs.
- (b) All buildings with a flat roof shall provide no less than 30% of the roof area as soft landscaping. These landscaped areas need not be fully accessible by building tenants.
- (c) All buildings in the UC Zone shall provide resident accessible Amenity Area on the roof no less than 30% of the roof area.

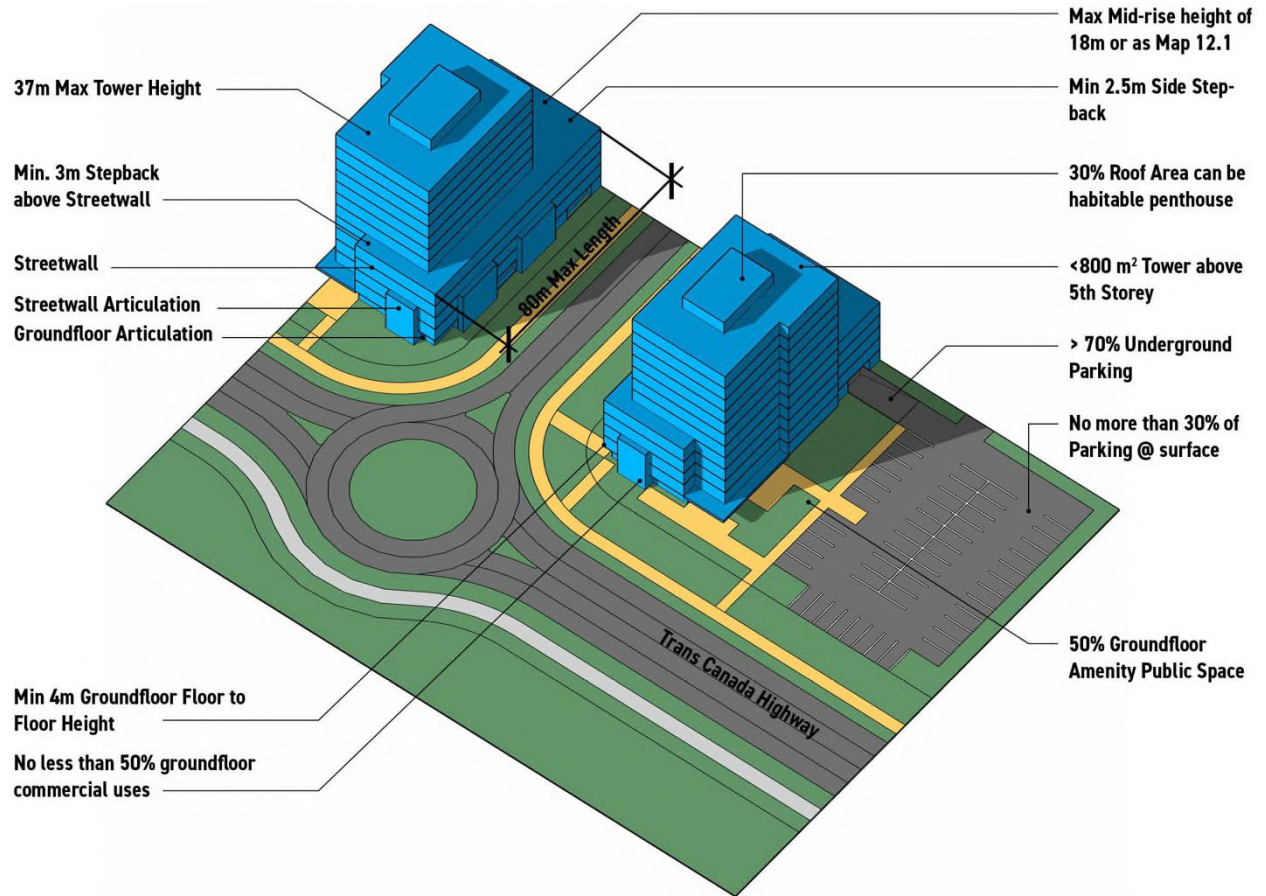
12.5.15. GENERAL LANDSCAPE REQUIREMENTS

- (a) In any UC zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be hard landscaped or soft landscaped.
- (b) All underground parking podiums (excluding parking podiums between the building and street, side yard or rear yard) shall be designed as public plaza spaces accessible to the general public.
- (c) Invasive or highly toxic plant species are prohibited as soft landscaping material. Native plants are preferred.
- (d) Trees in parking lots shall include 1 tree per island if parking lot exceeds 24 cars.

- (e) Each commercial unit fronting on a street shall be connected to the street sidewalk by a min 1.8m wide sidewalk.
- (f) Any parking between the building and the parking lot shall include a continuous 1.8m wide sidewalk along either the building or the parking spaces.
- (g) All main entries to residential buildings or offices shall be connected to the street and/or parking lot with a minimum 2m wide sidewalk.
- (h) Shrub beds shall be planted at not less than 2 m² for every 500 m² of ground floor area of the building plate. Stormwater gardens can be considered as part of this calculation. Rooftop plantings may be used to meet this requirement.
- (i) For CMU properties that abut R1/R2 zones, trees (greater than 60mm caliper) shall be planted along the rear lot line at a frequency of no less than 1 tree per 10m of rear lot line. Tree spacing can be randomized.
- (j) All soft landscaping specified on a landscape plan shall comply with the latest edition of the Canadian Landscape Standard.
- (k) Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets
- (l) Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

12.5.16. STREET TYPES

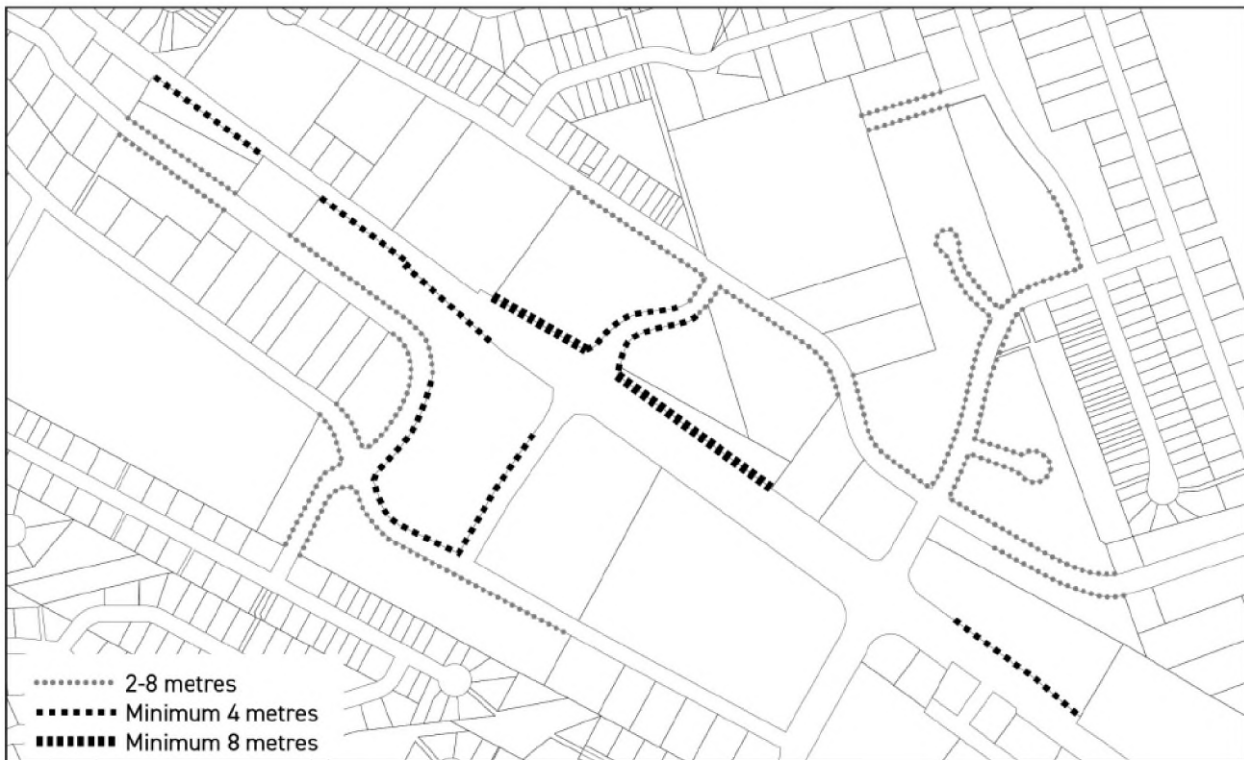
- (a) All new Roads in UC Zone shall follow the standards set out in Map 12.4 and the accompanying street standards (Section 12.5.17).



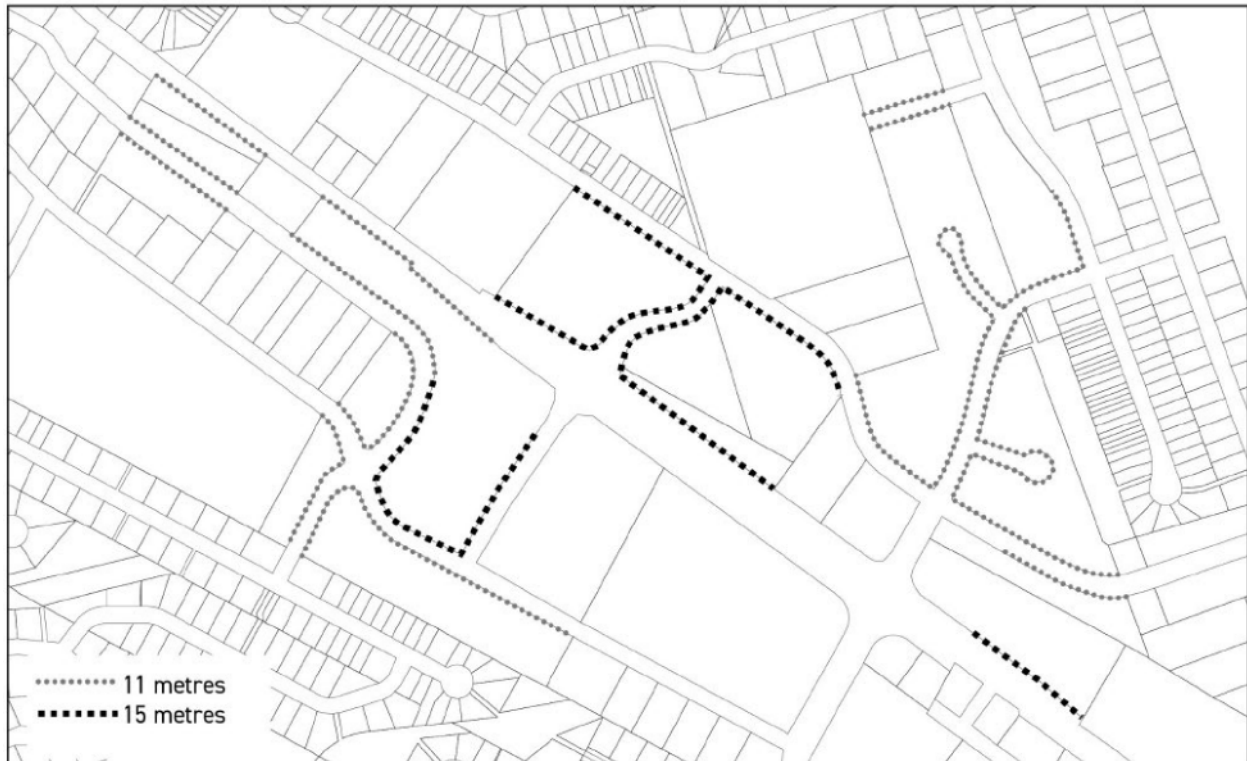
Typical UC Zone Built Form Diagram



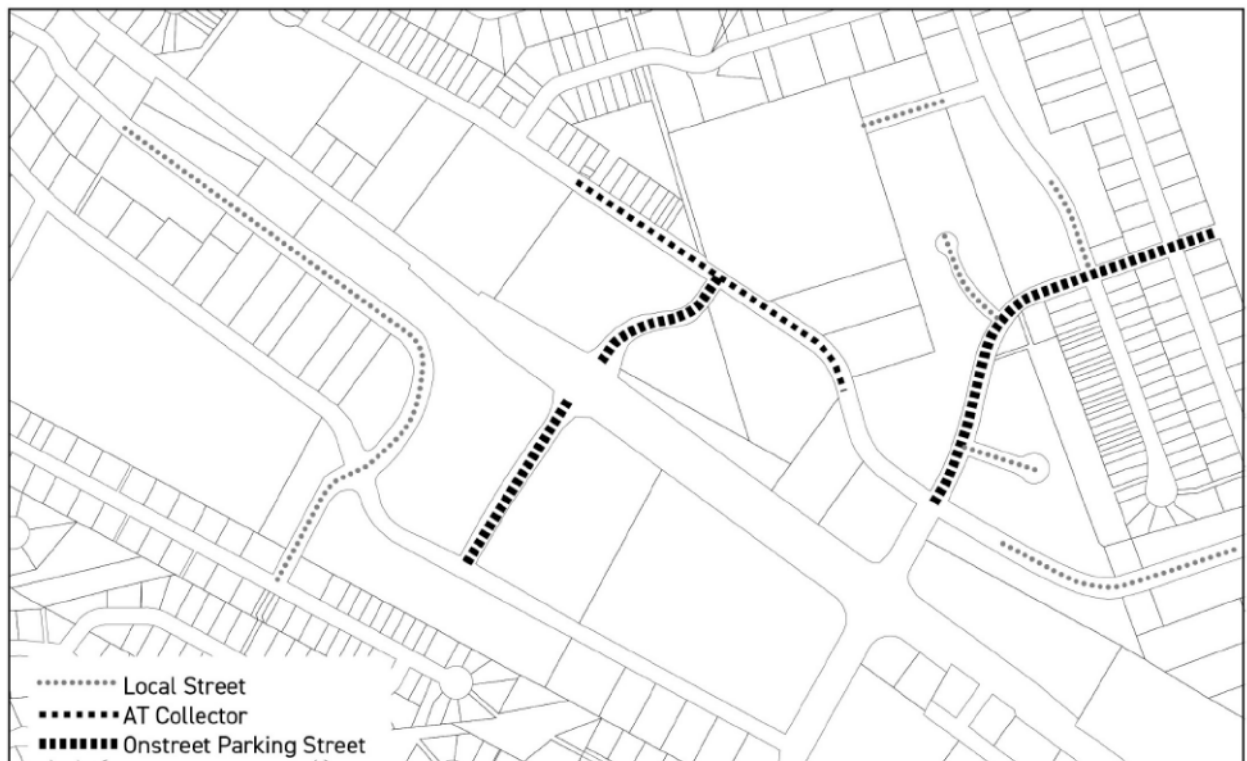
Map 12.1: Building Height Schedule (in metres)



Map 12.2: Streetwall Setbacks



Map 12.3: Streetwall Heights



Map 12.4: Street Type Schedule

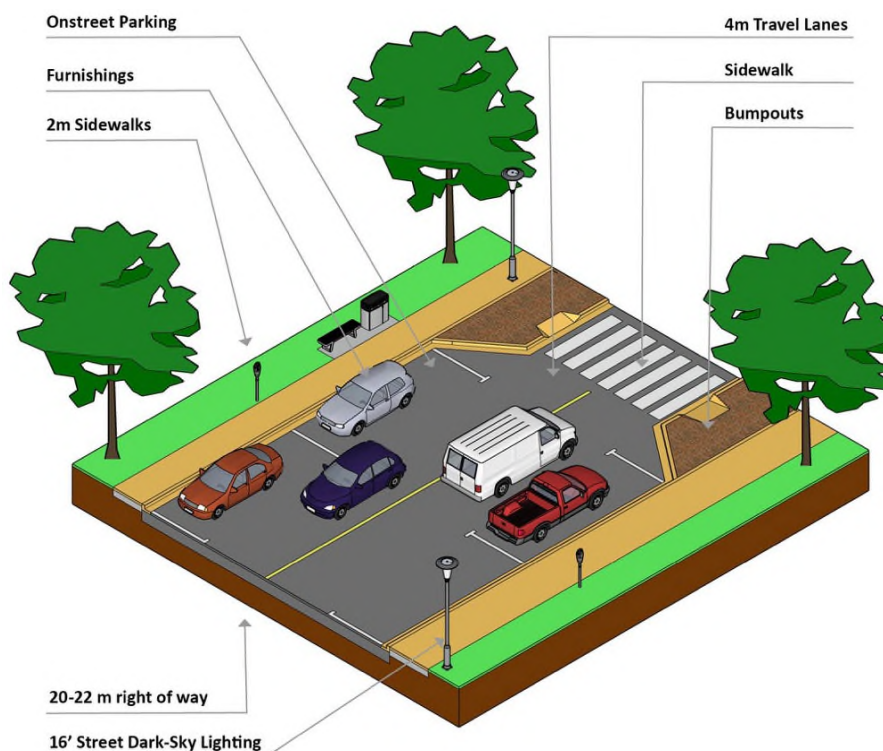
12.5.17. STREET STANDARDS

Streets are a key component of the UC and CMU zones in the urban core and this sections outlines the road standards that must be built to realize this plan. These street types are subject to modification by the PEI Department of Transportation, the Town of Stratford or the Stratford Utility Corporation. There are 3 types of streets that will comprise the Core Area as noted below:

(a) Urban Onstreet Parking Street:

The Urban Core streetscape is located in the UC zone and includes the following streetscape elements:

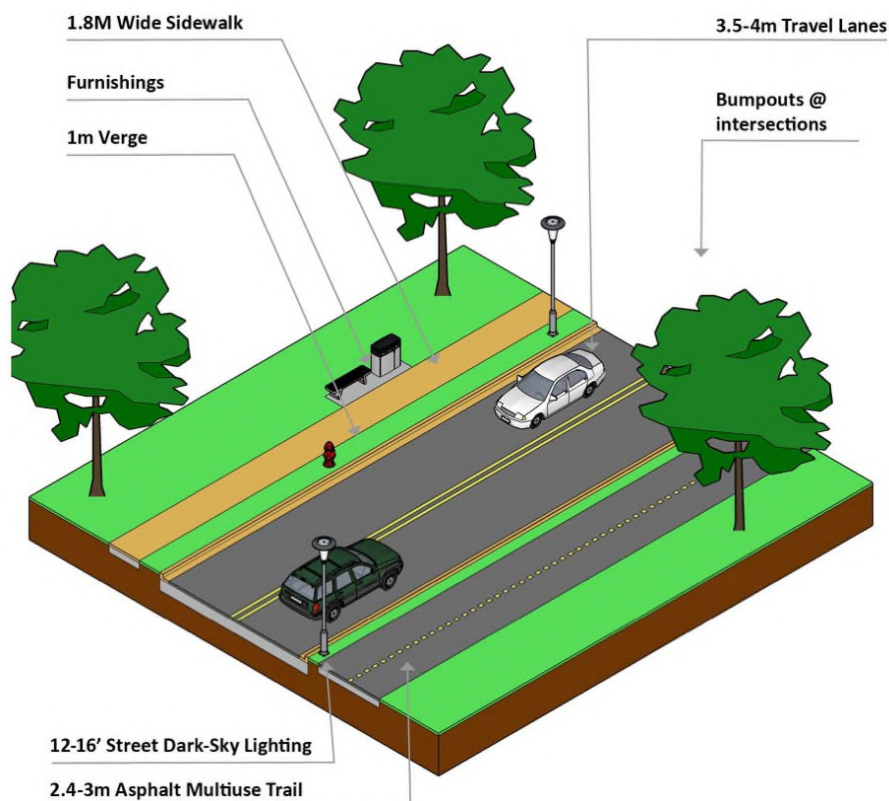
- i. 20-22m right of way;
- ii. 4m wide travel lanes with curbs and gutters;
- iii. Onstreet parking (ideally on both sides of the street) at least 2.6m wide with parking stalls spaced at 7.3m;
- iv. Bump-outs at all driveway, crosswalks and street intersections;
- v. 2m wide (min) concrete sidewalks on both sides;
- vi. High quality Light standards spaced at about 30-40m that are dark-sky compliant. The light standards shall be at least 16' high with banner arms;
- vii. Street furnishings (benches, trash receptacles, etc.);
- viii. Street trees (min 60mm caliper) spaced @ 15m min on both sides;
- ix. Overhead powerlines or power poles permitted but underground services are preferred.



(b) AT Collector Street:

The AT collector streets are located in both the UC and CMU zones and form the main circulation backbone to the development. These roads include a sidewalk on one side and a multiuse trail on the other side. The streetscape elements include:

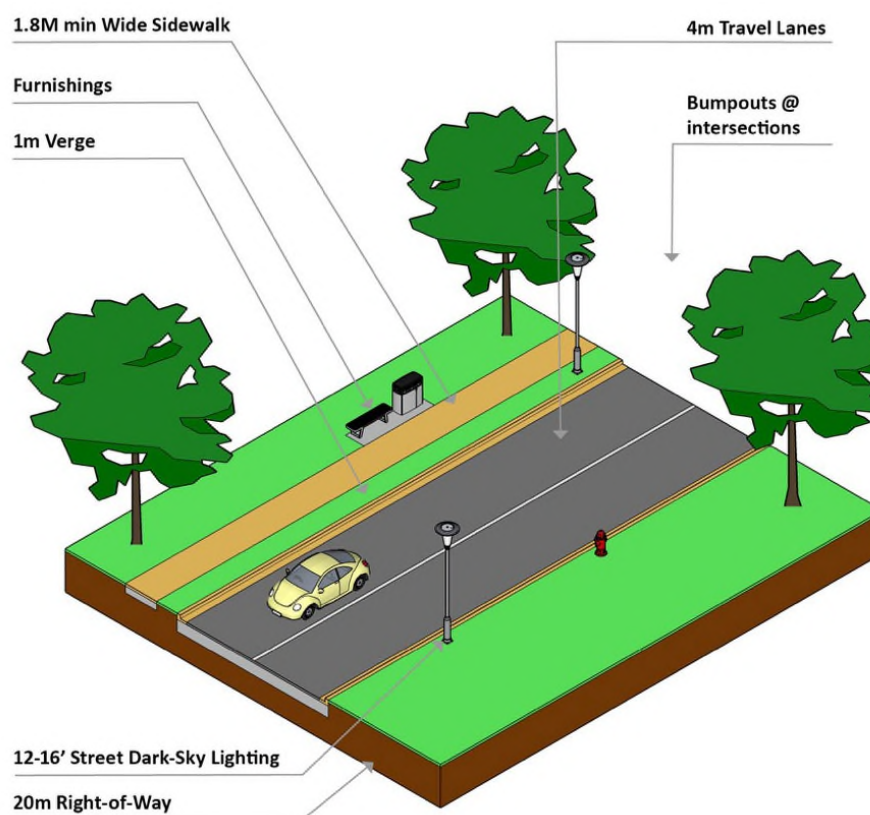
- i. 20m right of way;
- ii. 4-4.5m travel lanes with curb and gutter;
- iii. 1.8m min wide sidewalk on one side separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m;
- iv. 3.2m wide asphalt multi-use trail on the other side of the street separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m;
- v. Dark sky compliant street lighting spaced at about 30-35m within the 1m verge on both sides of the street. Lighting height shall range between 12-16' standards;
- vi. Could explore the potential of rainwater gardens in the verge on multi-unit sites instead of 1m of grass;
- vii. Bump-outs at street intersections; and
- viii. No overhead powerlines or power poles permitted.



(c) Local Street:

There are several local streets on both UC and CMU zones lands linking to existing roads and future neighbourhoods. These roads include a sidewalk on one side only. The streetscape elements include:

- i. 20m right of way;
- ii. 4m travel lanes with curb and gutter;
- iii. 1.8m wide sidewalk on one side separated by a 1m grass verge and street trees on the right-of-way side spaced at 10-15m;
- iv. Dark sky compliant street lighting spaced at about 30-35m within the 1m verge on the sidewalk side of the street. Lighting height shall range between 12-16' standards;
- v. Bump-outs at street intersections; and
- vi. Overhead powerlines or power poles are optional.



13. COMMERCIAL ZONES

13.1. GENERAL COMMERCIAL ZONE (C1)

13.1.1. GENERAL

Except as otherwise provided in this Bylaw, all Buildings and parts thereof Erected, placed or Altered or any land used in a C1 Zone shall conform with the provisions of this Section.

13.1.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Retail Stores;
- ii. Business and Professional Offices;
- iii. Service and Personal Service Shops;
- iv. Banking and Financial Institutions;
- v. Restaurants and Lounges;
- vi. Hotels and Motels;
- vii. Entertainment Facilities;
- viii. Institutional Uses;
- ix. Child Care Centres;
- x. Recreational Uses;
- xi. Household Service and Repair;
- xii. Accessory Structures;
- xiii. Temporary Commercial Uses;
- xiv. Garden Centre; and
- xv. Veterinary Hospitals and Kennels.

13.1.3. CONDITIONAL USES

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- (a) Commercial Dwelling Units.

13.1.4. SPECIAL PERMITTED USES

- (a) Notwithstanding Subsections 13.1.2 and 13.1.3 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Automobile Service Stations; and
- ii. Community Care Facilities.

- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

13.1.5. **SERVICING**

All Development in a C1 Zone shall be serviced by municipal sewer services and municipal water supply.

13.1.6. **LOT REQUIREMENTS**

- (a) The following requirements shall apply to Development in a C1 Zone:

Requirement	Standard
Minimum Lot Area	1390 sq. m (15,000 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	5 m (17 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Maximum Building Height	10.5 m (35 ft.)

- (b) All Lots shall also conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.

13.1.7. **SPECIAL REQUIREMENTS: COMMERCIAL ZONES ADJACENT TO RESIDENTIAL ZONES**

- (a) Notwithstanding any provisions of this Bylaw, where a Commercial Development located on lands zoned General Commercial (C1) directly abuts on any residential zone, the following conditions shall be complied with:
- a strip of land not less than 4.5 m (14.7 ft.) in width along the lot line within the C1 Zone and adjacent to the residential zone shall be maintained clear of any structure, driveway or parking area and shall be adequately landscaped to provide a year-round visual buffer;

- ii. any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone; and
 - iii. outdoor storage shall be prohibited adjacent to a residential zone unless it is hidden from view by means of a landscaped buffer hedge of adequate size or architectural screening such as a wall, Fence or other appropriate structure.
- (b) all commercial developments which are required to comply with this Section shall proceed via a Development Agreement in accordance with this Bylaw.

13.2. HIGHWAY COMMERCIAL ZONE (C2)**13.2.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a C2 Zone shall conform with the provisions of this Section.

13.2.2. PERMITTED USE

No Building or part thereof and no land shall be used for purposes other than:

- i. Automobile sales and service establishments;
- ii. Retail Stores;
- iii. Business and Professional Offices;
- iv. Service and Personal Service Shops;
- v. Restaurants and Lounges;
- vi. Hotels;
- vii. Motels;
- viii. Institutional Uses;
- ix. Child Care Centres;
- x. Recreational Uses;
- xi. Household service and repair;
- xii. Temporary commercial Uses;
- xiii. Accessory Buildings;
- xiv. Nursery and Garden Centres;
- xv. Health Clinics; and
- xvi. Veterinary Hospitals and Kennels.

13.2.3. CONDITIONAL USE

The following Conditional Uses subject to such terms and conditions as shall be imposed by Council:

- i. Commercial Dwelling Units.

13.2.4. SPECIAL PERMITTED USE

- (a) Notwithstanding Subsections 13.2.2 and 13.2.3 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Equipment Dealerships and Repair Shops;
- ii. Industrial Service and Repair;

- iii. Building Supply Dealers;
 - iv. Warehouses; and
 - v. Automobile Service Stations.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that:
- i. the Development is deemed appropriate and complements the scale of the existing adjacent development;
 - ii. the Development has a 9 m (30 ft.) Buffer Area along the periphery of the Property and existing wooded areas separating adjacent Uses are preserved;
 - iii. in the opinion of Council, the Development does not cause any hardship to surrounding Property Owners due to excessive noise, traffic congestion, hours of operation, or any other potential nuisance;
 - iv. Property Owners within 61 metres (200 feet) of the subject Property are notified in writing of details of the proposed Development and asked to provide their comments;
 - v. a public meeting shall be held to allow residents to obtain their input prior to the development of a preliminary site plan; and
 - vi. all other relevant provisions of this Bylaw are met.

13.2.5. LOT REQUIREMENTS

The requirements as delineated in the C1 Zone shall also apply in a C2 Zone.

13.2.6. SPECIAL REQUIREMENTS: COMMERCIAL ZONES ADJACENT TO RESIDENTIAL ZONES

Notwithstanding any provisions of this Bylaw, where a Commercial Development located on lands zoned Highway Commercial (C2) directly abuts on any residential zone, the following conditions shall be complied with:

- (a) a Buffer Area not less than 9 m (29.5 ft.) in width along the lot line within the C2 Zone and adjacent to the residential zone shall be maintained clear of any structure, driveway or parking area and shall be adequately landscaped to provide a year-round visual buffer;
- (b) any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone;

- (c) outdoor storage shall be prohibited adjacent to a residential zone unless it is hidden from view by means of a landscaped Buffer Area of 4.5 m (15 ft.) or architectural screening such as a wall, Fence or other appropriate structure; and
- (d) all commercial developments which are required to comply with this Section shall proceed via a Development Agreement in accordance with this Bylaw.

13.2.7. **SERVICING**

All Developments in a C2 Zone shall be serviced by a municipal sewer services and municipal water supply.

13.3. NEIGHBOURHOOD COMMERCIAL ZONE (C3)**13.3.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed, or altered, or any land used in a C3 Zone shall conform with the provisions of this Section.

13.3.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Commercial Dwelling Units;
- ii. Recreational Uses;
- iii. Convenience Stores;
- iv. Professional Services;
- v. Personal Services;
- vi. Health Clinics; and
- vii. Accessory Structures.

13.3.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 13.3.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Restaurants;
 - ii. Financial Services; and
 - iii. Child Care Centres.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

13.3.4. SERVICING

All Developments in a C3 Zone shall be serviced by municipal sewer services and municipal water supply, where water services exist.

13.3.5. LOT REQUIREMENTS

The following requirements shall apply to Development in a C3 Zone:

Requirement	Standard
Minimum Lot Area	450 sq. m (4844 sq. ft.)
Maximum Lot Area	1390 sq. m (15000 sq. ft.)
Minimum Frontage	22 m (72 ft.)
Minimum Front Yard	5 m (17 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Minimum Flankage Yard	5 m (17 ft.)
Maximum Height	11 m (36 ft.)

13.3.6. SPECIAL REQUIREMENTS: COMMERCIAL ZONES ADJACENT TO RESIDENTIAL ZONES

Notwithstanding any provisions of this Bylaw, where a Commercial Development located on lands zoned Neighbourhood Commercial (C3) directly abuts on any residential zone, the following conditions shall be complied with:

- i. A Buffer Area not less than 4.5 m (14.7 ft.) in width along the lot line within the C3 Zone and adjacent to the residential zone shall be maintained clear of any structure, driveway or parking area and shall be adequately landscaped to provide a year round visual buffer;
- ii. any exterior lighting shall be separated by a Buffer Area or be so arranged as to deflect light away from the adjacent residential zone;
- iii. outdoor storage shall be prohibited adjacent to a residential zone unless it is hidden from view by means of a landscaped Buffer Area, or a hedge of adequate size or architectural screening such as a wall, Fence or other appropriate structure; and
- iv. all commercial developments which are required to comply with this Section shall proceed via a Development Agreement in accordance with this Bylaw.

13.4. TOWN CENTRE COMMERCIAL ZONE (TCC)**13.4.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a TCC Zone shall conform with the provisions of this Section.

13.4.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Retail Stores;
- ii. Business and Professional Offices;
- iii. Service and Personal Service Shops;
- iv. Banking and Financial Service Shops;
- v. Restaurants and Lounges;
- vi. Hotels, Motels or other Tourist Establishments;
- vii. Entertainment Facilities;
- viii. Institutional Buildings;
- ix. Child Care Centres;
- x. Accessory Buildings;
- xi. Garden Centres; and
- xii. Health Clinics.

13.4.3. SPECIAL PERMITTED USES

(a) Notwithstanding Subsection 13.4.2, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:

- i. Service Stations;
- ii. Building Supply Dealers;
- iii. Warehouses;
- iv. Transient or Temporary Commercial;
- v. Automobile sales and service; and
- vi. Activities related to the Automobile Trade other than a Scrap Yard or Auto Body Shop.

(b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

13.4.4. SERVICING

All Development in a TCC Zone shall be serviced by municipal sewer services and municipal water supply.

13.4.5. DEVELOPMENT STANDARDS

All Development in a TCC Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

13.4.6. LOT REQUIREMENTS

The following requirements shall apply to Development in a TCC Zone:

Requirement	Standard
Minimum Lot Area	1390 sq. m (15,000 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	5 m (17 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	6 m (19.6 ft.)
Maximum Building Height	10.5 m (35 ft.)

13.4.7. SPECIAL REQUIREMENTS: COMMERCIAL ZONES ADJACENT TO RESIDENTIAL ZONES

Notwithstanding any other provisions of this Bylaw, where a Commercial Development located on lands zoned Town Centre Commercial (TCC) directly abuts on any residential Zone, the following conditions shall be complied with:

- i. the area and shall be adequately landscaped to provide a visual buffer;
- ii. any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone;
- iii. outdoor storage shall be prohibited adjacent to a residential Zone unless it is hidden from view by means of a landscaped buffer hedge of adequate size or architectural screening such as a wall, Fence or other appropriate structure; and

- iv. a strip of land not less than 9 m (29.7 ft.) in width along the lot line with the TCC Zone and adjacent to the residential Zone shall be maintained clear of any structure, driveway or parking.

13.5. MASON ROAD COMMERCIAL ZONE (MRC)**13.5.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a MRC Zone shall conform with the provisions of this Section.

13.5.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Accessory Buildings;
- ii. Banking and Financial Service Shops;
- iii. Business and Professional Offices;
- iv. Entertainment Facilities;
- v. Garden Centres;
- vi. Health Clinics;
- vii. Hotels, Motels or other Tourist Establishments;
- viii. Institutional Buildings;
- ix. Child Care Centres;
- x. Restaurants and Lounges;
- xi. Retail Stores; and
- xii. Service and Personal Service Shops;

13.5.3. SPECIAL PERMIT USES

(a) Notwithstanding Section 13.5.2, Council may issue a Development Permit for the following uses subject to such items and conditions as Council deems necessary.

- i. Service Stations;
- ii. Building Supply Dealers;
- iii. Warehouses;
- iv. Transient or Temporary Commercial;
- v. Automobile sales and services;
- vi. Manufacturing and Assembly;
- vii. Activities connected with the Automobile Trade other than a Scrap Yard;
- viii. Farm Machinery and Heavy Equipment Dealerships and Repair Shops;
- ix. Wholesale Operations; and
- x. Accessory Buildings/Structures.

- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

13.5.4. **SERVICING**

All Development in a MRC Zone shall be serviced by municipal sewer services and municipal water supply.

13.5.5. **DEVELOPMENT STANDARDS**

- (a) All Development in a MRC Zone shall conform to the Development Standards and Architectural Guidelines as noted in

APPENDIX F - Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part II

13.5.6. **LOT REQUIREMENTS**

The following requirements shall apply to Development in a MRC Zone:

Requirement	Standard
Minimum Lot Area	1390 sq. m (15,000 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	5 m (17 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Maximum Building Height	10.5 m (35 ft.)

13.5.7. **SPECIAL REQUIREMENTS: COMMERCIAL ZONE ADJACENT TO RESIDENTIAL ZONE**

Notwithstanding any other provisions of this Bylaw, where a Commercial Development located on lands zoned Mason Road Commercial (MRC) directly abuts on any residential Zone, the following conditions shall be complied with:

- (a) a strip of land not less than 9 m (29.5 ft.) in width along the lot line and adjacent to the residential zone shall be maintained clear of any structure, driveway, storage or parking area and shall provide a combination of landscaping elements such as an earthen berm, trees, shrubs and a solid wall or Fence at least 2.5 m (8 ft.) high which effectively restricts sight lines from the ground floor of the residences to the rear of any commercial building and is capable of substantially reducing or eliminating noise transmission;

- (b) any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone; and
- (c) outdoor storage, garbage, or loading activities shall be prohibited in a yard adjacent to a residential Zone subject to a development.

14. INDUSTRIAL ZONES**14.1. INDUSTRIAL ZONE (M1)****14.1.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a M1 Zone shall conform with the provisions of this Section.

14.1.2. PERMITTED USES

- (a) No Building or part thereof and no land shall be used for purposes other than:
 - i. Manufacturing;
 - ii. Warehouses;
 - iii. Wholesale Operations;
 - iv. Business and Professional Offices;
 - v. Automobile Sales and Service Establishments;
 - vi. Automobile Service Stations;
 - vii. Service and Repair shops;
 - viii. Retail Uses Accessory to a Main Use up to 25% of Total Floor Area;
 - ix. Restaurants and Cafeterias;
 - x. Recreational Uses;
 - xi. Farm Machinery and Heavy Equipment Dealerships and Repair Shops;
 - xii. Building Supply Dealers;
 - xiii. Accessory Buildings; and
 - xiv. Truck and distribution Facility.
- (b) Notwithstanding Subsection 14.1.2, any Use which is deemed by Council to be an Obnoxious Use as defined in this Bylaw, shall be denied approval.

14.1.3. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in a M1 Zone:

Requirement	Standard
Minimum Lot Area	1350 sq. m (15,000 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	7.5 m (25 ft.)
Minimum Rear Yard	7.5 m (25 ft.)
Minimum Side Yard	3 m (10 ft.)
Minimum Flankage Yard	7.5 m (25 ft.)
Maximum Building Height	11 m (36 ft.)

14.1.4. **SPECIAL REQUIREMENTS: INDUSTRIAL ZONES ADJACENT TO RESIDENTIAL ZONES**

Notwithstanding any provisions of this Bylaw, where an Industrial Development located on lands within an Industrial zone directly abuts on any residential zone, the following conditions shall be complied with:

- i. a Buffer Area not less than 9 m (29.5 ft.) in width along the lot line within the M1 Zone and adjacent to the residential zone shall be maintained clear of any structure, driveway or parking area and shall be adequately landscaped to provide a visual buffer;
- ii. any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone;
- iii. outdoor storage shall be prohibited adjacent to a residential zone unless it is hidden from view by means of a landscaped Buffer Area not less than 4.5 m (15 ft.) or architectural screening such as a wall, Fence, or other appropriate structure; and
- iv. all commercial developments which are required to comply with this Section shall proceed via a Development Agreement in accordance with this Bylaw.

14.1.5. **SERVICING**

All Development in an Industrial (M1) Zone shall be fully serviced by municipal sewer and water systems.

14.2. BUSINESS PARK ZONE (M2)**14.2.1. GENERAL**

- (a) Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a M2 Zone shall conform with the provisions of this Section.
- (b) The storage of materials, equipment and vehicles shall not be permitted in any part of the front yard which abuts a public street.
- (c) All outdoor storage shall be screened on all sides by a Fence or wall that is:
 - i. A minimum of 2.4 m (8 ft.) in height;
 - ii. Constructed of a permanent opaque materials that provide a visual barrier; and
 - iii. Requires minimum maintenance.
- (d) Outside manufacturing, assembling, cleaning, or any other processes that could create a nuisance for adjoining properties shall not be permitted.

14.2.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Light Industrial Uses;
- ii. Manufacturing;
- iii. Warehouses, Wholesale and Distribution Operations and Facilities;
- iv. Business and/or Professional Offices;
- v. Retail Uses Accessory to a Main Use up to 25% of Total Floor Area;
- vi. Commercial Uses Accessory to a Main Plant, Facility or Operation on a Site;
- vii. Laboratories;
- viii. Restaurants and Cafeterias;
- ix. Recreational Uses;
- x. Child Care Centres; and
- xi. Accessory Buildings.

14.2.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 14.2.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Automobile Sales and Service Establishments;
 - ii. Service and Repair Uses;

- iii. Automobile Service Stations;
 - iv. Towing Services; and
 - v. Recreation and Open Space.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

14.2.4. LOT REQUIREMENTS

The following minimum requirements shall apply in the M2 Zone:

Requirement	Standard
Minimum Lot Area	1400 sq. m (15,070 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	15 m (50 ft.)
Minimum Side Yard	6.1 m (20 ft.)
Minimum Rear Yard (Interior Lots)	7.6 m (25 ft.)
Minimum Rear Yard	15 m (50 ft.)
Maximum Flankage Yard	15 m (50 ft.)
Maximum Building Height	11 m (36 ft.)

14.2.5. SPECIAL REQUIREMENTS: INDUSTRIAL ZONES ADJACENT TO RESIDENTIAL ZONES

- (a) Notwithstanding any provisions of this Bylaw, where an Industrial Development located on lands zoned Business Park (M2) directly abuts on any residential zone, the following conditions shall be complied with:
- i. a Buffer Area not less than 9 m (29.5 ft.) in width along the lot line within the M2 Zone and adjacent to the residential zone shall be maintained clear of any Structure, driveway or parking area and shall be adequately landscaped to provide a visual buffer;
 - ii. any exterior lighting or illuminated sign shall be so arranged as to deflect light away from the adjacent residential zone; and
 - iii. outdoor storage shall be prohibited adjacent to a residential zone unless it is hidden from view by means of a landscaped buffer or

architectural screening such as a wall, Fence or other appropriate structure.

- (b) all commercial developments which are required to comply with this Section shall proceed via a Development Agreement in accordance with this Bylaw.

14.2.6. **OPEN SPACE**

- (a) A minimum of 10% of the area of any Lot, required for dedication shall be developed as high quality landscaped Open Space for aesthetic purposes and for the Use and enjoyment of owners and staff.
- (b) No parking area shall be considered as part of this Open Space requirement.
- (c) Building setbacks from Lot Lines, front, side and back, shall provide adequate space for required Landscaping, but in all cases, the perimeter of every Lot shall have Landscaping of a minimum 3 m (10 ft.) width, with the exception of areas that are used for driveway and walkway access.

14.2.7. **SERVICING**

All Developments in a M2 Zone shall be serviced by municipal sewer services and municipal water supply.

14.2.8. **DEVELOPMENT STANDARDS**

- (a) All Development in a M2 Zone shall conform to the Development Standards and Architectural Guidelines as noted in

APPENDIX F - Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part II

14.2.9. **DEVELOPMENT AGREEMENT**

- (a) Any Development in the M2 Zone may be required to enter into a Development Agreement with the Town.
- (b) The agreement may set out and require such security as may be acceptable to Council and shall encompass all responsibilities on the part of the Developer and the Town.

15. AGRICULTURAL ZONES

15.1. AGRICULTURAL RESERVE ZONE (A1)

15.1.1. GENERAL

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in an A1 Zone shall conform with the provisions of this Section.

15.1.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Single Dwellings;
- ii. Agricultural Uses Except for Intensive Livestock Operations;
- iii. Agriculture-Related Use;
- iv. Farm-Gate Outlets;
- v. Farm Greenhouses;
- vi. Forestry Uses;
- vii. Residential Scale Wind Power Generators for Personal Use;
- viii. Recreational Uses
- ix. Home-Based Child Care Centres;
- x. Accessory Buildings; and
- xi. Accessory Farm Dwellings.

15.1.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 15.1.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Garden Centres Containing no more than 1,000 sq. ft. (90 sq. m) of Retail Space;
 - ii. Commercial Wind Powered Generators;
 - iii. Excavation Pits;
 - iv. Intensive Livestock Operations; and
 - v. Agri-tourism and Recreation Use.

- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

15.1.4. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in an A1 Zone:

Requirement	Standard
Minimum Lot Area	1 Ac. (43,560 sq. ft.)
Minimum Frontage	45 m (150 ft.)
Minimum Front Yard	15 m (50 ft.)
Minimum Side Yard	4.5 m (15 ft.)
Minimum Rear Yard	7.5 m (25 ft.)
Maximum Flankage Yard	15 m (50 ft.)
Maximum Building Height	10.5 m (35 ft.)

- (b) All Lots shall also conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.

15.1.5. SERVICING

- (a) Council shall require on-site sewage treatment systems in an A1 Zone to be designed and certified by a professional engineer licensed to practice on Prince Edward Island. Council may also consider shared or common sewage treatment systems based on the recommendations of the Department of Environment, Energy and Forestry and subject to the approval of the Town.
- (b) All costs related to the design, approval and installation of a shared or common sewage treatment system shall be borne by the Developer(s).

15.1.6. ACCESSORY FARM DWELLINGS

- (a) No Accessory Farm Dwelling shall exceed 100 sq. m (1076 sq. ft.) in total floor area.
- (b) No more than one (1) unit will be permitted for residential purposes and the use of such residential dwellings as a source of revenue shall not be

expanded, nor be allowed to continue as such once the operation ceases to be a farming operation.

- (c) Accommodations for seasonal workers in temporary employment shall be subject to a development agreement and a sunset clause for work in the A1 Zone.

15.1.7. INTENSIVE LIVESTOCK OPERATIONS

- (a) The following separation distances shall apply to all new Intensive Livestock Operations or extensions:

Requirement	Standard
Distance from any Dwelling on an adjacent Property	304 m (1000 ft.)
Distance from Public Road	152 m (500 ft.)
Distance from any Domestic Well	304 m (1000 ft.)
Distance from any Lot Line	152 m (500 ft.)
Distance from any Watercourse or Wetland	152 m (500 ft.)

- (b) Where a new intensive livestock operation is proposed within 500 m (1600 ft.) of an existing residential Subdivision or an existing residential Dwelling, Council shall notify the Property Owner(s) and invite their comments.
- (c) All intensive livestock Buildings shall have a manure storage facility with a capacity for retention of manure for a period of time for which conditions do not permit spreading as per the Manure Storage Regulations of the Department of Environment.
- (d) Council shall consult the Department of Agriculture for manure storage capacities and design standards and shall require the livestock operator to follow the capacity and design requirements.
- (e) Any new residential Development shall be located a minimum of 305 m (1000 ft.) from an existing Intensive Livestock Operation.

15.1.8. EXCAVATION PITS

- (a) No Person shall operate an Excavation Pit in an Agricultural Reserve Zone unless a valid permit has been issued pursuant to the provisions of this Subsection.
- (b) In this Subsection:
 - i. “abandoned” in relation to an Excavation Pit, means an Excavation Pit for which a valid permit has not been in force for a period of one year;
 - ii. “contractor” means any Person who has an understanding, agreement or contract with a Property Owner to open or operate an Excavation Pit on the land of the Property Owner;
 - iii. “Excavation Pit” means any excavation in the ground for the purpose of searching for or removing clay, gravel, sand, shale, sub-soil, topsoil, rock or any other surface or subterranean deposit, but does not include an excavation made within the boundaries of a highway, or a snow-trap constructed to protect a roadway from snow accumulation;
 - iv. “operate” in relation to an Excavation Pit, means to search for, move or remove any clay, gravel, sand, shale, sub-soil, topsoil, rock or any other surface or subterranean deposit, or any part thereof;
- (c) No Person shall:
 - i. open or operate an Excavation Pit;
 - ii. remove excavated material from an Excavation Pit;
 - iii. allow any other Person to operate an Excavation Pit on said Property; or
 - iv. allow any other Person to remove excavated material from that Property except in compliance with a valid permit issued under this Bylaw.
- (d) A Property Owner upon which an Excavation Pit is situated, whether or not there has been a permit issued therefore, shall at his or her own expense, comply with the provisions of an order by Council for closure and restoration of the Excavation Pit.

15.1.9. APPLICATION FOR PERMITS

- (a) Before opening or operating any Excavation Pit, a contractor or Property Owner shall have made application for and be in possession of a valid permit issued therefore.
- (b) An application shall be made:
 - i. by the contractor in the case of an Excavation Pit that is to be operated by a contractor, but must contain the approval in writing of the Property Owner of the Property upon which the Excavation Pit is to be located; or
 - ii. by the Property Owner on which the Excavation Pit is to be located, in the case of an Excavation Pit that is to be operated by the Property Owner.
- (c) An application shall contain:
 - i. a map or plan showing the location, shape, dimension, approximate area and description of the Property upon which the Excavation Pit is to be located and the location of the proposed Excavation Pit, together with existing grades of the Property on which the Excavation Pit is to be located, and the anticipated grades of the Excavation Pit when it has been abandoned;
 - ii. details of the existing land Use of the proposed site of the Excavation Pit;
 - iii. information in respect of the Use of all land within a distance of 500 metres (1600 feet) of the boundary of the proposed pit;
 - iv. the location and extent of all Watercourses within the Property boundaries or within 250 metres (800 feet) of the proposed Excavation Pit;
 - v. the details of all drainage from the proposed Excavation Pit;
 - vi. the plans to prevent soil eroded from the Excavation Pit from entering any adjacent Watercourses;
 - vii. a description of all entrances and exits from the proposed Excavation Pit;
 - viii. the location and amount of all stockpiles of the matter being excavated, overburden and waste;
 - ix. proposals for the protection of people and livestock from any hazards that may be created by the Excavation Pit, including proposals for the fencing and posting of Signs for the Excavation Pit;

- x. a plan for the restoration of the site to a condition suitable for agricultural, reforestation or other Use acceptable to Council;
 - xi. an undertaking to post a bond or other surety acceptable to Council to cover the costs of carrying out the restoration plan; and
 - xii. such other information as may be required by Council.
- (d) Each application under this Section shall contain the real property tax number and the name of the owner appearing on the tax notices under the Real Property Tax Act, R.S.P.E.I. 1988, Cap. R-5.
- (e) A plan referred to in Section 15.1.9(c)i may be an aerial photograph, a Survey Plan certified by a Prince Edward Island land surveyor, or it may be a line drawing made by the Applicant, but any plan submitted shall be of such detail and shall identify the matters referred to in Subsection 15.1.9(c) with such clarity as shall be satisfactory to Council.

15.1.10. ISSUANCE OF PERMITS

No permit shall be issued if:

- i. an application in accordance with Subsection 15.1.9 has not been submitted;
- ii. the plan submitted by the Applicant does not contain sufficient particulars;
- iii. the Use of the land as an Excavation Pit would be in contravention of any other act, regulation or bylaw;
- iv. any part of the proposed Excavation Pit is within 300 metres (1000 feet) of any residential Property other than a residence occupied by the Applicant or within 500 metres (1600 feet) of any church, school, Hospital, cemetery, public hall, bathing beach, Public Park or public playground;
- v. in the opinion of Council, the location of a Road from the Excavation Pit giving access to the highway would create a hazard to the public;
- vi. in the opinion of Council, the proposals of the Applicant are insufficient to provide reasonable protection for people and livestock from the hazards created by the Excavation Pit;
- vii. in the opinion of Council, any detrimental effect on the water table or surface drainage patterns would occur;
- viii. any part of the site proposed for an Excavation Pit is within 50 metres (160 feet) of a Watercourse;

- ix. in the opinion of Council, the operation of an Excavation Pit at that location would create a conflict with existing land Use, natural features or aesthetic quality of the surrounding area;
- x. the bond or surety referred to in clause 15.1.9(c)xi has not been executed;
- xi. for any period of time exceeding one year from the date of issue; or
- xii. for an Excavation Pit to be located within 60 metres (200 feet) of a highway.
- xiii. Where Council is satisfied that the requirements of this Bylaw have been complied with, it shall issue a permit for an Excavation Pit subject to any conditions contained in the permit.

15.1.11. EXCAVATIONS FROM EXCAVATION PITS

- (a) No Person shall in operating an Excavation Pit:
 - i. excavate below a line extending horizontally from an adjacent Property boundary, within eight (8) metres of that boundary; or
 - ii. excavate below a gradient line which slopes downward from an adjacent Property boundary at a slope of one unit vertical to one unit horizontal.
- (b) The holder of a permit for an Excavation Pit shall:
 - i. ensure that the interior of the Excavation Pit is screened from view of every adjacent Highway either by a growth of trees of sufficient density or by the creation of an earthen berm;
 - ii. control dust on the access Road to the Excavation Pit by means of an approved method.
- (c) The holder of a permit for an Excavation Pit shall, before an Excavation Pit becomes an abandoned pit, slope all of the walls of the Excavation Pit to a minimum 3:1 slope (horizontal to vertical).
- (d) No Person who holds a permit under this section shall fail to carry out any proposal contained in the application or any condition placed on the operation of the Excavation Pit.

16. RECREATIONAL ZONES**16.1. RECREATION AND OPEN SPACE ZONE (O1)****16.1.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in an O1 Zone shall conform with the provisions of this Section.

16.1.2. PERMITTED USES

No Buildings or part thereof and no land shall be used for purposes other than:

- (a) Parks and Open Spaces;
- (b) Arts and Entertainment Use;
- (c) Campgrounds;
- (d) Golf Courses, Golf Driving Ranges, and Mini-Golf Courses;
- (e) Marinas and Yacht Clubs;
- (f) Restaurants and Lounges Accessory to the Main Use;
- (g) Recreational Uses;
- (h) Pavilions, Band Shells and Outdoor Theatres;
- (i) Public Gardens;
- (j) Recreation Administrative Offices;
- (k) Accessory Structures Related to Parks and Open Space; and
- (l) Parking lots related to the above uses.

16.1.3. LOT REQUIREMENTS

- (a) The following requirements shall apply to Development in an O1 Zone:

Requirement	Standard
Minimum Lot Area	0.4 hectares (43560 sq. ft.)
Minimum Frontage	45 m (150 ft.)
Minimum Front Yard	15 m (50 ft.)
Minimum Rear Yard	15 m (50 ft.)
Minimum Side Yard	7.5 m (25 ft.)
Maximum Building Height	10.5 m (35 ft.)

- 16.1.4. All Lots shall also conform to the Provincial Minimum Lot Standards as noted in SCHEDULE A: MINIMUM LOT SIZE STANDARDS.

16.2. **ENVIRONMENTAL RESERVE ZONE (O2)**

16.2.1. **GENERAL**

- (a) Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a O2 Zone shall conform with the provisions of this Section.
- (b) The Zone boundaries for the Environmental Reserve Zone shall be interpreted to include all the area defined as either a Wetland or Watercourse in Section 2 and in addition shall include the area within 60 meters (197 feet) of a Wetland or Watercourse.

16.2.2. **PERMITTED USES**

- (a) Building or part thereof and no land shall be used for purposes other than:
 - i. Passive Recreational Uses; and
 - ii. Conservation and Preservation Related Activities.

16.2.3. **ZONE REQUIREMENTS**

- (a) Within an O2 Zone no Person shall cut down any trees or disturb the natural ground cover without first submitting a landscape plan to Council documenting all proposed changes to the topography and vegetation and measures to control erosion and siltation.

16.3. TOWN CENTRE OPEN SPACE ZONE (TCOS)**16.3.1. GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a TCOS Zone shall conform with the provisions of this Section.

16.3.2. PERMITTED USES

No Buildings or part thereof and no land shall be used for purposes other than:

- i. Public and Private Parks;
- ii. Open Space and Conservation and Preservation Related Activities;
- iii. Golf Courses, Golf Driving Ranges and Mini-Golf Courses;
- iv. Restaurants and Lounges accessory to the main Use and located within the same Building as the main Use;
- v. Recreational uses and directly related commercial services;
- vi. Pavilions, Band Shells and Outdoor Theatres;
- vii. Public Gardens;
- viii. Recreation Administrative Offices;
- ix. Parking Lots related to the above Uses;
- x. Accessory Buildings/Structures.

16.3.3. SERVICING

All Developments in a TCOS Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

16.3.4. LOT REQUIREMENTS

(a) The following requirements shall apply to Development in a TCOS Zone:

Requirement	Standard
Minimum Lot Area	0.4 hectares (43,560 sq. ft.)
Minimum Frontage	30 m (100 ft.)
Minimum Front Yard	15 m (50 ft.)
Minimum Rear Yard	15 m (50 ft.)
Minimum Side Yard	7.5 m (25 ft.)
Maximum Building Height	10.5 m (35 ft.)

16.4. WATERFRONT PUBLIC SPACE ZONE (WPS)**16.4.1. GENERAL**

Except as otherwise provided in this Bylaw all Buildings and parts thereof erected, placed or altered or any land used in a WPS Zone shall conform with the provisions of this Section.

16.4.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Public and Private Parks;
- ii. Marinas and Yacht Clubs;
- iii. Pavilions, Band Shells and Outdoor Theatres;
- iv. Recreation uses directly related to commercial services;
- v. Open Space;
- vi. Recreation Administrative Offices;
- vii. Institutional Uses; and
- viii. Parking Lots.

16.4.3. SPECIAL PERMIT USES

(a) Notwithstanding Section 15.2.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary.

- i. Retail Stores;
- ii. Restaurants, Lounges and other food service facilities; and
- iii. Service or commercial facilities.

(b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

16.4.4. TRANSIENT OR TEMPORARY COMMERCIAL USES

Notwithstanding any other provisions of this Bylaw, temporary Development permits may be issued in the Waterfront Public Space (WPS) Zone for a transient-type commercial operation subject to compliance with the following:

- i. the Development shall not result in any traffic hazard;
- ii. the Development shall not interfere with the parking requirements of permanent users of the Lot on which the Development will be located;

- iii. the Development shall not impede pedestrian, vehicular or bicycle movements and shall not create a public nuisance;
- iv. the temporary permit shall not exceed a twenty (20) week period; and
- v. the Applicant shall provide a letter of approval from the Property Owner of the Lot on which the temporary Development will be situated.

16.4.5. **SERVICING**

All Development in a WPS Zone shall be serviced by municipal sewer services municipal water supply.

16.4.6. **DEVELOPMENT STANDARDS**

All Development in a WPS Zone shall conform to the Development Standards Architectural Guidelines as noted in APPENDIX D - Core Area Design Standards - WATERFRONT CORE AREA (WCA)

16.4.7. **LOT REQUIREMENTS**

- (a) The following requirements shall apply to Development in a WPS Zone:

Requirement	Standard
Minimum Lot Area	N/A
Minimum Frontage	N/A
Minimum Front Yard	0 m (0 ft.)
Minimum Rear Yard	0 m (0 ft.)
Minimum Side Yard	0 m (0 ft.)
Minimum Flankage Yard	0 m (0 ft.)
Maximum Building Height	4 stories, 15 m (50 ft.)

- (b) Council may limit building height and location in order to preserve view planes of the waterfront in conformance with the provisions of the Subsidiary Core Area Official Plan for the Waterfront Core Area.

17. INSTITUTIONAL ZONES

17.1. PUBLIC SERVICE AND INSTITUTIONAL ZONE (PSI)

17.1.1. GENERAL

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a PSI Zone shall conform with the provisions of this Section.

17.1.2. PERMITTED USES

No Building or part thereof and no land shall be used for purposes other than:

- i. Institutional Uses;
- ii. Group Homes;
- iii. Community Care Facilities;
- iv. Civic Centres;
- v. Municipal Buildings;
- vi. Public and Private Parks;
- vii. Recreational Uses;
- viii. Health Clinics;
- ix. Child Care Centres;
- x. Supportive Facilities;
- xi. Accessory Buildings; and
- xii. Restaurants and Lounges Accessory to the Main Use.

17.1.3. SPECIAL PERMIT USES

- (a) Notwithstanding Subsection 17.3.2 above, Council may issue a Development Permit for the following uses subject to such terms and conditions as Council deems necessary:
 - i. Hospitals; and
 - ii. operations secondary to and associated with Hospitals.
- (b) Prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw.

17.1.4. LOT REQUIREMENTS

The following requirements shall apply to Development in a PSI Zone:

Requirement	Standard
Minimum Lot Area	675 sq. m (7500 sq. ft.)
Minimum Frontage	20 m (66 ft.)
Minimum Front Yard	3 m (10 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	3 m (10 ft.)
Maximum Building Height	10.5 m (35 ft.)

17.1.5. SERVICING

All Development in a PSI Zone shall be serviced by municipal sewer service and municipal water supply where such services exist.

17.2. **TOWN CENTRE INSTITUTIONAL ZONE (TCI)**

17.2.1. **GENERAL**

Except as otherwise provided in this Bylaw, all Buildings and parts thereof erected, placed or altered or any land used in a TCI Zone shall conform with the provisions of this Section.

17.2.2. **PERMITTED USES**

No Building or part thereof and no land shall be used for purposes other than:

- i. Institutional Buildings;
- ii. Group Homes;
- iii. Community Care Facilities;
- iv. Child Care Centres;
- v. Civic Centres;
- vi. Municipal Buildings;
- vii. Accessory Buildings/Structures;
- viii. Public and Private Parks;
- ix. Recreational Uses;
- x. Health Clinics; and
- xi. Nursing Homes.

17.2.3. **SERVICING**

All Development in a TCI Zone shall be serviced by municipal sewer services and municipal water supply.

17.2.4. **DEVELOPMENT STANDARDS**

All Development in a TCI Zone shall conform to the Development Standards and Architectural Guidelines as noted in APPENDIX E- Core Area Design Standards - TOWN CENTRE CORE AREA.

17.2.5. **LOT REQUIREMENTS**

The following requirements shall apply to all Development in a TCI Zone:

Requirement	Standard
Minimum Lot Area	1350 sq. m (15000 sq. ft.)
Minimum Frontage	30 m (100 ft.)

Minimum Front Yard	5 m (17 ft.)
Minimum Rear Yard	4.5 m (15 ft.)
Minimum Side Yard	4.5 m (15 ft.)
Minimum Flankage Yard	5 m (17 ft.)
Maximum Building Height	10.5 m (35 ft.)

18. REPEAL AND SEVERABILITY

18.1. REPEAL

18.1.1. The Town of Stratford Zoning and Subdivision Control Bylaw # 29 (enacted October 2011) is hereby repealed.

18.2. SEVERABILITY

18.2.1. If any provision in this bylaw is deemed to be invalid for any reason, then that provision shall be severed from this bylaw and all remaining provisions shall remain valid and in force.

18.3. EFFECTIVE DATE

18.3.1. This Bylaw is effective on the date of approval and adoption below.

First Reading:

This Bylaw was read and formally approved by a majority of Council members present at the Council meeting held on the 14th day of November, 2018.

Second Reading:

This Bylaw was read and formally approved by a majority of Council members present at the Council meeting held on the 21st day of November, 2018.

Approval and Adoption by Council:

This bylaw was formally adopted by a majority of Council members present at the Council meeting held on the 21st day of November, 2018.

This Bylaw is hereby declared to be passed and proclaimed as a bylaw of the Town of Stratford on this 21st day of November, 2018.

Mayor
(Signature Sealed)

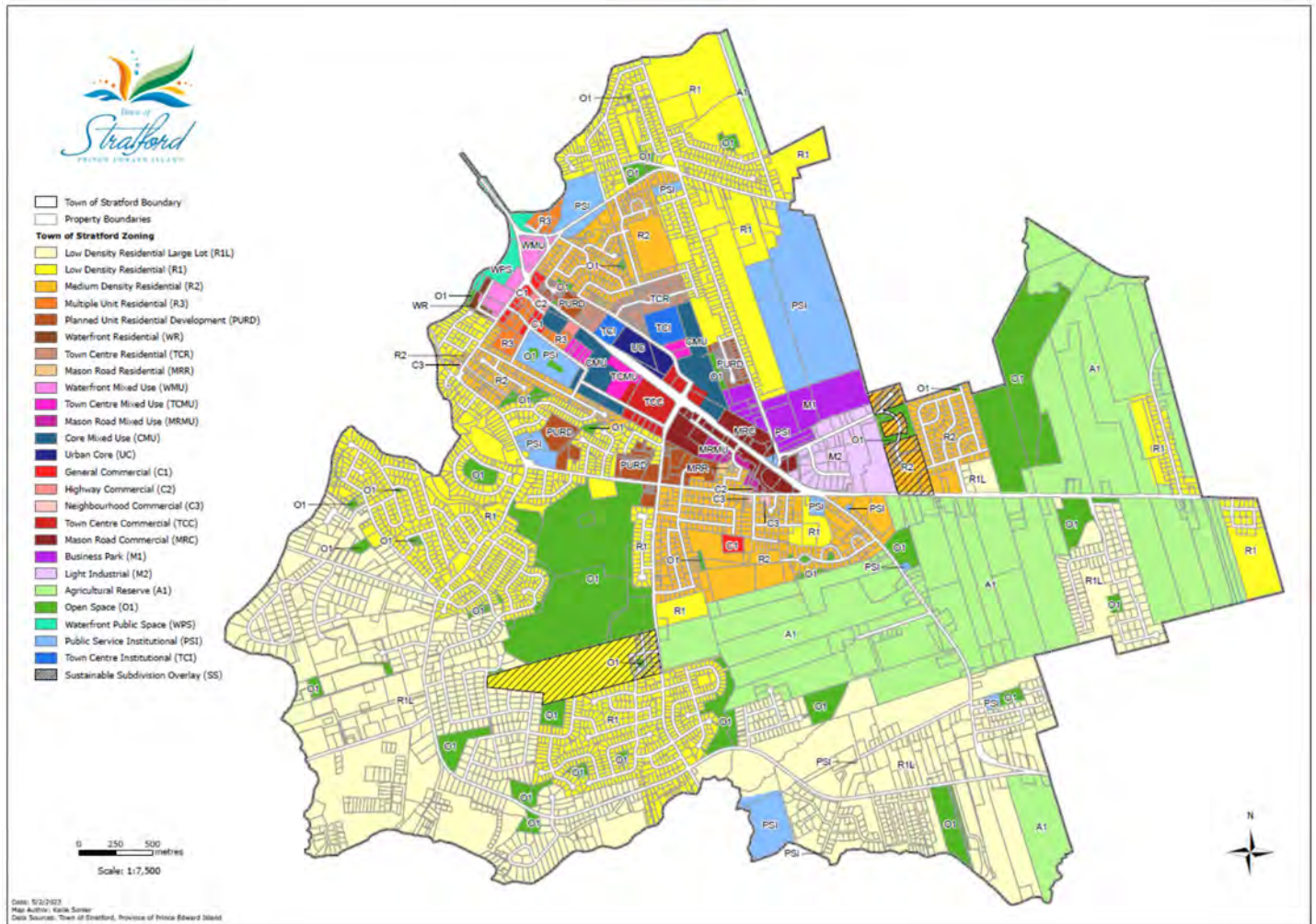
Chief Administrative Officer
(Signature Sealed)

Ministerial Approval

This Bylaw is hereby approved.

Dated on this 8th day of April, 2019

Minister of Communities, Land and Environment



APPENDIX B - TOWN OF STRATFORD ZONING MAP

APPENDIX C - SUSTAINABLE SUBDIVISION SCORING TABLE

PLATINUM = 85% of applicable points GOLD = 75% of applicable points CERTIFIED = 65% of applicable points	IF APPLICABLE	MAX. POINTS	MIN. REQ.
5.5.1. NATURAL ENVIRONMENT CONSERVATION			
a) Forest and Tree Conservation		20	5
b) Wetland and Watercourse Conservation		20	10
c) Ecological Communities Conservation Plan		10	10
d) Floodplain Avoidance		10	10
e) Steep Slope Protection		10	10
f) Creation & Restoration Habitat/Wetland		10	-
Subtotal		80	45
5.5.2. SOCIAL AND CULTURAL AMENITIES			
a) Public Transit Facilities		10	10
b) Housing Diversity and Inclusion		10	5
c) Resident and Expert Collaboration During Design		10	10
d) Community Gathering Place / Facilities		20	-
e) Public Parks and Recreation		20	5
f) Environmental Protection Mitigation During Const.		20	10
g) Heritage Resource Conservation Option		10	-
h) Public Art Creation Option		10	
Subtotal		120	40
5.5.3. BUILDING EFFICIENCY AND RENEWABLE ENERGY			
a) On-Site Renewable Energy Sources		20	-
b) Building Energy Efficiency		20	
c) Waste Water Management		20	-
d) Building Water Efficiency		20	
e) Certified Green Buildings		20	-
Subtotal		100	-
5.5.4. THE BUILT ENVIRONMENT			
a) Connectivity to the Town Street Network		10	10
b) Street Trees and Public Areas		20	-
c) Active Transportation Network		20	20
d) Storm-water Management Plan		20	10
e) Innovative Design and Solar Orientation		30	10
Subtotal		100	50

TOTAL		400	135

APPENDIX D - Core Area Design Standards - WATERFRONT CORE AREA (WCA)

D.1. INTENT

D.1.1. The intent of these Design Standards is to create a Waterfront Core Area (WCA) with a strong historic downtown character. In order to achieve this outcome, a mixed-use development approach has been adopted that utilizes the following elements:

- (a) traditional building forms and massing;
- (b) zero lot line development;
- (c) historic architectural details;
- (d) attractive streetscapes;
- (e) welcoming facades;
- (f) human scale;
- (g) public and intimate spaces;
- (h) waterfront activity;
- (i) waterfront viewscales;
- (j) human interaction; and
- (k) minimal vehicle dominance.

D.1.2. In summary, the goal is intended to address the relationship between facades and public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks all within a mixed-use development.

D.2. WATERFRONT CORE AREA DESIGN STANDARDS

D.2.1. BUILDING HEIGHT

- (a) Building height in the WCA shall be no less than 20 feet and no greater than 4 stories. The 4th floor shall be incorporated into the roof design.
- (b) Notwithstanding the above, buildings have a height greater than 4 stories may be approved by Council where the impact on view planes of the waterfront are minimized, adequate parking is provided, adequate fire protection facilities are provided and the impact on the streetscape is minimized via building design features such as tiered building heights with taller building elements set back from the lot line. Taller buildings will be encouraged to be located in the middle of blocks rather than at intersections.

D.2.2. MASSING

Buildings should be “massed” to give the impression of small blocks and to create visual interest by providing variations to architectural style such as facade materials, projections, roof changes, colours, etc.

D.2.3. FORM AND CHARACTER

(a) IDENTITY

- i. New buildings should be sensitive to the scale and features of adjacent development and the surrounding residential streets, particularly where new development interfaces with adjoining neighbourhoods.
- ii. Articulation of building facades and rooftops are encouraged and may be required.

(b) BUILDING DESIGN

- i. Steel roof pitches are encouraged. Buildings designed with variations in the character of roof lines, sloping roof lines, gables and dormers, as well as, other interesting roof treatments will be encouraged.

(c) FLAT ROOFS

- i. Flat roofs are generally discouraged unless part of a distinct architectural style. Where flat roofs are part of a distinct architectural style, elements of the streetscape vision such as building heights and facades, character of adjacent buildings, etc. shall be considered to determine a balanced streetscape.
- ii. Green roofs are encouraged as a means of retaining storm water and to add to visual interest.

(d) ROOFTOP/BUILDING APPURTENANCES

- i. Building appurtenances larger than 4 sq. ft. such as mechanical, communication or ventilation equipment shall not be visible from the street.

(e) GROUND FLOORS

- i. Blank walls of length greater than 20 feet are prohibited along street frontages.
- ii. The ground floor of buildings shall provide a traditional “storefront” appearance. Large windows with attractive accents and prominent building entrances are encouraged along the ground floor to create a transparent, open and welcoming character.

(f) FRONT YARDS

- i. All commercial buildings shall be constructed on the front lot line.
- ii. Notwithstanding the above, Council may approve commercial buildings with a maximum front yard setback of twenty (20) feet where the front yard is utilized as a courtyard or patio and where the area is fully landscaped and is effectively integrated into the streetscape and compliments the overall building design.
- iii. All residential buildings shall have a maximum front yard setback of 33 metres (10 ft.)

(g) **SIDE YARDS**

- i. Zero lot line development is preferred for all other than corner lots.
- ii. Street corner lot side yards shall be designed to have publicly accessible alleyways not to exceed 15' or be less than 12'. Any alleyways between buildings (except corner lot alleyways) must be Fenced with an opaque 6' high, high quality Fence.

(h) **BUILDING FOOTPRINT**

- i. Building footprint envelope shall remain within 80' of the street right-of-way.
- ii. Rear yard entry into buildings shall be provided.

(i) **UTILITY COMPONENTS**

- i. A shared service area may be incorporated into the rear parking lot design.

(j) **PATIOS**

- i. No upper storey patios shall project over a public right-of-way.

(k) **ARCHITECTURAL DETAILS**

- i. Exterior finish of buildings, excluding roof treatments, are encouraged to be brick, finished concrete, architecturally faced block, stucco, or wood.
- ii. Untreated or unfinished concrete, vinyl, metal or aluminum as a final building finish is not encouraged.

(l) **EXTERIOR MATERIALS**

- i. Large expanses of any one material are discouraged unless effective details are used to break up the visual monotony.

(m) **SITE ELEMENTS**

- i. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets.

(n) **PARKADES**

- i. Parkades should be integrated within a structure. The exterior facade and site development of these structures should be sensitive to and complement the existing streetscape or the streetscape vision if no development has occurred along that street.

(o) **UNDERGROUND PARKING GARAGE**

- i. Underground parking is encouraged. Where underground parking is proposed, access to the facility should be from the rear yard.

D.2.4. DETAILED DESIGN AND MATERIALS

(a) **COLOURS/MATERIALS**

- i. Colours should be generally “warm” in character and thoughtfully considered with respect to adjacent development and the typical Island palette. Colours deemed obtrusive or inconsistent with the architectural theme shall not be permitted.
- ii. The use of natural stone or brick materials should be used with complimentary accent colours.

(b) **SIGNAGE – RESIDENTIAL**

- i. Residential building signage should be low level and illuminated, indicating street address in discreet, graphic style. Signage should be closely related to the principal building entrance.

(c) **SIGNAGE – COMMERCIAL**

- i. Signage should add diversity and interest to retail streets through the use of projecting signs and windows signs.
- ii. Projecting signs shall not exceed 6 sq. ft.
- iii. Creative, artistic and contemporary signs are preferred which incorporate simplistic lettering.
- iv. Signs on the second storey are permitted provided they are no greater than 12 sq. ft.
- v. Signs in the first storey are permitted provided they are no greater than 9 sq. ft.

- vi. Back-lit signs are not permitted, except to back light raised lettering signs only.
- vii. Signs should be externally illuminated, preferably with downward lighting such as gooseneck lighting.
- viii. Signs must have at least 9.0' of ground clearance.
- ix. No free-standing signs shall be permitted unless they are located within a permitted front yard, are adequately integrated into the building design and landscaping plans and are ground mounted and do not exceed four (4) feet in height and a maximum of thirty-two (32) square feet.

(d) RECYCLING AND GARBAGE

- i. Provision should be made for storage space within individual units, and in the main garbage storage area of each building, for a full recycling program for residential waste.
- ii. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

(e) BICYCLE PARKING

- i. Bicycle parking shall be incorporated into the design of all developments.

(f) LIGHTING

- i. Architectural lighting that is “Dark Sky Complaint” is encouraged.
- ii. Pedestrian scale lighting should be provided along walkways, parking areas and unit entries. Light spillage into private units should be avoided.

(g) FENCING

- i. Low maintenance opaque materials are preferred.
- ii. Detailing, colours, and materials should compliment the architectural style of the building and overall design vision.
- iii. Fences shall be constructed with the finish side facing the adjacent property.

(h) AWNINGS/OVERHANGS

- i. Awnings are encouraged at all public entrances to buildings.

- ii. Awnings should be traditional shed in design.
- iii. Awnings must have at least 7.5' of clearance for snow clearing.

D.2.5. LANDSCAPING

(a) LANDSCAPE DESIGN

- i. Landscape plans shall be professionally prepared.
- ii. Landscaping shall be an integral part of the overall site design.
- iii. Landscaping shall be used to better integrate a development with its settings by:
 - iii.i. Enhancing pedestrian scale of the building.
 - iii.ii. Screening views of unsightly elements, such as utility boxes.
 - iii.iii. Softening hard edges visually.
 - iii.iv. Providing a transition between different use areas.
 - iii.v. Creating an attractive aesthetic environment.
 - iii.vi. Creating usable pedestrian areas.
 - iii.vii. Reducing energy consumption.
 - iii.viii. Defining specific areas and enhancing architectural features.
 - iii.ix. Landscape plans shall show how the design integrates existing vegetation and site features.

(b) PARKING AREA LANDSCAPING

- i. All parking areas are encouraged to provide interior landscaping for shade purposes and aesthetic enhancement.
- ii. Curbed planter areas shall be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
- iii. Parking lots should be landscaped with broad branching shade trees at a minimum ratio of three trees per 10 parking spaces for single-loaded stalls, six trees per 20 parking spaces for double-loaded stalls.
- iv. Views of parking areas from public streets should be buffered by landscaping in order to reduce the visual impact of large parking areas.

- v. Drainage into swale areas is encouraged and may be accommodated by design elements such as flush curbs, perforated curbs and tree offsets.
- vi. All free standing light standards in commercial developments should be fitted for hanging flower baskets.

D.2.6. OPEN SPACE

(a) PUBLIC AND PRIVATE OPEN SPACE

- i. Common open space areas should be accessible and visible for residents to promote social interaction among neighbours. Opportunities for small children's play areas, seating and outdoor eating should be considered.
- ii. Each dwelling unit is encouraged to have direct access to a private outdoor space in the form of a balcony, patio, or roof deck. Private patios and semi-private open space should be buffered through changes in elevation, hedges, low walls, or other measures.

(b) DESIGN ELEMENTS

- i. Design of hard landscape elements such as walls, metalwork, and structures should relate to the style, materials, and colour of adjacent architecture. Landscape features should mark entry points and special focal points.

D.2.7. ACCESSORY STRUCTURES

(a) DESIGN CHARACTER

- i. Design of accessory structures such as carports, detached garages and sheds shall draw upon the architectural character of the primary residence.

(b) MAILBOXES

- i. Design of mailboxes and mailbox enclosures should be consistent with the architectural style of the development and shall match the colours and materials of other onsite buildings.

(c) MECHANICAL EQUIPMENT, TRASH ENCLOSURES AND UTILITIES

- i. Mechanical equipment, trash enclosures and utilities shall be provided with architectural enclosures or fencing, situated in unobstructive locations, and screened by landscaping.

D.2.8. STREETSCAPES**(a) STREETSCAPES**

- i. All streets in the WCA shall have curbs and gutters, parking lanes and sidewalks on both sides of the street, underground services and shall conform to the design standards as outlined in the Core Area Subsidiary Plan.

APPENDIX E - Core Area Design Standards - TOWN CENTRE CORE AREA (TCCA) - Part I**E.1. INTENT**

- E.1.1. The intent of these Design Standards is to create a Town Centre Core Area which has a distinct urban character. A mix of institutional, residential, commercial and mixed use land uses will be accommodated within distinct zones. The Town Centre Commercial area adjacent to the TCH/Kinlock Rd./Jubilee Rd. intersection will accommodate high traffic commercial uses with similar Design Standards to the adjacent Mason Road Commercial Zone.
- E.1.2. The balance of the TCCA, including the institutional, mixed use and residential zones will be developed with high quality urban style streetscapes with on-street parking, curbs and gutters, sidewalks, underground services and street trees. Somewhat higher density and innovative housing forms will be encouraged. Site plans shall reflect high development standards, superior landscaping and provision of amenity areas for pedestrians. Pedestrian and bicycle facilities and linkages will be an intrinsic component of all development plans.
- E.1.3. Buildings shall conform to traditional architectural styles and be of superior quality. Commercial signage shall be controlled and no “pylon” or elevated free-standing signs shall be permitted outside of the TCC zone.

E.2. ARCHITECTURAL DESIGN GUIDELINES**E.2.1. RESIDENTIAL AND MIXED USE****(a) GENERAL**

- i. Sheds, detached garages and other accessory buildings shall be compatible with the style, colour and composition of the main building.
- ii. Permitted roof materials are asphalt shingles, cedar shingles/shakes, slate or copper or a combination thereof or similar materials. Painted metal roofs and other materials may be allowed where, in the opinion

of Council, they are architecturally compatible. Roof stacks and plumbing vents shall be placed on the rear slopes of the roof where possible to minimize visibility from the street.

- iii. Porches and other appropriate architectural details are encouraged.
- iv. Vinyl siding may be approved where the architectural details are appropriate with traditional building designs. All shingle or clapboard type siding shall be full profile and not wider than five (5) inches.
- v. Low flush toilets and low-flow shower heads are encouraged in all bathrooms.
- vi. Fence designs should be appropriate for the architectural style of the building. Chain-link Fences are discouraged.
- vii. Garages shall be located and designed so that on approach the building is not visually dominated by the garage. To this end, attached garages must not extend more than four (4) feet past the front door of the building. Single garage doors shall be no more than twelve (12) feet wide. Carports are discouraged and will only be approved where they are compatible with the architectural style of the building and where adequate screened storage facilities are provided.
- viii. Apartments shall have no parking between the building and the street.

E.2.2. BUILDING HEIGHT AND MASSING

(a) HEIGHT

- i. Building height for Residential and Mixed Use buildings shall be no greater than 35 feet.
- ii. Notwithstanding the above, buildings having a height greater than 35 ft. may be approved by Council where adequate parking is provided, adequate fire protection facilities are provided, the impact on the streetscape is minimized via appropriate building design features and impacts on adjacent residential areas are mitigated. Taller buildings will be encouraged to be located in the middle of blocks rather than at intersections.

(b) MASSING

- i. Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and

projection areas, roof changes, distinct colour schemes and roof treatments.

E.2.3. FORM AND CHARACTER

(a) IDENTITY

- i. New buildings should be sensitive to the scale and features of adjacent development and the surrounding residential streets, particularly where new development interfaces with adjoining neighborhoods.
- ii. Articulation of building facades and rooftops are encouraged and may be required.
- iii. In areas that possess strong existing development character, the building design should respect the predominant characteristics of neighborhood development such as height, massing, setbacks, materials and architectural style.

(b) BUILDING DESIGN

- i. Residential building design should not be limited to any particular style, however, it should generally be compatible with surrounding development.
- ii. Variety in terms of building designs and elevations shall be encouraged. Identical or extremely similar buildings shall not be permitted on adjacent lots or across the street from each other.

(c) ROOF DESIGN

- i. Form, colour and texture of the roof should be an integral part of the building design.
- ii. Roof materials shall relate to the design and architectural style of the building.
- iii. Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of any development adjoining a neighbourhood.
- iv. Green roofs are encouraged as a means of retaining storm water and to add to visual interest.

(d) FLAT ROOFS

- i. Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs.

(e) **ROOF TOP AND BUILDING APPURTENANCES**

- i. Rooftop and building appurtenances larger than 4 sq. ft. such as mechanical, communication, or ventilation equipment shall not be visible from the street.

(f) **GROUND FLOORS**

- i. Blank walls of length greater than 20 feet are prohibited along street frontages.

(g) **UTILITY COMPONENTS**

- i. Utility components such as transformers should be screened with a wood Fence if they occur between the parking lot and the back of the building. A shared service area may be incorporated into the rear parking lot design.

(h) **ARCHITECTURAL DETAILS**

- i. Exterior finish of buildings, excluding roof treatments, are encouraged to be brick, finished concrete, architecturally faced block, stucco, or wood.
- ii. Untreated or unfinished concrete, metal, or aluminum as a final building finish is not encouraged.

(i) **EXTERIOR MATERIALS**

- i. Large expanses of any one material are discouraged unless effective architectural details are used to break up the visual monotony.

(j) **SITE ELEMENTS**

- i. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets.

E.2.4. DETAILED DESIGN AND MATERIALS

(a) **COLOUR/MATERIALS**

- i. Colours should be generally “warm” in character and thoughtfully considered with respect to adjacent development and the typical Island palette. Colours deemed obstructive or inconsistent with the architectural theme shall not be permitted.
- ii. Exterior materials should be used with complimentary accent colours.

(b) **SIGNAGE – RESIDENTIAL**

- i. Residential building signage should be low level and externally illuminated, indicating street address in discreet, graphic style. Signage should be closely related to the principal building entrance.

(c) SIGNAGE - MIXED USE

- i. Signage should add diversity and interest to retail streets through the use of projecting signs and window signs.
- ii. Projecting signs shall not exceed 6 sq. ft.
- iii. Creative, artistic and contemporary signs are preferred which incorporate simplistic lettering.
- iv. Signs on the second storey are permitted provided they are not greater than 12 sq. ft.
- v. No free standing signs shall be permitted unless they are located within a permitted front yard, are adequately integrated into the building design and landscaping plans, are ground mounted and do not exceed four (4) feet in height and a maximum of thirty-two (32) square feet.

(d) RECYCLING AND GARBAGE

- i. Provision should be made for storage space within individual units, and in the main garbage storage area for each building, for a full recycling program for residential waste.
- ii. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

(e) BICYCLE PARKING

- i. Bicycle parking shall be incorporated into the design of all developments.

(f) LIGHTING

- i. Adequate pedestrian scale lighting should be provided along walkways, parking areas and unit entries. Light spillage into adjacent properties should be avoided.

(g) FENCING AND SCREENING

- i. Low maintenance opaque materials are preferred.

- ii. Detailing, colours, and materials should compliment the architectural style of the building and overall design vision.
- iii. Fences shall be constructed with the finish side facing the adjacent property.

APPENDIX E - Core Area Design Standards – TOWN CENTRE CORE AREA (TCCA) – Part II

E.3. ARCHITECTURAL DESIGN GUIDELINES

E.3.1. BUILDING HEIGHT AND MASSING

(a) HEIGHT

- i. Building height in the TCC Zone shall be no greater than 35 feet.
- ii. Notwithstanding the above, Council may allow a greater height where offices or other related uses are being accommodated or for hotels, motels or institutional buildings provided that adequate parking is provided, adequate fire protection facilities are provided and any negative impacts on the privacy or peaceful enjoyment of any adjacent residential properties are mitigated.

(b) MASSING

- i. The visual impact of building massing shall be minimized for all large commercial buildings via the use of variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof line changes, distinct and varied colour schemes.

E.3.2. FORM AND CHARACTER

(a) BUILDING DESIGN

- i. Commercial building designs in the TCCA shall be of high quality and shall include design elements which serve to integrate them with surrounding residential, office and institutional uses.

(b) ROOF LINES

- i. Roof lines shall be varied, with a change in height encouraged every 15 linear metres in the building length. Parapets, mansard roofs, gable roofs, hip roofs, or dormers are encouraged to avoid or conceal

flat roofs and roof top equipment from public view. All roof top equipment shall be concealed from public rights-of-way adjacent to the property.

(c) **ARCHITECTURAL DETAILS**

- i. Exterior finish of buildings, excluding roof treatments, are encouraged to be brick, finished concrete, architecturally faced block, stucco or wood.
- ii. Untreated or unfinished concrete, vinyl, metal or aluminum as a final building is not encouraged.

(d) **SITE ELEMENTS**

- i. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be effectively screened from adjacent streets and residential areas.

(e) **BUFFERING**

- i. All commercial buildings in the (TCCA) shall provide effective buffering from adjacent residential areas which serves to minimize land use conflicts such as noise, stray lighting, loss of privacy, views of storage, shipping, parking and/or utility/service equipment. Such buffering may be required to include provision of landscaping elements, berms, tree lines, solid walls and fencing and architectural screening.

(f) **ROOF TOP AND BUILDING APPURTENANCES**

- i. Roof top and building appurtenances larger than 4 sq. ft. such as mechanical, communication or ventilation equipment shall not be visible from the street.

(g) **EXTERIOR MATERIALS**

- i. Large expanses of any one material are discouraged unless effective architectural details are used to break up the visual monotony.

E.3.3. DETAILED DESIGN AND MATERIALS

(a) **SIGNAGE – COMMERCIAL**

- i. Commercial signage in the TCCA shall be of high quality and professionally designed and constructed. Signs shall be maintained to a high standard.

(b) **RECYCLING AND GARBAGE**

- i. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.
- (c) **BICYCLE PARKING**
 - i. Bicycle parking shall be incorporated into the design of all developments.
- (d) **LIGHTING**
 - i. Adequate pedestrian scale lighting should be provided along walkways, parking areas and unit entries. Light spillage into adjacent properties should be avoided.
- (e) **FENCING AND SCREENING**
 - i. Low maintenance opaque materials are preferred.
 - ii. Detailing, colours, and materials should compliment the architectural style of the building and overall design vision.
 - iii. Fences shall be constructed with the finish side facing the adjacent property.

APPENDIX E - Core Area Design Standards - TOWN CENTRE CORE AREA (TCCA) - Part III

E.4. GENERAL DESIGN STANDARDS

- (a) These standards apply to all development in the (TCCA)

E.4.2. LANDSCAPING

- (a) **LANDSCAPE DESIGN**
 - i. Landscape plans shall be professionally prepared.
 - ii. Landscaping shall be an integral part of the overall site design
 - iii. Landscaping shall be used to better integrate a development with its settings by:
 - iii.i. Enhancing pedestrian scale of the building;
 - iii.ii. Screening views of unsightly elements, such as utility boxes.
 - iii.iii. Softening hard edges visually.

- iii.iv. Providing a transition between different use areas.
- iii.v. Creating an attractive aesthetic environment.
- iii.vi. Creating usable pedestrian areas.
- iii.vii. Reducing energy consumption.
- iii.viii. Defining specific areas and enhancing architectural features.
- iv. Drainage swales and storm water detention areas are required to reduce water quality impacts associated with site runoff.

E.4.3. PARKING AREA LANDSCAPING

- (a) Every 10,000 sq. ft. of commercial building area (or a ratio thereof) requires 5 caliper sized trees (60 mm caliper) and 20 sq. ft. of landscape beds (shrubs, small trees, perennials, annuals, etc.). Native plants are preferred over non-native species.
- (b) At least 50 sq. ft. of mulched shrub beds should be planted for each multi-family development. These beds should be located between the building and the street or as a buffer between existing residential properties. Beds should be located adjoining the building wherever possible.
- (c) All parking lots greater than 24 cars require landscaping islands at the end of each row of parking (between the last stall and the travel lane). The island should be no less than 4' wide spanning the length of the parking stall. One (1) caliper size tree (no less than 60 mm caliper) is required per island. The island should either be raised with a concrete curb, or the island should be designed to channel and store stormwater runoff into it as part of the overall stormwater management plan.
- (d) Views of parking areas from public streets should be enhanced by landscaping elements such as trees or flower beds in order to reduce the visual impact of large parking areas.
- (e) Drainage into swale areas and other stormwater detention features is required.
- (f) All free standing light standards in commercial developments should be fitted for hanging flower baskets.

E.4.4. OPEN SPACE

- (a) **PUBLIC AND PRIVATE OPEN SPACE**

- i. Common open space areas should be accessible and visible to promote social interaction among neighbours and/or patrons. Opportunities for small children's play areas, seating, and outdoor eating should be considered.
- ii. Open space areas should also be used to visually unify a development, link development clusters and provide enhanced pedestrian circulation within the development.
- iii. Private open spaces should compliment the Town's Open Space Master Plan.

E.4.5. DESIGN ELEMENTS

- (a) Design of hard landscape elements such as walls, metalwork, and structures should relate to the style, materials, and colour of adjacent architecture. Landscape features should mark entry points and special focal points.

E.4.6. PEDESTRIAN AMENITIES

(a) SIDEWALKS

- i. Sidewalks on public right-of-way should be linked to commercial sites. These connecting sidewalks should be placed to minimize crossing internal roads or parking lots. There must be at least one sidewalk linkage per adjacent street frontage (e.g. flankage yards require 2 connecting sidewalks; properties with 1 road frontage require 1 connecting sidewalk).
- ii. Continuous internal pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as but not limited to, transit stops, street crossings, building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.
- iii. Sidewalks shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking areas.

(b) AWNINGS OR ARCADES

- i. Weather protection features such as awnings or arcades in front of the main entrances and on each side of all customer entrances of the

building, are encouraged to cover 1/3 of the length of the facade of the building. This is not intended to extend into the driving aisles or parking areas.

(c) **WALKWAY CROSSINGS**

- i. All major pedestrian walkway crossings shall be clearly delineated in order to enhance pedestrian safety and comfort.

E.4.7. ACCESSORY STRUCTURES/AREAS

(a) **DESIGN CHARACTER**

- i. Design of accessory structures such as carports, detached garages and sheds shall draw upon the architectural character of the primary residence.
- ii. All exterior shopping cart corrals should be designed to match the character of the main commercial building.
- iii. Areas not inside a building for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or Fences. Materials, colours and design of screening walls and/or Fences and covers shall conform to those used as predominant materials and colours for the building. If such areas are to be covered, then covering shall conform to those used as predominant materials and colours on the buildings.

(b) **MAILBOXES**

- i. Design of mailboxes and mailbox enclosures should be consistent with the architectural style of the development and shall match the colours and materials of other onsite buildings.

E.4.8. MECHANICAL EQUIPMENT, TRASH ENCLOSURES, AND UTILITIES

- (a) Mechanical equipment, trash enclosures and utilities should be provided with architectural enclosures or fencing, sited in unobtrusive locations, and screened by landscaping.

E.4.9. STREETSCAPES

- (a) All streets in the TCCA shall have curbs and gutters and sidewalks on at least one side of the street.
- (b) The new street intersecting the TCA directly south of the Civic Centre Building and extending south of the TCH shall be developed to a similar standard to the Waterfront Core Area and in conformance with the policies in the Core Area Subsidiary Official Plan. The streetscapes shall include full underground services, curb and gutter, parking on both sides of the street, street trees and full sidewalk on both sides of the street.

APPENDIX F – Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part I

F.1. INTENT

F.1.1. The intent of these Design Standards is to create a Mason Road Core Area (MRCA) which will accommodate and encourage high traffic, “big-box” style commercial developments which have a superior architectural quality and which are designed to minimize the aesthetic and environmental impacts of large expanses of parking. The standards are intended to:

- (a) enhance pedestrian enjoyment and safety;
- (b) minimize storm water run-off;
- (c) encourage superior architectural design in keeping with the high residential standards established within the Town of Stratford;
- (d) reduce the visual impact of large parking areas;
- (e) provide adequate buffering between commercial development;
- (f) established residential areas; and
- (g) minimize commercial signage.

F.2. DESIGN GUIDELINES: RESIDENTIAL AND MIXED USE DEVELOPMENTS

F.2.1. BUILDING HEIGHT AND MASSING

(a) HEIGHT

- i. Building height for Residential and Mixed Use buildings shall be no greater than 35 feet.
- ii. Notwithstanding the above, buildings having a height greater than 35 ft. may be approved by Council where adequate parking is provided, adequate fire protection facilities are provided, the impact on the

streetscape is minimized via building design feature and impacts on adjacent residential areas are mitigated. Taller buildings will be encouraged to be located in the middle of blocks rather than at intersections.

(b) **MASSING**

- i. Building massing should be varied by employing variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof changes, distinct colour schemes and roof treatments.

F.2.2. FORM AND CHARACTER

(a) **IDENTITY**

- i. New buildings should be sensitive to the scale and features of adjacent development and the surrounding residential streets, particularly where new development interfaces with adjoining neighbourhoods.
- ii. Articulation of building facades and rooftops are encouraged and may be required.
- iii. In areas that possess strong existing development character, the building design should respect the predominant characteristics of neighbourhood development such as height, massing, setbacks, materials and architectural style.

F.2.3. BUILDING DESIGN

- (a) Residential building design should not be limited to any particular style; however, it should generally be compatible with surrounding development.
- (b) Variety in terms of building designs and elevations shall be encouraged. Identical or extremely similar buildings shall not be permitted on adjacent lots or across the street from each other.

F.2.4. ROOF DESIGN

- (a) Form, colour and texture of the roof should be an integral part of the building design.

- (b) Roof materials shall relate to the design and architectural style of the building.
- (c) Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of any development adjoining a neighbourhood.
- (d) Green roofs are encouraged as a means of retaining storm water and to add to visual interest.

F.2.5. FLAT ROOFS

- (a) Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs.

F.2.6. ROOF TOP AND BUILDING APPURTENANCES

- (a) Rooftop and building appurtenances larger than 4 sq. ft. such as mechanical, communication, or ventilation equipment shall not be visible from the street.

F.2.7. GROUND FLOORS

- (a) Blank walls of length greater than 20 feet are prohibited along street frontages.
- (b) Large windows with attractive accents and articulated building entrances are encouraged along the ground floor to create a transparent, open concept ground level.

F.2.8. UTILITY COMPONENTS

- (a) Utility components such as transformers should be screened with a wood Fence if they occur between the parking lot and the back of the building. A shared service area may be incorporated into the rear parking lot design.

F.2.9. ARCHITECTURAL DETAILS

- (a) Exterior finish of buildings, excluding roof treatments, are encouraged to be brick, finished concrete, architecturally faced block, stucco or wood.
- (b) Untreated or unfinished concrete, metal, or aluminum as a final building finish is not encouraged.

F.2.10. EXTERIOR MATERIALS

- (a) Large expanses of any one material are discouraged unless effective architectural details are used to break up the visual monotony.

F.2.11. SITE ELEMENTS

- (a) Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be screened from adjacent streets, where possible.

F.2.12. DETAILED DESIGN AND MATERIALS**(a) COLOUR/MATERIALS**

- i. Colours should be generally “warm” in character and thoughtfully considered with respect to adjacent development and the typical Island palette. Colours deemed obstructive or inconsistent with the architectural theme shall not be permitted.
- ii. Exterior materials should be used with complimentary accent colours.

(b) SIGNAGE – RESIDENTIAL

- i. Residential building signage should be low level and externally illuminated, indicating street address in discreet, graphic style. Signage should be closely related to the principal building entrance.

(c) SIGNAGE - MIXED USE

- i. Signage should add diversity and interest to retail streets through the use of projecting signs and window signs.
- ii. Projecting signs shall not exceed 6 sq. ft.
- iii. Creative, artistic and contemporary signs are preferred which incorporate simplistic lettering.
- iv. Signs must have at least 9.0' of clearance for snow clearing.
- v. No free standing signs shall be permitted unless they are located within a permitted front yard, are adequately integrated into the building design and landscaping plans, are ground mounted and do not exceed four (4) feet in height and a maximum of thirty-two (32) square feet.

(d) RECYCLING AND GARBAGE

- i. Provision should be made for storage space within individual units, and in the main garbage storage area for each building, for a full recycling program for residential waste.
- ii. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

(e) **BICYCLE PARKING**

- i. Bicycle parking shall be incorporated into the design of all developments.

(f) **LIGHTING**

- i. Architectural lighting that is “Dark Sky Compliant” is encouraged.
- ii. Adequate pedestrian scale lighting should be provided along walkways, parking areas and unit entries. Light spillage into adjacent properties should be avoided.

(g) **FENCING AND SCREENING**

- i. Low maintenance opaque materials are preferred.
- ii. Detailing, colours, and materials should compliment the architectural style of the building and overall design vision.

APPENDIX F - Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part II

F.3. DESIGN GUIDELINES

F.3.1. BUILDING HEIGHT AND MASSING

(a) HEIGHT

- i. Building height in the MRC Zone shall be no greater than 35 feet.
- ii. Notwithstanding the above, Council may allow a greater height where offices or other related uses are being accommodated or for hotels, motels or institutional buildings provided that adequate parking is provided, adequate fire protection facilities are provided and any negative impacts on the privacy or peaceful enjoyment of any adjacent residential properties are mitigated.

(b) MASSING

- i. The visual impact of building massing shall be minimized for all large commercial buildings via the use of variations to architectural style such as wall breaks, facade materials, recessed and projection areas, roof line changes, distinct and varied colour schemes.

F.3.2. FORM AND CHARACTER

(a) BUILDING DESIGN

- i. Commercial building designs in the MRCA shall be of high quality and shall include design elements which serve to integrate them with surrounding residential, office and institutional uses.

(b) ROOF LINES

- i. Roof lines shall be varied, with a change in height encouraged every 15 linear metres in the building length. Parapets, mansard roofs, gable roofs, hip roofs, or dormers are encouraged to avoid or conceal flat roofs and roof top equipment from public view. All roof top equipment shall be concealed from public rights-of-way adjacent to the property.

(c) **ARCHITECTURAL DETAILS**

- i. Exterior finish of buildings, excluding roof treatments, are encouraged to be brick, finished concrete, architecturally faced block, stucco or wood.
- ii. Untreated or unfinished concrete, vinyl, metal or aluminum as a final building is not encouraged.

(d) **SITE ELEMENTS**

- i. Site elements such as storage, shipping and loading areas, transformers and meters, bay doors and garbage receptacles shall be effectively screened from adjacent streets and residential areas.

(e) **BUFFERING**

- i. All commercial buildings in the MRCA shall provide effective buffering from adjacent residential areas which serves to minimize land use conflicts such as noise, stray lighting, loss of privacy, views of storage, shipping, parking and/or utility/service equipment. Such buffering may be required to include provision of landscaping elements, berms, tree lines, solid walls and fencing and architectural screening.

(f) **ROOF TOP AND BUILDING APPURTENANCES**

- i. Roof top and building appurtenances larger than 4 sq. ft. such as mechanical, communication or ventilation equipment shall not be visible from the street.

(g) **EXTERIOR MATERIALS**

- i. Large expanses of any one material are discouraged unless effective architectural details are used to break up the visual monotony.

F.3.3. DETAILED DESIGN AND MATERIALS

(a) **SIGNAGE – COMMERCIAL**

- i. Commercial signage in the MRCA shall be of high quality and professionally designed and constructed. Signs shall be maintained to a high standard.

(b) RECYCLING AND GARBAGE

- i. Garbage holding areas should be contained within buildings or, if adjacent to a building, be designed with adequate screening. In no case should large garbage containers be left exposed to the street. These areas are to be properly ventilated, enclosed behind operable doors and equipped for full sanitary management.

(c) BICYCLE PARKING

- i. Bicycle parking shall be incorporated into the design of all developments.

(d) LIGHTING

- i. Adequate pedestrian scale lighting should be provided along walkways, parking areas and unit entries. Light spillage into adjacent properties should be avoided.

(e) FENCING AND SCREENING

- i. Low maintenance opaque materials are preferred.
- ii. Detailing, colours, and materials should compliment the architectural style of the building and overall design vision.
- iii. Fences shall be constructed with the finish side facing the adjacent property.

APPENDIX F - Core Area Design Standards - MASON ROAD CORE AREA (MRCA) - Part III**F.4. GENERAL DESIGN STANDARDS**

F.4.1. These standards apply to all development in the MRCA

F.4.2. LANDSCAPING**(a) LANDSCAPE DESIGN**

- i. Landscape plans shall be professionally prepared.
- ii. Landscaping shall be an integral part of the overall site design.
- iii. Landscaping shall be used to better integrate a development with its settings by:
 - iii.i. Screening views of unsightly elements, such as utility boxes.

- iii.ii. Softening hard edges visually.
- iii.iii. Providing a transition between different use areas.
- iii.iv. Creating an attractive aesthetic environment.
- iii.v. Creating usable pedestrian areas.
- iii.vi. Reducing energy consumption.
- iii.vii. Defining specific areas and enhancing architectural features.
- iv. Drainage swales and storm water detention areas are required to reduce water quality impacts associated with site runoff.

(b) PARKING AREA LANDSCAPING

- i. Every 10,000 sq. ft. of commercial building area (or a ratio thereof) requires 5 caliper sized trees (60 mm caliper) and 20 sq. ft. of landscape beds (shrubs, small trees, perennials, annuals, etc.). Native plants are preferred over non-native species.
- ii. At least 50 sq. ft. of mulched shrub beds should be planted for each multi-family development. These beds should be located between the building and the street or as a buffer between existing residential properties. Beds should be located adjoining the building wherever possible.
- iii. All parking lots greater than 24 cars require landscaping islands at the end of each row of parking (between the last stall and the travel lane). The island should be no less than 4' wide spanning the length of the parking stall. One (1) caliper size tree (no less than 60 mm caliper) is required per island. The island should either be raised with a concrete curb, or the island should be designed to channel and store stormwater runoff into it as part of the overall stormwater management plan.
- iv. Views of parking areas from public streets should be enhanced by landscaping elements such as trees or flower beds in order to reduce the visual impact of large parking areas.
- v. Drainage into swale areas and other stormwater detention features is required.
- vi. All free standing light standards in commercial developments should be fitted for hanging flower baskets.

F.4.3. OPEN SPACE

(a) PUBLIC AND PRIVATE OPEN SPACE

- i. Common open space areas should be accessible and visible for residents to promote social interaction among neighbours and/or patrons. Opportunities for small children's play areas, seating, and outdoor eating should be considered.
- ii. Each residential dwelling unit is encouraged to have direct access to a private outdoor space in the form of a balcony, patio, or roof deck. Private patios and semi-private open space should be buffered through changes in elevation, hedges, low walls, or other measures.
- iii. Open space areas should also be used to visually unify a development, link development clusters and provide enhanced pedestrian circulation within the development.

(b) DESIGN ELEMENTS

- i. Design of hard landscape elements such as walls, metalwork, and structures should relate to the style, materials, and colour of adjacent architecture. Landscape features should mark entry points and special focal points.

F.4.4. PEDESTRIAN AMENITIES**(a) SIDEWALKS**

- i. Sidewalks on public right-of-way should be linked to commercial sites. These connecting sidewalks should be placed to minimize crossing internal roads or parking lots. There must be at least one sidewalk linkage per adjacent street frontage (e.g. flankage yards require 2 connecting sidewalks; properties with 1 road frontage require 1 connecting sidewalk).
- ii. Continuous internal pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as but not limited to, transit stops, street crossings, building and store entry points and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.
- iii. Sidewalks shall be provided along the full length of the building along any facade featuring a customer entrance and along any facade abutting public parking areas.

(b) **AWNINGS OR ARCADES**

- i. Weather protection features such as awnings or arcades in front of the main entrances and on each side of all customer entrances of the building, are encouraged to cover 1/3 of the length of the facade of the building. This is not intended to extend into the driving aisles or parking areas.

(c) **WALKWAY CROSSINGS**

- i. All major pedestrian walkway crossings shall be clearly delineated in order to enhance pedestrian safety and comfort.

F.4.5. ACCESSORY STRUCTURES/AREAS

(a) **DESIGN CHARACTER**

- i. Design of accessory structures such as carports, detached garages and sheds shall draw upon the architectural character of the primary residence.
- ii. All exterior shopping cart corrals should be designed to match the character of the main commercial building.
- iii. Areas not inside a building for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or Fences. Materials, colours and design of screening walls and/or Fences and covers shall conform to those used as predominant materials and colours for the building. If such areas are to be covered, then covering shall conform to those used as predominant materials and colours on the buildings.

(b) **MAILBOXES**

- i. Design of mailboxes and mailbox enclosures should be consistent with the architectural style of the development and shall match the colours and materials of other onsite buildings.

F.4.6. MECHANICAL EQUIPMENT, TRASH ENCLOSURES AND UTILITIES

- (a) Mechanical equipment, trash enclosures and utilities should be provided with architectural enclosures or fencing, sited in unobtrusive locations, and screened by landscaping.

F.4.7. STREETSCAPES

- (a) All streets in the MRCA shall have curbs and gutters and sidewalks on at least one side of the street and shall have provision for bike paths.

SCHEDULE A: MINIMUM LOT SIZE STANDARDS – PART I**1. MINIMUM RESIDENTIAL LOT SIZE STANDARDS**

- 1.1. The following table outlines minimum residential lot size standards as defined in the *Prince Edward Island Planning Act*.

- 1.1.1. In the table below Lot Categories shall be as follows:

- (a) **Lot Category I:**

- i. the depth of permeable natural soil is 2 ft. (0.61 m.) or greater,
- ii. the depth to bedrock is 4 ft. (1.22 m.) or greater, and
- iii. the depth to the maximum groundwater elevation is 4 ft. (1.22 m.) or greater;

- (b) **Lot Category II:**

- i. the depth of permeable natural soil is greater than 1 ft. (0.3 m.), but less than 2 ft. (0.61 m.),
- ii. the depth to bedrock is 4 ft. (1.22 m.) or greater, and
- iii. the depth to the maximum groundwater elevation is 4 ft. (1.22 m.) or greater;

- (c) **Lot Category III:**

- i. the depth of permeable natural soil is 1 ft. (0.3 m.) or greater,
- ii. the depth to bedrock is 2 ft. (0.61 m.) or greater, but less than 4 ft. (1.22 m.), or
- iii. the depth to the maximum groundwater elevation is 2 ft. (0.61 m.) or greater, but less than 4 ft. (1.22 m.);

(d) Lot Category IV:

- i. the lot has a depth of permeable natural soil of less than 1 ft. (0.3 m.),
- ii. the depth to bedrock is greater than 1 ft. (0.3 m.), and
- iii. the depth of the maximum groundwater elevation is greater than 2 ft. (0.61 m.);

(e) Lot Category V:

- i. the depth to bedrock is less than 1 ft. (0.3 m.), and
- ii. the depth to the maximum ground water elevation is greater than 2 ft. (0.61 m.). (EC703/95; 694/00; 552/11)

Servicing	Lot Category	Min. Lot Frontage	Number of Dwelling Units	Min. Lot Area (sq. ft./sq. m)	Min. Circle Diameter to be Contained Within the Boundaries of the Lot (ft./m)
On-site Water & On-site Sewage Disposal System	I	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a street)	1	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
			2	30,000 sq. ft. / 2,787 sq. m	160 ft. / 48.8 m
			3	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
			4	40,000 sq. ft. / 3,717 sq. m	200 ft. / 61 m
			> 4	40,000 sq. ft. / 3,717 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	200 ft. / 61 m
On-site Water & On-site Sewage Disposal	II	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a	1	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
			2	40,000 sq. ft. / 3,717 sq. m	200 ft. / 61 m

System		street)	3	45,000 sq. ft. / 4,180.5 sq. m	225 ft. / 68.6 m
			4	50,000 sq. ft. / 4,645 sq. m	250 ft. / 76.2 m
			> 4	50,000 sq. ft. / 4,645 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	250 ft. / 76.2 m
On-site Water & On-site Sewage Disposal System	III	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a street)	1	51,000 sq. ft. / 4,738 sq. m	225 ft. 68.6 m.
			2	56,000 sq. ft. / 5,202 sq. m	250 ft. /76.2 m
			3	61,000 sq. ft. / 5,667 sq. m	275 ft. / 83.8 m
			4	66,000 sq. ft. / 6,131 sq. m	300 ft. / 91.4 m
			> 4	66,000 sq. ft. / 6,131 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	300 ft. / 91.4 m
On-site Water & On-site Sewage Disposal System	IV	100 ft. / 30.5 m (or 50 feet / 15.25 m, where the frontage is on the interior curve of a street)	1	75,000 sq. ft. / 6,975 sq. m	300 ft. / 91.4 m
			2	80,000 sq. ft. / 7,440 sq. m	
			3	85,000 sq. ft. / 7,905 sq. m	
			4	90,000 sq. ft. / 8,370 sq. m	
			> 4	90,000 sq. ft. / 8,370 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	
On-site Water & On-site Sewage Disposal	V	N/A	N/A	Not Developable	N/A

System					
Central Water Supply and On-Site Sewage Disposal System	I	50 ft. / 15.25 m	1	20,000 sq. ft. / 1,858 sq. m	125 ft. / 38.1 m
			2	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
			3	30,000 sq. ft. / 2,787 sq. m	160 ft. / 48.8 m
			4	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
			> 4	35,000 sq. ft. / 3,251 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	175 ft. / 53.3 m
Central Water Supply and On-Site Sewage Disposal System	II	50 ft. / 15.25 m	1	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
			2	30,000 sq. ft. / 2,787 sq. m	160 ft. / 48.8 m
			3	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
			4	40,000 sq. ft. / 3,717 sq. m	200 ft. / 61 m
			> 4	40,000 sq. ft. / 3,717 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	200 ft. / 61 m
Central Water Supply and On-Site Sewage Disposal System	III	50 ft. / 15.25 m	1	40,000 sq. ft. / 3,717 sq. m	200 ft. / 61 m
			2	45,000 sq. ft. / 4,180.5 sq. m	225 ft. / 68.6 m
			3	50,000 sq. ft. / 4,645 sq. m	250 ft. / 76.2 m
			4	55,000 sq. ft. / 5,110 sq. m	275 ft. / 83.8 m
			> 4	55,000 sq. ft. / 5,110 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	275 ft. / 83.8 m

Central Water Supply and On-Site Sewage Disposal System	IV	50 ft. / 15.25 m	1	60,000 sq. ft. / 5,580 sq. m	275 ft. / 83.8 m
			2	65,000 sq. ft. / 6,450.5 sq. m	
			3	70,000 sq. ft. / 6,510 sq. m	
			4	75,000 sq. ft. / 6,975 sq. m	
			> 4	75,000 sq. ft. / 6,975 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	
Central Water Supply and On-Site Sewage Disposal System	V	N/A	N/A	Not Developable	N/A
On-site Water Supply and Central Waste Treatment System	I or II	50 ft. / 15.25 m	1	15,000 sq. ft. / 1,393.5 sq. m	100 ft. / 30.5 m
			2	20,000 sq. ft. / 1,858 sq. m	125 ft. / 38.1 m
			3	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
			4	30,000 sq. ft. / 2,787 sq. m	160 ft. / 48.8 m
			> 4	30,000 sq. ft. / 2,787 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	160 ft. / 48.8 m
On-site Water Supply and Central Waste Treatment	III	50 ft. / 15.25 m	1	20,000 sq. ft. / 1,858 sq. m	125 ft. / 38.1 m
			2	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
			3	30,000 sq. ft. / 2,787 sq. m	160 ft. / 48.8 m

System			4	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
			> 4	35,000 sq. ft. / 3,251.5 sq. m., plus 1,500 sq. ft. / 457 sq. m. for each additional unit	175 ft. / 53.3 m
Central Water Supply and Waste Treatment Systems	I, II, or III	N/A	Any	As determined by the Minister	As determined by the Minister

2. MINIMUM NON-RESIDENTIAL LOT SIZE STANDARDS

2.1. The following table outlines minimum non-residential lot size standards as defined in the *Prince Edward Island Planning Act*.

2.2. Lot categories for the following table are outlined in section 1.1.1 above.

Servicing	Lot Category	Min. Lot Frontage	Min. Lot Area (sq. ft./sq. m)	Min. Circle Diameter to be Contained Within the Boundaries of the Lot (ft./m)
On-site Water & On-site Sewage Disposal System	I	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a street)	25,000 sq. ft. / 2,322.5 sq. m	150 ft. / 45.7 m
On-site Water & On-site Sewage Disposal System	II	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a street)	35,000 sq. ft. / 3,251.5 sq. m	175 ft. / 53.3 m
On-site Water & On-site Sewage Disposal System	III	100 ft. / 30.5 m (or 50 ft. / 15.25 m, where the frontage is on the interior curve of a street)	51,000 sq. ft. / 4,738 sq. m	225 ft. 68.6 m
Central Water Supply and On-	I	50 ft. / 15.25 m	20,000 sq. ft. / 1,858 sq. m.	125 ft. / 38.1 m.

site Sewage Disposal System				
Central Water Supply and On-site Sewage Disposal System	II	50 ft. / 15.25 m	25,000 sq. ft. / 2,322.5 sq. m.	150 ft. / 45.7 m.
Central Water Supply and On-site Sewage Disposal System	III	50 ft. / 15.25 m	35,000 sq. ft. / 3,251.5 sq. m.	175 ft. / 53.3 m.
On-site Water Supply and Central Waste Treatment System	I, II, or III	50 ft. / 15.25 m	15,000 sq. ft. / 1,393.5 sq. m.	100 ft. / 30.5 m.
Central Water Supply and Waste Treatment Systems	I, II, or III	N/A	As determined by the Minister	As determined by the Minister

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IMAGINE STRATFORD



TOWN OF STRATFORD OFFICIAL PLAN

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SCHEDULE A - SUBSIDIARY OFFICIAL PLAN FOR THE CORE AREA

SCHEDULE B - GENERAL LAND USE MAP

Preamble

During the past few years, we have been striving to build the best community that we can here in the Town of Stratford. We have a vision of a more sustainable future where:

- residents social, physical and spiritual needs are met
- our culture is rich and diverse and our heritage is protected and celebrated
- our natural environment is protected and respected
- there is a thriving local economy
- there is an open, accountable and collaborative governance system

Our vision encapsulates our sustainability principles.

Our previous Official Plan, like most such documents, was relatively narrow in scope and focused mostly on land use and the physical development of the Town. This new Official Plan is a major rethink of Stratford's planning framework and embodies a fundamentally different approach to planning; a much more comprehensive approach that incorporates our sustainability principles and our community engagement ethos. The result is a broad based and long range planning policy that illustrates our goals, objectives and policies concerning the nature, extent and pattern of physical, social, cultural and economic development as well as environmental stewardship within the Town. The Official Plan will provide direction for all committees, departments and partners in developing and implementing their own plans and policies to help ensure that we achieve our goal of building the best community possible.

We were pleased to have 150 people complete our on line OP review engagement tool and have community members volunteer more than 300 hours of their time to collaborate on the development of the Official Plan. Thank you to all who took the time to complete the on line survey, sit on the citizen reference panel, or attend a meeting or open house to review the plan. It was a truly collaborative effort and we are comfortable that the resulting Official Plan reflects our community's vision and values.

Sincerely,

Mayor David Dunphy

1. Introduction

1.1. Background

The Town of Stratford was formed in 1995 through the amalgamation of the former communities of Southport, Bunbury, Crossroads, Keppoch-Kinlock and the unincorporated area of Battery Point. In 1997 the first Town of Stratford Official Plan was developed based on sound principles of land use and related planning. In 2005, extensive work on the Core Area Plan began to determine how the future “downtown” would look and feel.

In 2006, Council shifted the focus from primarily land use related planning, to a more holistic view of planning by embracing the concept of sustainability which captures all of the areas in which the decisions made by Council have an impact. We have defined these areas as our sustainability pillars which are social, environmental, economic, cultural and governance. The first four pillars are commonly referred to as the quadruple bottom line and we have added the governance pillar to ensure that we are also focusing on building the best possible governance system. The shift in focus was to ensure that residents and stakeholders were engaged in the sustainability journey and the decision making process, and that our governance system was transparent, accountable and effective.

In researching and implementing best practices for engagement and accountability, the Council and staff of the Town of Stratford concluded that our goal is to **build the best community possible**. There are three key ingredients to achieving this goal. The first ingredient is to have a holistic viewpoint and a long term vision of the desired future. This is reflected in the aforementioned sustainability vision, plan and decision making framework. The second ingredient is performance management to ensure that we manage resources and activities in a way that will move us continually towards the future state that we envision. This is reflected in our performance management system called “Sustainable Stratford – Results Matter. The final ingredient is more meaningful engagement of residents and stakeholders in decision making. This is reflected in our recently adopted Engagement Strategy which led to the more inclusive, collaborative planning process that was used to develop this Official Plan.

1.1.1. Sustainability

Building the best community possible starts by determining the kind of future we want. Stratford has adopted a long term vision based on the social, environmental, economic, cultural and governance dimensions of sustainability. We envision a future where:

- residents social, physical and spiritual needs are met
- our culture is rich and diverse and our heritage is protected and celebrated
- our natural environment is protected and respected
- there is a thriving local economy
- there is an open, accountable and collaborative governance system

Council has adopted a Sustainability Plan and a Sustainability Decision Making Framework to guide decisions and actions towards the sustainable future we envision. The Decision Making Framework is a

series of questions designed to ensure a decision is balanced and that any negative consequences of the decision are mitigated.

Stratford's Sustainability Principles

Having developed the Town's vision, Council expanded on the vision by describing our desired future state in the following sustainability principles to assist in achieving our goals and objectives:

Social Principle

Stratford meets the social needs of its people by allowing for self-determination, welcoming diversity and ensuring human rights, security and justice. The Town encourages social responsibility, engagement and participation. Citizens take initiative and participate in social decisions and there is a strong sense of identity and pride in community. Well-being or quality of life is a key indicator for Stratford.

Environmental Principle

Stratford recognizes the intrinsic value of biodiversity and the coastal and agricultural ecosystems on which it is built. Nature is much more than a resource, it sustains us economically, spiritually and aesthetically. We share it with other creatures that deserve our respect. Appreciation of nature allows us to protect and restore its worth. We can also learn from the principles on which natural systems are built.

Economic Principle

Stratford is a town of economic prosperity characterized by a vibrant local economy with a range of goods and services, meaningful employment and benefits accruing to the community. Stratford attracts and retains businesses that are engaged in the sustainability journey. A strong economy is an essential foundation for a sustainable future rather than an end unto itself.

Cultural Principle

Stratford recognizes its cultural and historical assets and is building on these distinct characteristics. Every community has a distinct profile of human, cultural, historical and natural characteristics. Recognizing and building on this profile will help Stratford achieve its sustainability goals. Stratford expresses its creativity and ingenuity in a way that is compatible with the values and realities of a population that is growing and becoming more diverse. A culture of sustainability will be achieved through new community awareness and commitment to action.

Governance Principle

Stratford's success is based on good governance, leadership, integrity and accountability. Municipal leaders have a commitment to learning and to progressive decision-making. Stratford honours its municipal responsibilities by being inclusive and making decisions based on the dimensions of sustainability. It will reflect this in all aspects of its operations. Stratford empowers people to take responsibility and work with a collaborative spirit towards a sustainable future.

1.1.2. Performance Management

In order to ensure that we focus on achieving results, that Council and staff are aligned with the sustainability vision and that we are accountable to residents and stakeholders for our performance, we developed a performance management system. This is the second key component of our plan to build the best community possible. We call our performance management system *Sustainable Stratford - Results Matter* and it is a blend of our sustainability values and the Balanced Scorecard. The Balanced Scorecard is widely used (more than 65% of Fortune 1000 companies use it) and it has successfully been adapted to the public sector by a number of organizations including municipalities in other countries.

We developed a corporate sustainability scorecard with 16 high level strategic objectives across the five sustainability pillars to move the Town towards the desired future state. Our mission is:

To continually strive to find out what current and future residents and stakeholders need and want, and then deliver it.

The corporate sustainability scorecard is cascaded down to the departmental and individual levels so that everyone knows the role that they play in building the best community possible.

1.1.3. Community Engagement

The final key component of our plan to build the best community possible is to broadly and meaningfully engage residents and stakeholders in the Town's decision making process. Research shows that an engaged community is a better community in many ways including:

- more empathy by citizens for other perspectives and for the decision faced by the governing body
- greater buy in for the decision and more effective enforcement where it is regulatory in nature
- increased social capital in the community (improved trust and relationships)
- increased efficiency in municipal service delivery
- possibly even higher levels of well-being and health status, better work performance, better adjusted children, and safer more attractive and welcoming communities

Council has adopted an *Engagement Strategy* which includes communication, branding and engagement to help ensure the broad and meaningful engagement of the community that we desire. We have adopted the "Triple C" approach to engagement – communication, consultation and collaboration. This is a continuum of engagement that will increase as the complexity and impact of a decision increases. We will communicate to residents and stakeholders when we have information to share. We will consult with residents and stakeholders when there are options and alternatives available. We will collaborate with residents and stakeholders on major decisions and policies to ensure that our vision and direction reflects the will of the people.

1.2. The Official Plan

The Official Plan is a long range, legal document which encompasses the community's vision and goals, and states objectives and policies concerning the nature, extent and pattern of land use and development within the Town. The Official Plan provides a policy framework for the Town's bylaws and direction for Council's actions. It directs how the Town will manage its physical, social and economic development while protecting the natural environment. Some actions will be achieved in the short term while others are clearly long term in nature. The priorities are not indicated, but will be decided based on community engagement within the Town's annual budget development process.

1.2.1. Planning Area

The Official Plan covers all the geographic area contained within the legal boundaries of The Town of Stratford. Although the Plan formally addresses only those matters which arise within the Town's legal boundaries, consideration has been given to the Town's relationship with adjacent municipalities, the region and the province as a whole.

1.2.2. Legal Enablement

The Town of Stratford derives the majority of its powers from the *Charlottetown Area Municipalities Act* and the *Planning Act*. The *Planning Act* empowers Council to appoint a Planning Board, adopt an Official Plan and to subsequently implement land use and development control bylaws. The *Charlottetown Area Municipalities Act* empowers Council to make bylaws and/or to develop programs and strategies to help implement other aspects of the Official Plan.

1.3. Official Plan Review – A New Approach

The Town of Stratford adopts its Official Plan in order to build the best community possible. The Plan represents the Town's long-term vision, goals, actions and strategies, and it defines an integrated comprehensive framework to guide the Town toward a sustainable future. The Town's long-term vision is rooted in the Town's Values and Sustainability Principles.

The Town's Official Plan envisions a future where:

- Residents' social, physical and spiritual needs are met
- there is a thriving local economy
- our culture is rich and diverse, and our heritage is protected and celebrated
- our natural environment is protected and respected and
- there is an accountable, transparent, and collaborative governance system

Expanding on this vision, the Official Plan illustrates a holistic description of what the Town will be like when the vision is achieved; that is - what, success will look like. The descriptions examine all facets of the community: arts, culture and heritage, built environment, economy, energy, health and social vibrancy, parks and open spaces, transportation, water resources and municipal responsibility.

The sustainability principles and detailed markers of success permeate this Official Plan, guiding the objectives and focusing the policies, and ultimately helping the Town achieve its long-term vision. The new approach to the Official Plan and the review process enable us to develop a set of strategic policies, objectives and actions as a road map for the future development of the Town. This approach allows us to adopt a collaborative approach to planning the future and to meaningfully engage residents and stakeholders in the review process. Accordingly, the previous Official Plan is significantly amended to represent the Town's new approach to future development.

Fig 1: A Conceptual framework for the Official Plan



The Town's Vision and Values, as set out in the Official Plan, indicate overall policy direction, while the objectives and policies deal with specific topics and issues. Within the broad vision statements, the Objectives provide more precise statements which address specific issues and concerns within the Town.

Policies and Actions outline the proposed course of action to achieve the performance targets described in the Objectives. Policies indicate with some precision the approach the Town will take in pursuing its Objectives. Actions are concrete measures which implement that approach. In other words, Actions are statements indicating specific initiatives or directions to be undertaken to implement the Plan's Policies and Objectives.

1.3.1. The Official Plan Review process:

As one of the Town's key policy documents, the development of the Official Plan was considered a collaborative planning initiative under the Town's "Triple C" approach to engagement, where communication, consultation and collaboration with residents and stakeholders were required to shape the plan's contents. Since the Official Plan represents the community's vision, full and effective community engagement in this process was vital.

As a result, a detailed project plan was developed to achieve this important collaborative process. During this process, we tried to engage as many residents as possible throughout the review. The Town's unique and comprehensive approach to community engagement for the Official Plan review includes:

- initial information flow regarding the definition and position of the Official Plan, its components and the Official Plan review process (Communication)
- an online interactive engagement tool to obtain feedback on broad policy issues (Consultation)
- a citizen reference panel to develop and refine the plan (Collaboration) and
- two formal public meetings to review the draft plan

Through sharing initial information, using an online interactive engagement tool, facilitating a Citizens Reference Panel and holding public meetings as ways to engage residents, we sought residents and stakeholder participation throughout the development process of the plan.

1.3.2. Background Studies

In accordance with our sustainability plan and principles, we developed a number of professional studies and policies during the past six years. The studies include but are not limited to:

- Stratford Master Transportation Plan
- Stratford Climate Change Adaptation Plan
- Stratford Stormwater Management Plan
- Stratford Natural Heritage Study
- Stratford Housing Demand Study

We reviewed and incorporated information, data analysis, findings and recommendations from these studies in the development of the new Official Plan.

1.4. The Present Document

The Official Plan is organized into the following chapters:

1. Chapter 2: Stratford in Context
2. Chapter 3: Governance
3. Chapter 4: Housing
4. Chapter 5: Transportation
5. Chapter 6: Infrastructure
6. Chapter 7: Recreation
7. Chapter 8: Natural Environment
8. Chapter 9: Economic Development
9. Chapter 10: Arts, Culture and Heritage
10. Chapter 11: Land Use Planning
11. Chapter 12: Moving Forward and Implementation

2. Town of Stratford Context

2.1. Historical Context

The earliest settlement in the Town of Stratford dates back to the 1750's when several Acadian families located in the Bunbury area. While the economy of the area has traditionally been dominated by agriculture, other early activities included ship building at Fullerton's Marsh, a shingle mill, pasteurizing plant and several brick kilns in the Keppoch and Southport areas.

The first cluster of non-farm development occurred at the Ferry Point adjacent to the southern terminus of the Charlottetown Ferry. This early transportation and commercial focus diminished rapidly, however, with the construction of the original Hillsborough Bridge in 1905 and the resultant closure of the ferry service. The current Hillsborough Bridge was erected in 1961 and expanded to four lanes in 1999.

Several institutions were particularly important in Stratford's history. The Marine Hospital dated from the mid-19th century and was located on Trout Point at the entrance to the Charlottetown Harbour. All ships entering the harbour were required to have passengers examined for smallpox before entering the port. The Bunbury School District dates back to 1882. The first church in the area was the Cross Roads Christian Church. Built in 1839, it remains active as one of the Island's oldest churches.

Municipal incorporation started in the early 1960's with the formation of the Bunbury Community Improvement Committee. Bunbury assumed village status in 1969, followed by Southport and Cross Roads in 1972 and Keppoch-Kinlock in 1985. The need for municipal organization was largely a result of rapidly growing suburban development which started shortly after the construction of the new Hillsborough Bridge and gained significant momentum in the early 1970's.

Co-operation and joint initiatives between the four former communities laid a strong foundation for eventual amalgamation as did prominent regional institutions such as the Glen Stewart School, constructed in 1975, and Our Lady of the Assumption Church. The first cooperative municipal venture was the Bunbury-Southport Joint Planning Board. This was followed by the Cross Roads Rural Fire Company in 1979 and the establishment of the Waterview Recreation Association in 1980.

2.2. Amalgamation

In June 1993, largely as a follow-up to recommendations made by the Royal Commission on the Land in 1990, the provincial government issued a White Paper on Municipal Reform in the greater Charlottetown and Summerside Areas. The White Paper led to the appointment of the Commission on Municipal Reform (Moase Commission).

The reform model favoured by the Royal Commission and the White Paper called for the creation of one large municipality in the Charlottetown area. Given the long standing history of co-operation between the four municipalities on the Stratford peninsula and the natural geographic boundaries of this area, these four communities felt a more logical approach would see three municipalities formed. This would include an expanded City of Charlottetown, taking in the entire Charlottetown peninsula, a southern municipality south of the Hillsborough River and a western municipality to the west of the North River causeway.

With this goal in mind the four communities of Southport, Bunbury, Cross Roads and Keppoch-Kinlock formed the “Waterview Municipal Co-operation Committee” and made a joint submission to Commissioner Moase. The technical arguments and the level of cooperation displayed by the Committee were sufficient to convince Mr. Moase of the merits of this proposal and it was adopted in the Commission’s final Report tabled in December 1993.

The Commission’s recommendations were accepted by the provincial government and the new *Charlottetown Area Municipalities Act* came into effect on April 1, 1995, creating the enlarged City of Charlottetown, the Town of Cornwall and the Town of Stratford.

The name Stratford was not determined by the province, but was selected by area residents shortly after the new incorporation was announced. The new Town also included the previously unincorporated area of Battery Point which was located between Southport and Keppoch-Kinlock.

2.3. Site and Situation

The Town of Stratford is located immediately to the southeast of the City of Charlottetown, the provincial capital and largest municipality in Prince Edward Island. Stratford is situated on a peninsula, bounded by the Hillsborough River, Charlottetown Harbour, Hillsborough Bay and Fullerton’s Marsh. To the south are the communities of Alexandra and Pownal and to the east is the Community of Mt. Herbert.

While the Town represents a somewhat natural geographic region, the one obvious anomaly is the area often referred to as “Bunbury District,” essentially the area between the former community of Bunbury and Fullerton’s Marsh. During the discussions on municipal amalgamation, the Town recommended the incorporation of this area into the new Town boundaries, but it remains an unincorporated region surrounded by the Town on two sides and the natural boundary of Fullerton’s Marsh and the Hillsborough River on the other.

The geographic size of the Town is 5,230 acres (2,117 hectares). The Trans-Canada Highway, connecting the eastern end of the province to the capital via the Hillsborough Bridge, bisects the Town from east to west.

Topography and drainage is quite diverse. In the northern part of the Town the landscape is gently rolling with a poorly differentiated drainage system. The land falls generally from a high point on Mason Road, north toward Fullerton’s Marsh, west toward the Hillsborough River and south toward Stewart Cove. There are no prominent streams in this area.

The southern part of the Town has much more diverse topography and a well-articulated drainage system with a number of streams and several prominent ravines. The most significant stream system is the Hatchery Pond system feeding into Stewart Cove. Several other streams are evident in the Keppoch-Kinlock and Cross Roads areas feeding into Hillsborough Bay.

The highest point of land is in Cable Heights in Cross Roads. A significant escarpment begins in the Keppoch-Kinlock area and runs for several miles to the east through Alexandra and Pownal. This prominent land feature affords dramatic views to the south overlooking Hillsborough Bay and Northumberland Strait, and has become a popular location for estate type housing.

The shoreline is marked by prominent cliffs in the Keppoch area which become less pronounced to the north and east. A number of beaches are located along the shoreline, mostly at the mouths of streams and in coves.

Soils in the region are primarily Charlottetown series (fine sandy loam texture) and tend to be somewhat heavy. High clay content in certain areas creates low percolation rates and poses problems for tile fields. While soil depth is generally good, there are pockets of shallow soils, primarily along the escarpment. Ground water is of high quality and is in generally good supply.

2.4. Population Analysis

2.4.1. Historical Population Trends

Stratford's population started to grow rapidly after construction of the Hillsborough Bridge in 1965. The first large suburban subdivisions were established in the late 1960's and early 1970's. By 1976, there were more than 1,000 housing units in the Stratford area with an estimated population of over 3,400. Housing units were predominately single family residential dwellings.

The majority of these new housing units were occupied by young families, creating large numbers of young children. Glen Stewart School was constructed in 1975 to address the growing demand for a school in the community.

The pace of growth in the entire Charlottetown region slowed during the mid-1980's but moderate growth rates returned in the late 1980's. Household size has steadily decreased, while the number of dwelling units in the Town increased (Table 1).

Table 1: Population, Dwelling Units and Household Size in Stratford, 1986-2011

Town of Stratford				
Year		Population	Dwelling Units	Household Size
1986		4,601	1,355	3.4
1991		5,332	1,620	3.2
1996		5,869	1,905	3.1
2001		6,314	2,215	2.8
2006	7,083	2,640	2.7	
2011	8,574	3,509	2.44	

2.4.2. Current Population Trends

Stratford continues to be the fastest growing municipality in Prince Edward Island. In 2011, the population reached 8,574, a 21.1 per cent increase from 2006 and the greatest increase in population since the late 1980's (Figure 2). Figure 3 illustrates the age distribution of the population in the Town based on the 2011 census data. Census data during this period indicates there was an influx in the net migration of families with children (Figure 4). The influx of families with children enhances the likelihood of growth in resident population by augmenting the probability of births.

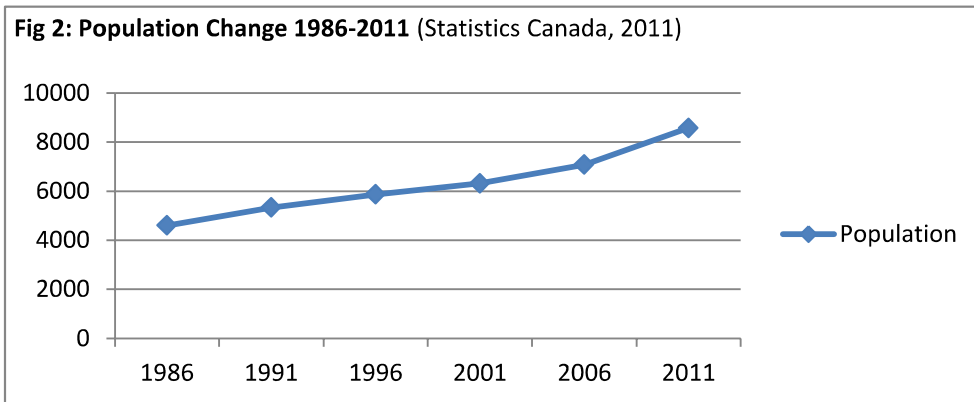
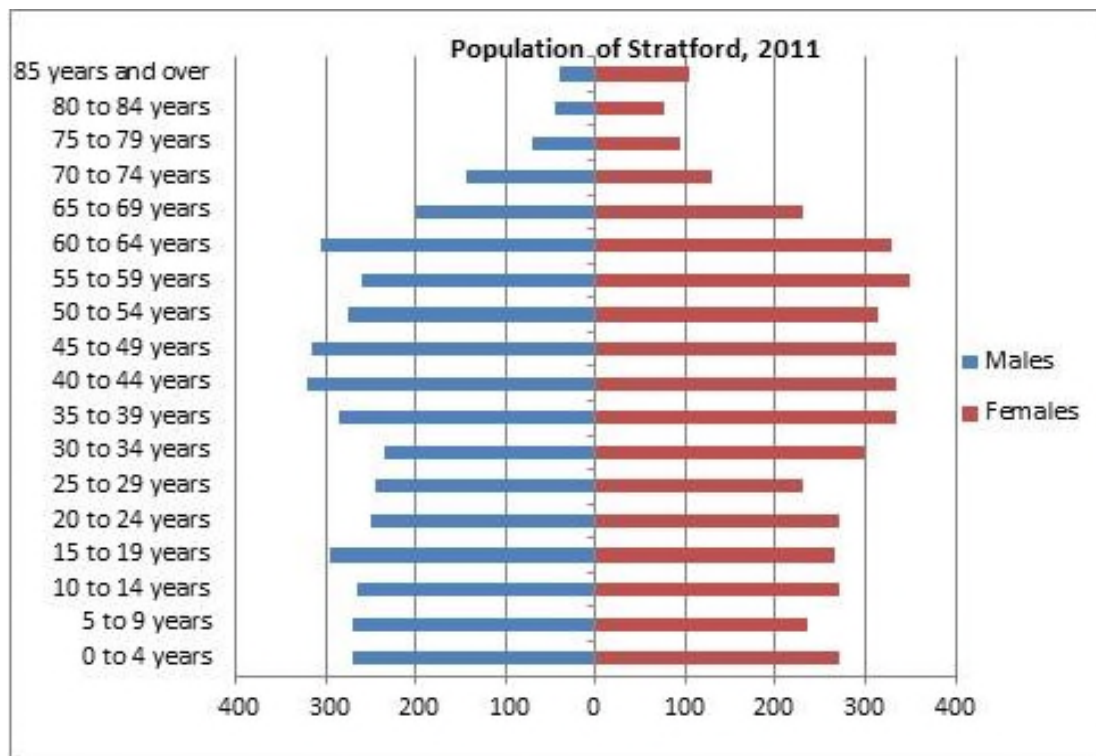
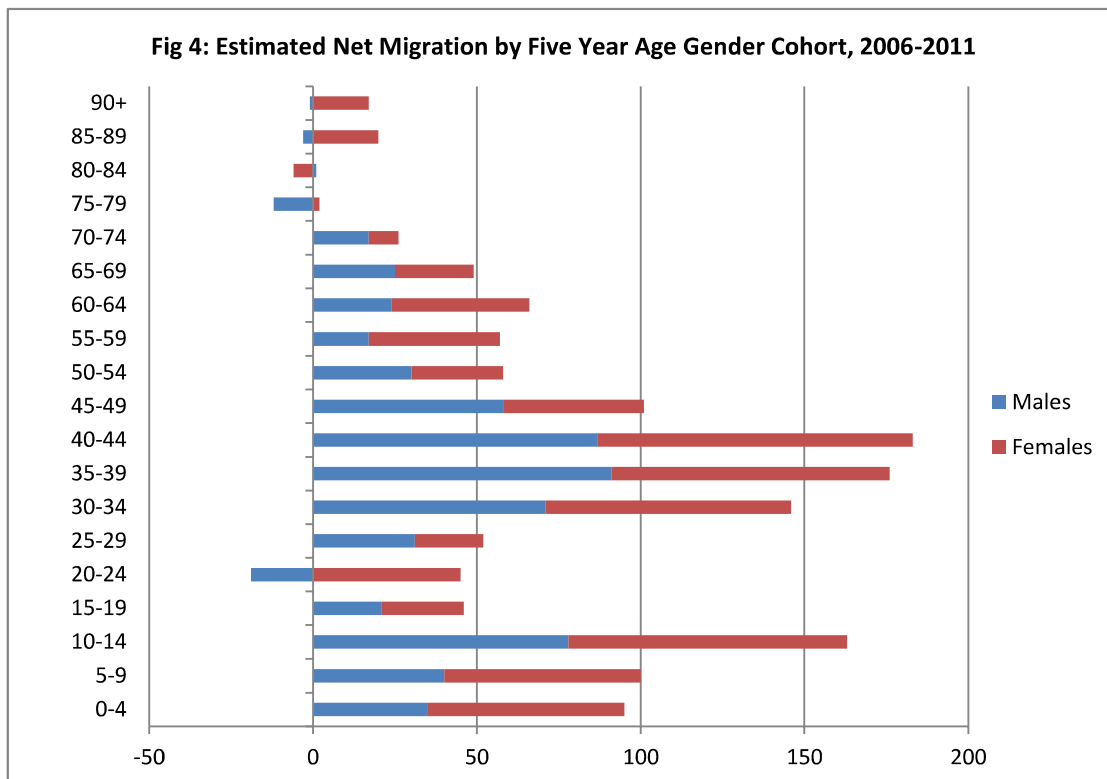
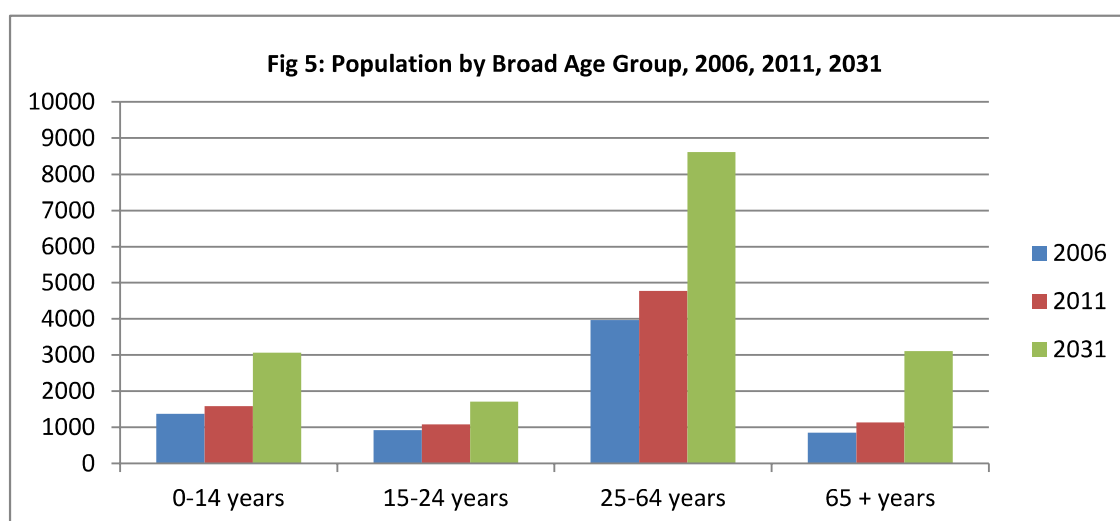


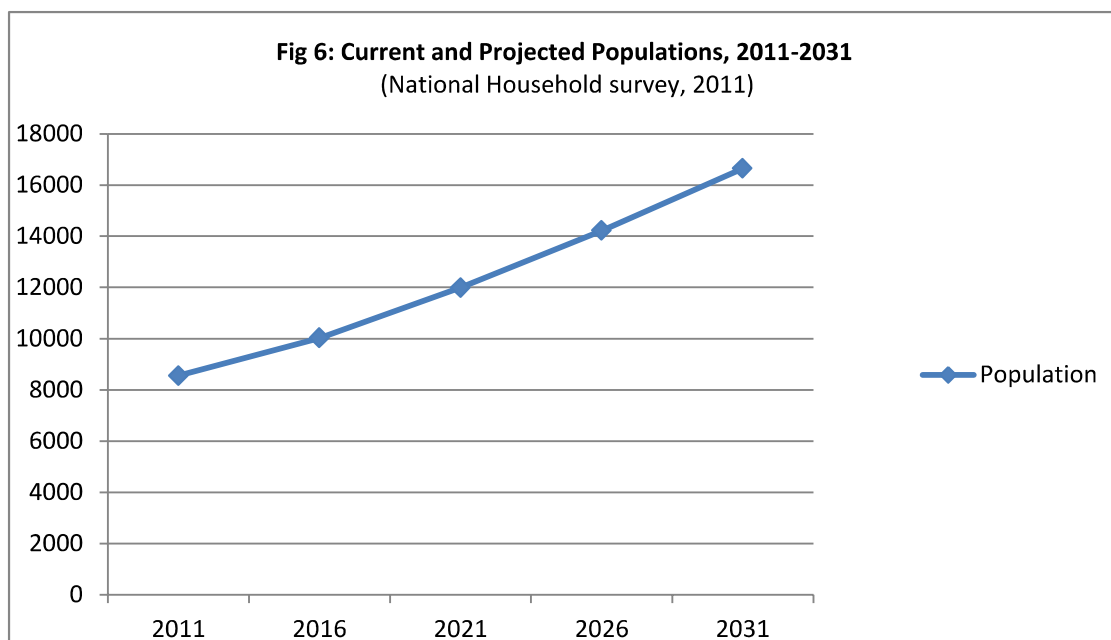
Figure 3: Stratford Population Pyramid





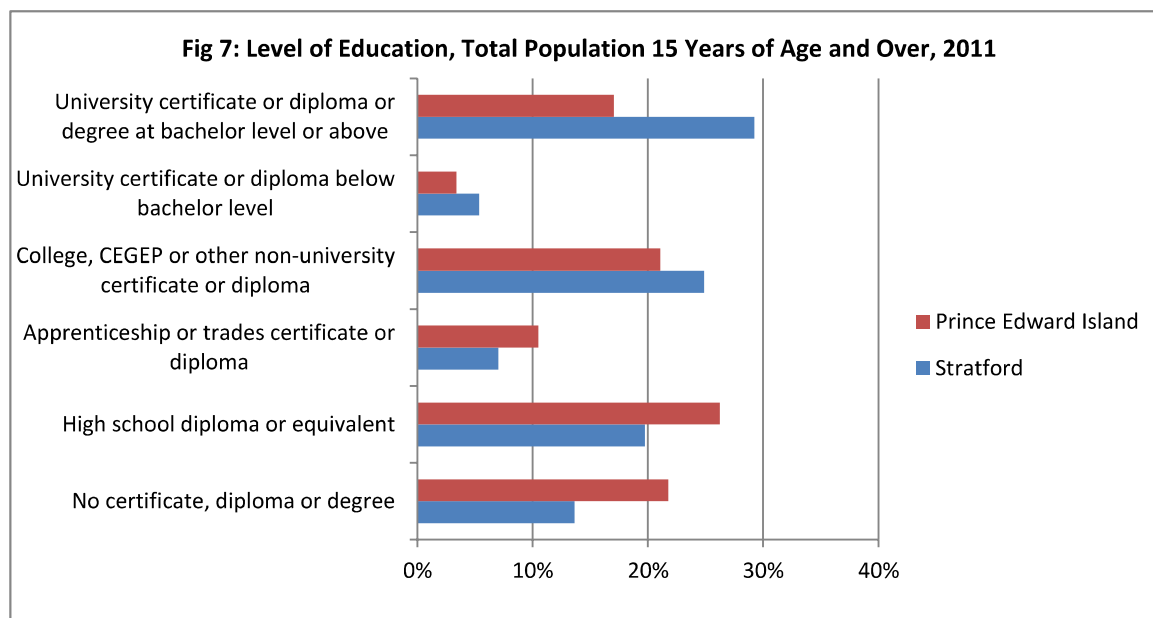
It is estimated from 2011 to 2031 growth will occur across all age groups, but the greatest absolute growth will be in the 25 to 64 year group, however the greatest percentage growth will be in the senior population (Figure 5). In 2031, there will be 178.8 percent more seniors and 82.1 percent more residents in the 25 to 64 year age group from 2011 (Figure 6). It is estimated that the dramatic shift in the Town's demographic makeup will impact the demand and the type of development and services needed in the Town.



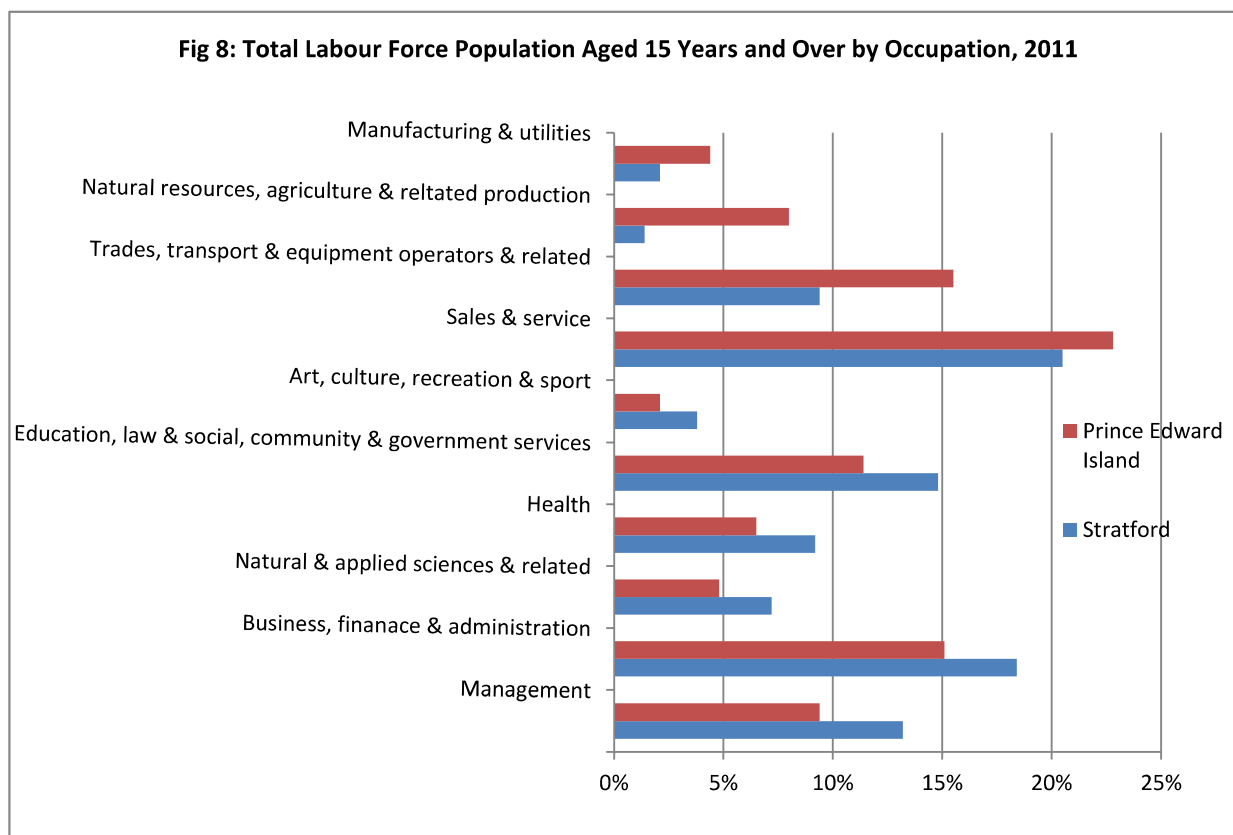


2.4.3. Education, Labour, and Income

Based on the 2011 National Household Survey, residents in Stratford have, on average, received a higher level of education compared to the province as a whole (Figure 7).



In 2011, 71.7% of the population 15 years and over were in the labour force. Stratford's unemployment rate is 5.2 per cent compared to PEI as a whole at 12.1 per cent (Statistics Canada, 2006 Census). A higher percentage of Stratford residents are employed in art, culture, recreation and sport; education, law and social, community and government services; health; natural and applied sciences and related occupations; business, finance and administration; and management occupations than the province as a whole (Figure 8).



The median income in Stratford is higher than the average income in PEI (Table 2).

Source: Statistics Canada, National Household Survey (NHS) Profile, Stratford, T, Prince Edward Island, 2011
<http://www12.statcan.gc.ca/nhs-enm/2011/>

Table 2: Median Total Income in 2010, Stratford and Prince Edward Island

Community	Median Total income in 2010 – All private households (\$)
Stratford	75,482 (before Tax)
Prince Edward Island	67,685 (before Tax)

2.5. The Provincial and Greater Charlottetown Area Context

Under the Provincial *Planning Act* municipalities have the option to assume responsibility for land use planning through the adoption of official plans and land use bylaws. The *Planning Act* guides the development of these documents. *The Planning Act*, R.S.P.E.I., 1988 Cap P-8 states an Official Plan shall include:

- i. a statement of economic, physical, social and environmental objectives
- ii. a statement of policies for future land use, management and development expressed with reference to a specified period not exceeding fifteen years
- iii. proposals for its implementation, administration and the periodic review of the extent to which the objectives are achieved

On April 1, 1995, the Provincial Legislature passed the *Charlottetown Area Municipalities Act*. The Act amalgamated the former communities of Bunbury, Southport, Crossroads, Keppoch-Kinlock and the unincorporated area of Battery Point into the municipality of Stratford. The Act provides for the government of the municipality, and provides cooperation in municipal or regional planning and the integrated provision of municipal services within the municipality (1994, c.6, S. 150).

3. Governance

3.1. Introduction

In Stratford, governance is a set of decision making and acting processes that reflect community values, norms and ways of acting towards collective actions. Stratford's governance defines and organizes the relations with citizens, legislation and the organization of integrated plans, programs and projects.

The Town of Stratford, as part of its effort to build the best community possible, has a goal of building a governance system that is:

- Strategic - developing and implementing a broad and long-term vision on community sustainable development, along with a sense of what is needed for such development
- Sustainable - ensuring that we do not compromise the ability of future generations to enjoy the quality of life that we enjoy
- Collaborative - ensuring that resident and stakeholders can participate fully in the decision making process
- Transparent - ensuring that information used to make decisions is shared fully
- Accountable - ensuring that we continually measure and report on our progress towards our stated goals
- Effective - meeting resident and stakeholder needs
- Efficient - managing the Town's resources in a way that maximizes the impact of the community's resources

In order to achieve the kind of governance that we desire, the following are the objectives, policies and actions for governance.

3.2. Objectives and Policies

1. **Stratford is a community where the government is transparent, accountable and fiscally responsible in their decision making.**

To achieve this objective we will:

- a. Ensure accountability and transparency in the decision-making processes by communicating, consulting and collaborating with residents and stakeholders
- b. Monitor, measure, evaluate and report on the Town's performance
- c. Ensure tax rates are reasonable and competitive and taxpayer dollars are prudently managed
- d. Ensure human and fiscal resources are directed to the Town's strategic priorities
- e. Strive continually to make the most efficient use of our fiscal resources
- f. Continue to develop, identify and share the Town's objectives, desired outcomes, initiatives and performance measures

2. Stratford is a community where residents are involved and engaged in decision making.

To achieve this objective we will:

- a. Use and evaluate a variety of tools and methods to engage residents and stakeholders in decision making and other Town activities
- b. Create opportunities for residents to become aware of issues and participate in meaningful discussion
- c. Explore opportunities to engage youth in the Town's activities and decision making
- d. Partner with schools to find meaningful ways to engage students in local government and build a culture of volunteerism
- e. Collaborate with all stakeholders prior to policy development to gather their input and knowledge
- f. Continually build on municipal staff and Councillors' knowledge of the importance of resident and stakeholder participation in the decision making process
- g. Implement the engagement strategy and evaluate the effectiveness, as resources permit
- h. Make the Town Centre as a place where citizens can easily learn how to be involved in their community
- i. Explore how public spaces can be used to facilitate and foster communication between the Town and residents

3. Stratford is a leader in sustainability and sustainable development.

To achieve this objective we will:

- a. Continue to make our decision on sustainability principles and implement our balanced scorecard
- b. Communicate and collaborate with residents during the decision making process regarding new development in the Town
- c. Develop a clear set of regulations and expectations to ensure development is sustainable and responsible
- d. Ensure attention is given to long-term impacts when evaluating projects and plans
- e. Encourage residents to adopt sustainability principles into their daily lives

4. Stratford is a community where the main criterion for decision making is improving the quality of life for residents.

To achieve this objective we will:

- a. Ensure residents' interests are the first priority in the decision making process
- b. Develop a scoring system that considers the full range of benefits and impacts on residents associated with decisions
- c. Provide opportunities for residents to participate in the decision making process by evaluating and prioritizing decisions
- d. Explore options for participatory budgets and community discretionary funds to enhance the community

- e. Create an environment where residents feel safe, respected, welcomed, and treated equally
- f. Ensure opportunities and resources are equally distributed amongst all residents and neighbourhoods and the needs of all residents are met
- g. Ensure all residents have access to facilities, services and events in the Town

4. Housing

4.1. Introduction

4.1.1. Housing Trends

Examining demographic and housing trends and projections is a vital component to planning for future housing needs. The population in the Town has been increasing and is expected to nearly double in the next 20 years (Housing Demand Study, 2012, 2.5). Over the 2006-2011 census period there was a 21.1 percent increase in the number of residential units. Housing trends reveal a shift from predominately single-detached houses to a diversity of housing types, including low-rise apartments and semi-detached units (Table 3 and Figure 9).

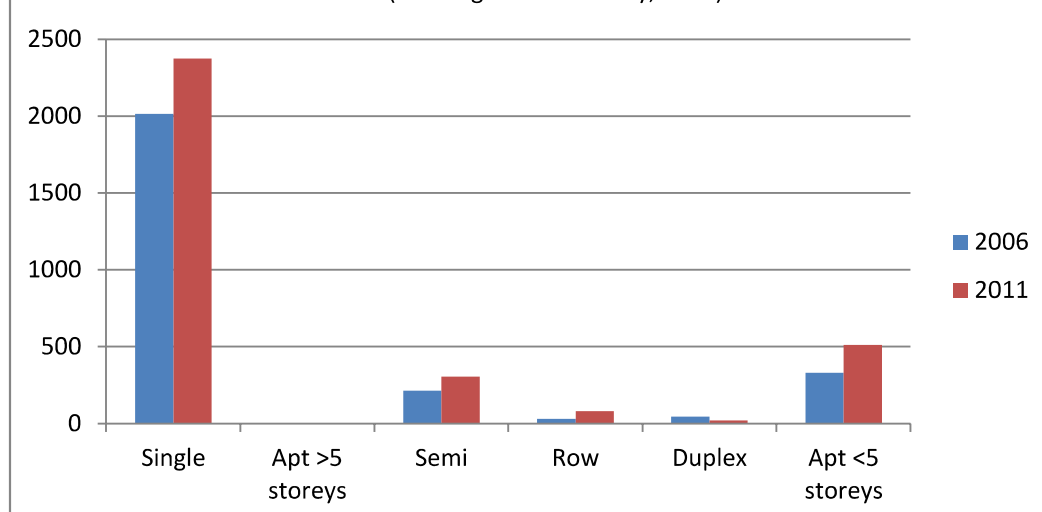
Table 3: Housing by Structural Type, 2001-2011

(Housing Demand Study, 2012)

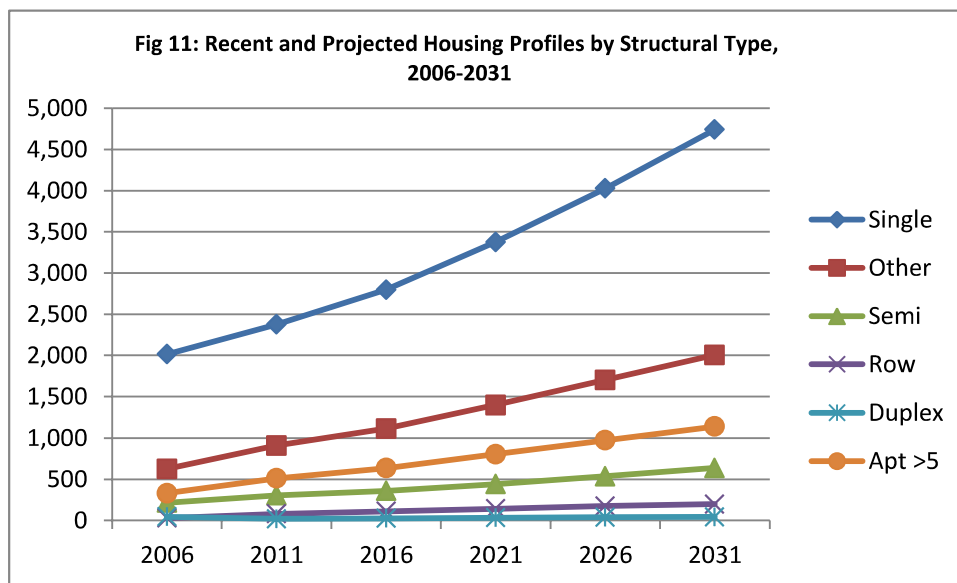
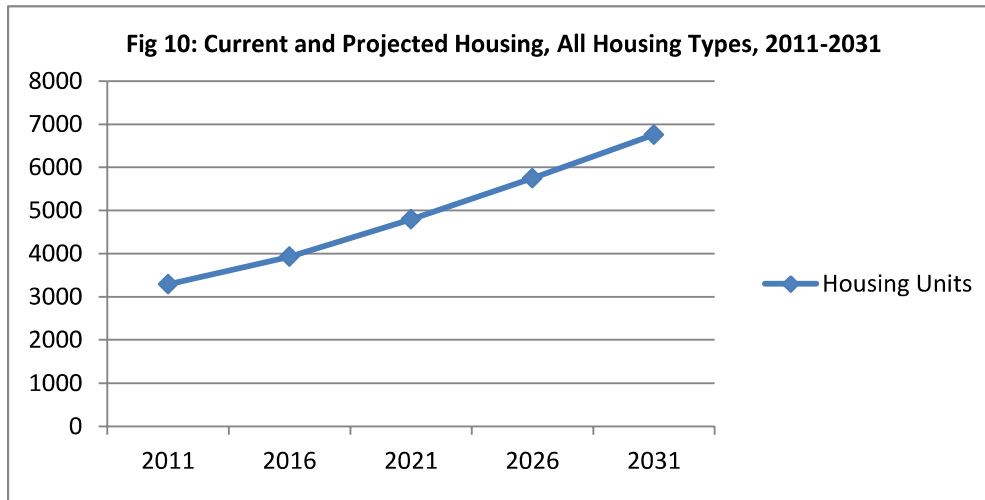
Structural Type	2006	% Share	2011	% Share	Change	% Share
Single	2,015	76.6%	2,375	72.2%	360	54.5%
Other	625	23.8%	910	27.7%	285	43.2%
- Semi	215	8.2%	305	9.3%	90	13.6%
- Row	30	1.1%	80	2.4%	50	7.6%
- Duplex	45	1.7%	20	0.6%	-25	-3.8%
Apartment	330	12.5%	510	15.5%	180	27.3%

Fig 9: Housing By Structural Type, 2006 & 2011

(Housing Demand Study, 2012)



The 2012 *Housing Demand Study* indicates there will be more than double the housing requirements in the Town by 2031 (Figure 10). Although single detached homes will remain the dominant housing type, “the definite trend in Stratford is toward greater variation in the types of housing available and increasing presence of multi-unit structures.” (Housing Demand Study, 2012, 3.2) The number of single-detached dwellings will roughly double but other housing types are projected to increase by 120.3 per cent (Figure 11).



Stratford has some of the highest priced houses and highest rent prices in the Charlottetown area (Charlottetown, Stratford and Cornwall) (Table 4). Stratford’s housing market is thought to be high priced, even overpriced. However, the median income of Stratford residents is also higher. Therefore, although housing payments are higher in the Town, there is a higher proportion of individuals who can afford their housing.

Table 4: Housing Characteristics: Tenure and Age, Stratford Community Profile, 2011

Housing Characteristics	Stratford	Charlottetown CA	PEI
Total number of occupied private dwellings	3,285	26,210	56,455
Number of owned dwellings	2,480	17,220	41,455
Owned dwellings as a % of total private dwellings	75%	66%	73%
Number of rented dwellings	805	8,985	14,910
Rented dwellings as a % of total private dwellings	25%	34%	26%
Number of dwellings constructed before 1991	1,705	17,585	39,830
Number of dwellings constructed between 1991 and 2011	1,585	8,615	16,630
Dwellings requiring major repair as a % of total occupied private dwellings	2.2%	6.1%	7.5%
Median monthly payments for rented dwellings	\$871	\$743	\$707
Median monthly payments for owner-occupied dwellings	\$1,107	\$936	\$749
Average number of rooms per dwelling	7.4	6.5	6.6
Dwellings with more than one person per room as a % of total occupied private dwellings	0.0%	0.8%	0.7%
Average value of owned dwelling	\$242,861	\$200,734	\$170,716

Source: Statistics Canada, National Household Survey (NHS) Profile, Stratford, T, Prince Edward Island, 2011
<http://www12.statcan.gc.ca/nhs-enm/2011/>

There are few housing developments built specifically for seniors and the housing market is seen as inaccessible to many first time homebuyers, young families and lower income groups. This, paired with the influx in family aged population from 2006-2011, the projected growth in the senior population and the increased demand for other housing types, suggests future development in the Town should focus on affordable housing, senior's housing and providing a more diverse mix of housing types (Housing Demand Study, 2012)

4.1.2. Planning for the Future

The availability of land will influence the housing supply. The Housing Demand Study (2012) indicates that even if the pace of growth is slowed by changes in the economy and local market, a shift in land use policies to accommodate future housing activity is needed. This Plan supports a denser pattern of development and a mix of housing types to help accommodate continued growth. In addition, flexible housing options may help to allow seniors to remain in the Town as they age. Planning the future development and design of the Town to accommodate aging-in-place is shown to benefit not only the senior population, but the community as a whole. A shift to more diverse housing units and higher housing densities will also be a means to foster a more affordable housing market to attract new homeowners, young families and lower income families.

4.2. Objectives and Policies

1. Stratford is a community where housing is responsive to the needs of the population.

To achieve this objective we will:

- a. Create a long term plan to monitor population, demographic and economic changes and develop strategies to accommodate population growth and shifting demographics
- b. Identify opportunities for zoning residential land to allow for smaller lot sizes and higher densities without compromising the character of existing neighbourhoods
- c. Provide opportunities for residents to collaborate with planners and developers in various ways to ascertain what types of housing are needed in the Town
- d. Identify suitable locations for specific housing types including factors such as accessibility and proximity to services
- e. Create opportunities for public-private partnerships
- f. Explore opportunities for cooperative housing

2. Stratford is a community that is accessible and affordable for all to reside in, especially families and seniors.

To achieve this objective we will:

- a. Encourage the development of private seniors' communities and private senior homes
- b. Investigate new residential development regulations to create more opportunities for aging in place while ensuring the character of existing neighbourhoods is preserved
- c. Create options for infilling larger lots with housing opportunities for seniors
- d. Encourage the development of multi-generational housing within future neighbourhoods to support aging-in place
- e. Work with partners and developers to develop affordable housing that allows residents to pay rent according to their income
- f. Partner with the provincial government and others to develop affordable and universally accessible housing, specifically focusing on seniors and single-parent families

3. Stratford is a community that preserves the character of existing neighbourhoods.

To achieve this objective we will:

- a. Balance affordable housing with the assurance that residents' investment is protected
- b. Locate affordable housing developments strategically in areas where they do not conflict with existing residential areas

4. Stratford is a community where housing developments are well designed, inclusive and connected to the community.

To achieve this objective we will:

- a. Connect neighbourhoods to the active transportation network, public transit routes and to recreation spaces

- b. Establish residential development standards that enhance the health and safety of residents and encourage interaction amongst neighbours
- c. Encourage strongly all new large developments to include a variety of housing types and integrate the preservation of the natural environment

5. Stratford is a community where housing development is balanced with our ability to sustain resources and affordable service delivery.

To achieve this objective we will:

- a. Encourage and examine regulations for energy efficient housing
- b. Encourage and examine regulations for the development of innovative and green dwellings that are durable, flexible, and built to conserve natural resources
- c. Promote communal heating
- d. Encourage high quality, higher density residential development in the Core Areas and adjacent to arterial and collector roads
- e. Permit a range of in-home occupations provided they don't have negative impact on neighbourhoods and the Town as a whole
- f. Identify the limits of infrastructure to support future development and plan accordingly

5. Transportation

5.1. Introduction

With the exception of a few privately owned residential and cottage access roads, all roads in the Town of Stratford are owned and maintained by the province. The Town's role is therefore largely limited to working with the Department of Transportation and Infrastructure Renewal to identify priorities for road construction and maintenance.

The Hillsborough Bridge and the roads which connect to it are essential links. Replacing or paralleling any of these facilities could be exceedingly expensive and disruptive to the community and pattern of settlement. Thus, in short, the road system connecting Stratford and Charlottetown is the system we are likely to have for a long time.

In Stratford, the key challenge of travel demand management is addressing the overwhelming automobile mode. It is not a challenge Stratford alone faces, but it is one we can do something about. To have any real impact in reducing automotive travel, other modes must be made viable and effective. This includes supportive measures in active transportation and transit and policy changes related to land use policies which reduce the need for automobile use. For the foreseeable future, the need is to invest in alternative travel modes. Investments in support of motorized modes must be limited to addressing road safety needs. Without prejudice to the requirements of goods transport, this means explicitly that road capacities should be increased only after a thorough examination of the alternatives.

In Stratford, with a land area of 5,230 acres, the total area of Mixed Use land is approximately 82 acres (less than 1.6% of the Town's area) which is mostly undeveloped. A large proportion of the Town's land is dedicated for low density residential use. There is little differentiation in land uses in the low density residential area, so there are few other destinations besides parks that are situated within walking distance. Even schools are centralized so, without alternate avenues for travel, residents are dependent on motorized means of transport. The current land use and urban development pattern means that residents must satisfy their travel needs mainly by private automobile.

A key urban development issue is active transportation and pedestrian movement as more residents seek opportunities for physical activity. Sidewalks currently exist on most of the Town's busiest streets but further expansion and connection of these sidewalks should be considered. A number of excellent segregated and attractive trails and walkways have been established, but continued expansion and the eventual connection of these systems would greatly contribute to the overall health and wellness of residents.

The Town in collaboration with the Department of Transportation and Infrastructure Renewal hired Delphi-MRC consultants to develop a Transportation Master Plan in accordance with our sustainability vision and principles.

The final report of this study outlined the following recommendations listed under two sections; Demand Management and Supply Management:

5.2. Demand Management

5.2.1. Active Transportation

- a. Give priority to developing facilities that encourage the use of less-polluting methods of transportation such as walking and cycling
- b. Provide safety measures at pedestrian crossings such as proper signage, curb extensions and special pavement markings or material
- c. Require the inclusion of walking and cycling facilities in all future private development projects and insure that connectivity of these facilities is given priority
- d. Require the provision of end-of-trip bike parking and storage facilities at destination points such as public buildings, shopping facilities, offices, parks and schools
- e. permit certain new land uses and activities in parks and recreational areas to increase their status as walking and cycling destinations

5.2.2. Public Transit

Transit will play a key role in the effectiveness of the demand management strategy. Indeed, many of the transportation demand initiatives described herein would not be possible without the availability of public transit. Transit provides one of the key alternatives to the private auto mode.

- f. Give priority to capital programs that encourage the use of less-polluting methods of motorized transportation such as public transit, carpooling and fuel-efficient vehicles
- g. Build on the Town's current investment in transit through system improvements, focusing on rider comfort and the reduction in travel time to and from Charlottetown

5.2.3. Movement of Goods

By designating specific truck routes, which tend to receive more wear and tear than non-truck routes due to the weight of the vehicles, it is possible to develop specific policies for the upkeep and maintenance of said routes. This may mean the use of thicker and denser asphalt to provide more durable surfaces. It may also mean the use of different road standards, featuring wider lanes, shoulders and turning radii to ensure trucks can readily navigate the network and also that non-truck traffic may operate more safely in the presence of the larger vehicles.

5.2.4. Automobiles

The transportation strategy for private automobiles is focused on initiatives to reducing the impact of auto travel on the environment and making roads safer. The Town of Stratford encourages the use of more vehicles using leading edge technologies, such as hybrid engines and electric motors. In order to achieve this vision, the Town could consider the implementation of tax-based or other incentives to encourage residents to utilize leading-edge technologies. Apart from this, the Town should maintain an awareness of provincial and federal funding options that it may promote to residents as such programs become available. In addition, auto drivers should be encouraged to use their vehicles more efficiently. This includes fostering a climate of ridesharing and carpooling.

- h. Encourage the use of alternate modes such as active transportation, public transit and ridesharing programs
- i. Demonstrate the benefits of fuel-efficient vehicles by using them in the Town's own fleet and encouraging staff and council to use such vehicles
- j. Designate parking spaces at the Town Hall and other municipal buildings for use by carpools and fuel efficient vehicles.
- k. Take a holistic approach to investment decisions, ensuring that one investment decision does not unintentionally jeopardize the intent of another initiative with a higher priority or importance.
- l. Require developers of new subdivisions to provide active transportation linkages as part of the development process, and allow emergency access where deemed necessary
- m. Encourage walk-to-school programs such as the "walking school bus" to reduce the number of car trips to schools while maintaining safety

5.3. Supply Management

5.3.1. Active Transportation

a. Sidewalks

The design of sidewalks should feature a consistent minimum sidewalk width and a boulevard between the sidewalk and the curb which offers more comfort to the walker and which can also be used to store snow in winter. Sidewalks should complement other active transportation elements discussed below.

b. Stratford Trail

The Stratford Trail is a walking trail and most components of the Trail will need to be upgraded to permit bicycles to also utilize the trail. The necessary upgrades would typically include widening the trail to permit shared use by pedestrians and cyclists, reducing sharp curves and providing lighting and providing secure bicycle parking at key destinations.

c. Cycling

Many cycling routes were recently designated in Stratford; however to our knowledge no assessments were made as to risks associated with these routes or their appropriateness in terms of cycling safety and comfort. By working with the province, work should be undertaken to include a safety analysis of the marked routes and the addition of appropriate pavement markings and other features necessary for the routes to function as effective bicycle facilities.

5.3.2. Public Transit

The Strategic Transit Review recommended route changes to reduce the length of time each route takes to complete one circuit. We are recommending that additional effort be made to reducing travel times to downtown Charlottetown via the Hillsborough Bridge. This will require enhancements to the Transit Strategic Plan.

5.3.3. Roads

The Master Transportation Plan considers active transportation as the foundation of the plan. It is the intent of the plan to minimize street crossings to maximize cycling safety and comfort. It is therefore important that new roads not be allowed to compromise this intent.

- d. In building new subdivision roads, arterial active transportation routes shall take precedent over local streets and to minimize street crossings and create street networks that do not compromise the car-free intent of the active transportation network.
- e. The following network improvements are necessary for safety and improved connectivity reasons and should be completed in the near term (one to three years):
 - i. Mason Road at Trans-Canada Highway
 - ii. Georgetown Road at Stratford Road
 - iii. Intersection of Keppoch Road at Georgetown Road
 - iv. Intersection of Stratford Road at Kinlock Road
 - v. Other Intersection Improvements
 - 1. Keppoch Road and Owen Lane (rationalize turning radii, reduce asphalt)
 - 2. Stratford Road at Trans-Canada Highway (measures necessary to reduce congestion)
 - 3. Hopeton Road at Bunbury Road (remove wye)
 - 4. Langley/Rosebank at Keppoch (remove one minor leg)
 - 5. Bayside at Stratford Road (remove wye)

5.4. Objectives and Policies

1. **Stratford is a community where transportation supply options respond to safety, environmental, and travel demand patterns and volume.**

To achieve this objective we will:

- a. Account for changing demographics (i.e., new immigrants, the aging population and more cyclists) in transportation planning decisions
- b. Develop transportation options that support easy connectivity between neighbourhoods and with the City of Charlottetown
- c. Connect public transit stops to residential neighbourhoods and other key public spaces with sidewalks and trails

- d. Collaborate with the province to design the Trans Canada Highway and develop the adjacent land to make the Highway the main street of the Town
 - e. Collaborate with the province to undertake traffic pattern and traffic volume studies to determine the feasibility of roundabouts
 - f. Ensure transportation within and from the Town is safe for pedestrians, cyclists and motorists, and that all forms of transportation are considered equally in planning decisions
 - g. Classify roads by function and by access standards so transportation is effective and efficient
 - h. Direct traffic in the Town to major roads to minimize the volume of traffic on local streets
 - i. Increase pedestrian safety on local collectors within subdivisions
 - j. Explore and implement traffic calming measures to reduce the speed of motor vehicle traffic in the commercial core and residential areas
- 2. Stratford is a community where public transit systems developed and supported by the Town are affordable for residents and financially sustainable for the Town.**
- To achieve this objective we will:*
- a. Make public transportation accessible to all neighbourhoods and to all residents where feasible
 - b. Encourage residents to use the public transit system
 - c. Collaborate with partners to make the public transit system more effective and efficient
- 3. Stratford is a community where transportation options support physical activity, and are safe, widely available, and environmentally friendly.**
- To achieve this objective we will:*
- a. Develop a long-term transportation plan in collaboration with residents to improve connectivity, accessibility, appeal and overall usage of active transportation routes in the Town
 - b. Ensure all sidewalks and trails connect all major roads and major subdivisions within the Town
 - c. Further develop the trail system and improve trail connections, including connections of new trails to neighbourhoods
 - d. Require/Encourage developers to build sidewalks and trails in new subdivisions and make a strong connection to the Town's active transportation network in accordance with the Town's Traffic Safety policy
 - e. Create connections between neighbourhoods by adding sidewalks and/or trails as part of green space
 - f. Promote and facilitate active transportation while ensuring pedestrian and cyclist safety and minimizing conflicts with motorists
 - g. Educate and raise awareness of the environmental, physical and mental health benefits of active transportation

- h. Develop a program for street improvements to enhance the pedestrian environment in the Town, especially in the Core Areas
- i. Collaborate with schools to encourage students to use active transportation to travel to school

6. Infrastructure and Services

6.1. Introduction

Stratford currently supplies a range of municipal services including: central water supply system, collection and treatment of sanitary waste, police services and fire services. The Town also has joint responsibility with the provincial government for storm water management and emergency measures.

It is expected that all of these services will require some upgrading over the course of the official plan period, some to a significant degree, others to a lesser extent. The potential cost of upgrading these services is high and Council must pursue strategies which maintain the current high levels of service while optimizing affordability. The projected growth of population and infrastructure should serve to provide high quality services to residents, maintain municipal revenues and offset some of these costs. Some level of upgrading of certain services will be required immediately, however, in order to accommodate this new growth.

6.1.1. Central Water Supply and Sewer Systems

Stratford embarked on a program to provide central water supply and distribution services for the core area and fire rated water service in the commercial area for building sprinkler systems in 1999. In the last number of years, many of the areas that were serviced by central sewer in the 1980's began to experience water contamination. The sources of contamination are believed to be poorly constructed older wells, higher density development and improperly abandoned septic systems. In response, the Town developed a strategy to service these areas with central water supply and sewer services in the short term. Over the longer term, the objective is to install central water supply services and municipal sewer system throughout the Town, excluding the Agricultural Reserve area.

6.1.2. Stratford Utility Corporation

The Stratford Utility Corporation is part of the Infrastructure Department which, in addition to maintaining the Town's infrastructure, is also responsible for all of the sewer and water infrastructure within the Town, including five well fields and the waste water treatment plant.

As of January 2014, the Utility provides services to more than 3,838 sewer customers and 3,085 water customers. The major issue facing the Utility continues to be the upgrade of the waste water treatment plant which is consistently not performing to the required standard. Planning for the long range option has not proceeded as quickly as we would have liked and the significant amount of infrastructure funding that is required will not be available for a few years yet.

In 2013, a study was completed on the treatment plant operations to review the current situation and explore alternative solutions to meet the effluent requirements and eliminate the odor. The consultant involved in the operational review recommended that the "Blue Frog" technology be installed as an interim solution to significantly improve the treatment operations. Town staff completed their due diligence on the technology with the Department of Environment, Labour and Justice, and the system was installed in the summer of 2014. We will continue to work on a longer term option to replace the existing lagoon system, but this will allow us to operate the existing plant in compliance with the effluent quality requirements and allow new subdivisions to continue to be serviced in the interim.

In 2013 a pilot metering project was initiated to gather data on local water usage to allow us to better examine the possibility of customer metering. Metering provides accurate information about water use and informs customers about the amount of water consumption in their homes and businesses. The required data has been collected for the metering study and staff are reviewing the data and applying it to our rate model.

In the 2013 sewer system study, it was recommended that we perform an inflow and infiltration investigation to help ensure that stormwater was not getting into the sanitary sewer system. The introduction of stormwater into the sanitary sewer system results in overflows in the lift stations and the sewer treatment plant during heavy rain events. This leads to added expense and less effective treatment of sewage due to higher flows and the additional capacity required to accommodate the stormwater.

The Utility will continue its water conservation program efforts, in partnership with the Stratford Area Watershed Improvement Group (SAWIG), to reduce water usage and protect and enhance the watershed. A successful water conservation program will reduce the per capita operating cost due to lower pumping rates, and may also result in the deferral of capital costs for additional water supply to meet future demand in our fast growing Town. In addition to the water conservation initiatives Town staff, in collaboration with the SAWIG, will continue with the successful water school program which helps to educate youth on the proper management and use of our precious water resource.

6.1.3. Fire Protection

The Town of Stratford and its surrounding areas have been well served by the Cross Roads Rural Community Fire Company for many years. This company is an independent entity with its own Board of Directors. The Town respects and will continue to support this autonomy and maintain its strong position on the Board of Directors through appointments to the Board. For the foreseeable future, upgrading of staff, equipment and facilities will continue to be funded solely out of the Company's annual fire dues, which are collected by the Town through the municipal tax levy.

6.1.4. Police Protection

In 1995, the new Town of Stratford was required by the provincial government to assume responsibility for its own police services. While there were early concerns over the cost of this service, our policing contract with the R.C.M.P. has had positive results.

Our current staff complement of six officers appears to be providing a dramatic improvement in levels of service. In addition, their commitment to "Acommunity policing" has made them a highly visible element of our Town.

6.2. Objectives and Policies

1. **Stratford is a community where the principle criterion for growth is meeting the needs of residents and meeting the Town's values while ensuring growth is affordable and sustainable.**

To achieve this objective we will:

- a. Ensure infrastructure development is sustainable
- b. Approve new developments only when infrastructure development can meet the demand

- c. Ensure capital and long-term infrastructure costs are managed in a fiscally responsible manner

2. Stratford is a community that takes climate change seriously.

To achieve this objective we will:

- a. Incorporate climate projections into subdivision development requirements and plan for eroding coastlines
- b. Adopt and implement climate change adaptation and mitigation strategies
- c. Monitor the effects of climate change in the Town such as erosion, changes in precipitation and other climate change events
- d. Adopt and regulate low impact development
- e. Implement the recommendations from our *Stormwater Management Plan*
- f. Encourage residents and businesses to reduce their ecological footprint
- g. Consider and encourage energy efficient design in all new development

3. Stratford is a community that recognizes climate change as a legitimate concern, and is proactive in mitigation and adaptation to the impacts of climate change.

To achieve this objective we will:

- a. Increase knowledge and awareness of residents, elected officials and staff on the diverse impacts of climate change
- b. Partner with the federal and provincial governments and others, to educate and raise awareness about climate change, and provide practical tools for energy and water conservation
- c. Monitor coastal erosion, changes in precipitation patterns and other climate change events
- d. Establish proper setback requirements in pertinent bylaws so that public and private infrastructure is out of harm's way
- e. Recognize, develop a plan for, and apply the impacts of climate change on the storm water management system, water supply and water distribution systems

4. Stratford is a community where water conservation is the shared responsibility of all stakeholders and residents.

To achieve this objective we will:

- a. Educate residents, including youth, and raise awareness about water conservation and water protection
- b. Identify and collaborate with local environmental organizations on water conservation
- c. Develop and implement programs aimed at lowering water use within homes and businesses
- d. Ensure municipal buildings and infrastructure are equipped with water conservation devices
- e. Develop education programs to promote and encourage water conservation
- f. Develop and enforce water conservation bylaws

5. Stratford is a community that provides sustainable, cost-effective and high quality potable water services to residents at a fair cost.

To achieve this objective we will:

- a. Consider a full water metering, user-pay system
- b. Develop a plan to provide potable water services to the entire Town

6. Stratford is a community where storm water is managed in a way to return as much as possible to the aquifer.

To achieve this objective we will:

- a. Ensure storm water is managed in a manner that is cost effective, environmentally sensitive, and reduces the risk to public health, safety, and surrounding properties
- b. Ensure that stormwater is not connected to the town's sewer system
- c. Design the storm water system so that as much water as possible is returned to the water table
- d. Make developers minimize pollutant concentrations in storm water discharge through all stages of new development and over the long-term

7. Stratford is a community where waste water is managed to minimize environmental impacts and costs.

To achieve this objective we will:

- a. Develop a long-term plan for treating wastewater in the most economically and environmentally friendly manner
- b. Improve continually the quality of wastewater and ensure it is treated to have zero negative impact when returned to the natural environment
- c. Conduct a study for identifying the most efficient methods for collecting grey-water.
- d. Educate the community on methods for collecting grey-water

8. Stratford is a community where energy needs are supplied by a mix of local and regional sources where possible and financially feasible, with an emphasis on green energy and conservation.

To achieve this objective we will:

- a. Make full use of renewable energy sources wherever possible
- b. Research opportunities for producing community green energy including wind, solar and tidal; and seek government grants for renewable energy production
- c. Promote and support the use of renewable energy sources and reduce dependency on fossil fuel
- d. Encourage, facilitate and promote the use of new technologies, in new construction, and renovations of existing buildings, for more energy conservation efficiency
- e. Research the feasibility and potential locations for wind turbines and solar panels
- f. Upgrade and design Town owned buildings to be energy efficient
- g. Explore options for providing renewable energy to homes

9. Stratford is a community where lighting meets residents' safety needs, and where possible, is designed to minimize light pollution.

To achieve this objective we will:

- a. Explore options for using overhead lights that are more energy efficient and dark sky compliant

10. Stratford will be a community where residents are safe and crime is low.

To achieve this objective we will:

- a. Work with our partners to continually improve police and fire protection
- b. Foster a culture of awareness of others to reduce the conflict between vehicles, bicycles and pedestrians
- c. Improve the level and consistency of street lighting to create safer neighbourhoods

7. Recreation, Parks and Open Spaces

7.1. Introduction

Parks and open spaces provide the community with opportunities for learning, leisure, spiritual renewal and recreation. Developed and recreation areas are managed to protect the natural environment.

Recreational programs and facilities are one of the most visible and broadly supported services supplied by the Town as recreation programs play a critical part in promoting community health, wellness and identity.

The centrepiece of our programs has been, and undoubtedly will continue to be, organized team sports like soccer and baseball. As the visibility and participation levels in these sports continue to grow, demand has started to outstrip the capacity of our sports facilities. Larger and more sophisticated facilities are required to meet our needs and particularly to enable hosting of larger, prestige tournaments. Hosting of such events not only improves the performance and prominence of our teams, it also promotes our Town.

In addition to contributing to the unity and identity of the new Town, recreational programs have also served to strengthen Stratford's ties with its neighbours.

In order to maintain and expand on this performance, the Town must continue its support to upgrade facilities and programs. It is also important that the needs of those who do not participate in organized sports continue to be addressed such as, youth and senior clubs and social activities. In addition to sports facilities, active play spaces from playground to multi-purpose activity areas, to walking/hiking/biking trails, and to passive recreation areas for quiet reflection must also be provided. Instructional camps, homework club, art classes, craft activities and dance classes should also be provided in order to stimulate the mind as well as body.

7.2. Objectives and Policies

1. **Stratford will be a community that supports the mental, physical, social well-being and health of residents.**

To achieve this objective we will:

- a. Work with partners to develop and implement a long-term plan for the provision of recreation facilities and programs that promote healthy lifestyles and wellness for all residents
- b. Design the public spaces to attract residents and foster socialization
- c. Promote non-organized ways of being active
- d. Support and create community gardens

2. Stratford will be a community that embodies wellness-supporting environments and facilities.

To achieve this objective we will:

- a. Develop programs and policies to promote, support and educate residents about mental, physical and spiritual health

3. Stratford will be a community where participation in recreational activities encourages residents to feel connected to each other and the Town.

To achieve this objective we will:

- a. Ensure social connection is a criterion for recreational programming and development
- b. Encourage the development and establishment of community organizations

4. Stratford will be a community where residents take ownership in providing and encouraging recreation opportunities.

To achieve this objective we will:

- a. Encourage and support volunteerism in recreation programs, events and activities
- b. Support and encourage the development of parks and open spaces as places for social interaction, learning, spiritual renewal and physical activity
- c. Develop self-facilitated activities

5. Stratford will be a community where parks, recreation facilities and recreation activities are accessible, affordable, and well-used by all residents.

To achieve this objective we will:

- a. Develop a long-term plan for the development and maintenance of parks and recreational facilities to accommodate changes in the recreation and leisure needs of the population
- b. Collaborate with residents to identify the recreational amenities they would like in their community
- c. Incorporate educational and learning opportunities in recreational programs and facilities
- d. Acquire land for additional parks and recreational facilities, where feasible, to provide all current and future residents access to parks and recreational facilities
- e. Locate parks in key locations and design them to be a sufficient size to service residents within walking distance of the park
- f. Ensure neighbourhood park development is integrated with trail development
- g. Design parks with a variety of amenities to attract users throughout the day
- h. Offer specific recreational, mental wellness, and other activities for different groups including seniors, families, and teenagers, and for all levels of ability
- i. Design recreational facilities that are accessible and affordable to all
- j. Engage residents in recreational programming and encourage them to participate in recreational activities
- k. Facilitate and foster youth engagement in recreation activities

6. Stratford will be a community where trails and sidewalks are an integral part of the Town's Active Transportation Network.

To achieve this objective we will:

- a. Interconnect parks and play areas in neighbourhoods by a system of trails that are safely accessible for pedestrians and cyclists
- b. Link parks, open spaces, and recreational facilities to residential neighbourhoods and commercial areas by the active transportation network
- c. Provide knowledge and information to residents about how they can maintain and protect trails

7. Stratford will be a community with parks and recreational facilities that are safe and in good condition.

To achieve this objective we will:

- a. Continue to work with partners to develop initiatives to improve the safety of parks and recreational facilities
- b. Ensure parks and facilities are well-designed, adequately maintained, safe and universally accessible
- c. Partner with local businesses to maintain parks, green spaces, and traffic medians
- d. Continue to maintain and develop recreational partnerships

8. Stratford will be a community where parks and recreational development (facilities and activities) are ecologically sound and aesthetically inspiring.

To achieve this objective we will:

- a. Ensure that parks are designed to be aesthetically pleasing and to teach users about the importance and connection to the natural environment
- b. Design riparian corridors to visually link parks and open spaces
- c. Develop and maintain an interconnected system of natural corridors, especially along trails
- d. Plan and develop parks and recreational facilities to maximize and preserve greenspace
- e. Create an inventory of properties that would be beneficial to designate as parkland and set up a parkland acquisition fund
- f. Encourage volunteerism with the maintenance of greenspaces and trails

9. Stratford will be a community where recreational facilities contribute to economic development.

To achieve this objective we will:

- a. Host and partner to host local, regional, and national level events

8. Natural Environment

8.1. Introduction

While the impact of urban development and even farming activities on the natural environment are inevitable, it is imperative that environmental standards are imposed in order to ensure the protection of surface and ground water resources, significant habitat areas, vegetation, coastlines and other natural features which contribute to the visual appeal and overall health of the Town.

Given that there are no large bodies of fresh water in Prince Edward Island, all municipalities are dependent on ground water for a source of potable water. It is critical that the Town work with the province to protect this invaluable resource from depletion and/or contamination.

Protection of Stratford's significant natural features was a common theme during the development of this Plan. The miles of relatively unspoiled shoreline, forests, wooded ravines, ponds, stream systems and wetlands are all features which contribute to the beauty and natural diversity of the Town. Council will work with the Department of Environment, private land owners and the Stratford Area Watershed Improvement Group (SAWIG) to protect and enhance these natural assets. Wildlife habitat areas are particularly sensitive and require careful management.

The Natural Heritage Study has identified significant habitat areas and recommends involving private land owners in developing long term management plans for these areas. Significant features such as streams, ponds and ravines should be acquired through open space dedication and negotiations with land owners.

The well-defined natural surface water drainage network is a significant asset in terms of storm water management. This system also offers excellent potential as a location for walkways and extensive recreation opportunities.

In order to achieve better protection and management of these significant natural features Stratford must update and implement the master stormwater management plan; a linear park/walkway plan; and better regulations to control storm water run-off, erosion due to construction and farming activities, tree preservation and shoreline protection. These actions will not only serve to protect and enhance our natural environment, they will lower servicing costs, increase property values and enhance the overall health of our residents.

8.2. Objectives and Policies

1. **Stratford will be a community with open spaces and native vegetation integrated into its design.**

To achieve this objective we will:

- a. Plant native trees and shrubs throughout the community

- b. Encourage the naturalization of open space and lawns
- c. Create parks and natural spaces wherever possible throughout the community
- d. Develop and maintain an interconnected system of natural corridors, especially along trails

2. Stratford will be a community with an accessible waterfront area and public shore access points.

To achieve this objective we will:

- a. Create public access points to the shoreline that can be reached from the trail system and the road at every possible location
- b. Acquire where feasible, waterfront properties for public ownership
- c. Preserve and protect our shorelines

3. Stratford will be a community that values the contribution of the natural environment towards the physical, mental and spiritual health of the community residents.

To achieve this objective we will:

- a. Seek to acquire land representing diverse ecosystems and land that plays an important role in maintaining and improving the health of our ecosystems
- b. Educate the community about the benefits of the natural environment
- c. Promote and encourage residents to use parks and open spaces
- d. Partner with health, social, educational and other groups to encourage the use of parks and open spaces

4. Stratford will be a community that preserves natural heritage and respects the beauty of our natural environment and the biodiversity contained therein.

To achieve this objective we will:

- a. Identify and protect lands in Stratford with significant natural heritage features
- b. Encourage landowners to protect existing vegetation, especially native vegetation
- c. Encourage landscaping be done with native vegetation
- d. Encourage developers to take measures to protect existing vegetation during development
- e. In collaboration with SAWIG, encourage and support wetland improvement and preservation projects
- f. Plant vegetation around environmentally sensitive areas such as wetlands, marshes, streams and ponds
- g. Collaborate with SAWIG, private landowners, neighbouring communities, the province and other partners, to develop a long-term plan for the protection and conservation of the natural environment
- h. Educate residents about the intrinsic value of the natural environment and the biodiversity that the Town is built upon, and encourage community stewardship of our natural systems

- i. Restrict development in and adjacent to environmentally significant and sensitive areas and natural features
- j. Ensure that the natural environment, particularly the environmentally sensitive areas, are protected during and after all new development

5. Stratford will be a community that has a thriving wildlife population.

To achieve this objective we will:

- a. Identify and protect our wildlife population and its habitats
- b. Collaborate with other groups in the development of wildlife conservation plans

6. Stratford will be a community that conserves natural soil.

To achieve this objective we will:

- a. Minimize and manage stormwater runoff
- b. Minimize and control inland and shoreline erosion

7. Stratford will be a community that conserves and protects the quality and quantity of water resources and protects watersheds through best practices.

To achieve this objective we will:

- a. Ensure there is a long-term, dependable and high quality water supply
- b. Restore wetlands, waterways and water bodies that have been impacted by human activity
- c. Prevent future activity from polluting our water resources
- d. Control and manage water consumption

8. Stratford will be a community that produces low amounts of pollution.

To achieve this objective we will:

- a. Promote decentralized energy production
- b. Encourage residents and businesses to reduce their fossil fuel consumption
- c. Encourage and facilitate partnerships between wind energy companies, the province, Maritime Electric and land owners
- d. Minimize noise and light pollution
- e. Ensure treatment and proper disposal of solid waste and sewage
- f. Develop and implement a no motor vehicle idling policy

9. Stratford will be a community that enjoys an exceptional air quality in Canada.

To achieve this objective we will:

- a. Collaborate with the province to minimize chemicals and toxins released into the air
- b. Encourage the use of sustainable modes of transportation

9. Economic Development

9.1. Introduction

Given Stratford's prime location, high growth rates and high disposable incomes, it is apparent that the Town is well placed to attract additional retail and service activity. While additional local commercial services and a larger commercial tax base are objectives which are broadly supported, the residents of Stratford and the Council do not wish to see the Town become dominated by commercial activity. Commercial development will only be permitted and encouraged where it imposes no conflicts with established and future residential areas, where traffic congestion and other safety concerns can be minimized and where the overall design and visual appearance of the facilities are in keeping with the Town's primarily residential focus.

The Town must ensure that high standards of traffic safety and convenience, building design, site development and adequate buffers are established in order to promote safe, attractive and well-designed commercial development which will enhance residential property values and the overall appeal of the Town.

The Town, as part of its effort to build the best community possible, has a goal of developing a stronger local economy where more goods, services and meaningful employment are available locally. It is believed that the businesses most beneficial to a community are those that are independent and locally owned. Over the past few decades, the "Buy Local" movement has been growing and gaining traction in many small and large communities across Canada. Stratford has identified "Buy Local" as one initiative that would contribute to achieving its goal of strengthening the local economy.

9.2. Objectives and Policies

1. Stratford will be a community where growth benefits the wellbeing of the community as a whole.

To achieve this objective we will:

- a. Develop a sustainable economic development model
- b. Ensure growth and development positively impacts residents' quality of life
- c. Promote and celebrate multiplicity and diversity in the economy and business development

2. Stratford will be a community with sustainable local economic development where goods, services, meaningful employment are available to the community.

To achieve this objective we will:

- a. Support and promote local economic development

- b. Develop a long-term strategic plan with incentives and programs to attract, support, and retain investment and business
- c. Support and promote the availability and production of local sustainable, affordable and healthy food

3. Stratford will be a community where businesses and services are environmentally responsible.

To achieve this objective we will:

- a. Seek to attract businesses and services that are environmentally friendly, operate in a sustainable manner and provide green services and products
- b. Seek to attract environmental education and research facilities to locate in the town
- c. Partner with local businesses and services to promote and advertise the benefits of eco-friendly businesses and services and sustainable business practices
- d. Investigate development of a business park with tax incentives for “green” or eco-friendly companies which align with the provincial goal of supporting “bio-tech” research and industry
- e. Encourage local businesses and services to use and purchase local products as much as possible and to have a high level of corporate social responsibility

4. Stratford will be a destination with designated core business and service areas.

To achieve this objective we will:

- a. Provide distinct core areas for large (big box type) businesses and smaller, community-based businesses
- b. Ensure there is enough space allocated for business development to accommodate predicted growth and to meet the needs of the population
- c. Expand the business park as a defined and distinct area adjacent to the existing business park
- d. Brand and market Stratford as a place to do business to attract companies to our core areas
- e. Work with new businesses to help them establish in the Core Areas

5. Stratford will be a community with a green business cluster.

To achieve this objective we will:

- a. Partner with the provincial and federal governments to attract bio-tech, bio-med, green tech industries, research facilities and manufactures of green products
- b. Identify and invite green business partners to locate in our green business cluster
- c. Provide incentives to green companies to set up in our green business cluster

6. Stratford will be an ecotourism destination.

To achieve this objective we will:

- a. Improve opportunities for access to the natural environment and for enjoying the outdoors

- b. Brand and promote ourselves as an ecotourism destination once the opportunities and facilities are available

7. Stratford will be a community with an atmosphere that attracts people year-round.

To achieve this objective we will:

- a. Promote residents and non-residents to visit and use the Town's businesses, services and facilities
- b. Create an attractive shopping area that facilitates an enjoyable shopping experience and where the architecture is harmonious
- c. Host and promote year round activities, events, and recreational opportunities

8. Stratford will be a community to which residents feel connected.

To achieve this objective we will:

- a. Promote and encourage locally owned and operated businesses
- b. Promote and facilitate local job opportunities and live-work opportunities in the community
- c. Develop the Town in a way that focuses on community building
- d. Create public spaces in strategic locations throughout the Town
- e. Create connections with surrounding communities and within the community
- f. Create opportunities for residents and community groups to connect and work together

9. Stratford will be a community where there is industry and services responsive to the community as a whole.

To achieve this objective we will:

- a. Take predicted demographic changes into consideration when developing and attracting businesses and services
- b. Support the development of health services in the town
- c. Identify business opportunities that meet the population's needs and actively seek businesses and services that respond to the needs of the population
- d. Identify strategies to keep young people in Stratford

10. Stratford will be a community where farming is an economically viable enterprise and where organic farming is promoted.

To achieve this objective we will:

- a. Support and encourage organic farming
- b. Provide opportunities for farmers to sell locally
- c. Encourage good communication between farmers and neighbours

11. Stratford will be a community that partners with other communities to support regional economic development.

To achieve this objective we will:

- a. Attract Island owned and operated businesses and services to locate in our community

- b. Collaborate with the province, the City of Charlottetown and other partners to review economic development in the region, develop an economic development plan, and ensure economic development plans are in agreement and benefit all
- c. Work with community groups, business groups, the private sector, governments and neighbouring municipalities to increase economic competitiveness and maximize resources

10. Arts, Culture and Heritage

10.1. Introduction

The Town of Stratford celebrates the value of solidarity, consensus, diversity and mutual respect creating a diversified inclusive community in which every resident can participate effectively in all social, cultural, political and economic activities.

Stratford is passionate about arts, culture and heritage and welcomes opportunities for artists to share their vision and work. Arts, culture and heritage are reflected in Stratford's design for the built environment and open spaces, as well as appreciated and supported as part of the Town's health and beauty.

The Town works with partners to meet physical, mental, spiritual, cultural and social needs of residents and understands and respects diverse views. Stratford residents live healthy lifestyles, exercise and engage in recreation and other stress relieving activities that assist in increasing well-being.

The Town of Stratford aims to create a sustainable environment for all Stratford residents which meet their social, cultural and economic needs, allowing for self-determination, equal rights, opportunities, security and justice.

Heritage is an important element in the make-up of any community, as it contributes to its character. Heritage resources provide residents with a sense of place and enhance the local environment in terms of aesthetic value, interest and the educational ability to tell stories about people and events from a community's past.

Stratford's heritage is important to the residents, and the general feeling expressed is that the Town's heritage buildings and other resources should be protected and preserved.

Stratford will continue to focus on the heritage aspect and recognize and put more emphasis on its heritage resources. This will require the gathering and organizing of heritage information that identifies buildings, streetscapes and areas of historic, architectural or cultural value. This approach will initiate the creation of stories that can be told about, people, places and events from our community's past.

10.2. Objectives and Policies

1. Stratford will be a community that is well known for its arts, culture and heritage excellence and values.

To achieve this objective we will:

- a. Protect, preserve and celebrate our cultural, natural, and built heritage
- b. Continue to document our history and increase our heritage efforts

- c. Promote and meaningfully support arts, artists, culture, and heritage as part of the community's beauty and unique identity
- d. Showcase the Town's arts, culture, and heritage through community events and other initiatives

2. Stratford will be a community that offers consistent year-round arts, culture, and heritage activities, program and events.

To achieve this objective we will:

- a. Encourage arts, culture and heritage facilities in the Town that can be used year round for activities, programming and events
- b. Collaborate with partners and institutions in the community to support, develop and promote arts, culture, heritage programming, activities, and events

3. Stratford will be a community where arts, culture, and heritage are recognized as strengthening residents community pride and social connectivity.

To achieve this objective we will:

- a. Incorporate arts, heritage and culture into the built environment and design of the community
- b. Reflect our sustainability vision through art
- c. Support and promote local talent

4. Stratford will be a community whose diverse arts, culture and heritage attract new residents and businesses to the community.

To achieve this objective we will:

- a. Seek actively partnerships with the government and private sector to build an arts, culture and heritage facility, ideally in the Waterfront Core Area
- b. Prioritize affordable housing and studio / practice space to attract artists and musicians

5. Stratford will be a community that recognizes and encourages the influences of arts, culture and heritage on holistic health and well-being of residents.

To achieve this objective we will:

- a. Promote and increase access and invitation to holistic health opportunities for residents
- b. Support and promote programs and events in collaboration with partners to engage residents in physical activity and in creating healthy lifestyle habits
- c. Increase arts, culture and heritage programming for all

6. Stratford will be a community where residents take ownership in cultivating arts, culture and heritage efforts locally.

To achieve this objective we will:

- a. Encourage greater citizen involvement in planning programs, events and activities

- b. Encourage a strong culture of volunteerism and seek to attract more volunteers in the arts, culture and heritage areas
- c. Develop and implement a “support local” program for local artists

7. Stratford will be a community whose investment in arts, culture and heritage is connected to growth.

To achieve this objective we will:

- a. Develop and enhance community social and institutional capacity in order to increase opportunities for sharing experiences and knowledge
- b. Identify funding opportunities to celebrate our cultural diversity
- c. Ensure there is adequate funding to support community needs in art, culture and heritage

8. Stratford will be a community that fosters, enhances and celebrates multiculturalism and cultural diversity.

To achieve this objective we will:

- a. Provide opportunities for residents to learn about and celebrate different cultures and generations through various events and programs
- b. Promote respect, and foster a welcoming environment in the community
- c. Maintain and seek new opportunities to engage newcomers in Town activities

9. Stratford will be an inclusive community where every resident can participate effectively in all social, cultural, political and economic activities.

To achieve this objective we will:

- a. Celebrate diversity and inclusiveness in the community
- b. Provide information and educational programs to lead diversity and inclusion Identify and eliminate barriers to participation in community activities
- c. Consider people with special needs when planning for public services, housing, transportation and infrastructure

11. Land Use Planning

11.1. Introduction

11.1.1. Existing Land Use

The Town of Stratford covers a total area of 5,230 acres (2,117 hectares). Approximately 40 percent of this total land area can be classed as “developed.” The existing general land use in Stratford is classified and designated in Table 5 as follows:

Table 5: General Land Use in Stratford

Use	Area (acres)	Percentage
Residential	3,042	58.2
Agriculture	980 Excluding new well field*	18.7
Parks and Open Space	458 Including new well field*	8.8
Commercial	123	2.35
Industrial	106	2.03
Institutional	119	2.28
Mixed Use	82	1.56
Other (Public Roads)	325	6.21
TOTAL	5,230	100

* the Town’s new well field area is designated as a Conservation Area/Park- Approx. 139 Acres

11.1.2. Residential

In January 2014, there were more than 1443 single family homes in the R1 zone; 693 single family homes in the R1L zone; 271 residential units in the R2 zone; 317 residential units in the R3 zone and 324 residential units in the Town Centre Residential (TCR) zone.

As of January 2014, there are 733 apartment units in total. From this number, 661 units are rental and 72 units are owned as condominiums. Apartment units represent 18 percent of the total residential units.

Stratford is blessed with some of the most desirable and appealing residential neighbourhoods in Prince Edward Island. While the character of our established neighbourhoods must be protected, current development costs dictate that new, fully serviced residential subdivisions must become more efficient. As demand grows for new, more innovative and somewhat higher density residential development forms, the Town must carefully review such development to prevent adverse impacts on the existing established neighbourhoods.

11.1.3. Residential Land Demand and Supply (Inventory)

To analyze the adequacy of the current land use and zoning, it is necessary to predict future demand and available vacant residential land in the various zones. The development trend in the past five years shows that we had 11.5 percent growth in single family homes, 17.9 percent growth in semi-detached dwellings and 54.2 percent growth in multi-unit and apartment buildings (Table 6).

Table 6: Total Number of Residential Units 2009-2013 and Growth Rate

	2009	2010	2011	2012	2013	Growth rate (percentage)
Single Family	2,256	2,328	2,398	2,475	2,516	11.5
Duplexes	280	296	310	326	330	17.9
Apartments/row housing	535	613	726	801	825	54.2

Table 7 suggests that more than 1,269 acres of vacant residential land is available in Stratford. This means there is potential for more than 4,000 new residential units in the Town on lands that are already designated residential.

We predict the future demand based on two scenarios:

Scenario I – Average Growth: The Town’s growth rate for the next five years remains the same as the past five years. Accordingly, we estimate the demand to be for 796 residential units in the next five years.

Scenario II – Maximum Growth: The Town’s annual growth rate will be the same as the maximum annual rate within the past five years. Accordingly, we estimate the demand to be for 1,583 residential units in the next five years (Table 7).

Considering the residential land inventory, these numbers suggest that the current available land in residential zones is sufficient to respond to overall housing demand within the next five to ten years (Table 7). However, Council will review and identify housing demands against residential land inventory at the time of the next Official Plan review in 2019.

Table 7: Town's Residential Land Demand and Supply in March, 2014

Zone	VACANT LAND SUPPLY (Current)			HOUSING DEMAND FORECAST by 2018	
	Area (acres)	Potential No. of Dwellings or Units		Average growth	Maximum growth
R1L-Single Family Large	564	802	1,937	290	429
R1-Single Family	432	1135			
R2-Semi-detached	184	519		59	92
R3-Muti Unit	0.76	15	1,561	447	1,062
TCR-MRR-WR-TCMU (Core Area)	16.59	452			
MIXED USE	51.18	934			
PURD	20.49	160			
TOTAL	1,269	4,017		796	1,583

Further, while Stratford has developed a desirable appeal for “high end” living during the past decade, Council will consider making amendments to the current residential zoning designations, to promote and facilitate a range of affordable housing opportunities with increased emphasis on young families and our growing senior population, as recommended in the housing demand study.

11.1.4. Agriculture

As of January 2014, total area of agricultural land in Stratford is 1,119 acres which is approximately 22 percent of the Town's overall area. Agriculture plays a significant role in Stratford's overall character, environment and economy. In order to ensure its continued viability, productive farm land must be protected from premature development. Given the volume of undeveloped land in the Town and our relatively moderate growth rates, it is also important that productive farm land be maintained in active use in order to maintain its physical appearance and reduce risks from fire and pests.

Intensive agricultural activity in close proximity to residential neighbourhoods, however, is not without problems. Efforts to protect residents from nuisance and risks associated with agriculture must be given priority. Farming activities must also be protected from residential hazards such as vandalism and trespassing. It is the Town's vision:

- To keep productive farm land in active agricultural use until it is required for appropriate urban development
- To support the long term economic viability of farming in the Town
- To minimize land use conflicts between farmers and residents

- To encourage responsible agricultural practices

Council shall protect the area designated primarily for agricultural use. This will include all productive lands, with the exception of those areas currently approved for urban development and adjacent lands designated to accommodate urban growth during the period of the Plan. No further lands shall be taken out of Agricultural zoning unless Council deems the said lands are required for urban development use within 10 years of the date of application.

While Council has no direct role in the regulation of agricultural practices such as spraying, crop rotation, cultivation practices, etc., Council intends to work with the farming community to encourage responsible practices and to foster a better level of understanding between residents and farmers.

11.1.5. Commercial

Currently, 123 acres of land in Stratford is zoned Commercial which is approximately 2.35 percent of the Town's overall area. Retail services tend to be clustered around the Stratford Road/Hopeton Road and Kinlock Road/Trans-Canada Highway 9TCH) intersections, whereas industrial services are clustered in the Stratford Business Park and along the Mason Road adjacent to the Trans-Canada Highway.

It has been the policy of Council to provide for commercial land use categories, including General Commercial, Highway Commercial, Neighbourhood Commercial and the commercial activities in the Core Area.

11.1.6. Industrial

The area adjacent to the Mason Road/TCH intersection has developed into a significant light industrial and service area. It is the intention of Council to encourage the continued growth of this area through the designation of a larger land area.

While expanded light industrial and service activities are expected to create additional economic activity, employment and assessment, the Town is unable to accommodate businesses that have heavy water consumption or waste water treatment requirements.

Given the relative proximity of residential development, industrial activities must also be restricted to those that are not noxious by reason of excess noise, airborne contaminants, or other hazards or nuisances.

The lots in the first phase of the Business Park are all sold and we plan to develop the next phase to satisfy the demand for more land in the park. Currently, 106 acres of land (2.06 percent of total) is zoned Industrial.

11.1.7. Institutional

As Stratford's population increases in the future, it is evident that it should also be considered as the site for a new Intermediate school.

The Town is in need of expanded clinic facilities, particularly to meet the local health care needs of young mothers, seniors and others with limited mobility.

There would also appear to be considerable opportunity for expansion of government offices and other specialized educational and cultural facilities in the Town. Council should seek to identify these types of institutional opportunities and actively promote the Town as a potential location. Currently, 119 acres of land (2.29 percent) is zoned institutional in Stratford.

11.1.8. Parks and Open Space

Parks and Open Spaces play a significant role in maintaining and expanding the Town's performance and supports upgrades to recreational and sports facilities and programs. In addition to sports facilities, active play spaces from playground to multipurpose activity areas, to walking/hiking/biking trails, to passive recreation areas for quiet reflection must also be provided. It is also important that, through the protection and enhancement of natural and passive parks, we provide facilities for those who do not participate in organized recreational and sports activities (i.e., youth and senior clubs, social activities, etc.). All of these outdoor activities require an integrated parks master plan to project the quality and quantity of land that should be acquired and/or developed. As of January 2014, we have 319 acres of Parks and Open Space area in Stratford (including the Fox Meadow Golf Course). In 2012, in order to develop and protect a new potable water supply, the Town purchased approximately 139 acres of agriculture land to be used as a water resource conservation area which shall be protected. The current use of this land shall be amended to Public Park and Open space to conserve it as a natural park and prevent it from being developed.

11.1.9. Core Area

The Core Area of the Town can reasonably be defined as the block of land running to the north and south of the Trans-Canada Highway from the Hillsborough River to the Mason Road and the Business Park. This is the most visible, arguably the most valuable, and the most central block of land in the Town. It has also been designated as the future Town Centre.

The Core Area is where the majority of mixed use, commercial, institutional and higher density residential land is located in the Town. Given the importance of this area and the need to ensure high standards of development, safe and efficient vehicular and pedestrian access, and minimal land use conflicts, this area should not be developed in an unplanned or ad hoc manner.

The Stratford Town Council must work closely with land owners and developers in the Core Area to maximize both the individual benefits and the broader community benefits of a sound Core Area Plan. Council must be proactive in providing leadership to maximize the long term development potential of this area.

The Core Area Plan, as the Town's Subsidiary Official Plan, was officially adopted by Council in 2008 and is appended to this Official Plan and remains in full force and effect.

11.2. Objectives and Policies

1. Stratford will be a community where land is used efficiently and sustainably, while maintaining the character of existing neighbourhoods.

To achieve this objective we will:

- a. Develop a comprehensive, proactive plan and zoning map to accommodate population growth and housing demand
- b. Designate specific zones with smaller lots and higher density to meet the demand for multiple housing types for the predicted population growth
- c. Support and encourage mixed use development in the core area
- d. Identify and regulate appropriate percentage of both commercial and residential uses in mixed use zones
- e. Review opportunities to expand the Town boundaries to accommodate efficient use of land resources
- f. Design neighbourhoods to a scale and density that supports a walkable environment and reduces the demand for motor vehicle travel
- g. Work with developers and local environmental organizations and other partners, to ensure new developments are designed sustainably to respect the environment
- h. Encourage infill development
- i. Minimize the impacts of development on forested areas

2. Stratford will be a community designed to better connect people, places and the natural environment while fostering a sense of place and community identity.

To achieve this objective we will:

- a. Continue to develop the community so residents have access to a variety of basic affordable services, and community gathering spaces within a reasonable walking distance from their home
- b. Promote the development of neighbourhood commercial areas that are attractive and consistent with the existing character of the neighbourhood
- c. Establish zoning regulations to attract investors, businesses, and developers to the Town, and open opportunities for innovative development
- d. Coordinate land use planning and transportation planning so all areas, especially residential neighbourhoods and public spaces, are connected and easily accessible by multiple modes of transportation
- e. Protect and integrate our heritage and natural environment in the design of the community
- f. Design the community to help residents feel safe, and have opportunities to improve their health and wellness
- g. Create an inviting and visually appealing public realm to encourage social interaction and foster a sense of community

- h. Communicate, consult and collaborate with residents and stakeholders in the design of new developments

3. Stratford will be a community where development and growth are balanced with resources and infrastructure.

To achieve this objective we will:

- a. Regularly monitor residential growth rates to ensure that adequate supplies of land are always available to ensure a healthy market
- b. Encourage residential development to locate in the serviced central area of the Town
- c. Consider population density increases during infrastructure planning
- d. Devote sufficient and suitable land for recreational activities to meet resident demand
- e. Develop a long term plans for sidewalks, trails, bicycle lanes and other infrastructure to meet the community needs
- f. Allow the addition of an accessory apartment to a single family dwelling, provided that the apartment is solely for the use of a relative and the visual appearance of the residence retains an appropriate single family appearance
- g. Prohibit the development of any further summer cottage subdivisions within the Town. Existing summer cottage lots shall only be developed with the assurance by the owner that the primary use of the cottage shall be seasonal habitation, and that it is understood the Town will assume no responsibility for the cost of providing public roads or central services. Development of existing summer cottage lots shall be limited to a scale which can be adequately supported by on-site services
- h. Permit the operation of small scale bed and breakfast establishments in all residential zones, provided they have no negative effects on the adjacent properties or surrounding neighbourhood

4. Stratford will be a community where our natural vistas, view corridors, natural environment and natural heritage are protected.

To achieve this objective we will:

- a. Maintain and protect our natural waterways, wetlands and ecological diversity
- b. Follow a low impact development approach and encourage green infrastructure for all future development
- c. Increase access points to and along the shoreline throughout the Town and design these points to be accessible to all residents
- d. Create and protect water views and other significant natural landscapes
- e. Create physical and visual connections to open space throughout the Town and integrate native vegetation in the design of the community

5. Stratford will be a community where agriculture plays a significant role in its overall character, environment and economy.

To achieve this objective we will:

- a. Protect productive farmland from premature development to ensure its continued viability
- b. Develop an incremental plan that balances the protection of agricultural land and the demand for housing
- c. Agricultural activities which are deemed by Council to be “intensive,” such as intensive livestock operations or potato production shall not be permitted outside of the Agricultural Zone
- d. Permit certain limited commercial activities which are directly related to the farm operation to locate in the Agricultural Zone

6. Stratford will be a community where commercial and industrial land use is managed efficiently towards a sustainable growth and the wellbeing of the community as a whole.

To achieve this objective we will:

- a. Provide for the development of general commercial facilities which can respond to the retail and service needs of both local residents and adjacent communities
- b. Monitor closely and regulate larger commercial developments to ensure a high standard of visual appearance, minimal land use conflicts and safe and efficient design
- c. Impose stringent development standards in order to ensure efficient circulation, good site planning, efficient use of land and high standards of visual appearance
- d. Locate highway commercial uses adjacent to the Trans-Canada Highway to maximize visibility and opportunities for vehicular access
- e. Designate existing neighbourhood commercial facilities as permitted uses, and designate additional areas for neighbourhood commercial facilities in the future if the development is appropriate and meets rigorous performance criteria in terms of size, visual appearance, access and buffering
- f. Examine methods to control unsightly commercial signage
- g. Enable the continued growth of the Town’s light industrial and service sector in the Business Park where land use conflicts are minimized and the benefits of co-location are maximized
- h. Prevent conflicts between industrial uses and less intensive land uses, and permit only those businesses that would be low impact, light, dry, clean and environmentally friendly to the greatest extent possible
- i. Designate additional land adjacent to the existing light industrial area for industrial and service use
- j. Carefully review new business proposals which have heavy water consumption or waste water requirements
- k. Restrict industrial activities to those that are not noxious by reason of excess noise, airborne contaminants, or other hazards or nuisances

7. Stratford will be a community with a collaborative and integrated approach to planning.

To achieve this objective we will:

- a. Land use planning activities should occur within the broader context of collaborative approaches to sustainable development, including the use of inclusive and transparent planning, and advisory and decision-making processes involving all interested and affected parties
- b. Follow an integrated approach to land-use planning wherever possible, in which planning activities are always considered together with other issues, concerns or activities; and integrated approaches should be included in planning strategies and other formal planning mechanisms
- c. Facilitate the conservation of water and energy through land use planning by exploring and implementing, where appropriate, progressive water and energy conservation, efficiency and reuse techniques through all levels of the development approval process and through feasible innovative building designs

12. Moving Forward - Implementation and Action Plan

12.1. Introduction

The policies contained in this Plan are designed to help guide day-to-day decision-making on a wide range of social, economic, environmental and physical development issues in the Town. While the Plan is conceived to remain relevant despite minor changes in these and other variables, major changes may require the Plan to be updated from time to time. Towards this end, the Town will monitor relevant conditions and make adjustments to the Plan or the implementing actions as necessary, as part of the next five-year statutory review. The impetus to amend the Plan may also come from the planning applications, such as when a property owner proposes an innovative and attractive plan which is not consistent with the provisions of the Official Plan. Under these circumstances, Town Council may consider the proposed amendment, while taking into account the impact the proposed change might have on the Town's ability to achieve the policies set out in the Plan, as well as the compatibility with an existing neighborhood's character.

The implementation section of this Plan provides a description of actions that were identified during the planning process to move the Town towards the objectives and policies described in the Plan. The list of actions was pared down from the original list of 350 actions to eliminate duplication.

It is important to note that many of the actions identified in this section will require the cooperation of a variety of actors outside the municipal administration, not only because they must respect the Plan but also because they have the mandate, authority, resources and expertise to implement much of it. The Town must collaborate with the provincial government, the City of Charlottetown and other partners on issues related to transportation, infrastructure, natural resource management, economic development, and more. The private sector, including builders and developers, has an increasing role to play through partnerships with the Town. A host of agencies such as conservation authorities, school boards, and non-profit and cooperative associations have responsibilities that contribute to the quality of life in Stratford. Finally, individuals and community groups do much already to define public issues and solutions, and their on-going participation is essential to implementing this Plan.

Each of these diverse entities, groups and individuals have resources to bring to the table, whether they are financial, knowledge-based, motivational or physical. The Town will make the best use of this web of resources by seeking out new partnerships and innovative approaches to achieving the vision, objectives and policies laid out in this Plan.

The Town shall strive to implement the following actions in order to achieve the objectives and policies, subject to the availability of budget and staff resources, willingness of partners and priorities of Council.

12.2. Plan Actions

12.2.1. Governance

1. Develop a policy for a more transparent decision making process for all Town activities and initiatives
2. Continue to implement the Engagement Strategy to maximize community engagement in all of the Town's activities, including finding ways for residents to be directly involved in Council's decision making and priority setting processes, and evaluate the effectiveness of the strategy periodically
3. Continue to implement the "Sustainable Stratford – Results Matter" performance management system to measure and report on the Town's performance
4. Develop and implement new communication tools to facilitate, inform and encourage residents to attend Town Council meetings, and to participate in the decision making process
5. Coordinate Town events in a way that engages people and offer facilities for family participation at public meetings
6. Host meetings at the Town Centre to discuss general, as well as specific issues affecting residents, groups and/or neighbourhoods
7. Provide specific opportunities for youth to participate in Town initiatives, activities and decision making processes
8. Expand the Town's mass email list of residents
9. Examine the provision of facilities to webcast the Council meetings
10. Establish and run open forums where residents can meet with Councillors
11. Develop neighbourhood networks to encourage volunteerism
12. Install information kiosks in public spaces throughout the community
13. Run focus groups to identify ways to engage residents in programming and activities

12.2.2. Housing

1. Create an inventory of the land available for housing and ensure there is enough land available to support long-term growth, or determine whether we need to restrain growth
2. Allow non-income apartment units within existing homes for family and caregiver occupants
3. Develop a policy to define and support affordable housing
4. Develop a set of regulations to ensure seniors housing is accessible and affordable
5. Develop an incremental plan for housing development that includes measures to protect and maintain the character of existing neighbourhoods with buffer zones
6. Promote cluster housing
7. Promote sustainable subdivisions so they become the norm
8. Develop a set of regulations and guidelines for acceptable in-home occupations concerning noise, number of parking places, safety and hours of operation
9. Develop a set of energy efficiency standards for new homes
10. Examine and consult with the community on allowing home owners to build a second unit on their property located in a single family dwelling zone

12.2.3. Transportation

1. Collaborate with the province and City of Charlottetown to apply a transportation demand management technique and use the Hillsborough Bridge more efficiently
2. Collaborate with the province to create a right hand turn lane at the Esso corner
3. Work with the province and City of Charlottetown to implement the regional active transportation plan and make Hillsborough Bridge safe for pedestrians and cyclists
4. Develop a plan to design the TransCanada Highway in the Town in such a way that slows motorists and encourages people to visit the Town
5. Work with the province to create more intersections/roundabouts and medians along the Trans Canada Highway
6. Collaborate with the province to undertake traffic pattern and traffic volume studies to determine the feasibility of roundabouts, with consideration to pedestrian and cyclist safety
7. Examine the feasibility of building roundabouts for Mason and TransCanada Highway and Georgetown Road, Rankin and Bunbury, and Stratford Road and Glen Stewart Drive
8. Develop a transportation plan that examines current land uses and potential uses of undeveloped land so these areas are serviced accordingly
9. Explore the option of adding bicycle racks and lifts on buses
10. Explore the option of providing a phone call service for public transit information and schedule
11. Continue to assess the public transit demand, supply and efficiency
12. Develop a trail plan that includes trails for undeveloped land
13. Provide safe connectivity to the Town core area by building a sidewalk along the TransCanada Highway
14. Develop a policy where Council may require developers to include a trail system that connects to other neighbourhoods
15. Examine the feasibility of upgrading and maintaining existing trails so they are suitable for year-round use
16. Educate motorists and cyclists about sharing the road
17. Provide bike parking at public destination points throughout the community
18. Require businesses and services to provide bike racks
19. Support walk/bike-to-school programs and other initiatives
20. Identify and reduce barriers that discourage students from using active transportation to travel to school

12.2.4. Infrastructure

1. Identify a viable solution for the waste water treatment facility, and develop a long-term sewage treatment strategy
2. Partner with UPEI and the province to organize conferences and meetings, distribute pamphlets, and promote websites on climate change related issues
3. Encourage Council and staff to participate in climate change conferences, and invite climate change researchers and lecturers to the community
4. Assess the Town's water supply system on a regular basis to explore the impacts of coastal erosions, coastal flooding and inland flooding on the water supply management system

5. Recognize that the present Emergency Measures Plan needs to be revised to consider the impacts of climate change
6. Collaborate with the province to recognize and consider the impacts of climate change on the present standards for the construction and upgrade of the existing stormwater drainage system, public roads and bridges
7. Lead and collaborate with the province to recognize and minimize the impacts of water run off during construction
8. Install water metres where feasible to make water consumption more efficient
9. Monitor our water usage and monitor all supply stations for pesticides, herbicides, and other chemical and biological contaminants
10. Develop a policy, in collaboration with the province, to protect our drinking water supply from agricultural irrigation
11. Adopt the Town's stormwater management policy requiring developers to install detention and/or retention ponds as part of the development
12. Examine the feasibility of installing vertical windmills to aerate the sewage lagoon
13. Examine the feasibility of reinstalling wind turbines at the waste water treatment facility and sell excess energy back to the grid
14. Investigate opportunities to partner with the wastewater treatment facility to create a 'green facility' that heats an arts, culture and heritage facility and/or offers educational opportunities
15. Examine the feasibility of installing solar panels on the Town Centre
16. Encourage and promote residents and businesses to derive their energy from renewable energy and/or install on-site renewable energy systems
17. Conduct research for the best practices to protect waterfront property from erosion
18. Examine upgrading the Town's trail system to accommodate persons with disabilities
19. Provide appropriate lighting, supervision, bike racks, and washroom facilities at parks and recreational facilities where feasible
20. Provide quarterly reports on water consumption via the Town Talk and on the Town's website
21. Encourage all new buildings to have low flow toilets and automatic water faucets and lights, and encourage retrofitting of existing buildings
22. Collaborate with the province to increase the capacity of the Hillsborough Bridge to meet the demands of the population

12.2.5. Recreation, Parks and Open Spaces

1. Continue to offer walk and learn programs in all seasons and in partnership with the schools
2. Provide seating areas with views of the water, bike racks, and shore access points where feasible
3. Develop walking trails in the well field natural park
4. Expand community gardens, where feasible, to various locations throughout the community
5. Continue to develop and implement programs around health and wellness, including creating wellness supporting environments
6. Educate residents about sun safety and create sun safe play spaces throughout the Town
7. Collaborate with the province to develop health promoting policies
8. Offer "come-out and try-a-sport" days

9. Improve recognition of volunteers and leadership activity
10. Continue to offer opportunities for new recreational activities
11. Explore the possibilities in public shore access points for floatable docks, watercraft launching and rentals, to encourage water recreation activities
12. Design parks for both active and passive users
13. Build a playground for seniors
14. Build more soccer fields in partnership with the Soccer Association
15. Maintain an element of the “user pay” approach in terms of program and facility funding through nominal user fees and fundraising efforts
16. Integrate an anti-bullying program in the Town’s summer programs
17. Develop a strategic plan to identify and optimize future recreational opportunities
18. Work with community groups to develop seasonal festivals, bazaars and social events that focus on bringing all ages and interests together

12.2.6. Natural Environment

1. Develop a program to encourage every resident and commercial proprietor to plant at least one native tree on their property
2. Continue to host an annual tree planting event
3. Reduce mowed public spaces, including the Town Centre property, and plant more native trees and shrubs, while ensuring not to aggravate pest management problems
4. Develop a policy that allows developers to transfer a permitted density towards preserving the natural environment
5. Adopt and implement the Natural Heritage Study towards protecting the natural environment
6. Develop a long-term plan for the provision and development of an interconnected system of green corridors and high quality parks
7. Collaborate with shoreline property owners to create public access points to the shoreline
8. Identify shore access points with signage and create a map that identifies them
9. Continue to identify possible waterfront properties to purchase
10. Create public shore access points for watercraft launching and rentals
11. Run educational programs and events to demonstrate the benefits of preserving and spending time in natural areas
12. Install interpretive signs throughout the Town that describe the benefits of the natural environment, flora and fauna
13. Encourage schools to visit natural areas for field trips
14. Collaborate with and support environmental advocacy groups with a tree distribution program and tree planting events
15. Investigate the potential to increase buffer zones around waterways and farms beyond the provincially legislated 15 metres
16. Identify partners and collaborate with them to develop recommendations for preserving natural heritage
17. Build lookouts, rest stops, and interpretive signs along trails, at shore access points, along roads and in greenspaces that describe natural heritage features and natural systems

18. Develop a policy that requires new developments to include an environmental protection plan that addresses how runoff will be prevented; how waterways, existing vegetation and wildlife corridors will be protected; and that there will be quality landscaping using native vegetation
19. Identify and designate wildlife habitats in the community and take measures to protect and restore them
20. Work with the province to develop a policy to regulate the use of pesticides in the Town
21. Conduct inspections before, during and after development to ensure runoff is prevented and monitored properly with consequences
22. Encourage and educate shoreline property owners, and provide alternatives to shoreline protection
23. Encourage developers to use excess top soil for landscaping
24. Investigate increasing the setback requirements for development along the shoreline
25. Plant native vegetation along the shoreline and around waterways
26. Develop a well field protection policy and plan
27. Create a bylaw prohibiting residents from watering their lawns and gardens at peak-sun hours and washing their driveways
28. Develop and implement a comprehensive water conservation program
29. Develop a campaign to encourage no-idling in motor vehicles
30. Develop a policy that all public outdoor lighting must face downward
31. Collaborate with the province and Maritime Electric to promote decentralized energy production
32. Educate and encourage residents and businesses to install renewable energy sources such as solar, wind and geothermal
33. Investigate the use of renewable energy sources to power the Town Centre, at least in part
34. Promote passive solar design for all new buildings
35. Partner with environmental organizations and other levels of government to protect natural areas and create conservation areas

12.2.7. Economic Development

1. Encourage and support businesses that are energy efficient and have sustainable practices
2. Partner with educational institutions to have an adjunct campus, or satellite campus in the Town to offer co-op programs
3. Collaborate with institutions on a sustainable business research and green business clusters
4. Put a link on the provincial government's website, or be part of the Island's tourism commercials to promote Stratford as a destination
5. Encourage and support our eco-friendly, green businesses and services, green business cluster and eco-friendly initiatives, and offer tours to showcase our sustainability initiatives
6. Encourage the development of a year round market
7. Identify ways to reward and recognize businesses for sustainable landscaping and beautification initiatives
8. Promote the development of neighbourhood convenience stores within walking distance of residential neighbourhoods

9. Continue to collect and analyse statistical data to understand the community's needs
10. Provide incentives to farmers who demonstrate conservation and environmental protection efforts
11. Collaborate with the province and local farmers on environmental impact assessments and develop strategies to improve sustainability and make farming a viable enterprise
12. Promote local products and educate the public on the benefits of supporting our farmers
13. Create a plan for attracting businesses and services to the Town
14. Create a Support Local Campaign, to create awareness among residents about the benefits of supporting local businesses, products, and services

12.2.8. Arts, Culture and Heritage

1. Plan and hold a high profile annual event and festival that celebrate arts, culture and heritage
2. Organize youth and senior activities with our local schools and with the Mayflower Seniors Club
3. Organize events that involve youth and seniors, such as youth playing music at seniors housing facilities.
4. Continue to bring public art into parks
5. Ensure artistic education, including music and fine arts, is universally accessible to all children and youth, in collaboration with the English Language School Board and Stratford schools
6. Collaborate with the English Language School Board, Stratford schools, and summer programs to foster field-to-table and food skills in children and youth
7. Continue to communicate events, programs, facilities and volunteer opportunities for arts, culture and heritage
8. Identify champions to engage residents in arts, culture and heritage programming and activities
9. Install information kiosks and community boards in public spaces throughout the community to inform residents of any activities
10. Identify residents directly to be volunteers, specifically looking to newcomers and residents who may not come forward otherwise
11. Recognize volunteers and leadership activity
12. Increase residents knowledge of local artists and provide opportunities for local artists to showcase their talents
13. Partner with the PEI Association of Newcomers to Canada to host events and encourage newcomers to participate in Town activities
14. Continue to designate one day a year as a multicultural or cultural diversity day
15. Ensure our website and other forms of communication are available to newcomers
16. Add newcomers to the Town's mass email list

12.2.9. Land Use Planning

1. Zone land in advance in the Development Bylaw for medium and high density residential use which is appropriate in size and location and in conformance with the General Land Use Plan
2. Make provisions in the Development Bylaw for elements such as landscaping, buffering, useable on-site amenity space, setbacks, parking and lot coverage; and provisions will also be made to ensure that height, size, physical appearance and overall design are appropriate

3. Locate apartments and other high density developments generally adjacent to collector or arterial streets within close distance to amenities such as shopping, schools and recreation facilities, and where possible, close to sources of employment
4. Use high and medium density residential areas as a buffer between low density residential areas and commercial areas
5. Encourage roof top vegetation
6. Require that new developments maintain view corridors from public roads in terms of building mass and placement
7. Develop a set of guidelines, regulations or standards for convenience stores
8. Develop a policy that encourages all new developments to include active transportation routes and connect to the Town's active transportation network
9. Continue to develop a vibrant Core Area with commercial services, a Town Square, and greenspace to support year-round activity and opportunities for social interaction
10. Collaborate with the province to design the Trans Canada Highway as the main street of the Town as recommended by the Town's Master Transportation Plan
11. Require trails in new developments to connect to the Town's trail network
12. Develop a master plan for trails in the entire Town, including all land uses
13. Review the Town's Development Bylaw to create regulations for building scale, setbacks and density that help to foster an inviting pedestrian environment
14. Review the Town's Development Bylaw to continue to prohibit the development of any new summer cottage subdivisions and regulate all existing cottages
15. Designate, in the Development Bylaw, an appropriate amount of land for commercial zones in areas which have high visibility and excellent vehicular access, in conformance with the General Land Use Plan and the Core Area Plan
16. Establish, in the Development Bylaw, permitted uses and minimum development standards for each type of land use
17. Require commercial areas directly adjacent to residential neighbourhoods to provide effective buffering
18. Where Council deems that a commercial development could have a significant impact, either visually, or in terms of land use conflicts, traffic generation, infrastructure costs or other impacts, require the execution of a Comprehensive Development Agreement and place conditions on the Development Permit which will mitigate these concerns at the expense of the developer
19. Establish, in the Development Bylaw, specific development standards related to visual appearance, ingress and egress, circulation, site planning, parking, storm water management, landscaping, exterior lighting, noise and other such matters in order to ensure high quality development and to minimize land use conflicts
20. Designate appropriate areas and approval standards for commercial and mixed use development pursuant to the Core Area Plan
21. Provide for conditional or special permit approval of those uses which may create particular concerns due to heavy truck traffic, noise, unsightly storage, fire hazards or other concerns;

permits will only be issued where all major concerns can be mitigated and pursuant to strict development conditions in the form of a development agreement

22. Work proactively with all landowners and developers in the Core Area, to ensure that proper long term plans are developed, and that the area conforms with the highest development standards
23. Council will take a leadership role in facilitating the development of an overall development concept for the Core Area which ensures efficient circulation patterns, an optimal land use mix, and high standards of building and site development to maximize the long term development potential of the Core Area
24. Develop regulations to ensure developments are designed to protect the natural environment
25. Require developers to take an inventory of trees on the property prior to development, and take measures to protect, move or replace trees on the site

Schedule A

Subsidiary Official Plan for the Core Area

Schedule B

General Land Use Map

TOWN OF STRATFORD

SUBSIDIARY OFFICIAL PLAN: THE CORE AREA PLAN

THE FOLLOWING TEXT AND SCHEDULES CONSTITUTE AMENDMENTS
TO THE OFFICIAL PLAN OF THE TOWN OF STRATFORD

March 2008

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Chapter 1: Introduction

1.1 Background

Stratford's Core Area represents the first point of contact for visitors, a place of commerce and pride for Stratford residents, and the embodiment the Town's civic character. The highway which bisects the Town is both an opportunity and a challenge for Stratford. It brings thousands of visitors and residents a day through the community (for many, this will be their first and only impression), but it also creates a barrier to the north and south side of the community. Left unplanned, the Core Area would undoubtedly transition into a long commercial strip corridor of unbroken parking lots, placeless, homogeneous architecture, competing pylon signs, and stagnant, engineered highway infrastructure, devoid of trees, people or personality. This has become the reality for most communities in North America who lack foresight and vision. As the fastest growing community on PEI, the fate of the Core Area would be rapid and decisive.

The Core Area Plan represents an opportunity to direct high quality growth, to connect both halves of the community across the highway corridor and to create commercial and residential areas which are unique, desirable and contribute to the character of one of PEI's most desirable communities. This plan is a testament to the foresight of the community and its leaders.

This plan was prepared by Ekistics Planning Design (in association with P Wood & Associates, Cantwell Company, Atlantic Road & Traffic Management, and Land Design Engineering) between February 2006 and February 2007 for the Town of Stratford. The plan is the second phase of the Core Area Vision prepared by the Town in 2005. The scope includes the creation of two separate documents; an Open Space Plan for the entire Town and a Core Area Plan for the area from the Hillsborough River Bridge to the Mason Road Intersection. The Core Area can be divided into several 'nodes' along the corridor. These include the Waterfront Core on both sides of the highway, the Town Centre Core, and the Mason Road Core. There is an intentional gap between the Waterfront Core Area and the Town Centre Core Area on both sides of the TCH. To the south of the TCH this area is largely developed and the development character is well established. The limited available opportunities for infilling should conform to the character of the surrounding development rather than the new Core Area standards. To the north of the TCH a high standard of development has already been established in the PURD area and adjacent lands with developments such as the Andrews' Senior's Complex. The balance of these lands should develop in a compatible manner pursuant to the provisions of the current development bylaw. Where these two areas abut the new Core Area, a transitional mechanism should be considered to assist in integrating new Core Area development standards with the existing development character, building styles and land uses. As one of Atlantic Canada's most progressive communities, Stratford recognizes the growing importance of sustainable development in achieving long-term balance for the community. For this reason, the Plan outlines a variety of sustainability principles which will form the foundation of future development practices in the Town. The sustainability principles also provide an over-riding rationale for macro and micro scale land use decisions and policies to guide future growth. It is the intention of Council to see these principles eventually integrated into the official plan and to become directly reflected in the land use bylaw and administrative decision making structure of the Town.

1.2 The Core Area Imperative

Since the end of the Second World War, North America has seen a significant rise in suburban sprawl. Traditional neighborhoods used to be characterized as “mixed use, pedestrian friendly communities of varied population, either standing free as villages or grouped into towns and cities.” As suburban developments spread further from the urban core, developers built large retail developments, which have evolved into today’s “big box” stores. Following WW II, North America experienced a boom that shifted the economy from a ‘central city-based manufacturing’ economy to a ‘suburban-based service and information’ economy. The result of this shift was the rise of the suburbs which helped set the stage for the success of big box retailers by providing new markets in outlying areas. While big box stores boast convenient, one-stop shopping, they are criticized for their hidden costs which include: “traffic congestion; loss of trees, open space and farmland; displaced locally-owned small businesses; substitution of jobs that support families with low-paying jobs that do not; air and water pollution; dying downtown with vacant buildings; abandoned shopping centres and the creation of more retail space than the local economy can support; a degraded sense of community; placing large burdens on public infrastructure, such as sewers and road maintenance; discouraging new business development; and sprawl.”

As PEI’s fastest growing community, Stratford is at a critical juncture. It can proactively shape the form, mass and mix of its Core Area, or like most communities, it can wait until developers shape it for them. For staff and Council, the latter scenario is not acceptable; and nor should it be for any progressive community.

This Plan outlines the Town’s desires for shaping its core areas, ranging from a traditional downtown waterfront core, to a mixed use Town Hall core to a more typical big box core. The general message is that there is room for a wide range of commercial core area types in Stratford, assuming that high quality development can be assured and provided that they occur in areas where they are best suited. Individual developments must contribute to the greater whole of the Core Area in Stratford, and they must participate in ‘place making’ at the highest level. A proactive Core Area Plan is a real imperative for Stratford. This document is a response to that imperative.

1.3 Stratford Core Area Vision

In the winter of 2005, Stratford initiated the Core Area Vision process, designed to provide a vision framework to inform this more detailed implementation plan. Urban Strategies Inc. of Toronto was retained by the Town to prepare the vision. The framework for the vision was prepared over a week-long public symposium in March 2005.

The long term vision for Stratford includes a “Lake District” that forms the setting for a new office and commercial district to the south of the current municipal building. The backbone of the Lake District is a mixed-use main street (i.e a new street south from City Hall to the TCH) that is the focus for commercial and civic activities and creates a defined arrival to the Town Hall and civic district. An attractive pedestrian oriented main street creates opportunities for social, cultural and economic exchange and a place for new more compact housing forms, small shops, retail and offices. This district can accommodate a future junior high school, sports fields, a multi use recreational facility, and a place of worship. These institutions would create a focus for neighborhood development which would include detached homes, townhouses and apartments. An attractive public realm, comprised of walkable streets, parks, civic and main street gathering places and trail linkages, provides a clear structure for a mix of uses within the town centre. A radial pattern of streets, trail, hedgerow and open space connections will be constructed to connect the new neighbourhoods south of the city Hall district.

A new system of green linkages would preserve existing natural features and link the Town Centre and neighbourhoods to Cotton Park and the waterfront. A comprehensive open space system along the shore will strengthen Stratford as a waterfront community and create a new sense of arrival at the Hillsborough Bridge. Trail linkages along the bridge will connect the important public places along the waterfront. The waterfront should be developed to create a waterfront park, public marina, floating pier, residential development and commercial activities to support year round use, water-based recreation and civic celebrations. The marina break wall, boardwalk and floating waterfront pier will connect people to the water and water-based activities. A new park can provide a setting for a public building that would house cultural, educational or arts uses. Adjacent to a new waterfront park the new neighbourhood along the shore is arranged around an extension of the Town street system. Buildings are arranged around small courts and open spaces to create a village like setting at the waterfront. A plaza at the waterfront would make a great setting to view the activities along the river, fireworks, cruise ship movements and the view of Charlottetown. The plaza is directly connected to the piers and boardwalk. The waterfront connects to the south along Glen Stewart and St John Avenue to the Glen Stewart School and then to the town centre and lake district.

While the 2005 Vision report developed a physical model to illustrate the principles of the vision, the vision plan did not account for some of the detailed realities that required significantly more investigation as part of this study. This explains why there are differences between the 2005 vision and this more detailed implementation plan.

1.4 Road Network

Trans Canada Highway Route 1 bisects the Town of Stratford east-to-west. This section of TCH Route 1 is part of the National Highway System and is considered to be of strategic importance to the Province of Prince Edward Island, as well as Government of Canada. This highway places Stratford in an advantageous position with immediate access to the Hillsborough River Bridge and Charlottetown to the west and the southeast part of the Province and Wood Islands Ferry to the east. However, there are disadvantages in that the highway divides residents, Stratford Town Hall and the Stratford Business Park on the north from other residents, schools, and principal business areas to the south side of the highway. Collector roads serving the Core Area in the north side of Town include Mason Road, Jubilee Road / Shakespeare Drive, Hopeton Road and Bunbury Road. Core Area south side collector roads include Stratford Road, Keppoch Road, Georgetown Road and Kinlock Road

The Core Area encompasses about three kilometres of TCH Route 1 from the east end of the Hillsborough River Bridge to the Mason Road intersection. The highway section, with a posted speed limit of 70 km/h, includes four significant intersections:

1. Bunbury Road – partial intersection for movements to and from the Hillsborough River Bridge; direct merge lane for westbound traffic; left turn lane on TCH Route 1 for eastbound traffic.
2. Stratford Road / Hopeton Road – traffic signal control; concrete median on TCH Route 1; left and right turn lanes; protected left turn phases.
3. Kinlock Road / Jubilee Road - traffic signal control; concrete median on TCH Route 1; left and right turn lanes; protected left turn phases.
4. Mason Road – T-Intersection with STOP sign control; left turn lane on TCH Route 1.

There are also two minor intersections at Clinton Avenue and Dale Drive, between the Kinlock Road / Jubilee Road and Mason Road intersections.

TRAFFIC VOLUMES

The Core Area section of TCH Route 1 experiences among the highest traffic volumes in the Province. The Department of Transportation has obtained traffic counts on the Hillsborough River Bridge annually since 1978. Estimated Annual Average Daily Traffic (AADT) volumes are tabulated in Table A-1 and are shown graphically in Figure A-1 represent a seasonally adjusted average daily volume. Regression analysis indicates that AADT volumes have been increasing by about 750 vehicles per day per year. This represents an annual growth rate of about 2.3% based on the estimated 2006 AADT volume of 32,000 vpd. If this growth rate continues, as it is expected to do considering the proposed Core Area Vision, AADT volumes are projected to increase to 47,000 vehicles per day over the next 20 years.

The Department of Transportation has also obtained several traffic counts on TCH Route 1 on the eastern approach to the Core Area, just east of the Georgetown Road / Stratford Road intersection. Weekday hourly traffic volumes for four different seasons in 2005 are tabulated in Table A-2 and shown graphically in Figure A-2. Weekday volumes varied from about 10,500 vpd in May and November to almost 13,000 vpd during July. If volumes at this location are assumed to increase at the same rate as volumes on the Hillsborough River Bridge, 'off-season' weekday volumes are projected to increase to about 15,000 vpd, with 'peak' season volumes of about 19,000 vpd, over the next 20 years.

Hourly volumes for west and east count locations for seven days between July 5 and 11, 2006, are tabulated in Tables A-3A and A-3B, respectively, and average weekday hourly volumes are shown graphically in Figure A-3. During that week, the average weekday volume varied from about 38,500 vpd on the Bridge to about 12,600 vpd east of Georgetown Road. Bridge average hourly volumes varied from 2500 vph during the AM peak hour, to 3300 vph during the PM peak hour, with an average volume of about 2300 vph between the peak hours. Route 1 average hourly volumes east of Georgetown Road varied from 900 vph during the AM peak hour, to 1100 vph during the PM peak hour, with an average volume of about 700 vph between the peak hours.

CONTEXT SENSITIVE SOLUTIONS

Highway design engineers, with the objective of building and maintaining a road network that provides safe, convenient, economic and efficient movement of persons and goods using motor vehicles, have utilized traditional highway corridor design for the section of TCH Route 1 which passes through the Core Area. While these objectives are extremely important, in recent years it has been recognized that there is a need to balance them with walkability, community values, sense of place, and quality of life.

Context Sensitive Solutions (CSS) is a different approach to the roadway planning and design process. It is a process of balancing the needs of all stakeholders and starts in the earliest stages of project development. It is also flexible in the application of design controls, guidelines and standards to design a facility that is safe for pedestrians and bicyclists as well as for motorized vehicles.

A definition for the CSS process used by the Federal Highway Administration (FHWA) in the United States indicates that "Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist."

The CSS process is based on the following tenets:

- Balance safety, mobility, community and environmental goals in all projects;
- Involve the public and stakeholders early and continuously throughout the planning and project development process;

- Use an interdisciplinary team tailored to project needs;
- Address all modes of travel;
- Apply flexibility inherent in design standards; and
- Incorporate aesthetics as an integral part of good design.

While the Hillsborough River Bridge has the highest volume of any road in the Province, and TCH Route 1 in the Core Area is part of the National Highway System, the road section is actually an arterial street through the Town. Comparison of volumes on TCH Route 1 east of the Core Area with those to the west (Table A3 and Figure A3) reveals that a large percentage of the high volume on the Hillsborough River Bridge originates within the Town. Since the Town is a major stakeholder, future planning and design of improvements to TCH Route 1 in the Core Area must adopt the Content Sensitive Solutions process.

1.5 Sustainable Development

Sustainable development is defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” (Brundtland Commission, 1987). Sustainable development has many objectives including deliberate consideration of how to maintain the quality of the environment, human well being, and economic security. While some of the larger consequences, such as sea level rise, species extinction and the thinning ozone, seem beyond the capacity of local governments to effect change, it is at the local level (specifically the municipal level) that change can be most pronounced.

The sustainability principles described in this section provide a framework for guiding the implementation of Stratford’s Core Area Plan and Open Space Plan. It also provides a framework for land use decision making which should be implemented at every scale of planning and design in the town.

Sustainability is the root principle for all components of the Plan, whether it concerns broad-based elements such as the entire waterfront development or minor details such as the type of lighting suggested for Town streets. The fundamental concept is to create a Core Area Plan that aims to achieve a sustainable vision for the Town of Stratford for the long-term. Too often, municipal plans focus on short-term priorities and neglect to consider important environmental, energy, and development issues that threaten the long-term health and welfare of residents, the natural environment, and essential natural resources.

The aim of this Core Area Plan is to focus on sustainable practices that will make Stratford a vibrant, healthy, and viable community for the long-term at the building level, site level and community level.

BUILDING LEVEL

The building level, where important features include urban design, the use of renewables, improving energy efficiency, facilitating the 3Rs, and using ‘green’ materials. There is a considerable amount of work being undertaken in this area and the building level has been the focus of significant government programming domestically and internationally since the 1970s.

SITE LEVEL

The development site level includes features such as the integration of ecological protection, use of alternative sewage and storm water management, and encouraging alternatives to auto use. This level and the subsequent level have only more recently, in the last decade, become the focus of efforts to develop government programs that support sustainable community development.

PLANNING LEVEL

The planning and infrastructure level includes features such as promoting higher density, supporting affordability, supporting livable communities with vibrant local economies and adequate community services, and implementing regional growth management and protection of watersheds and other significant ecological resources.

1.6 Sustainability Principles

The sustainability principles provide a yard stick for measuring the success of the Core Area Plan and Open Space Plan and a foundation for its organization. To be truly effective, the principles must eventually be integrated into every aspect of the official plan and development bylaw (not just open space and the Core Area). The sustainability mindset will also take some time to gather momentum. In the future, the Town should consider preparing a Sustainability Development Plan to review all aspects of Town operations and policy with a focus on making the Town more sustainable.

Before outlining a detailed list of specific principles for sustainability, there are three broad themes that must be in place to implement the detailed components of any sustainable initiative for a region:

- a desirable long-term future, and the short- and medium-term steps needed to support that future;
- an integrated approach that recognizes the need for mutually-reinforcing economic, social, and environmental considerations; and
- the need to go beyond government and to engage a broad cross-section of regional society in the enterprise.

These themes recognize that a sustainable community cannot be built overnight. Firstly, the community must recognize the desirability of a sustainable community. Then, within the context of a long-term vision, short- and medium-term goals must be defined to reach that objective. Secondly, the plan must recognize the interconnectivity of various policies that are often considered mutually exclusive. Once the concept of interconnectivity is outlined, the plan can then develop an integrated, holistic approach to community planning. Finally, if the sustainable vision is to succeed, there must be broad-based, grassroots support among community stakeholders. The most fundamental aspect that will guarantee a sustainable community is the support of residents exemplified through their daily actions.

From the following themes, it is possible to outline 12 principles of supporting sustainable community design. All aspects of the Core Area and Open Space Plan will conform to at least one sustainability principle, but more often than not, the individual concepts and designs will conform to multiple principles due to the interconnectivity of the integrated sustainability approach to community design.

ECOLOGICAL PROTECTION:

Identify and protect the unique ecology of Stratford:

- Protect all streams and wetlands by designating a 10-30m buffer (as outlined in the Environmental Protection Act) on all zoning maps. Designate the buffer as an Environmentally Sensitive Area (ASE) zone. Sensitive sited trails are the only permitted use in these areas.
- A Watershed Management Plan and a regional green space protection plan should be prepared for the Town to preserve communal water resources and open space networks.
- A Well Field Protection Plan should be established to protect Stratford's drinking water source.
- A Site Development Ecological Plan should be prepared for all projects seeking approval on properties larger than 8 acres. The Town should establish guidelines for the content of this study including habitat and water resource mitigation, environmental protection, storm water management, erosion control, etc.
- A Beach and Shoreline Protection Strategy should be prepared to identify sensitive beach and

shoreline resources and to create and preserve access to suitable beach resources for the community in areas of low sensitivity.

- A sustainable Development Plan should be prepared for the Town to review existing policies and bylaws with a view towards making the town more sustainable.

STEWARDSHIP:

- Protect agricultural land by designating it as an agricultural reserve and limit non-agricultural construction on designated lands.
- Protect and foster public access to both fresh and salt-water areas within the Town of Stratford.
- Designate and protect all riparian corridors and wetlands within the Town. Develop Conservation plans for the larger areas and ensure public access so long as it does not compromise the resource.
- Identify and restrict development on flood prone lands.
- Plant and renew street trees in the Town. Support indigenous species.

DENSITY:

Density consumes less land than suburban or rural development. It reduces sprawl, reliance on the automobile and, hence, CO₂ emissions, municipal capital costs (specifically roads & sewage water infrastructure).

- Encourage density in the Core Area to reduce the Town's ecological footprint.
- Minimize front, side and rear lawns for all buildings in the Core Area.
- Encourage zero lot line developments in the Core Area
- Build at densities able to support a viable range of uses and facilities.
- Reduce space given over to roads and parking.
- Intensify along transport corridors and link areas of high activity.
- The Core Area should include as much mixed use (residential and commercial) development as possible. Where possible, ground floors should be reserved for commercial type uses, while upper floors should encourage residential or office type uses.
- The waterfront area should encourage 2-4 storey developments. The waterfront area should become Stratford's eventual 'downtown'. Only the highest quality development should be permitted in the waterfront area so that it becomes the 'postcard' of Stratford.
- The Town Centre Core should become Stratford's 'village centre' and active recreational core. The new intersection should promote smaller scale; multi-storey, mixed use development over big box style development.
- Alternative small lot housing should be encouraged in and around the core area. Design standards for these lots should ensure high quality development.

DIVERSITY:

- The Town should encourage a diverse, socially mixed community through its support of a wide range of housing types. Housing quality should be encouraged for all types of housing.
- Encourage and support innovation in building design and site design to a human scale.
- Provide high quality public spaces designed to maximize public interaction and foster community spirit. This would include a wide variety of park and open space types.
- The Town should encourage and support new developments that promote walking and cycling and alternate modes of transportation.
- The Town should ensure that new facilities are designed to be accessible to all segments of the population.
- Recognize changing patterns of living and work and allow residential zones flexibility for live and work.

RESOURCE EFFICIENCY:

- Promote the use of alternative energy sources in all buildings. Encourage all new municipal public buildings to be LEED certified.
- Employ microclimatic design principles when siting new facilities
- Work with the City of Charlottetown to develop a linked Transit network with Stratford.
- Foster the support and enhancement of the Provincial waste disposal system.
- Encourage new multi-unit dwellings to demonstrate energy efficiency in construction materials and methods, waste disposal management, water use, heating, and landscaping. Ensure the new buildings in the Core Area are designed with at least a 30 R rating.
- Encourage low flow fixtures on all new residential units in the Core Area.
- Encourage the use of recycled, renewable and local materials.
- Utilize existing serviced land before extending services.

SUSTAINABLE TRANSPORT:

- Develop and adopt an active transportation strategy for the Town to provide more alternatives than just the car. This should be part of the town Sustainable Development Plan.
- Encourage Context Sensitive Design (CSD) for all road design in the Town. Do not support blanket standards for roads or parking without questioning their suitability for Stratford.
- Implement an integrated open space strategy for the Town and create a continuous network of trails and parks throughout.
- Provide ample opportunities for safe pedestrian crossings at all intersections on the Trans-Canada Highway.
- Encourage cycle-lanes or shared bicycle lanes on all collector roads in the Town.
- Make Stratford the quintessential bicycle Town of PEI.
- Link the Confederation Trail to Stratford as soon as possible. Start by bringing it across the Hillsborough River Bridge and linking it to Cotton Park.
- Identify and encourage a continuous greenway network throughout Stratford.
- Enhance safety by reducing pedestrian/vehicle conflict.

AFFORDABLE AND GREEN HOUSING:

- Encourage community diversity and variety
- Encourages mixed-use development
- Provide a range of housing types and prices
- Blend affordable units in with the community as a whole so not to segregate based on socio-economic status.
- Encourage Green Roofs
- Encourage LEED (sustainable sites, water efficiency, energy & atmosphere, materials and resources, indoor environmental quality, innovation & design processes)
- Integrated design: Sustainable design views the building structure, its systems, and the site as one interdependent system. In other words, the structure, building site, lighting systems, heating, ventilation, and air-conditioning systems (HVAC), indoor environment, and the end use of the building are viewed as one 'whole building system' rather than a number of separate, independent systems.
- Site: Creating a sustainable building begins with the selection of an appropriate site and the adoption of environmentally responsible site development practices. Properly assessing a site's drainage patterns, topography, vegetation, ecosystems, soil conditions, microclimate, solar paths and wind patterns will significantly affect a building's performance and its impact on the surrounding environment.
- Site design strategies include:

- erosion and sedimentation control,
- stormwater management and streamside protection,
- reduction of heat island effect, and
- brownfield and urban redevelopment.

POLLUTION REDUCTION:

- Adopt a multi-year tree-planting program. Match projected CO2 emissions with tree planting.
- Encourage and support the reduction of hard non-permeable surfaces and run-off.
- Develop and implement a Pesticide By-law in the Town.
- Encourage the reduction of solid waste, light pollution and noise pollution.

DISTINCTIVENESS:

- Encourage new construction to reflect local architectural character.
- Encourage high quality architecture and landscape architecture in the Town by employing only high quality designers for Town Civic work (buildings, parks, open spaces, roads, etc).
- Adopt architectural and landscape design controls in support of civic distinctiveness in the Core Area.
- Preserve the Town's architectural and archaeological inheritance.
- Develop a Stratford civic brand and use it on the website, stationary, signage, announcements, etc.
- Develop a high quality Core Area Marketing Package along with a proactive strategy for developing the core area. Do not wait for businesses to come to Stratford; go find the businesses that will support the Town's vision. Start by creating a special section on the Town's website.

SUFFICIENCY:

- Demonstrate a sense of public sector civic responsibility and encourage private sector civic responsibility.
- Involve the community in decision-making and help to build a sense of community through consultation and participation.
- Encourage local food production.
- Encourage environmental literacy.
- Provide bicycle parking facilities in the Core Area and at all public facilities.
- Increase use of "green" sustainable energy
- Reduce the reliance on the automobile by creating active transportation networks
- Adopt a civic tree planting program to improve air quality, reduce noise and glare, encourage civic responsiveness, and green the community.
- Orient building to utilize passive solar energy

SEWAGE & STORMWATER:

- Encourage tertiary sewage treatment systems with source control programs, or large-scale constructed wetlands to control stormwater run-off
- Landscape design should use drought-tolerant and/or native species
- Encourage rainwater harvesting for irrigation and flushing toilets
- Recycle waste water (greywater) from sinks, laundry and showers
- Encourage water saving fixtures and fittings such as ultra low flush or dual flush toilets, waterless urinals, composting toilets, and high efficiency irrigation systems.
- Undertake a stormwater strategy for the Town.

1.7 Organization of the Plan

The Core Area Plan is organized into 6 chapters. The chapters are divided into geographical areas of the Core Area including the Waterfront Core, the Town Centre Core, and the Mason Road Core. There is also an Introduction Chapter, A General Land Use Plan Chapter and a Summary Chapter. Each of the geographic chapters conclude with an implementation strategy for each individual part of the Core.

This document, once accepted by Council, shall represent the Subsidiary Official Plan for the Core Area, as depicted on the Core Area General Land Use Plan (Chapter 5). This document shall be adopted as an amendment to the Town of Stratford Official Plan and shall provide the legal framework and enablement for a series of amendments to the Town of Stratford Zoning and Subdivision Control (Development)

Bylaw which shall be referred to as the Core Area Zoning and Subdivision Control Bylaw

The Stratford Open Space Plan was completed in parallel with this Plan and has been released as a separate document.

Chapter 2: Waterfront Core Area

The Waterfront Core Area (WCA) will be the heart of Stratford's future downtown. The creation of a Waterfront Core Area has the most potential to influence positive change in the community. With public amenities such as municipal parks and walking/cycling trails linked to a public waterfront plaza, municipal wharf and marina, and an active compact downtown, the Waterfront Core Area will be the "100% point" (the central gathering area) for Stratford. Furthermore, the vision for the Waterfront Core Area is to create a physical place that conjures a mental picture in the minds of visitors and tourists whenever Stratford is mentioned. The Waterfront Core Area will become the primary location for high profile functions and events such as festivals, concerts, and ceremonies and will be the focal point of a mixed use downtown full of retail shops and residential living.

In order to achieve this long-term vision for the Town of Stratford, there will be many challenges due to the magnitude and scope of the project. These challenges can be effectively addressed by creating a planned framework with a phased approach to development that allows the project to move ahead incrementally. A long-term, incremental approach to planned development will preserve the vision without succumbing to the pressure to develop immediately, especially if the immediate investment is inconsistent with the long-term goals of the Waterfront Core Area. The most difficult aspect of the development plan, both politically and economically, will be to adhere to the long-term goals outlined in the vision in face of development pressure or the temptation to lower the development standards simply to attract investment. There will be significant pressure from developers to accept a lower standard either by deviating from the design guidelines of the WCA or to change the type of permitted land use in exchange for immediate investment in the Stratford WCA. Conversely, a lack of initial investment in the WCA may cause support for the WCA plan to waiver and permit development that is inconsistent or incompatible with the vision. It is essential that the Town of Stratford commit to a long-term phased approach that will enable the WCA to become the heart of the Stratford Core Area.

2.1 Vision

In 2020, the vibrant waterfront of downtown Stratford has become a destination for island residents, tourists and small business. Either arriving across the Hillsborough Bridge from Charlottetown or east along Trans-Canada Highway, a clearly demarcated landscape gateway welcomes visitors to downtown Stratford. The major gateway is landscaped with clear views of the Harbour and is located at the intersection of Waterfront Drive and "the hub" of waterfront trails linking Stratford to Charlottetown and other points on the Island. Visitors and residents will know they have entered downtown Stratford as unique architectural markers will be located at the boundaries and special signage, lighting and streetscape elements will reinforce the WCA of Stratford as a special place to visit. Secondary entry points along Stratford Road and the TCH will have specially designed, but subtle gateways.

The WCA will be connected to outlying communities by a linked system of greenway trails. A waterfront trail will link the downtown to the Hillsborough Bridge, through the major TCH gateway and on to Robert Cotton Park. The existing municipal parks will be linked by a series of trails and two new parks, the urban waterfront park and another at the site of the old sewage lagoon site, creating ample open space for recreational activities and relaxation in the waterfront area.

Visible from the Hillsborough Bridge, the Stratford waterfront is the counterpoint to Charlottetown's urban waterfront and is representative of a traditionally inspired, modern waterfront of a small Maritime town. In Stratford, the WCA has become the centre of a new downtown; a magnet to residents, tourists and workers in the downtown with regular lunch and evening activities, boutique shopping, and a variety of dining options. In the height of summer, there will be numerous festivals and events. Parking will be plentiful, convenient and unobtrusively located at the rear of buildings. Signage will be tasteful and unambiguous, and banners and street trees will line the waterfront area. A water taxi has been established linking downtown Stratford to Charlottetown.

The Waterfront Core Area has become the commercial heart of Stratford and many businesses have located in the commercial area to capitalize on the many advantages offered by the compact, walkable and visually pleasing atmosphere in the Waterfront Core Area. A new Main Street off Stratford Road will have active retail/commercial space on the ground floor, with residential space or office above. Other areas of the WCA will have multi-unit residential of the highest quality design with front doors and raised verandas overlooking the street so neighbours can talk to one another. There are no blank walls on the street, no driveways and no single entry apartment building masses. All buildings on the WCA area are tight to the street edge with no setback and many share common side walls. Well designed, award winning mixed-use developments at a variety of scales are part of the Waterfront Core Area. In places, there are opportunities for a few narrow lot, single family homes. New development, with modern architecture that is influenced by traditional Island architectural styles, provides a range of commercial and residential spaces. The variety of uses supports a diverse community, and allows residents to find suitable housing in the downtown as their tastes and needs for shelter evolve with age. A vibrant downtown population supports year round economic activity and increases the viability of downtown shops and services and provides a unique alternative to living in Charlottetown, yet still provides the proximity to all the amenities the capital City has to offer.

A second waterfront core area lies north of the TCH. Although separated from the Hillsborough River by the Bunbury Road, the northern WCA has the potential to extend the success of the southern WCA in the future. The Town is now in the position to proceed with the second large phase of the WCA expansion. In the meantime, the triangular block of land bounded by the TCH, the Bunbury Road and the Hopeton Road is developed using the same principles of the southern WCA; however, its eventual linkages to the second phase of the WCA expansion (to the west) are considered in its layout and design. A large parking area is located in the centre of the block, with mixed use development on the fringes. A large park frames and organizes the new buildings in this development. The park is mirrored across the TCH on the southern WCA lands when the sewage lagoons are decommissioned.

Stratford will be perceived positively as a truly Canadian small town with its award winning architecture and streetscapes, accessible and attractive downtown venues, parks and other open spaces containing playgrounds and works of public art, pedestrian-friendly streets, and theme signage and lighting. The signage will reflect Stratford's rich heritage, specifically its history as a centre of agriculture and pay tribute to the previous villages that combined to form Stratford. Sidewalks covered by a tree lined canopy complete the dynamic, vibrant streetscape that is complimented by theme lighting, colourful banners, and seating and street furniture that reflect the Maritime heritage of Stratford.

Most importantly, there will be vitality and activity downtown and a sense of place for the people of Stratford. People of all ages and types, will be able to shop, dine, and even work in the same town where they live. At its completion, the Waterfront Core Area will be transformed into a source of community pride and will be readily identifiable as 'Stratford'.

2.2 The Plan

The Waterfront Core Area plan can be divided into the north core (above the TCH) and the south core (below the TCH). Currently, the south core area is the most achievable area because the land is vacant, the major land owner is forward looking and buys into the vision, and the land is directly connected to the riverfront with views of downtown Charlottetown. The north waterfront core is currently the home of a strip mall and a series of commercial and residential buildings, which will, obviously, take longer to redevelop. It is also not directly connected to the riverfront (but it may be someday), so the development will not carry the same value as the south WCA. It will be important that the north WCA be designed to anticipate its eventual linkage to the waterfront expansion.

The WCA is composed of several key elements that contribute to the overall character of downtown Stratford. These elements can be separated into three categories: 1) urban design elements for the entire district; 2) specific infrastructure elements essential to the creation of the Waterfront Core Area; and 3) land use policy elements that support the vision and Waterfront Core Area plan. The urban design elements specify the characteristics that are common to all projects regardless of the phasing. The specific infrastructure elements are subject to phasing, yet must conform to urban design elements and be consistent with the land use objectives. The land use policy elements establish the broad principles that enable the vision for the Waterfront Core Area and create the municipal framework for implementing the physical elements of the plan. By combining these three elements, it is possible to implement the plan in distinct phases as described in this chapter.

URBAN DESIGN ELEMENTS

The urban design elements for the Waterfront Core Area are broken down into broad scale improvements and fine scaled detail improvements. At the broadest scale, the urban design elements recognize the need to create urban design templates for streetscapes, gateways, and open spaces throughout the Core Area of Stratford. On the fine scale, specific elements (i.e. the type of hard surface landscape materials for sidewalks) are recommended when the urban design elements are implemented.

Streetscapes

One of the fundamental urban design elements for Stratford will be a streetscape template for all streets in the Waterfront Core Area. The goal of this pattern is to create visual appeal for the Waterfront Core Area that establishes a sense of place for residents and visitors that is identified as “downtown Stratford”. The streetscape design differentiates the new downtown from other areas of Stratford through the use of landscape materials, vegetation, signage, lighting, street furnishings and design guidelines for new buildings. The creation of a lively, appealing streetscape for pedestrians is a fundamental element to the success of the Waterfront Core Area. In this area, streets are designed more for pedestrians than they are for cars.

The streetscape design template for the Waterfront Core Area contains design elements that ensure that Stratford’s core area streets will be appealing to pedestrians. When it comes time to create working drawings for these streets, the working drawings should reflect the following principles.

- The location and type of street trees will be identified along the sides of the streets. The street tree planting program will create a tree lined streetscape with a canopy that is visually appealing and creates shade. Street trees also provide a level of physical safety along streets by separating pedestrians and vehicles.
- The location and type of street lighting will be identified on both sides of streets. Street lighting will be specifically designed for Stratford and will be a high quality pole and fixture with a banner arm(s) reminiscent of the traditional lighting in Maritime downtowns. Attractive street lighting, in conjunction

with underground utilities on important streets such as Waterfront Drive and Main Street, will provide a visually appealing traditional streetscape for the WCA.

- Colourful, themed banners and street signage will be attached to the street lighting. The street signage will be designed to reflect Stratford's history and heritage. Street banners will celebrate community festivals, holidays, and municipal attractions.
- Wayfinding structures, specifically designed for Stratford, will be strategically located at important pedestrian intersections to provide directions for tourists and residents. These will also provide space for information on local attractions, civic institutions and businesses.
- The location of community bulletin boards will be identified to provide space for residents to post information on community events such as yard sales, concerts, and other public information.
- The location and type of street furnishings such as benches, trash/recycling receptacles, etc. will be part of street character. These furnishings are essential to the successful design of any streetscape as they provide the basic amenities for leisurely on-street recreation and create a street environment that is clean, safe, and requires minimal municipal maintenance.
- To ensure an attractive and interesting streetscape for pedestrians, all buildings will be encouraged to have doors and windows along the length of the street. Furthermore, no large blank walls' should be permitted. The articulation provided by regularly spaced doors and windows creates a warm and welcoming streetscape. Large blank walls and buildings with a mass of unarticulated facades create a sterile and cold streetscape that is unappealing to pedestrians.
- Buildings along the major streets also should be constructed with a zero lot line (i.e. no setback from the sidewalk). The zero degree lot line will also encourage buildings to be constructed using common side walls as there will be no required side yard setback.
- The streetscape should not have any gaps in the built form along the street other than for access/egress of vehicles or any other purpose. In conjunction with the zero lot line for building frontage, parking lots are not permitted in front of building. Ample parking will be provided at the rear of buildings along Glen Stewart Drive Extension and Waterfront Drive.

Gateways

The Waterfront Core Area of Stratford will require the creation of new entry gateways to direct people to the downtown and waterfront. The purpose of the gateways is to identify the critical entry points to the Core Area. Identification of the major gateways helps to delineate the boundaries of the Core Area for residents and visitors. Creating specially designed gateways with appropriate signage and landscaping gives people the impression they are entering a special area. The plan for the Waterfront Core Area will create these gateway connections to the downtown. Furthermore, the Waterfront Core Area plan will provide an overall signage strategy and wayfinding plan to make the Waterfront Core Area legible and navigable once people arrive at the waterfront through the gateways.

The main gateway to the Waterfront Core Area will eventually be from the TCH Route 1 and will welcome visitors as they cross the Hillsborough Bridge from Charlottetown. However, as the Waterfront Core Area plan will be implemented using a phased approach, two minor gateways will be created first at the intersection of Stratford Road at the new Main Street opposite St. John Avenue and the intersection of Stratford Road at the extension of Glen Stewart Drive. The gateways will have streetscape parkettes and buildings will be set back to create a visually appealing, landscaped entry point to the Waterfront Core Area.

Open Spaces

The Waterfront Core Area plan will improve open space and greenway connections, including trail connections, by ensuring that open space design is a key component of the plan. The Waterfront Core Area plan will build upon the existing network of trails, municipal parks, and opens spaces and become a critical part of the open space plan for the Town of Stratford. Open space, parks, and trails are essential to providing the recreational amenities required to attract visitors and create opportunities for the active recreation needs of the citizens of Stratford. Improving linkages to existing trail networks will encourage alternative means of transportation for residents and enable them to travel throughout Town without an automobile. A focal point of the open space plan will be ensuring greenway and trail connections are linked to the new Waterfront Park and marina. This connection, in turn, needs to be linked to the new Town Centre Core Area (the next chapter). The eventual decommissioning of the sewage lagoons will free up valuable land for another gateway park which will bridge the south and north side of the TCH, providing a focus for additional infill development.

THE NORTH AND SOUTH WCA

The waterfront core can be divided into the north and south core according to their location relative to the TCH. The south core is the most ambitious project and provides the greatest benefit to Stratford. The north core is a longer term development since the land is already occupied. The components of the South and north cores are described below.

The South Waterfront Core Area

The following elements outline the major components that will be required to implement the plan for the south Waterfront Core Area. Due to the cost and scope of the new infrastructure elements for the core area of Stratford, it is recommended that these elements be phased in over time as outlined in the phasing section of this plan.

New Streets

One critical component to the success of the Waterfront Core Area will be the creation of a new Main Street for Stratford (hereafter called 'Main Street'). The St. John Avenue extension is the least encumbered for development because there are no existing buildings in this area preventing its construction. However, due to its proximity to the TCH signalized intersection (queue backups from the signals, especially during AM peak hours), there is a good chance that the St. John entrance into the waterfront core will need controlled access (right turn in and right turn out only) at some point in the near future. This intersection can never be signalized due to its proximity to the existing intersection. The Glen Stewart Drive extension could be signalized and would make the ideal gateway; however, the existing motel units are currently located within the proposed right of way of the road extension. The Glen Stewart Drive extension is clearly the most desirable first phase 'Main Street' development for the WCA. The groundfloor of all buildings on this street should be retail commercial type uses. The St. John Avenue extension should also have commercial groundfloor uses; however, non-retail commercial uses like hotels, are better suited to this street than Glen Stewart extension. For the remainder of this Plan, the Glen Stewart extension will be referred to as the Glen Stewart Extension, the St. John Avenue extension as St. John Avenue Extension and the third street (to the south) as Residential Street. The waterfront street will be referred to as the Waterfront Drive.

The Glen Stewart Drive Extension will be the retail/commercial backbone of the Waterfront Core Area and

will link Stratford Road to the waterfront. The St. John Avenue Extension will be similar, except it may accommodate less ‘retail type’ commercial uses. The street will be lined with three and four storey buildings with architectural styles similar to other traditional Maritime downtowns. Strict architectural design guidelines and signage controls must be followed for all buildings in this area. These buildings will be constructed tightly to the front lot line with minimal setbacks. The ground floor of these buildings will consist of active retail storefronts. The upper stories will consist of a flexible mix of commercial, institutional, residential and other retail uses. There will be no parking lots in the front of buildings and the streetscape will consist of a solid mass of well-articulated buildings with very few gaps. There will be ample on-street parking and parking lots at the rear of stores with landscaped alleys complete with public art installations connecting the new streets to the rear parking lots. Awnings on storefronts will provide cover from the elements and add a visually appealing element to the streetscape. All signage will be front lit. The architectural style and character of buildings will be of the highest quality, enforced by flexible architectural guidelines tailored to reflect Stratford’s built heritage. The two main streets will terminate with a beautiful vista looking across the Harbour to Charlottetown. Buildings should avoid impeding waterfront views at the foot of the street.

The streetscape will be built to the highest quality with a mix of high quality pavers and natural stone, trees every 20-30’ with metal tree guards, benches, planters, street furnishings, ornamental lighting, themed wayfinding signage, banners, and bike racks. The streetscape quality will be extended through alleys to the rear parking lots.

Should the Harbourview Drive residents be receptive to a road connection to the waterfront Core Area, the Town could look at introducing a one-way street into the WCA.

There should be a requirement to provide a ‘significant’ buffer between the existing low-density residential homes and any higher density development within the WCA.

Residential Blocks

The ‘Residential Street’ will be primarily medium density residential units designed to the highest quality. Commercial uses will be permitted in this area so long as they have at least a 50% residential component. Groundfloor units should be designed to consider their potential conversion to commercial use in the future. Groundfloor units facing the street should be encouraged to have their own entry directly on the street. Unlike the commercial area, residential buildings should be permitted a 10’ maximum setback from the street to accommodate verandas, steps or small urban front yards. There will be strict architectural design controls for buildings in this area. Underground parking is permitted as long as the garage entrance is not accessed from the street. Lobbies for upper storey units should be accessible from the street and from the rear parking area. A 4-storey height limit should be encouraged.

Waterfront Greenway Promenade

A vital concept to the Waterfront Core Area Plan is to provide Stratford’s citizens an opportunity to actively enjoy the beautiful waterfront offered by the site’s prominent location. To this end, and as a part of the open space plan for the Stratford core area, a continuous trail will be constructed along the waterfront on the west side of Waterfront Drive. This trail will be developed as a multi-purpose trail which permits walking, cycling, rollerblading and cross-country skiing in the winter. Eventually the trail should be paved with a three metre asphalt surface, although this can be phased in over time. This trail will link to the Hillsborough Bridge and other municipal parks and wind its way through a new waterfront park and, most importantly, provide a pedestrian connection to the new Waterfront Plaza. Opportunities for smaller

parkettes along the length of the waterfront greenway will create interesting destinations for residents and visitors. The trail will have accompanying interpretive signage to recount the history of the area and the importance of the Hillsborough River as a nationally designated heritage river. The waterfront greenway should eventually connect across the TCH at a new intersection. In the meantime, the Town should continue to work with CADC (Charlottetown Area Development Corporation) to implement a possible trail connection under the Hillsborough bridge.

Waterfront Plaza

The centrepiece of the new Stratford waterfront will be a new public Waterfront Plaza. The Waterfront Plaza will be the 100% point (the centre of town) in the downtown and will be a public gathering place for important civic events, concerts, festivals, and ceremonies. It will be landscaped with a mixture of mature trees, ornamentals, and flower/bulb beds with a hard surface and adequate street furniture for both quiet reflection and social gathering. Extending along the waterfront side of the Waterfront Drive, there will be opportunities for several building sites. These buildings should be a mix of commercial, and high end apartments/condominiums appealing to a broad range of people, from retirees to young families. These buildings must be of the highest architectural quality and large enough to attract a stable downtown residential population to keep the Waterfront Core Area busy all hours of the day. Also, food kiosks and restaurants should be encouraged to locate on the waterfront in small commercial clusters. These restaurants and kiosks would help establish an entertainment area on the waterfront and create a year round reason for residents and visitors to visit the waterfront. Finally, directly across from the Waterfront Plaza, a large lot has been proposed for a prominent building of public importance. Through public consultation and an evaluation of the municipality's infrastructure needs, it will be possible to determine the most suitable use for this site. Some possibilities may include a public library, a performing arts centre, or a public/private development that would combine a residential component with a year round farmer's market or recreation centre. This site needs the highest quality architectural design.

The Waterfront Plaza would be the focal point of the Waterfront Core Area. At first, this large open space could be designed as a grass amphitheater but over time would evolve into a hardscape plaza. As the 100 % point of the downtown, the site provides an excellent opportunity for water features such as a large fountain or pond, which could be a winter skating area similar to Toronto's waterfront skating rink. The creation of a future skating rink would require the installation or purchase of either permanent or seasonal refrigeration system to make it a viable option. Several companies make roll-out refrigeration mats which can be used under skating surfaces (Custom Ice Inc., Burlington). These temporary refrigeration units could be rolled out in the winter and stored in the summer. In addition, a rubber skate cover would have to be placed over the steps down to the skating surface.

A large town clock would also create a visible icon for the Stratford waterfront, visible from the Hillsborough Bridge.

Marina

The marina would be the most costly public component of the WCA development plan. A Stratford Marina Engineering Feasibility Study was undertaken in 2002 by Coles Associates and the study determined that it was technically feasible to build a 100 berth marina. Coles Associates recommended the marina project be undertaken in two phases: the first phase being the construction of the marina infrastructure, and the second being the construction of a marina development with a clubhouse and commercial/residential component. Only the marina infrastructure phase of the Coles Associates study

would be applicable in the context of the WCA plan. Coles Associates estimated the capital costs associated with construction of a 100 berth marina would be \$5.2 million (2002 dollars) and would take 26 months, including completion of the design and approval process.

The marina would require permits from both the federal and provincial governments. The federal component of the marina proposal would involve a number of government departments and agencies and would culminate in an environmental assessment as outlined in the Canadian Environmental Assessment Act (CEAA). As there are a number of federal authorities with jurisdiction over various aspects of the marina project, the CEAA appoints a lead federal authority to administer the environmental assessment and ensures that the project does not contravene federal legislation such as the Navigable Waters Protection Act, the Fisheries Act, and the Canada Marine Act. In addition to the federal legislation and permits, Prince Edward Island, through the Department of Environment, also requires an environmental impact assessment. Generally, federal and provincial authorities will work together to harmonize the environmental assessment process to ensure efficiency. Finally, as part of the approval process, an environmental protection plan for the project must also be completed. The environmental protection plan is generally a requirement of the environmental impact assessment and outlines the mitigation measures for the project, monitoring procedures, and a contingency plan for any significant effect that may occur during construction.

The current configuration of the marina fits more closely with the Coles Associates plan than the Urban Strategies vision configuration. This will minimize costs by locating facilities where the water is deepest and where there is the greatest potential to minimize subsequent dredging and infill. The detailed hydrographic design of the marina will require more detailed investigation in future phases. The marina development is likely decades away from reality, however, the ultimate success of the landside development could significantly decrease the development window for the marina. The WCA plan shows approximately 60 berths for 20-30' boats and layby space for two or three larger vessels (60-100 footers). In late 2006, the Charlottetown Harbour Authority (CHAI) moved forward with plans for a 70 berth marina on the waterfront north of Confederation Park. As part of the plan, the 125 slip Charlottetown Yacht Club (CYC) will be relocated from their current location to the CHAI marina development. Currently, 50 new marina berths are required immediately to fill the backlog of waiting list at both Quartermaster and the Charlottetown Yacht Club. The new marina proposed by the Charlottetown Harbour Authority north of Confederation Park clearly will not meet the full demands of the 125 slip CYC facility and the additional requirement for another 50 slips. Depending on the final outcome, there may be a need for an additional 60-70 slips to serve the boating market in the near future. CADC will potentially continue to play an important lead role coordinating the marine aspirations for the harbourfront in Charlottetown and Stratford.

Waterfront Drive

Waterfront Drive can be divided into two sections. The section between 'Residential Street' and St. John Avenue Extension can be built in the immediate term on the existing land base (there may need to be some small patches of infilling for individual development parcels on the waterfront). A shoreline protection strategy will be needed before this road can be constructed and plans for this should be undertaken by the Town. The shoreline strategy will need to consider the near term feasibility of the marina project as the shoreline protection approach will vary depending on if the marina concept is a short term or long term project. The Coles Associates marina study should be updated as soon as possible and should be supplemented with a marina market study. The study could also evaluate the shoreline protection options.

This stretch of Waterfront Drive will have on-street parking on both sides of the street. No buildings should be placed at the foot of any of the streets running down to the waterfront.

The second stretch of Waterfront Drive connects the end of the St John Avenue extension with the TCH. DOTPW engineers currently do not support a signalized intersection at the end of the Hillsborough bridge; however, they stated that they may consider a controlled access egress (right turn in and out) access to waterfront drive. In the short to middle term, this access is not needed since the WCA will have access from three new roads on Stratford Road. This stretch of road may require some slight infilling and shoreline protection to implement. It does create several development sites once the sewage lagoons are decommissioned, and so the lagoons may be the trigger for constructing this section of road. In the longer term, when the north WCA is realized, the intersection becomes critical (in the same way it does at the other end of the bridge, linking north Charlottetown to downtown Charlottetown). The Town would be better served pursuing the Town Centre and Mason Road TCH intersections in the short and middle term; leaving the WCA intersection for a later date.

Community Park

One of the significant challenges in developing the waterfront core are plan is the current location of the municipal sewage lagoon. This plan recommends that the the sewage lagoon be eventually relocated and acknowledges this is a longer term project. Nonetheless, due to the current location of the sewage lagoon, specifically its proximity to the waterfront and the gateway to Stratford, it is essential to clearly envision the long-term land use goals for the future of the site.

It is recommended that this site should be reserved as a future community park and a vital component of the open space plan for Stratford. The sewage lagoon site is prominently situated to act as the critical land bridge linkage which bisects the TCH and the north and south core of the WCA. There is potential for the site to include active recreation space such as a sports field, but more likely the site should be considered as a welcoming passive parks space. With appropriate community support, there is even the possibility the site could be developed as Stratford's version of a 'Public Gardens'.

The plan shows the WCA community park bridging both sides of the TCH. It becomes an organizing structure for future phases of the north and south core development. Once the sewage lagoons are decommissioned, and the location of the Waterfront Drive is established, a detailed site plan should be prepared for this park on both sides of the TCH. Each side of the road offers a park footprint roughly the same size as Confederation Park in Charlottetown.

THE NORTH WATERFRONT CORE AREA

The north waterfront core is part of the northern gateway into Stratford. While the site is currently occupied by a strip mall, various pad commercial sites and a single house, the WCA should include this area because it is a vital component of Stratford's Core Area strategy. In addition, if the south WCA gets built-out, the north WCA will become a real priority for the Town. In the meantime, the triangular block of land bounded by the TCH, Bunbury Road and Hopeton Road, should be immediately designated as part of the north WCA.

The development plan shows an organizational structure similar to the south WCA lands. Buildings are organized around a central park space, a gateway building is located at the eastern corner of the TCH and the Bunbury Road intersection, parking is accessible but is hidden from view from the TCH to the interior of the block, An open space network links the park to the south to Robert Cotton park to the north, building sites are located around the fringes of the property giving a street presence for Bunbury Road and

Hopeton Road. Access into the block is set back far enough from the TCH to allow a future signalized intersection should it be necessary. The Bunbury Road, Hopeton Road and Rankin Drive intersection is rationalized to provide safe access at this dangerous intersection.

2.3 Challenges to Implementation

An ambitious project such as the Waterfront Core Area plan presents many challenges in its implementation. There are several significant challenges to implementing the vision for the waterfront area that will require patience, perseverance, creativity, and cooperation to overcome. With a phased approach to the plan, there will be ample time to evaluate options and reorganize priorities in order to implement the vision. The most critical challenge for the implementation of the Waterfront Core Area plan will be to remain committed to the vision for the site in the face of the following complex, long-term challenges. The following is a list of some significant, yet very manageable, challenges for the Waterfront Core Area.

ROAD AND TCH INTERSECTION(S)

Four new intersections could be needed to implement the WCA plan and create the important gateways for entry into the new development. Three of these intersections will be on Stratford Road and the other will eventually be located on TCH Route 1 near the Stratford end of the Hillsborough Bridge approximately opposite the existing Bunbury Road intersection. The waterfront core TCH intersection shown on the plan is a long term solution for the new downtown. Clearly, the Department of Transportation does not favour this intersection as a near term opportunity. The Town would be better served pursuing the Mason Road and Town Centre signalized intersections shown in the next chapters. The current WCA plan is not reliant on this intersection. DOTPW has said that they would consider right turn and possibly right turn out controlled access to the south WCA. However, as the north waterfront core area becomes a reality, the intersection will be a real necessity. It is believed that ultimately, an intersection at this location will be built for a variety of reasons and they have been shown on our plans.

The three intersections on Stratford Road could be handled with STOP signs until the traffic volumes warrant installation of traffic signals. The new TCH intersection is one of three new Core Area intersections on the TCH, including the relocated Mason Road intersection, planned on TCH Route 1 passing through Stratford. While highway engineers typically resist signalized intersections on primary arterial highways, across Canada there are many examples of signalized intersections on the TCH, especially as they pass through urban areas. Charlottetown is one example, with several signalized intersections on Riverside Drive and the Arterial Highway that comprise the TCH by-pass of the City's central core. In urban areas, signalized intersections are an unfortunate necessity and Stratford is the quintessential example as the TCH bisects the entire town.

RIVER INFILLING AND DREDGING

Later phases of the plan require infilling to accommodate the entry intersection, portions of Waterfront Drive, and some development sites along the waterfront. The creation of a new marina will also require dredging of the Harbour.

The waterfront development and marina will require dredging as most of the depths range from 5 1/2' above the low water mark at the shoreline to 24 1/2' at the deepest point in the channel. According to Coles Associates' Stratford Marina Engineering Feasibility Study, "the water level between the highest and lowest tide was indicated in the Canadian Tide manual to be in the order of 2.75m. During low tide, the river

bottom at the proposed {Marina} site extends approximately 150m from the shoreline.”

A meeting with Department of Environment in September 2006 to review the WCA plan provided some insight in the application process for dredging and infill. The department was clear that it does not normally support the infilling of any wetland or watercourse, except where the project “stands to benefit the general public as a whole”. If a formal application for this project were submitted, an Environmental Impact Assessment would have to be conducted by both provincial and federal government departments. At minimum, the departments that would be involved in the assessment process include:

- Transport Canada
- Department of Fisheries & Oceans;
- Navigable Waters Canada;
- Provincial Department of Transportation & Public Works;
- Provincial Department of Environment, Energy & Forestry
- Environment Canada
- Charlottetown Harbour Authority

There would be many major issues involved in the scope of this project, which would include, but not limited to:

1. Dredge Spoils
 - 1.1. The amount of dredge spoils involved in this project could be large
 - 1.2. Location for the disposal of dredge spoils
 - 1.3. Maintenance of dredged areas
2. Infilling/destruction of watercourse/wetlands
 - 2.1. Destruction of shellfish/fish habitat
 - 2.2. Destruction of feeding areas for seabirds/wildlife
 - 2.3. Destruction of breeding grounds for seabirds/wildlife
3. Potential water quality issues related to the infilling and dredging processes
4. Issues with sewage lagoon decommissioning. Rebuilding? Relocation?

Potential studies associated with this project would include:

1. Existing water quality and potential impacts the project may have on water quality
2. Existing tidal flows and currents and potential impacts the project may impose on tidal flows and currents
3. Existing avian/wildlife populations and associated impacts
4. Existing aquatic habitat and associated impacts
5. Composition of dredge spoils
6. Impacts on dredge disposal site
7. Source and composition of proposed infill material to be used
8. Compensation to shell fishermen for loss of habitat
9. Public consultation with shell fishermen, lobster fishermen, native groups, local residents, City of Charlottetown, etc.

Many waterfronts in Atlantic Canada have found that the cost of creating new land does not justify the value of the land ultimately created. One innovative way of overcoming this problem, is to adopt a ‘passive’ approach to infilling as opposed to the standard ‘active’ approach. In Bedford, Nova Scotia, after spending \$20 million to create land valued at \$9 million in phase 1, the Waterfront Development Corporation, for phase 2, is providing a cost recovery marine dumping area for pyritic slates. The WDCL charges \$15 per cubic yard. These acid bearing slates commonly found around Halifax are costly to dispose of because they

are a significant environmental liability when oxidized. In a period of about 6 years, about half the land for phase 2 has been created at significantly lower cost than 'active' filling. The WDCL estimates that 900,000 cu yards of structural fill are required for phase 2. The project is anticipated to break even when completed in 7 - 10 years.

Similar to Bedford's approach, Stratford could provide an area for dumping of suitable Construction and Demolition material. This approach allows for dumping of approved fill over time, especially as other phases of the development are started. Suitable materials for the infill might include screened construction and demolition materials such as concrete. There will be different geotechnical fill requirements for roads and for building footprints so there will be opportunities to consider many different types of material depending on their suitability for the required use.

Waterfront Drive has been designed to minimize the infilling. There would need to be some slight infilling in a few areas and the length of the shoreline would need erosion protection. A shoreline armouring strategy would have to be developed in concert with the relevant provincial and federal authorities. Coles Associates estimates 54 340 CM of material will be dredged from the basin and the channel and it was recommended in the marina feasibility study this material could be used to infill the shoreline where geotechnical conditions permit (especially in the area of the linear waterfront park).

SEWAGE TREATMENT LAGOON

The community is currently served by two aerated lagoons. These were constructed almost twenty years ago, primarily as a medium term solution to support new development in Stratford. Since that time, they have been augmented by some pre-treatment as flows grew to above the original design capacity. The outfall from the facility extends along the causeway, but does not remain below water at low tide.

The existing aerated sewage lagoons are subject to a guideline that normally requires a separation distance between them and development. To adhere to the guideline, new commercial development can be no closer than 30 m to the open water, and new residential development no closer than 150 m. This restriction can be accommodated by locating parking and commercial development proximal to the lagoons, while respecting the residential clearance. Alternatively, replacing the lagoon process with a contained plant, and relocating it to the other side of the TCH, would eliminate this restriction, and allow unfettered use of the (large) land area currently occupied by the lagoons. It is possible to look for ways to reduce the separation distance for the existing lagoon, but given the nature of their operation, this course of action would be difficult, and ultimately would probably mean future problems with new residents.

As the gateway into the community, the lagoons ultimately need to be tackled to present a positive first impression of Stratford. There are short term and long term solutions with widely varying costs.

SEWAGE TREATMENT OPTIONS

Option 1 - Cover the existing lagoons:

There is a growing industry related to the use of geomembrane covers for sewage lagoons. However, simple blankets, the most cost effective cover technology, is not applicable for the Stratford lagoons because they are fully aerated.

The aeration requirement for the lagoons requires covering options consisting of more rigid structures with control and capture of the air flow from the structure for subsequent odour scrubbing.

Although technically feasible, this approach has several inherent disadvantages.

- a. Covering the lagoons does not create an increase in capacity
- b. Covering the lagoons means more land would be required for the facility than it now occupies.
- c. The cost of covering is estimated to be approximately \$2 million dollars.

- d. There would be visual and aesthetic concerns with the covering blocking views of the new community.
- e. Operational costs would increase with no improvement in effluent quality.

Option 2 – Employ a decentralized sewage management approach for new development

The future of wastewater management lies in a less central dependent approach to collecting and treating domestic sewage. This is proving to be true in most of the world, now that modern treatment methods have been shown to be cost effective at smaller scales than used to be considered practical.

This approach involves identifying discrete phases of clusters, and designing them to be self contained in how they manage their waste. Medium scale treatment is accomplished using new “Packed Bed Filter” technologies, and the treated effluent is then returned to the land via drip irrigation in public open spaces, such as sports fields, parks, farm and orchard land, green strips, medians , and other open space. A good example of state-of-the-art in sewage management is being undertaken in PEI at Victoria. In Victoria, the entire Town’s sewage will be highly treated, and then reintroduced into the ground in a safe manner via drip irrigation and subsurface inducement.

This decentralized approach has some merit when considered in the context of new development in Stratford that will require the an expansion of the existing sewage treatment plant to accommodate it. When significant open space for parks, sports fields, golf courses, and other green areas is created, a corresponding opportunity to disperse treated sewage effluent is also created. The irrigation can serve to keep the green space green in a safe and environmentally responsible manner. Such a proactive plan has the possibility of attracting extra funding from innovative and environmentally sustainable funding sources. If the Fox Meadows golf course’s irrigation needs were met by treated sewage (clean and disinfected), for example, that would mean that their costs for water would decrease, and the amount of effluent discharged to the river would decrease.

In terms of cost, a decentralized treatment approach should only be considered practical when its cost is equivalent or less than the cost of expanding the central treatment plant to manage the flows.

Despite the many possible advantages of the option of installing a decentralized treatment system, this approach has several inherent disadvantages.

- a. A decentralized system may not take full advantage of existing investment in infrastructure capacity.
- b. A decentralized system relies on open space land for effluent dispersal and that land can never be developed.
- c. It may be seen as too “new” and risky by less forward thinking bureaucrats.
- d. Although able to respond to growth in a modular manner, this also means that a decentralized system would be difficult to address the entire community’s needs through a single funding application and would require a series of installation projects as development is phased in.
- e. Operational costs would increase compared to one central facility, if the existing facility were to remain and not be replaced by this approach.
- f. It would be difficult, if not impossible to replace the existing facility and collection system with this approach.

Option 3 - Replace the Lagoons with a Sequencing Batch Reactor (SBR) process

The existing collection system appears to be adequate to support increased flows for some time. It direct effluent to the lagoons and then to the harbour via the existing outfall. The current treatment process is inefficient as it requires a large amount of land area and the current land parcel is undersized to handle any expansion of the current facility to meet increased capacity due to the new development. As a result, if

flows increase substantially, as they should when development commences, this treatment process will require even more investment and land to treat the sewage.

It is very important to Stratford to maintain the legal right to use the existing outfall, even if it means effecting an improvement to it via an extension to deeper water, closer to the main channel.

As a result of the land available for expanding the current treatment facility, it makes sense to consider replacing the lagoons with another less land intensive process and consider an option which can be enclosed to reduce both the visual and olfactory impact. A replacement process should also be easy to expand in modular phases to grow with the demand.

Current market and technical performance in Atlantic Canada tends to direct the solution of this problem to a sequencing batch reactor type of process. This process can be located on a much smaller plot of land, be enclosed and odour controlled, and utilize less energy for the same volume of sewage to be treated. It offers high quality (at least 20:20) effluent and is straightforward and relatively efficient to expand.

Current flows are estimated to be 420,000 Igpd, with projected flows from this development at 1,300,000 Igpd. A completely new SBR type plant to treat the ultimate flow would cost approximately \$3.0 million dollars, with another \$500,000 for engineering, work on the outfall, and site development costs. A new treatment plant of this type would take up about a half acre of land in total. This would then allow the existing lagoons to be eliminated, freeing up land for open space use such as proposed in this chapter.

The best option may be to design a new treatment plant to handle half the ultimate flow, and allow room, and mechanical and electrical infrastructure, to support a future doubling in capacity. To construct a new SBR designed for 650,000 Igpd, would cost about \$2.8 million, with a future second phase resulting in twice the capacity costing only another \$800,000.

The option of constructing this treatment option all at once, or in phases, would likely be determined by the type of project funding that applies. A large plant of this style can be run at smaller flows and adjusted as flows increase.

The initial step for this approach would be to design and construct a system that will handle current flows, plus those anticipated from the first phase or two of the development. The outfall should be extended at the same time.

Permitting of this option should be straightforward, as the effluent will only improve, and the outfall extension will only improve the assimilative function of the river/harbour of that effluent. It is rare to have any Provincial Department of Environment discourage an improvement in sewage treatment function.

Option 4 – Temporary Upgrade to the Existing Lagoons

It is possible to do some immediate work on the existing lagoons to allow them to serve an increased flow. Designing the lagoons to function as a multi-celled version of an aerated lagoon system, using baffles hung in the ponds, can result in a capacity increase of up to 50%. Provided the existing mechanical components do not require upgrade, this option could cost as little as \$100,000 for the increased capacity.

This option presents an attractive holding pattern alternative if the community accepts the continued presence of the lagoons at its major gateway to the Trans-Canada Highway. New development can be accommodated in a responsible manner. Clearance buffers would still apply, however, the total land used would not decrease.

Option 5 - Upgrade the Existing Lagoons

It is also possible to upgrade the existing lagoons through a process change, to increase their capacity to handle the ultimate design flow. Conversion to a Biolac™ type system, or to a Sequencing Activated

Sludge system would offer the most capacity for the investment from the existing facility. Using these approaches might reduce the overall cost of providing full capacity treatment to \$2.5 million. Again, as with the above measures that involve keeping the lagoons intact, they act as constraints to development because of the buffer requirement and as a potential aesthetic constraint to the establishment of a successful and attractive gateway to the community.

I. Option 6 - Pump effluent to Charlottetown

It is possible to pump the sewage to Charlottetown for treatment. The costs of this approach have been investigated previously, and the potential for success lies more within the realm of intergovernmental cooperation than basic engineering and costs analysis. It is important to note that this option does add significantly more value to the community through the total elimination of a sewage treatment plant site and removal of any clearance buffers on land use.

If a deal can be negotiated with the City of Charlottetown where the construction and operating costs compare favourably with the costs of building and operating a new treatment plant (probably an SBR), then this option warrants pursuing.

Conclusion

At this time, Options 3 and 6 appear to offer the better direction for dealing with the sewage management needs of the growing community. They both reduce or eliminate the physical and aesthetic constraints posed by the lagoons. However, regardless of the path chosen, significant up front investment is required for both. If funding for this work is not forthcoming, Option 4 offers an interim solution at a price that should be affordable.

2.4 Phasing and Implementation

There are some considerable short term constraints to developing the Plan, not including the marketing and build-out challenges for over 180,000 square feet of commercial space and 600 residential units planned for the Southport development. Based on recent market absorption studies, the completion of this development will likely take several decades to complete. The challenge will be to brand this new development and to attract several anchor projects that will establish new momentum for this area, and therefore decrease the build out time for the entire development as outlined in the vision. A successful approach to this development will require a phased approach that addresses each of the challenges outlined above and systematically implements the various elements of the Waterfront Core Area plan.

Using this phased approach, the first consideration for implementation of the plan is to provide ample room for the existing motel which occupies a small portion of the site to enable the business to continue operating for the foreseeable future. A phased approach, sensitive to the location of this business, will permit the existing land owner to continue to operate while the development fills in over time.

There are some clear benefits to the Town and the landowner from following the development approach described in this chapter. A separate pro-forma was prepared comparing current land use conditions and the proposed WCA plan. The results show positive economic benefits to the landowner, assuming the Town and CADC partner in various aspects of this development. At full build out, the proposed waterfront development will generate \$1.6 million dollars of property tax revenue per year, \$725,000 of these funds would be paid directly to the Town of Stratford. Using a 7% discount rate, the present value of this future cashflow is worth \$10.4 million to the Town over the life of the project. The province will receive \$950,000 per year in property tax rates at full build out; the present value of this amount is \$13.6 million.

Clearly it is in the Town's best interests to partner with the existing land owner on the future development of this parcel of land; it has the potential to redefine the Town of Stratford, and bring the core of the community to the Hillsborough River. As such, it is recommended that the Town, CADC and the landowner negotiate a list of responsibilities for the development prior to moving forward.

The following phasing and implementation strategy is one scenario on how the WCA vision could be achieved. The precise actions and the order in which they are undertaken will depend on available funding, evolving markets and the willingness of our partners. The following scenario illustrates, however, that Council's vision for the WCA is achievable.

PHASE 1 (ESTIMATED COMPLETION TIME - 2-3 YEARS, COMPLETION DATE: 2010)

The easiest component of the WCA is the immediate development of the properties fronting on Stratford Road. Early in this study, the CGI building was negotiated using an early version of the plan and early architectural design controls. This building will be complete in early 2007 and there is significant potential for additional developments to follow suit. Phase 1 should then include all land on Stratford Road excluding the existing Southport Motel. Phase 1 should include a Council commitment to partner on construction of the streets and/or infrastructure for the remaining phases. It is estimated that phase 1 will take 2-3 years to complete. It is possible that phase 2 may begin before build-out of phase 1 is completed.

Phase 1 Next Steps:

- a. Initiate active marketing strategy for the Southport development. Develop print and branding collateral.
- b. Coordinate the roles and responsibilities for the Town, CADC and property owner in implementing the various stages of the development. Determine when resources will be needed to see the various stages realized and budget costs in capital budgets for the various phases. (2006).
- c. Complete negotiations with Imperial Oil to secure a right-of-way or a portion of their property south of the existing Esso. This will be needed for the St John Avenue extension. Determine to what extent, Imperial Oil will partner on this project (would they like to develop their land, reserve their land, or sell their land?).
- d. Implement the recommended zone changes consistent with this plan.
- e. Undertake the Marina market study and shoreline protection study
- f. Implement the changes needed to the sewage treatment lagoon to enable the surrounding property to be developed efficiently. Council will need to choose a short term or long term solution for the lagoons as described in this Plan. Start dialogue with the City of Charlottetown for long term sewage treatment options.
- g. Work with CADC to construct the waterfront trail along the waterfront and under the Hillsborough Bridge.
- h. Capitalize on the PR value of the CGI development for future phases.
- i. Negotiate the 3 intersection improvements on Stratford Road with the Department of Transportation for the next phase.
- j. Determine possible infrastructure funding programs to implement the various phases outlined in the Plan.

PHASE 2 (ESTIMATED COMPLETION TIME - 5 YEARS : COMPLETION DATE: 2015)

The second phase of the plan is to realize the three waterfront access roads (Glen Stewart Drive Extension, St. John Avenue Extension and, Residential Street). These will most likely develop at different times

depending on market conditions for the various areas (high density residential, retail, commercial, etc.). One of the immediate challenges will be maintaining the operation of the current Southport Motel. This poses no challenge for development of St. John Avenue Extension and Residential Street, however, for Glen Stewart Drive Extension, it means that the road must be constructed as a single loaded road with development on the south side only, or part of the motel must be relocated or torn down. Since this area will be the main commercial street, the existing land owner and the Town will need to work closely together to see the project realized in a mutually acceptable fashion. A lift station will need to be constructed near the end of Harbourview Drive at some point early in phase 2. An optimistic estimate for phase 2 is 7-12 years to complete. It is possible that a portion of phase 3 may begin before phase 2 is completed.

Phase 2 Next Steps:

- a. Continue marketing Southport to developers and builders.
- b. Begin dialogue with property owners in the North Waterfront Core Area to determine if partnerships could be formed with the Town to allow this area to be considered in the overall Southport marketing Strategy. Develop schedules for redevelopment of this area. Assign budgets for capital improvements in this area (the park, intersections, servicing improvements, etc.)
- c. Create a detailed layout and grading plan for all of phase 2. Create streetscape details and road sections for tender. Determine the scope of each various tender package and its timing for construction. This will be coordinated depend-ing on developer interest for the various aspects of phase 2. It will likely involve 3 separate tender packages for each of the 3 roads.
- d. Prepare detailed conceptual schematics (not working drawings) for phase 3 to ensure coordination with phase 2 works.
- e. Construct the roads as infrastructure as developer interest warrants.
- f. Implement the Civic Signage Strategy.
- g. Investigate permits for shoreline infilling needed for phase 3 Waterfront Drive.
- h. Begin to identify possible uses (library, art centre, etc.) for the public land reserve across from the waterfront plaza.
- i. Partner with CADC on a management plan for public parking lots in phase 2.

PHASE 3 (ESTIMATED COMPLETION TIME - 3-5 YEARS : COMPLETION DATE: 2018-2020)

Phase 3 includes construction of Waterfront Drive and related developments. This phase should be tied into the potential marina development; although, the street related development parcels could proceed without the marina. During the implementation of this phase, the waterfront plaza will likely be relatively simple. Possibly sod and a few trees. In later years, the waterfront greenway and plaza will be constructed. The question of whether a full TCH intersection or a controlled access intersection is warranted will be answered during this stage of the project. This phase will also be contingent on the sewage treatment lagoon decommissioning.

Likely around the time phase 3 gets implemented, the north WCA will start to proceed as the existing strip mall nears the end of its life and as the first two phases of the south WCA start to take shape. At this stage, momentum will be gathered to carry the principles forward across the TCH to the north WCA. It is estimated that phase 3 will take 3-5 years to complete.

Phase 3 Next Steps:

- a. Implement the long-term sewage lagoon strategy to remove the lagoons and reduce the footprint of the facility. Ensure the solution will not compromise the future north WCA development potential.
- b. Prepare a park site plan for the sewage treatment lagoon site. Ensure coordination across the highway with the North WCA lands.

- c. Determine if the marina development is feasible and plan for its coordination with the waterfront drive extension.
- d. Determine if a “full intersection” or “controlled access intersection” is warranted at the TCH. Implement the most feasible option.
- e. Complete permits for infilling and dredging as may be required for the marina or waterfront drive extension.
- f. Prepare working drawings for phase 3 on the south waterfront core lands.
- g. Work with owners of the north waterfront core lands to ensure development is coordinated with the waterfront core lands approach.
- h. Implement the waterfront greenway when infilling is complete.
- i. Prepare a master plan for the north WCA lands.

PHASE 4 (ESTIMATED COMPLETION TIME - 10 YEARS : COMPLETION DATE: 2030)

Phase 4 shifts focus from the south waterfront core to the north waterfront core. The triangular block of the existing strip mall may have begun or may be completed by this stage. It is estimated that phase 4 will take a further 10-20 years to complete depending on the scale.

Phase 4 Next Steps:

- a. Implement the master plan for the north WCA lands.
- b. Coordinate the extension of the waterfront trail from the bridge to Robert Cotton Park.
- c. Update the Core Area Plan and Open Space Plan for the town.

2.6 Design Guidelines

The following general design guidelines have been assembled to direct the appropriate form of development in the Waterfront Core Area. The guidelines can be broken down into commercial mixed use guidelines, residential guidelines and signage guidelines.

INTENT

The intent of these Design Standards is to create a Waterfront Core Area (WCA) with a strong historic downtown character. In order to achieve this outcome, a mixed-use development approach has been adopted that utilizes the following elements:

- traditional building forms and massing
- zero lot line development
- historic architectural details
- attractive streetscapes
- welcoming facades
- human scale
- public and intimate spaces
- waterfront activity
- waterfront views
- human interaction
- minimal vehicle dominance

In summary, the goal is intended to address the relationship between facades and public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks all within a mixed-use development.

COMMERCIAL MIXED USE AREA

- Building Height: Building height in the district should generally be no less than 2 stories and no higher than 4 stories. Exceptions will occur.
- Ground Floor Uses: The ground floor should primarily be dedicated to retail type commercial uses on Glen Stewart Drive Extension. The ground floor should be dedicated to commercial uses on St. John Avenue Extension.
- Ground Floor Openings: Windows and doors should occupy a significant portion of the ground floor face area.
- Building Setback: The building setbacks should normally be no more than 2' from the street lot line for a significant portion of length of the facade. No part of the ground floor facade should have a setback greater than 8' unless a courtyard is proposed..
- Sideyards: Sideyards should be of minimal widths. Corner lot sideyards should become publicly accessible alleyways. Zero lot development is preferred for all lots other than corner lots.
- Rear yard: Rear yard entry into commercial developments should be encouraged. Transformers, planters, etc should be screened with a wood fence if they occur between the parking lot and the back of the building. A shared service area may be incorporated into the rear parking lot design.
- Awnings: Awnings or overhangs are encouraged. Awnings should have adequate clearance for snow clearing. signs should be permitted on awnings and under-lighting is encouraged. Awnings should be traditional shed in design. Cotton canvas is preferred over poly-type materials.
- Roof Pitch: Traditional steep roof pitches are encouraged.
- Building Mass: The mass of any building on the block should be 'pedestrian scaled'. Buildings greater than 60' of frontage length should be broken down into compartments' with a distinct change in vertical architectural style using different facade materials, projections, roof changes, colours, etc. At least one door is recommended for each compartment on Glen Stewart Drive Extension.
- Stormwater Management: Roof leaders at the rear of the building should be directed to a covered cistern designed to hold the 2 year- 1 hour storm volume. Roof leaders at the front of the building should be tied into the street stormwater system.
- Light Pollution Reduction: Building lighting shall be designed to minimize light bleed onto sidewalks or parking areas.
- LEED-NC: To encourage sustainable building design in the waterfront core area, Council could consider making LEED-NC certified buildings eligible for a commercial tax rebate for the first 10 years.
- Water Use Reduction: Low flow plumbing fixtures and waterless urinals are encouraged in all buildings.
- Mechanical or communication appurtenances: Large mechanical or communication appurtenances should not be visible from the street

RESIDENTIAL BUILDINGS

- Building Height: Building height in the district should generally be no less than 2 stories and no higher than 4 stories. The 4th floor should be incorporated into the roof design. Exceptions will occur.
- Ground Floor Uses: All 'ground floor units' abutting the street are encouraged to have independent doors for each residential unit on the street.
- Building Setback: Zero setbacks are preferred. Building setbacks ideally should be no more than 10' from the lot line.

- Sideyards: Sideyards should be of minimum widths.
- Awnings: Awnings or overhangs are encouraged.
- Underground Parking Garage: Access to any underground parking facilities should be discouraged from any street. Access should be from back or sideyards (if the unit abuts the main parking lot entrance).
- Roof Pitch: Traditional steep roof pitches are encouraged.
- Building Mass: The mass of any building on the block should be 'pedestrian scaled'. Buildings greater than 60' of frontage length should be broken down into compartments with a distinct change in vertical architectural style using different facade materials, projections, roof changes, colours, etc.
- Stormwater Management: Roof leaders at the rear of the building should be directed to a covered cistern designed to hold the 2 year- 1 hour storm volume. Roof leaders at the front of the building should be tied into the street stormwater system.
- LEED-ND: To encourage sustainable building design in the waterfront core area, Council could consider making LEED-NC certified buildings eligible for a residential tax rebate for the first 10 years.
- Water Use Reduction: Low flow plumbing fixtures and waterless urinals are encouraged in all buildings.
- Mechanical or communication appurtenances: Large mechanical or communication appurtenances should not be visible from the street.

SIGNAGE

- Sign Board: A sign board for commercial signage or awnings is encouraged above the first floor for no greater than 60% of the frontage length. Gooseneck lighting is preferred above all sign boards.
- Sign locations: Signs are encouraged anywhere between the first and second floors.
- Back-Lit Signs: Back-Lit signs are discouraged anywhere in the waterfront core area, except to backlight raised lettering only.
- Projecting Signs: Projecting signs are encouraged in the waterfront core area. Projecting signs should have adequate clearance.

Chapter 3: Town Centre Core Area

The Town Centre Core Area, is located between the Waterfront Core (Hopeton/Keppock Road) and Kinlock Road. This area sits at the geographical centre of Stratford and is the civic heart of the community. The focus of the Town Centre Core should be to:

1. Promote the establishment of a compact, pedestrian-oriented Town Centre consisting of vibrant and dynamic mixed-use areas, and residential living environments that provide a broad range of housing types for an array of housing needs;
2. Promote a diverse mix of residential, business, commercial, office, institutional, educational, and cultural and recreational activities for workers, visitors, and residents;
3. Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction;
4. Create a place that represents a unique, attractive, and memorable destination for visitors and residents of Stratford; and
5. Enhance the community's character through the promotion of high-quality urban design.

From an urban design perspective, Town Hall was designed as a civic focal point; it is surrounded by high quality open space, and local streets terminate at the edge of the property, thus providing unique vistas of Town Hall. In keeping with this principle, the plan illustrates a new intersection from the highway that would provide another direct access to Town Hall, thus reinforcing its civic presence; this connection has yet to be built.

In order to enhance the image of Town Hall in the future, additional land should be added to the existing green belt around the building, thus allowing room for the construction of a new school or other institutional facilities at a later date. Following this design thought further, this Plan recommends providing additional space for other institutional uses such as churches and medical clinics. The civic clues of the Town Centre Core should be surrounded by high quality residential development on three sides and high quality mixed use development (commercial and residential) to the south, connecting Town Hall to the Highway.

On the south side of the highway, the Town Centre Core should include high quality mixed use development which addresses important natural features such as the major drainage corridor that runs through the centre and the urban forest in the south east corner of the new intersection. The intersection must be designed to accommodate pedestrians, connecting the residential areas south of the highway to Town Hall, and should incorporate a high standard of landscape design.

Housing options for the Town Centre Core should provide a mix of housing types styles, from traditional single family homes, to condominium, apartment, town house, and duplex.

Where the Town Centre Core backs on to existing residential properties, new residential development style should be sympathetic to existing housing and neighbourhoods; but as development moves away from existing residential areas towards the Core, there should be more opportunities for increased housing density and more diverse development types. Obviously, multi-storey residential housing would be better suited closer to the commercial and mixed use areas.

Unlike the Mason Road Core Area, the big box retail and large plate commercial model is not ideally suited for some areas of the Town Centre Core Area (mostly the land west of the new intersection). This approach is characterized by pavilion style buildings surrounded by parking and asphalt on 4 sides. On the new north entry road leading to Town Hall, the commercial development style should encourage the street related

commercial style with pedestrian related sidewalks entering into commercial units from both the street and rear parking areas. Parking should be accessible from the street but should be located in the rear, shielded from the street by buildings. The scale of the street should be consistent with a ‘town’ scale, not the recent highway collector scale.

The exception to the approach described above includes the lands adjacent to the Jubilee/Kinlock/TCH intersection. This area represents an extension of the building/development forms and land uses represented in the Mason Road Core Area (Chapter 4).

The drainage corridor that runs through the centre of the Town Centre should be preserved as a linear park, which doubles as a drainage corridor (i.e., an open space focal point) rather than a right of way for underground storm sewer pipes. Many communities in North America are now spending significant municipal budgets to ‘daylight’ old streams and drainage corridors that were culverted with stormwater pipes over the last hundred years. Daylighting principles should be employed in the Town Centre to create visible open space stormwater amenities instead of invisible civil infrastructure. The Town Centre should be directly linked to all outlying communities in Stratford via a multi-use trail network.

3.1 Town Centre Core Vision

In 2020, the Town Centre Core Area will be the definitive civic heart of Stratford. The area surrounding Town Hall will be some of the Town’s premiere open space with walking trails, a multi-use field and a high quality urban park. The Town Centre open space will be linked to all the outlying communities via a spacious multi-use trail network. A potential Junior High School to the North of Town Hall will provide shared parking for the school and Town Hall. A new entrance on the north side of Town Hall will link the two facilities. The residential land to the north of the Civic Core will provide a variety of high quality housing options for a broad cross section of Stratford residents, from young families to seniors. All are just a few minutes walk (on sidewalks and trails) to outstanding parks and stores that provide daily conveniences.

The Town Centre intersection will offer some of the finest landscape design in the town. A short urban bridge will link the highway to the Civic Core over a landscaped pond which doubles as a component of the Town’s stormwater control infrastructure. High quality 2 and 3 story buildings line the road into the Town Centre Core on both sides of the Trans Canada Highway. These roads have sidewalks, pedestrian scale lighting with banners, street trees with large canopies over the street providing shade to pedestrians, and ample on-street parking. The buildings lining these streets are outstanding examples of architecture which reinforce Stratford as the quintessential Canadian Town. Parking will be accessible and plentiful behind these buildings. In some places, animated cafe’s spill out onto the sidewalk. Civic art is plentiful and reinforces the notion of Stratford as the cultural capital of PEI. Throughout, there is ground floor activity with offices and shops, while residents live in upper floors. The drainage corridor running through the centre of this area provides an open space back-bone linking the Town Hall Civic Core to the Glen Stewart School.

3.2 Town Centre TCH Intersection

The proposed Town Centre intersection is the key to the Town Centre Core Area. Without it, development potential and neighbourhood connectivity with the civic core will be seriously compromised. The intersection provides a vital connection between the civic heart of Stratford and the outlying communities. It also provides a pedestrian crossing to bridge the north and south sides of Stratford, linking both sides to the institutional core of Stratford.

While the previous Core Area Vision study showed an additional intersection aligned with Ducks Landing, it is not believed that an additional intersection is required or warranted. The Core Areas will be served by

parallel collector streets that will provide interconnection between Stratford Road, the Town Centre (Town Hall) Street, Kinlock Road / Jubilee Road and Mason Road.

The Town Centre intersection on TCH Route 1 should be developed to a high design standard. Since volumes on TCH are high and will continue to increase over the next 20 years, the intersection design should include:

- two through lanes on TCH Route 1 for each direction of travel.
- concrete median with appropriate landscaping on TCH to separate opposing traffic flows and to provide refuge for pedestrian crossings.
- left turns lanes on TCH for both directions of travel
- right turn lanes with right turn channels will probably be required at the four corners
- Town Centre Street should have two approach lanes to the intersection; one for through and right turning vehicles, and one for left turning vehicles
- actuated traffic signals, with separate left turn phases for all approaches and pedestrian actuated cross walk signals.

While this new intersection will be an important point of access for vehicles into the Town Centre, it will be equally important as a pedestrian connection between various Stratford communities and the civic uses in the Town Centre. The main roads off the Trans-Canada should be designed to an urban standard with curbs and gutters, 6-10' wide sidewalks separated from the roads by grass medians, tree lined and with parallel parking on both sides of the street. A planted 10' wide median should extend from the TCH to the Town Hall. Light standards on the connecting roads from the TCH should be pedestrian scale instead of highway cobrahead standards, except adjacent to the Jubilee/Kinlock/TCH intersection.

3.3 The North Town Centre Core

The North Town Centre Core includes the land north of the TCH, including the lands around Town Hall, the residential land surrounding it and the commercial corridor along the highway. It is clear that the north Town Centre Core needs to be well connected (pedestrian and vehicles) to the rest of Stratford. The Civic Core (the area surrounding Town Hall) needs to be one of the highest quality open spaces in Stratford and provisions must be made to include other institutional functions. The commercial area should include mixed-use developments sympathetic to the town centre model as well as big box style developments directly adjacent to the TCH/Jubilee intersection.

THE CIVIC CORE

The civic core is the heart of the town centre core area and includes the land surrounding Town Hall, approximately 20-22 acres in size (the existing Town Hall Parcel is 12.7 acres). Town Hall creates the focal point for the Town Centre Core. In the concept plan, roads have been aligned to showcase the tower on Town Hall. The tower emphasizes the importance of the institution as a focus point for the Town.

There are several components that make the civic core important. These include:

Additional Institutional Infill

There are ample opportunities for a range of additional institutional infilling surrounding Town Hall. This could include:

- a. A new Junior High School building with room for bus drop-offs, roughly 60-100 parking spaces, large gathering areas for students on the non-residential side of the building, a sympathetic school face on the residential side, and well connected trail system into the community. The parking lot and multi-use

fields could be shared with Town Hall.

b. Other institutional uses like churches, clinics, library, museums, arts facilities, convention centre, other cultural/civic facilities, etc. There may be opportunities for mixed use development on the main south entry into the Civic Core.

Town Square

The central urban park will provide a counterpoint to the architectural form of Town hall. The drawing shows a traditional 'Town Square' arrangement for this urban space. The town square will be surrounded by large stately trees, landscaped areas, civic art and a major water feature as a focal point for the entry road into the Civic Core. Like a traditional town square, mixed use buildings could surround it. The Town Square needs to be designed to a very high quality, while recognizing that implementation could be piecemeal over the next decade.

Clustered parking

Clustered parking provides pockets of parking for the Civic Core. Unlike the existing configuration for the Town Hall, where parking lines both sides of the entry road in a highly visible manner, the parking should be distributed off the main roads to be accessible, but discrete. The parking lots should be designed to retain stormwater runoff of less than 2 year recurrence interval. Trees should be planted in all parking islands to reduce the impact of the urban heat island effect (increased temperatures in urban areas as a result of reflected radiation from asphalt). In the future, there may be an option to provide a large parking lot north of Town hall. This would require future access from the building on the north side of the central entry.

Active Recreation Facilities

A high quality multi-use field could be a central feature of the Civic Core. Properly designed, the field could be used for soccer, football, baseball, softball and rugby. The Town could explore an all-weather turf field for the Core. These synthetic fields provide extremely high quality sport surfaces and are not subject to growing conditions which damage traditional fields. A high quality sand-base sports field would also be appropriate for this area. The topography should be sculpted to provide seating overlooking the fields. A high quality adventure playground facility should also be accommodated next to the fields. The Town should consider constructing an 'accessible playground' facility where all children, with and without disabilities, can develop essential skills for life as they learn together through play.

CONNECTED GREENSPACE

The Civic Core must be well connected to surrounding neighbourhoods via a series of greenways and on-street sidewalks. A 30' multi-use trail corridor should connect the Civic Core with Mason Road, Bunbury Road and the eastern border of the adjacent lands.

RESIDENTIAL LAND SURROUNDING THE CIVIC CORE

The land bordering the east side of the new Civic Core could be lined with medium density residential development like townhouses and semi-detached homes or possibly mixed use development. Families typically like to back onto active recreation park lands. Large single family lots typically do not want to be located adjacent to active recreation fields. The land to the west of the Civic Core is zoned R3 and there are currently apartment buildings in this area. Apartments are an as-of-right use in this area and they do not compromise the Civic Core concept.

It will be important that the Town work with the existing developer to maximize the area for the Civic Core.

Future parkland dedications for the lands should be located in the Civic Core to provide ample space for this important area. The Town should also work with the developer to consider reallocating parkland dedicated to an area south of the recent PURD development lands (an area of approximately 2.75 acres) to the Civic Core. A small 6,000 -8,000 sq.ft. playground area should be preserved with road frontage of no less than 60'. This would allow the developer to utilize this area for future housing while ensuring that the town reserves parkland where it is best suited around Town Hall. On top of this, a well integrated trail network should be linked to the Civic Core throughout the remaining developments in this area.

THE NEW INTERSECTION – NORTH GATEWAY CORRIDOR

The new intersection proposed on the TCH in this location will be the main gateway into the north and south Town Centre Core. The road to the north should be designed with a 10' landscaped boulevard in the centre, on-street parking on both sides of the road, generous sidewalks, street trees on the outside of the sidewalks and street related mixed use development with ample ground-floor activity. A stormwater pond, located at the entrance to the northern gateway, will serve as park-like entrance into the Civic Core. A bridge-like (not necessarily a bridge) structure will cross the stormwater ponds. The bridge should be designed with seating overlooking the park areas, ceremonial light standards, colourful banners, wide sidewalks, interpretive panels for pedestrians and a marine nautical flair. While the ponds could be connected with a simple 'Shaw-span' structure, it is important that, from above, the bridge be designed as a ceremonial gateway. The stormwater ponds should be designed with a well landscaped park surrounding and should be connected to the highway trail system proposed for the north side of the TCH. The ponds must not be designed as a typical 'engineered detention basin'. Powerlines should be directed to the rear of the properties in this corridor.

THE SHAKESPEARE RESIDENTIAL CORRIDOR

The Shakespeare Drive corridor is currently designed as a TCH collector road, aligned to direct traffic past the Town Hall, west into the Heron Drive neighbourhood where the road system is convoluted. The suggested design connects into a Civic Core ring road at a T-intersection, allowing motorists to drive straight into the Civic Core, turn right into the new residential lands and up to Mason Road, or turn left onto Shakespeare Drive. This T-intersection design is important in establishing the Civic Core ring road concept. It also helps to slow traffic entering the Town Core.

For the lands south of Shakespeare Drive (south of Ducks Landing), lots which front on Shakespeare Drive are currently required to conform to the established lot standards. New development that does not front on Shakespeare Drive is encouraged to meet the higher development standards recommended for the Town Centre Core. Council should consider granting density bonuses in return for compliance with higher development standards.

TOWN CORE COMMERCIAL CLUSTER

The lands immediately bordering the TCH (in the vicinity of the Jubilee Intersection) provide ample room for medium scaled, free standing traditional commercial developments. For these developments, the highway 'face' of the building needs careful consideration. Service bays and maintenance areas (trash, loading bays, etc.) should not be located on the highway face. Ideally, several of these building types would be clustered together with service areas located between them. The landscape guidelines recommended in this chapter should be observed.

3.4 South Town Centre Core Area

The South Town Centre Core Area lies to the south of the TCH below the proposed new Town Core intersection. The area is currently zoned as a Comprehensive Development Area zone (CDA). While CDA zoning is employed all over North America, the uncertainty associated with this type of zone often stalls development (developers frequently refer to the CDA acronym as ‘Can’t Develop Anything’). The lack of easy accessibility to this parcel probably did more to restrict development than the CDA zone. However, with the construction of a new intersection in this location in the near future, the CDA zone could limit development potential and would not offer developers any direction on the desired development form. Much of this area should be rezoned as Mixed-Use like the North Town Centre Core.

There has been discussion for years about the alignment of MacKinnon Drive and its connection to either Glen Stewart Drive or St. John Avenue. There are serious constraints with both connections. Opponents of the Glen Stewart Drive connection fear that the additional traffic on Glen Stewart Drive would be a real cause for concern for students of the Glen Stewart School. Opponents of the St. John Avenue connection fear that traffic will be directed to the St. John - Stratford Road intersection, which can never be controlled by traffic signals due to its proximity to the existing TCH - Stratford Road intersection. This would create a very dangerous intersection.

As long as MacKinnon / Glen Stewart Drive road speed is limited to 50-60 km/hr, the MacKinnon-Glen Stewart Drive connection is the better option from both a traffic and safety perspective (exiting Stratford Road from a non-signalized St. John Avenue intersection will be dangerous for drivers and pedestrians). It must also be considered that Glen Stewart Drive will be the main link into the Waterfront Core Area and despite a MacKinnon-St. John Avenue alignment, many drivers will opt for the Glen Stewart shortcut because it will be signalized. Dozens (possibly hundreds) of schools in Atlantic Canada contend with similar traffic conditions as would exist with a MacKinnon / Glen Stewart Drive connection. Despite this rationale, residents and parents have a real concern about this connection and will need further consultation after the Core Area Plan is approved to ascertain the most acceptable alignment.

The plan shows how the MacKinnon Drive - St. John Avenue connection could work (the solution for the MacKinnon-Glen Stewart connection is evident). The northern road reserve on Marion Drive (by the ball field) should also be used to connect Marion Drive to MacKinnon Drive. This solution distributes the traffic over a number of road systems and neighbourhoods without concentrating traffic on any one road. A future trail right-of-way should be preserved between the new intersection road and Marion Drive cul-de-sac.

TOWN CENTRE COMMERCIAL

The land between the existing Sobey’s store and the proposed new intersection should be preserved for additional medium scale commercial development similar to what exists on the Sobey’s property next door. The previous vision plan showed this area preserved entirely as an urban forest. Clearly, the highest and best use for this land adjacent to a new intersection is not urban forest as the demand for commercial expansion will be significant in this area. Nonetheless, a portion of the urban forest (no less than 2000 sq.m.) should be preserved along the highway to break up what would otherwise be a very large parking lot. A smaller pad mixed use lot should be reserved for the south east corner of the new intersection and be developed to a high standard.

MIXED USE ZONE

A mixed use zone should be established over the lands west of the new TCH intersection. A drainage corridor bisects this area and there are low, periodically wet areas though this corridor. The land in this area

transitions from the large commercial plate facility on the Sobeys land to the residential and mixed commercial areas on St. John Avenue. A mixed use development would ideally bridge these land uses. The mixed use area drawn on the plan flanks both sides of the drainage corridor. Ideally, a pond and park could be constructed in this area to provide an amenity for the surrounding residential development. There are opportunities for medium scale commercial facilities, offices and high density residential in this area.

DRAINAGE CORRIDOR

The stormwater drainage corridor through the south Town Centre Core should be preserved as an above-ground feature as much as possible. The drainage corridor between Millennium Drive and Greensview Drive must be observed connecting this area to Spruce Grove Park. The cross section should be designed to carry the 25 year flood (with mitigation measures for the 100 year flood) but it should not be an ‘engineered-looking’ structure (rip rap, rock lined ditch, etc.). Instead, it should be designed as natural drainage swale and landscaped with native vegetation. This corridor should also be used as a trail backbone as part of the open space network.

HIGHWAY CORRIDOR ENHANCEMENT PROJECT

The highway corridor is currently a single purpose environment designed to move vehicles safely through Town. Other communities in Canada (even Charlottetown and Cornwall) are moving towards a multi-purpose highway corridor design which includes wildlife habitat improvement, aesthetics, microclimate amelioration, community identity, etc. This is clearly the domain of the provincial Department of Transportation and will require significant discussion and negotiation before any enhancements can be considered.

The Town should strike a community led “Highway Corridor Enhancement Program” committee to lead the effort. The group should be challenged with introducing trails and street trees (possibly lighting) along both sides of the TCH. There are a number of vehicle safety setback issues that must be observed for a 70km/hr highway corridor; however, these issues can be accommodated. One or more councillors, and an equal number of staff, should sit on the committee. The group should identify necessary land acquisitions, DOTPW transportation safety standards, and a suitable plan for advancing to DOTPW. The Town should identify funding opportunities for advancing the project and should facilitate communication between the committee and the DOTPW.

3.5 Challenges to Implementation

The challenges for the Town Centre Core are not insurmountable; however, this area will take time and patience as it evolves. On a positive note, there are very few land holders with whom the Town needs to coordinate the implementation of the plan. This can be positive if the land owners subscribe to the premise of the Core Area Plan. There are also a number of community and DOTPW coordination issues that need to be addressed. There are no real physical constraints, except some of the drainage corridors.

HIGHWAY INTERSECTION

The Town will need to continue dialogue with the Department of Transportation and Public Works to see the new intersection realized. The stormwater drainage swale runs directly in the location of the proposed intersection and will require some additional coordination.

SERVICING

The existence of the Town Hall and the servicing in place for that development are important assets when examining future sanitary infrastructure requirements to support the development envisaged in the Plan for the Town Centre Core. The existing sanitary sewers and water mains have capacity for new development, although in the lower area near the Trans Canada it may be necessary to install a sewage lift station from the low point to existing gravity sewers.

Water supply is, like most of PEI, from a well field. As the demand for water increases in Stratford, this resource will need to be monitored, and perhaps revisited in terms of safe yield. The higher elevation parts of the Town, in particular in the far corners to the northeast and southeast, may require some form of booster pump station as demand grows and reduces system pressure through water use.

General policies, such as requiring the looping of water transmission pipes whenever possible, funded as part of on lot development requirements for large developments, should be maintained and enforced.

STORMWATER MANAGEMENT

The Town should implement a no-net runoff approach to developing the commercial properties in the Town Centre Core. This means that the 5 year post-development runoff curve should match the 5-year pre-development runoff curve. Flood conveyance is not recommended as the sole civil design treatment. Instead, the projects should be designed to store 5 year floods onsite using a wide variety of modern approaches to design. As much as possible, the existing stormwater drainage swale should be preserved as an above-ground solution rather than an underground solution through the Town Centre Core.

RESIDENTIAL BUFFERING

About three dozen residential properties border the Town Centre Core Area (north and south). Where existing vegetation is present, a 20-30' buffer of vegetation should be preserved where all new residential development borders existing residential properties.

3.6 Phasing and Implementation

Since much of the land is privately owned, there is no clear phasing strategy for the Town Centre lands except for the areas where the Town can effect some change. There are several things the Town can do to effect change in the near-term. These include:

1. The Town should actively pursue the proposed intersection implementation on the TCH. This will take negotiation with both DOTPW and the land owner. The addition of this intersection, coupled with the proposed new land use bylaw changes for new core areas zones, will create immediate commercial and residential demand. Work with the Department of Transportation and land owner to fine tune the intersection alignment and design.
2. The Town should assemble a community led committee to pursue the Highway Corridor Enhancement Program. The group should establish their mandate (with help from Council and staff) and the Town should facilitate discussions with DOTPW. The Town should begin dialogue with other communities in PEI who have gone through a similar process (Charlottetown, etc). The Town should identify potential funding and revenue sources for implementing the program. The committee and Council should consider encouraging the community to help construct various aspects of the project (tree planting, trails, etc.).
3. The Town should undertake a comprehensive stormwater management strategy. The Town Centre Core will play a prominent, direct role in this strategy since the drainage corridor bisects the area. A pond or

series of ponds may be required as part of this plan. Single purpose engineering structures should be avoided in favour of multi-purpose community and wildlife amenities.

4. The Town should work with the land owner(s) to begin discussions with the local community about the Mackinnon Drive extension alignment. This will be initiated by the land owner, facilitated by Town planning / engineering, and possibly DOTPW staff.

5. Work with the land owner and DOTPW to determine an equitable cost sharing arrangement for the new intersection. To this end, a property assessment should be completed for the affected lands without the intersection and with the intersection.

6. The Town can start to plan for the implementation of the Civic Core. The Town could start to look for partners for the potential commercial / institutional lands. The Town should continue to consider the location for a future junior high school.

3.7 Design Guidelines

In order to utilize the Town Core residential and Town Core Mixed Use zone, the following architectural and landscape design standards should be encouraged. Plans for all buildings and site layouts should be submitted to be reviewed by the Town to ensure conformance with the standards before issuing a building permit.

INTENT

The intent of these Design Standards is to create a Town Centre Core Area which has a distinct urban character. A mix of institutional, residential, commercial and mixed use land uses will be accommodated within distinct zones. The Town Centre Commercial area adjacent to the TCH/Kinlock Rd./Jubilee Rd. intersection will accommodate high traffic commercial uses with similar Design Standards to the adjacent Mason Road Commercial Zone.

The balance of the TCCA, including the institutional, mixed use and residential zones will be developed with high quality urban style streetscapes with on-street parking, curbs and gutters, sidewalks, underground services and street trees. Somewhat higher density and innovative housing forms will be encouraged. Site plans shall reflect high development standards, superior landscaping and provision of amenity areas for pedestrians. Pedestrian and bicycle facilities and linkages will be an intrinsic component of all development plans.

Buildings should conform to traditional architectural styles and be of superior quality. Commercial signage should be controlled and no “pylon” or elevated free-standing signs shall be permitted outside of the TCC zone.

ARCHITECTURAL DESIGN GUIDELINES (SINGLE FAMILY, DUPLEXES & SEMI)

1. Sheds, detached garages and any other accessory building should be compatible with the style, color and composition of the main house and should be maintained to the same level of repair and appearance as the main house. Pre-fabricated, freestanding sheds are encouraged.
2. Porches are encouraged on all homes.
3. Low-flush toilets and low-flow shower heads are encouraged in all bathrooms.
4. Fence designs should be appropriate for the architectural style of the building. Chain link fences should be discouraged.
9. Garages should be located and treated so that on approach the house on the lot is not visually dominated by the garage. Carports are discouraged and should only be approved where they are compatible

with the architectural style of the building and where adequate screened storage facilities are provided.

ARCHITECTURAL DESIGN GUIDELINES (MULTI-UNIT APARTMENT OR CONDOMINIUM)

1. Parking between the building and the streets should not be encouraged.
2. The building should be designed to clearly conform to an architectural 'style' (Victorian, Prairie, Craftsman, Georgian, etc). Exterior details should support the selected style (windows, roof, porticos, trim, shingles, entries, etc.).
3. Vinyl siding should only be approved where the architectural details are appropriate to traditional building design.
4. Low-flush toilets and low-flow shower heads are encouraged in all bathrooms.
5. Fence designs should be appropriate for the architectural style of the building. Chain link fences should be discouraged.

COMMERCIAL DESIGN GUIDELINES

Roof Lines

Variations in roof lines should be used to add interest to and reduce the massive scale of large buildings. Roof features should compliment the character of any site built adjoining a neighborhood.

1. Rooflines should be varied, with a change in height or with parapets or other architectural roof details. Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs and roof top equipment from public view. All rooftop equipment should be concealed from public right-of-way view adjacent to the property.

DETAIL FEATURES

Buildings should have architectural features and patterns that provide visual interest at a pedestrian scale, reduce massive aesthetic effects, and reflect the character of the local area. The elements in the following list should be integral parts of the building fabric and not superficially applied through trim, graphics, or paint.

2. Building facades are encouraged to include a repeating pattern with no less than three of the elements listed below.
 - Color change
 - Texture change
 - Material change
 - Expression of architectural or structural bay through a change in plane, such as an offset, reveal, or projecting rib.

COMMERCIAL LOADING & STORAGE AREAS

Loading areas and outdoor storage areas have visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties and/or public streets, should be screened, recessed or enclosed. Appropriate locations for loading and outdoor storage areas include areas between buildings and on those sides of buildings that do not have customer entrances.

As a guide:

3. No areas for outdoor storage, trash collection or compaction, loading, or any other such use should be located in close proximity to any public street, public sidewalk, or internal pedestrian way.
4. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions should be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.
5. Areas not inside a building for the storage and sale of seasonal inventory should be well defined

and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences and covers should conform to those used as predominant materials and colors for the building. If such areas are to be covered, then the covering should conform to those used as predominant materials and colors on the buildings.

6. Temporary sales/display areas of seasonal materials such as Christmas trees and seasonal landscape plant material, loading areas and outdoor storage areas should not restrict the traffic flow onto or through the site.

7. All exterior shopping cart carrels should be designed to match the character of the main commercial building.

Pedestrian Amenities

Pedestrian accessibility opens auto-oriented developments to adjacent neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. Public sidewalks and internal pedestrian circulation systems can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the commercial property.

To accommodate pedestrian flow:

8. Sidewalks on public right-of-ways should be linked to commercial sites via a internal sidewalk. These connecting sidewalks should be placed to minimize crossing internal roads or parking lots. There should be at least one sidewalk linkage per adjacent street frontage. Where the connecting sidewalk connects to a parking lot, the sidewalk should extend to the travel lane (i.e. it should not end or start at a parking stall).

9. Continuous internal pedestrian walkways, should be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points and should feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.

10. Sidewalks should be provided along any building facade featuring a customer entrance, and along any facade abutting public parking areas.

11. Weather protection features such as awnings or arcades in front of the main entrances and on each side of all customer entrances of the building are encouraged.

12. All major pedestrian walkway crossings should be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, scored concrete or stamped asphalt, in order to enhance pedestrian safety and comfort.

13. Bike racks should be provided for all commercial developments.

Signage Guidelines

14. No more than one fascia or signboard sign per business should be erected unless the business has a storefront facing a second street.

15. Free-standing Pylon Signs should only be permitted on Commercial lands east of the proposed new intersection into Town Hall

16. Fascia signs should not occupy a dominant portion of any building facade.

17. Billboards should continue to be prohibited.

Lighting

The intent and purpose is to avoid forms of light nuisance and intrusion, such as light pollution, light trespass, and glare from adjacent areas which affects both people and wildlife.

ARCHITECTURAL DESIGN GUIDELINES (MIXED USE DEVELOPMENT)

For mixed use developments, the previous ‘multi unit apartment or condominium’ design guidelines and ‘commercial’ design guidelines shall both apply.

Chapter 4: Mason Road Core Area

The Mason Road Core Area, like the Waterfront Core Area, is a gateway to and from the Stratford Commercial Core and the Stratford Industrial Park. The current Mason Road intersection with the Trans Canada Highway has some serious safety and commercial expansion limitations which will be explained in more detail in this chapter; however, the need for a new intersection in this area is necessary to solve a myriad of transportation and community access issues and to create opportunities for commercial expansion. To be effective, the new intersection must:

- provide safe, controlled access to and from the highway to access Mason Road, the Stratford Industrial Park, and Stratford/Georgetown Road
- eliminate the current Stratford/Georgetown Road highway access
- eliminate or resolve the current Dale Drive highway access
- maximize commercial land potential while minimizing the need to remove existing buildings
- provide adequate buffering capability to existing residential neighbourhoods (i.e. Dale Drive residents)

Over a dozen options for this new intersection have been explored in the year or so leading up to this study. Most recently, a concept for the new intersection was developed and was endorsed by the Provincial Department of Transportation and the Town of Stratford. The concept was challenged by Dale Drive residents during public consultation meetings held in 2005 and 2006 as part of a review of the options to determine the best intersection location. In January 2006, the Town approved the Dale Drive intersection option. In the spring of 2006, the plan was again revisited and discussed under a rezoning application for land in close proximity to the intersection at Dale Drive. The Town approved the rezoning application and the residents of Dale Drive appealed the re-zoning approval to the Island Regulatory and Appeals Commission (IRAC). The resident appeal was upheld by IRAC and the “proposed” development has been shelved until the design and zoning issues are resolved.

4.1 Mason Road Core Vision

In 2020, the Mason Road Core Area will provide a safe and convenient larger scale, highway commercial core for Stratford and outlying communities. Smaller commercial pads will be visible along the highway corridor, screening larger parking lots for big box retail behind it. These smaller commercial developments will have high quality architecture and appropriately landscaped lots. Parking for these small commercial pads will be located between each pad site instead of between the highway and the building. Stratford’s regional trail will be linked to the Confederation Trail along the highway corridor providing safe and convenient pedestrian access to the businesses in the Mason Road Core. Larger, big box establishments will be visible from the road and will be easily accessible via the reconfigured Mason Road - TransCanada intersection. Around the existing single family residences near Dale Drive, context sensitive open space, visual and acoustic buffers, mixed use and residential development will be located to buffer the residents from the neighbouring commercial activities. A park at the south end of Dale Drive will provide local residents with recreational amenities. The park will be directly linked to Stratford’s open space network. The Stratford Industrial Park entrance will be significantly enhanced. The industrial park will be home to some of the Island’s most progressive industries. The Park itself will have expanded considerably from its meek beginnings in the 1990s and will be a model Eco-Industrial Park. Industries with strong environmental ethics and policies will have located in the park specifically because of the parks

environmental commitment.

4.2 Mason Road Intersection Options

There is no denying the importance of a new intersection for Stratford in this location in the very near future. There is, however, some real debate about how to maximize the benefits and mitigate potential negative impacts. At the broadest scale, there are really only 3 options (and many derivatives of these options) for the new intersection. The opportunities and constraints of these options are presented below

DALE DRIVE EXTENSION

The Dale Drive extension option has been explored in detail, and while endorsed as the preferred location by Council, the resultant rezoning was rejected by local residents and IRAC (Island Regulatory and Appeals Commission).

The challenges with this alignment include:

1. The route brings the new collector road close (through) to existing residents via Dale Drive.
2. The route is convoluted (serpentine), and forces eastbound traffic from the Stratford Road and Mason Road to double back on itself to get highway access.
3. The Mason Road semi-controlled access (right in and right out only) is not the safest or most convenient option from a transportation planning standpoint.

Opportunities

- Like the other options, this option would remove the existing Georgetown Road / Stratford Road / TCH intersection.

MASON ROAD EXTENSION

The Mason Road extension option was also reviewed in some detail. The challenges with this alignment include:

1. The vertical highway profile and compound curve alignment of the highway east of the proposed intersection could benefit from improvements to the highway for 500-800 m east of the new intersection to make this intersection safe.
2. The varying scale and configuration of the surrounding land parcels remaining on each corner of the new inter-section would only provide 1 suitable commercial lot. It is clearly the least suitable solution from a commercial development perspective.
3. The necessary lane expansions on the Mason Road (left turn lane into the Industrial Park, one or two through lanes and a right turn lane onto the Trans Canada) would adversely effect the front of several businesses with the loss of approximately 7-10m of front yard and blocking of driveways (including the firehall and police station) due to exit lane stacking.
4. The proximity of the industrial park entrance and the new highway intersection may not provide adequate intersection separation. Inadequate separation will affect both safety and operation of the two intersections.

The opportunities with this alignment include:

- The Mason Road extension option is probably the most suitable option for Dale Drive residents. However, in closing the Dale Drive highway access and linking the collector to the existing commercial properties, there would still be a need for a commercial road (public or private) connection between Dale Drive residents and the highway. Unlike the previous option, however, this road would not be the collector road itself.
- This option maximizes the distance between the new intersection and the Jubilee/Kinlock intersection.

- The existing Georgetown Road / Stratford Road / TCH intersection would be removed by connecting Georgetown Road directly to Stratford Road and then connecting then to TCH at the proposed new Mason Road intersection.

So, while this option, at first glance, appears to be the most straight forward, it is probably the least suitable option for the Town and the Province due to the cost of upgrading the highway approach and the fact that it only would create 1 viable commercial lot.

MASON ROAD REALIGNMENT

The most promising option, the Mason Road Realignment, minimizes the constraints of the first two options while maximizing the opportunities. This option would realign the southernmost access of Mason Road to intercept the highway west of its current location along the back yards of the Fire Department and Norjohn Holdings Ltd.

The challenges with this alignment include:

- The alignment might compromise one dwelling on the south side of the highway.

The opportunities with this alignment include:

- The distance between the new intersection and the Jubilee/Kinlock intersection would be 660 m.
- The new intersection would create 4 viable commercial development parcels.
- The collector road would bypass the Dale Drive residents and provide significant separation. Like the Mason Road Extension Option, a smaller local road (or private access) would still be required to connect the collector with the Home Hardware parcel; however, this would not be the collector road itself like the Dale Drive Extension option.
- The existing Georgetown Road / Stratford Road / TCH intersection would be removed by connecting Georgetown Road directly to Stratford Road and then connecting then to TCH at the proposed new Mason Road intersection.

Another potential constraint with this option is that it aligns with Jenkins Avenue (currently a dead end). Short cutting through this neighbourhood would not be a problem unless Jenkins Avenue was extended in the future and connected to another road system. In this case, the layout of Jenkins Avenue would need careful consideration and application of traffic calming mechanisms to minimize neighbourhood short cutting. Since the land to the south of Jenkins Avenue is designated as Agricultural Reserve, it is not believed that short cutting will ever be a problem with this alignment.

The Mason Road Realignment option looks to be promising for Stratford and the Province of PEI, and Council should pursue this option as soon as possible. The remaining chapter describes the design of the Mason Road Core.

4.3 The Mason Road Core Plan

As one of the key gateways into and from Stratford, the Mason Road Core must be designed to maximize its eventual commercial potential, while preserving a character that is consistent with very high quality urban design standards of the other core areas. Typical highway strip development, with its endless acres of parking, monotonous buildings, lack of vegetation and proliferating signage, clearly will not satisfy these goals. However, the Mason Road Core is one of the Stratford core areas that will accept properly designed big box development. Design standards are presented at the end of this chapter to ensure compliance with high quality development in the Mason Road Core.

MASON ROAD INTERSECTION

The Mason Road Realignment is the preferred intersection option for this part of the Core Area. The

intersection should be designed to the following design standards:

- a. Since volumes on TCH east of this location are expected to approach 19,000 vpd within the next 20 years, the intersection should be designed with two through lanes on TCH Route 1 for each direction of travel.
- b. Concrete medians with appropriate landscaping should be provided on TCH to separate opposing traffic flows and to provide refuge for pedestrian crossings.
- c. Left turns lanes on TCH for both directions of travel
- d. Right turn lanes with right turn channels will probably be required at the four corners
- e. Mason Road should have two approach lanes to the intersection; one for through and right turning vehicles, and one for left turning vehicles
- f. Mason Road Extension may need a dual left turn lane due to the short through length. As such, three intersection approach lanes may be needed.
- g. Actuated traffic signals, with separate left turn phases for all approaches, will be required at this intersection

The TCH width in this area is currently a narrow single lane TCH standard. Considering the volumes that are projected, the entire section of TCH in the Core Area from the Bridge to east of the Mason Road intersection will eventually require two through lanes for each direction of travel, an appropriate median, and turning lanes at all intersections similar to the Kinlock / Jubilee intersection. Highway setbacks for two through lanes, walking trails and a central median is shown on the concept. It is important to understand that the intersection design depicted in this plan is conceptual only. The final design and specific locations will be determined via a detailed engineering design exercise and final property acquisition negotiations.

Stopping Sight Distance

The section of TCH from about 600 metres east of the Georgetown Road intersection and throughout Stratford is posted at 70 km/h. Considering the upgrade on the westbound approach to the Georgetown Road intersection, and the pavement marking and signing at the intersection, it is expected that the prevailing westbound approach speed will be about 80 km/h. While the westbound TCH approach from the Georgetown Road intersection towards Mason Road is downhill with an estimated -5% grade, the section of TCH from Mason Road to the Kinlock / Jubilee intersection is essentially flat.

Stopping sight distance (SSD) for a highway intersection is measured using a 1.05 m driver's eye height and a 150 mm object height. The required SSD varies with approach speed and whether the approach is on an upgrade or downgrade. Typical SSDs for a -5% grade and a level approach for several approach speeds are included in Table 1. These distance were calculated using methodologies included in the Geometric Design Guide for Canadian Roads (Transportation Association of Canada, 1999).

While stopping sight distances were not measured in the field, photos taken during site visits indicate that SSD for eastbound traffic should be available from the Georgetown Road intersection towards Mason Road. Assuming a -5% grade on the TCH, the available 190 m from the Georgetown Road intersection to the existing Mason Road intersection is suitable for a 90 km/h approach speed. Since the proposed 'New' Mason Road intersection is on an approximately level section of road and is an additional 115 m east of the existing intersection, there is expected to be over 300 m of available SSD, which is considerably greater than required for intersection approach speeds.

Conclusion

1. The stopping sight distance at the proposed 'Mason Road Realignment' intersection is considerably greater than required for prevailing approach speeds.
2. The geometry of the proposed Mason Road realignment should provide good accessibility for existing Mason Road traffic, including large trucks serving the Stratford Business Park.
3. The relocation of the Georgetown Road access about 300 m west of the existing location, and the reasonably short and direct connector between Stratford Road and TCH at the "new" Mason Road intersection, should provide dramatically improved and safe service for Georgetown Road traffic.
4. The elimination of both the existing Georgetown Road and Mason Road intersections, and restriction of Dale Drive to right-in / right-out movements, will provide almost complete control of access from east of the existing Georgetown Road intersection to the Hillsborough River Bridge.

COMMERCIAL BLOCK 1

Commercial Block 1 is located in the south eastern corner of the proposed new intersection. This block is nominally 8 acres in size, assuming preservation of the existing structures in the eastern end of the site. The site is now predominantly used as pasture land but is not part of the agricultural reserve. This area could easily accommodate a 5000 sq.m. anchor development, 300 parking spaces, and two commercial or mixed use pad sites. Access should be directly from the new Mason Road extension collector road. Service bays should be located on the Stratford Road (south) end of the site for ease of access for delivery trucks. Despite the perpendicular orientation of this development to the highway, the highway 'face' of the development should be designed with a high quality facade. A significant portion of the highway face of this development should be glazing. Since the Back of this development will be highly visible for westbound traffic entering Stratford, the developer should devise a strategy to make the back of the development as appealing as possible. This could include an integrated landscape and architectural design strategy.

A commercial pad location should be preserved for the north west corner of commercial block 1. This building and its associated landscaping will break up the large commercial parking lot from the new Mason Road intersection. No service bay facilities (garbage, loading facilities, etc.) should be allowed on the highway face of this development.

A second, optional, mixed use site is shown in the south corner of Commercial Block 1 where the new collector road meets Stratford Road. A 3 storey maximum building should be allowed on this site provided the building is designed to high quality architectural design. The ground-floor and upper stories could be residential or commercial. The building should compliment the character of existing buildings on Stratford Road.

The access to Block 1 will require left turn lanes on the Mason Road Extension. The need for traffic signals at the Block 1 access will depend on the volume on Mason Road Extension, the volume generated by Block 1, and the volume on the collector road opposite Block 1 access.

Costs for collector roads, in ground services, landscaping, etc, could come from a combination of municipal, provincial, and federal funding programs, as well as capital cost contributions from adjacent land owners for added value to their development lands. Cost of the signals for Block 1 would probably shared by the Province and the Block 1 developer.

COMMERCIAL BLOCK 2

Commercial block 2 is located in the south western corner of the new intersection. The site could be bisected by an access road, creating 2 development sites. The north development site provides room for a medium sized (roughly 4,000 sq.m) commercial development, assuming the existing former Southport Hardware store is repurposed.

A second, smaller, mixed use development site is located on the south side of the Dale Drive extension. This site could contain a medium density development (900 sq.m. footprint), a mixed use development or a commercial development. A 3 storey maximum should be placed on any development on this parcel. A minimum 10-13 m. landscape buffer should be placed between the existing buffer bounding residential properties on Dale Drive.

COMMERCIAL BLOCK 3

Commercial block 3 bounds the Dale Drive area north of the existing residents (east of where Dale Drive meets the TCH). The plan shows Dale Drive forming a T-intersection with a new commercial road linking the new collector to the new Southport Home Hardware development. The Dale Drive link between this new road and the highway is optional. If the Dale Drive - TCH connection is preserved, it should be limited access with a right turn in and right turn out only and suitable acceleration and deceleration lanes designed for the 70 km/h speed limit on TCH Route 1. These road improvements would be cost shared between the Province and the developer. A more likely scenario would see the Dale Drive - Trans Canada Highway connection severed to limit access to the new intersection to the east. This would free up the current road right-of-way for redevelopment.

A small park should be considered for residents at the Dale Drive intersection. A mixed use development and a multi-unit residential development west of this park would buffer existing residents from additional commercial development in Block 3.

A big box anchor development could be sited in this parcel as generalized on the plan if adequate buffering is provided. Commercial property along the highway corridor should be preserved for smaller commercial pad developments.

The east west road which runs through Block 3 will most likely be a private road connecting the new collector road to the Southport Home Hardware store. The road should have curb and gutter and street trees on a 60' interval on both sides up to the existing Southport Home Hardware property. Speed bumps or raised cross walks should be required to provide safe access to the commercial developments from the parking lots. If this road is constructed, the Southport Home Hardware entry road should be realigned to match the Sobey's entry. Small commercial pad sites should be encouraged bordering the highway to break up the large parking lots.

A midblock open space area could be introduced to break the continuity of this long commercial corridor. A stormwater pond should be considered to reduce peak runoff from the parking lots and reduce the temperature of water travelling across the parking lot before emptying into the nearby wetlands or watercourses. Most municipalities now require stormwater ponds to ameliorate runoff from large parking lots associated with big box developments. Instead of the typical engineered, rip rap lined stormwater pond, the pond should be designed for wildlife habitat and/or park use. If the pond is seen as an amenity instead of a liability, there is the potential of introducing several mixed use development sites backing onto this drainage/open space corridor. The north and south sides of the highway should be linked with a 'daylighted channel' instead of hiding stormwater runoff in pipes.

COMMERCIAL BLOCK 4

Commercial Block 4 extends from Jubilee Road to the new Mason Road intersection. A new road should link Jubilee and Mason Road to the north of the commercial corridor. This road should be aligned with the new intersection into the Stratford Industrial Park. A setback for highway widening should be observed along the entire north side of the highway in this area, matching the right-of-way width west of Jubilee. The remaining commercial land between the highway and the new connector road will provide ample room

for medium sized commercial development. One of the real limitations with this parcel will be some of the wetlands and watercourses which are found throughout the parcel. Big box development may pose challenges to this area because of space and environmental constraints. Future developers would have to clearly demonstrate how such a development could fit into this area. This area seems to be better suited to medium scale office or retail/commercial development.

Like Block 3, a midblock open space corridor has been preserved to break up the long stretch of commercial development and provide a central green corridor to connect the Mason Road Core to the neighbourhoods to the south and north. A linear greenway should run along the entire length of the north side of the highway. The buildings designed on both sides of the open space corridor should be extremely high quality and could be designed to benefit from frontage on the stormwater/park space. A small existing stream in the vicinity of the proposed open space corridor could be relocated through the park to provide stormwater control for the commercial development. The park could double as a stormwater feature for storms of greater than 5 year recurrence interval.

Along Jubilee and Mason Road (where they meet the TCH), the plan shows buildings brought to the street to provide a mixed use corridor along the entry roads. This arrangement would be more favourable than bringing parking lots right to the corner of main intersection entries into the core. The buildings would have to be designed to be double sided fronts.

Trees should be planted at intervals along all roads bounding these two sites including the highway. The Town should work with the Department of Transportation and Public Works to initiate the greenway corridor.

COMMERCIAL BLOCK 5

Commercial Block 5 is located in the north east corner of the new intersection. This block includes the existing Fire Hall and Police Station and one private business. The block is approximately 1.6 acres in size. Consolidation of these properties could provide a high quality, medium sized commercial property in the future. In the short term, the buildings could be retained and would function as normal. Determination of the best future use of this parcel should be part of the intersection design process.

The existing Mason Road - TCH intersection would be eliminated and the land could be sold to adjacent land owners or developed as a small commercial property. A new entrance into the Stratford Industrial Park would intercept with the new commercial road connecting Jubilee Drive (just west of the existing John Deer property). This new Industrial Park gateway should be landscape designed to a very high standard. New signage should use the civic sign standards recommended in this Plan. The Town will need to work with the property owners to see the new intersection realized. The value created by this intersection would benefit the adjacent property owners (commercial properties are much more valuable on highway intersections). The current conceptual design of this intersection will need to be refined in detail during the design stage to account for a myriad of factors.

4.4 Challenges to Implementation

Compared to the Waterfront Core, the Mason Road Core has relatively few challenges to implementation. This development should be an early priority for the Town, especially if developers are enthusiastic to implement any of the Block 1-5 developments. Still, there are several challenges to implementation as noted below.

HIGHWAY INTERSECTION

Although final designs have not been prepared for the new Mason Road Realignment intersection and the Mason Road Extension to Stratford Road, it is recognized that portions of several properties will need to be acquired. The Department of Transportation and Public Works needs to complete survey and design, property acquisition and funding for this project. The Town will also need to work with Dale Drive residents to demonstrate that this new plan is a viable option to preserve their neighbourhood character. Residents may have some suggestions on fine tuning the plan.

SERVICING

When examining future sanitary infrastructure requirements to support the development envisaged in the Plan, it is important to understand that the development will not occur all at once. Although existing sanitary sewers and water mains have extensive capacity for new development in most parts of Stratford, there will always be challenges to these systems from certain types of development and from the overall growth of the community. This is normal, and healthy, as long as it is understood that there will be a need for commensurate growth in water and sewer services as the community experiences residential, commercial, and industrial growth.

STORMWATER MANAGEMENT

The Town should implement a no-net runoff approach to developing the commercial properties in the Mason Road Core. The details should be spelled out as part of the Town's Stormwater Management Plan. This means that the 5-year post-development runoff curve should match the 5-year pre-development runoff curve. Flood conveyance is not recommended as the sole civil design treatment. Instead, the projects should be designed to store 5 year floods onsite using a wide variety of modern approaches to design.

PEDESTRIAN ACCESSIBILITY

Walkability and pedestrian safety should be an important consideration for the Mason Road Core Area. This includes sidewalks to connect existing neighbourhoods to the Core, a highway greenway corridor on the north side of the highway, and sidewalk connections between public roads and adjacent commercial properties. Consideration should be given to a future transit network in Stratford and any street design should be transit friendly. Transit stops and terminals should be considered in the application stage for any new development in this area and reasonable measures should be taken to ensure future transit compliance.

RESIDENTIAL BUFFERING

Five or six residential properties bordering the Mason Road Core Area in the Dale Drive area will be impacted by the Mason Road Core development. All reasonable steps should be taken to minimize the impacts including creating a landscape buffer between existing properties and providing a community park for residents.

Five or six residential properties bordering the Mason Road Core Area in the Dale Drive area will be impacted by the Mason Road Core Area development. The Town should take all reasonable measures to protect this neighbourhood from conflict created by adjacent commercial development. It is equally important, however, that Council seek to maximize the commercial development potential of the Town and to provide the commercial services which are required by the residents of Stratford. The final land use concept should seek to balance these competing interests in an equitable fashion.

The current Town of Stratford Official Plan calls for "significant physical buffering" between Highway Commercial uses and adjacent residential areas. The residents of Dale Drive have correctly stated that this

standard is not met simply by the provision of parkland or open space. Transitional buildings or structures which provide effective visual and acoustic buffering are required.

With this standard in mind the development concept being proposed will see the existing Dale Drive residences buffered from any large box commercial developments or adjacent commercial collector roads by either multi-unit residential developments, mixed use buildings, office buildings, parks, and physical buffers including berms and solid walls or fences which provide both visual screening and sound barriers. It is important to understand that it is not the degree of physical separation which is critical, rather it is the effectiveness of these structures in buffering views, noise and other nuisances. All commercial yards in the Mason Road Core Area which are adjacent to a residential zone shall be kept free of outside storage, loading facilities, trash compacters, etc.

ENVIRONMENTALLY SENSITIVE AREAS

There appear to be several environmentally sensitive areas north of the TCH in the Mason Road Core Area. These areas need to be delineated and environmental plans created to preserve sensitive areas. A perennial stream system may be located in this area which runs into culverts and ditches crossing the highway. The new plan shows the water feature relocated and a naturalized stream cross section created. Permits will be required for work in these areas.

TCH CORRIDOR IMPROVEMENTS

The Department of Transportation's highway standards must be altered to incorporate contextual highway design solutions which fit for Stratford. These should include trail(s) on one or both sides of the highway, highway corridor tree planting, corridor landscaping, corridor lighting standards and median landscaping. The Town should work with the DOTPW to ensure a sensitive contextual design approach for the corridor as described in the previous chapter (the Highway Corridor Enhancement Project).

4.5 Phasing & Implementation

Unlike the Waterfront Core, there are no clear stages of development required to see the Mason Road Core Area realized except for construction of the Mason Road realignment. Implementation of the plan will depend on the order of development as dictated by developers and working with the Dale Drive community. Still, the Town should adopt the new plan for this area, work with the Province to see the intersection realized and work with land owners to minimize concerns using all reasonable means.

Since much of the land is in private ownership, there is no clear phasing strategy for the Mason Road Core lands except for the areas where the Town can effect change. There are several things the Town can do to effect change in the near-term, these include:.

1. The Town should actively pursue the proposed intersection implementation (Mason Road Realignment) on the TCH. This will take negotiation with both DOTPW and adjacent land owners. The addition of this intersection, coupled with the proposed new land use bylaw changes for new core areas zones, will create immediate commercial and residential demand. Work with one or more developers to fine tune the road layouts to maximize commercial potential of the new development parcels.
2. The Town should continue to work with land owners and Dale Drive residents as part of the intersection alignment process. This should include determining the fate of the TCH / Dale Drive intersection. If controlled access is not feasible, close the highway connection when the new collector road is connected to Dale Drive.
3. The Town should assemble a community led committee to pursue the Highway Corridor

Enhancement Program. The group should establish their mandate (with help from Council and staff) and the Town should facilitate discussions with DOTPW. The Town should begin dialogue with other communities in PEI who have gone through a similar process (Charlottetown, etc). The Town should identify potential funding and revenue sources for implementing the program. The committee and Council should consider encouraging the community to help construct various aspects of the project (tree planting, trails, etc.). The Town should also work with the DOTPW to ensure a sensitive contextual design approach for the TCH corridor.

4. The Town should undertake a comprehensive stormwater management strategy. The Mason Road Core Area will play a prominent, direct role in this strategy since the area will contain many acres of parking and impervious surfaces. A pond or series of ponds may be required as part of this plan. Single purpose engineering structures should be avoided in favour of multi-purpose community and wildlife amenities.
5. Work with the DOTPW to determine an equitable cost sharing arrangement for the new intersection.
6. Prepare designs for the new Stratford Industrial Park gateway and determine the optimal alignment of this intersection as part of the TCH Mason road Realignment.
7. Implement the Official Plan and Development Bylaw amendments for the Mason Road Core Area.
8. Implement the Signage Design Standards
9. Ensure that short-cutting through Huphrey Drive is minimized when the Mason Road Collector is extended through to Stratford Road.

4.6 Design Guidelines

Adequate architectural, landscape and signage design standards should be implemented for the Mason Road Core Area. These are outlined below.

INTENT

The intent of these Design Standards is to create a Mason Road Core Area (MRCA) which will accommodate and encourage high traffic, “big-box” style commercial developments which have a superior architectural quality and which are designed to minimize the aesthetic and environmental impacts of large expanses of parking. The standards are intended to:

- enhance pedestrian enjoyment and safety
- minimize storm water run-off
- encourage superior architectural design in keeping with the high residential standards established within the Town of Stratford
- reduce the visual impact of large parking areas
- provide adequate buffering between commercial development and established residential areas
- minimize commercial signage

ARCHITECTURAL DESIGN GUIDELINES (MULTI-UNIT APARTMENT OR CONDOMINIUM)

1. All groundfloor units facing the street should have individual front door entries providing direct access to the street.
2. Parking between the building and the street is not encouraged.
3. Buildings should be designed to clearly conform to an architectural ‘style’ (Victorian, Prairie, Craftsman, Georgian, etc). Exterior details should support the selected style (windows, roof, porticos, trim, shingles, entries, etc.).

4. Vinyl siding should be approved where the architectural details are appropriate to traditional building design.
5. Low-flush toilets and low-flow shower heads are encouraged in all bathrooms.
6. Fence designs should be appropriate for the architectural style of the building.

ARCHITECTURAL DESIGN GUIDELINES (MIXED USE DEVELOPMENT)

For mixed use developments, the previous ‘multi-unit apartment or condominium’ design guidelines and ‘commercial’ design guidelines shall both apply.

Commercial Design Guidelines

Roof Lines

Variations in roof lines should be used to add interest to, and reduce the massive scale of, large buildings. Roof features should compliment the character of any site built adjoining a neighborhood.

1. Rooflines should be varied. Parapets, mansard roofs, gable roofs, hip roofs, or dormers should be used to conceal flat roofs and roof top equipment from public view. All rooftop equipment should be concealed from public right-of-way view adjacent to the property.

Detail Features

Buildings should have architectural features and patterns that provide visual interests at a pedestrian scale, reduce massive aesthetic effects, and recognize the character of the local area. The elements in the following standard should be integral parts of the building fabric and not superficially applied through trim, graphics, or paint.

2. Building facades should include a repeating pattern with no less than three of the elements listed below. At least one of these elements should repeat horizontally.
 - Color change
 - Texture change
 - Material module change
 - Expression of architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.

Commercial Loading & Storage Areas

Loading areas and outdoor storage areas have visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties and/or public streets, should be screened, recessed or enclosed. Appropriate locations for loading and outdoor storage areas include areas between buildings, and on those sides of buildings that do not have customer entrances.

As a guide:

3. No areas for outdoor storage, trash collection or compaction, loading, or other such uses should be located in close proximity to any public street, public sidewalk, or internal pedestrian way.
4. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions should be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.
5. Areas not inside a building for the storage and sale of seasonal inventory should be well defined and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences and covers should conform to those used as predominant materials and colors for the building. If such areas are to be covered, then the covering should conform to those used as predominant materials and colors on the

buildings.

6. Temporary sales/display areas of seasonal materials such as Christmas trees and seasonal landscape plant material, loading areas and outdoor storage areas should not restrict the traffic flow onto or through the site.
7. All exterior shopping cart carrels should be designed to match the character of the main commercial building.

Pedestrian Amenities

Pedestrian accessibility opens auto-oriented developments to adjacent neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. Public sidewalks and internal pedestrian circulation systems can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the commercial property.

To accommodate pedestrian flow:

8. Sidewalks on public right-of-ways should be linked to commercial sites. These connecting sidewalks should be placed to minimize crossing internal roads or parking lots. There should be at least one sidewalk linkage per adjacent street frontage. Where the connecting sidewalk connects to a parking lot, the sidewalk should extend to the travel lane (i.e. it shouldn't end or start at a parking stall).
9. Continuous internal pedestrian walkways should be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points and should feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.
10. Sidewalks should be provided along any building facade featuring a customer entrance, and along any facade abutting public parking areas.
11. Weather protection features such as awnings or arcades in front of the main entrances and on each side of all customer entrances of the building, are encouraged.
12. All major pedestrian walkway crossings should be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, scored concrete or stamped asphalt, in order to enhance pedestrian safety and comfort.
13. Bike racks should be provided for all commercial developments.

Lighting

The intent and purpose is to avoid forms of light nuisance and intrusion, such as light pollution, light trespass, and glare from adjacent areas, which affects both people and wildlife.

Chapter 5: General Land Use Plan and Development Bylaw

Schedule 1 shall be referred to as the Core Area General Land Use Plan and shall form a legal component of this Subsidiary Official Plan. The Core Area Official Zoning Map shall conform to the Core Area General Land Use Plan.

The “Concept Plans” as presented in the document for each separate core area are intended to illustrate how each area could be optimally developed and how the design and development standards should be applied. These concept plans are indicative rather than definitive. In all likelihood the final development patterns could vary significantly from these concepts. All land uses must, however, conform with the General Land Use Plan.

This Subsidiary Plan shall be implemented via a range of municipal actions, primary among them will be a series of amendments to the Town of Stratford Zoning and Subdivision Control (Development) Bylaw.

Chapter 6: Conclusion

This Plan describes both a long term vision and achievable short term plans for the Town of Stratford Core Area. The plans and proposals are consistent with the objectives described for the Town of Stratford. Taking positive and visible small steps at the beginning is important to gather momentum for the larger vision. Initiatives with a high profile and ease of implementation should be given the highest priority, especially where cost is not prohibitive.

Initial priorities for the Core Area should be placed on gathering momentum for the Waterfront Core, marketing the core areas (particularly the Waterfront Core), partnering with CADC on various waterfront projects including the waterfront trail, resolving short term servicing priorities, working with Provincial authorities on the two proposed interchanges, implementing the civic signage strategy, gathering land for the Civic Core proposal and working with existing property owners to ensure a level of understanding of the Core Area Plan objectives.

Setting priorities for implementation should be based on the following criteria:

- 1) Potential for greatest initial positive impact
- 2) Ability to link other open spaces and sites
- 3) Status of land ownership or construction readiness
- 4) Opportunity to facilitate partnerships (i.e. private sector.)
- 5) Coordinating with other ongoing municipal projects
- 6) Logical design and construction sequence
- 7) Creation of gateways and nodes

Schedule I) Core Area Zoning Map



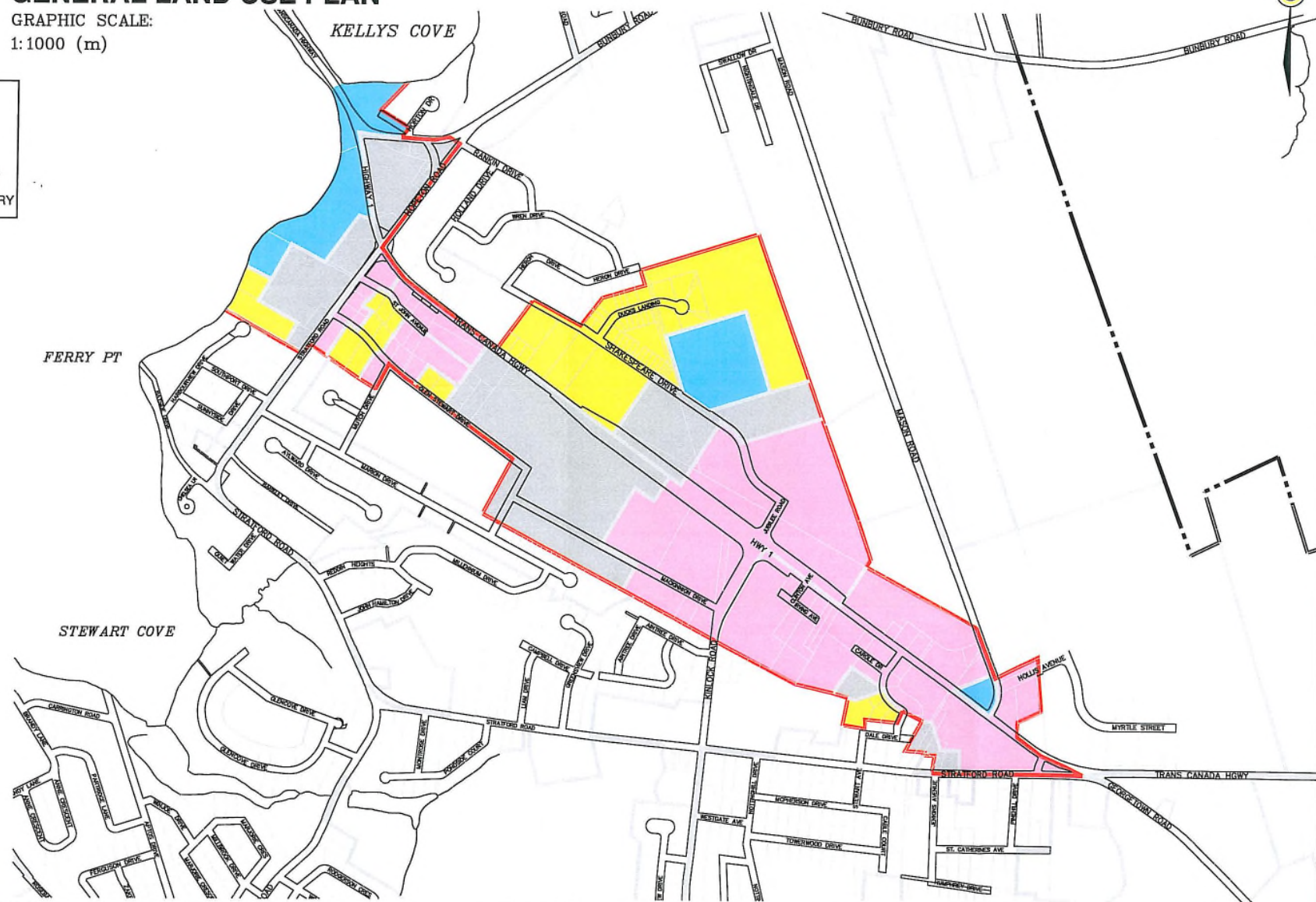
TOWN OF STRATFORD

GENERAL LAND USE PLAN

GRAPHIC SCALE:
1:1000 (m)

LEGEND

- RESIDENTIAL
- COMMERCIAL
- MIXED USE
- PUBLIC SPACE/INSTITUTIONAL
- CORE AREA BOUNDARY



TOWN OF STRATFORD LANDUSE MAP

SCALE 1:6000 or 1"=500'



Imagine that!

