

WHYCOCOMAGH

MUNICIPAL PLANNING STRATEGY

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CHAPTER 1 - SETTING

- [1. Introduction](#)
- [2. Goals](#)
- [3. Physical Setting](#)
- [4. History](#)
- [5. Population](#)

CHAPTER 2 - LAND USE POLICIES

- [1. Residential Development](#)
- [2. Commercial Development](#)
- [3. Commercial Tourist \(C-2\) Zone](#)
- [4. Open Space](#)
- [5. Resource and Industrial Development](#)

CHAPTER 3 - COMMUNITY SERVICES

- [1. Education](#)
- [2. Protective Services](#)
- [3. Infrastructure](#)

CHAPTER 4 - GENERAL POLICIES

- [General Development Standards](#)
- [Illumination](#)
- [Loading Space Exemption](#)
- [More than One Main Building on a Lot](#)
- [Outdoor Storage](#)
- [Parking Standards for a Change of Use](#)
- [Separation Distance and Buffering from Water Bodies](#)
- [Signage](#)
- [Temporary and Special Uses](#)

CHAPTER 5 - IMPLEMENTATION

CHAPTER 1 - SETTING

1. Introduction

This Municipal Planning Strategy for the Whycomagh Plan Area has been prepared for the Council of the Municipality of the County of Inverness according to the provisions of the *Municipal Government Act*, Chapter 18 of the Statutes of Nova Scotia.

Although prepared under the guidance of the Municipality's Planning Advisory Committee, in keeping with similar processes used in Port Hastings, Chéticamp, Port Hood and Inverness, an Area Advisory Committee was established and given responsibility for the preparation of the documents

and for public participation.

The Whycomomagh Plan Area encompasses all lands along the Trans-Canada Highway from the Provincial Park to Waycobah First Nation and along Whycomomagh-Mabou Road to Churchview. Details of the Plan Area boundaries are outlined on the Context Map and the Generalized Future Land Use (Map 1).

This Municipal Planning Strategy is intended to guide the decisions of Council with respect to regulating development within the Whycomomagh Plan Area. The goal of this Strategy is to reflect the aspirations of the citizens by providing an environment which protects and enhances the existing community while encouraging economic growth. The policies adopted by Council in this document are intended to foster this goal. The implementation of these policies is carried out in several ways, the most important being the Land Use By-law. It establishes the specific zones, lists the permitted uses and appropriate lot standards. It also presents the general standards applicable throughout the Plan Area. Maps referred to in the policy statements are included in this document and constitute part of this Strategy.

In adopting this Strategy, Council is not committed to undertake any project described herein, but is prevented from undertaking “any development within the scope of this planning strategy in a manner inconsistent or at variance therewith.” It is intended, therefore, that the actions of Council reflect priorities set out in this Strategy.

2. Goals

This Municipal Planning Strategy details the methods and procedures formulated and formally adopted by Council for the purpose of organizing development and land use activity within the Whycomomagh Plan Area. Through the policy statements in this Strategy, the following goals for the Plan Area are clarified and implemented:

- To provide a framework and process which will protect and stabilize the various characteristics of the community.
- To control land use and development in a manner that will preserve, protect and enhance both the natural and built environments of the community.
- To maintain, improve and expand municipal services and facilities to acceptable standards to the extent of the Municipality’s financial capabilities.
- To set policies which direct development to appropriate locations within the community.

3. Physical Setting

The Village of Whycomomagh is situated approximately 32 kilometres southwest of Baddeck at the head of St. Patrick’s Channel. Nestled amid rolling hills, the community overlooks Whycomomagh Bay. A present-day observer would never suppose that this tranquil, naturally beautiful place was once a bustling centre for trade and industry.

4. History

The area, originally called Wakogumoah, was first a prominent Mi’Kmaq settlement. “Wakogumoah” has been translated to mean many things: “beside the sea,” “beside the flowing wave tops,” “end of the bay,” or “head of the waters.” The name reflects the settlement’s position on the beautiful Bras d’Or Lake and recalls its original inhabitants, the Mi’Kmaq, who still live west

of the village. The community was known as Argyle before the adoption of the village name Whycocomagh, which is presumed to be the Gaelic spelling of “Wakogumoah”.

One of the first European settlers in the area was John MacKinnon of Tyree, Scotland, who arrived in the spring of 1821. He was followed by other Scottish pioneers who helped establish the Scottish presence in the area.

Rich in natural resources, early Whycocomagh prospered. Although logging was the main industry, cattle and dairy production also were important. The prosperity of early lumbering and farming aided in the growth of the shipbuilding industry. Products were transported to markets and the plentiful supply of timber made shipbuilding feasible.

From 1863 to 1875 a total of eight oceangoing vessels, mostly schooners were constructed in Whycocomagh for sale and trade. The late Laughlin McDougall, once a Justice of the Peace and School Commissioner, is credited with being the driving force behind shipbuilding in the community. He arranged the construction of vessels for sale, such as the massive schooner “Ringleader,” which was active in the coal trade until it ran aground in 1883.

Whycocomagh’s shipping industry grew substantially. Exports to Sydney, Newfoundland and the eastern United States included barite mined in nearby Lake Ainslie, lumber and cattle. As early as the 1830s the community began trading timber, referred to as “ton timber”, with Great Britain. Whycocomagh also had access to ships trading with such distant ports as Barbados and Jamaica.

The community became a thriving commercial centre. At one time, it boasted seven general stores, four hotels, two blacksmith shops and two wharves. Its population grew rapidly and by 1871 the population was 1,865, exceeding that of Sydney by 265 people.

As early as 1831 children were attending school in Whycocomagh, although the first official schoolhouse was not erected until 1863. Postal service was introduced in 1834 and the community’s first post office was opened July 1, 1855 with Laughlin McDougall as the first postmaster.

The Presbyterian Church was established in 1837 by a Scottish missionary, The Reverend Peter MacLean. He was Whycocomagh’s earliest settled minister, holding his first service in an open field. A colourful and fervent preacher, Mr. MacLean attracted large numbers of listeners. Before completion of a new church, which was intended to replace an existing log structure, it became apparent that it was already too small for Mr. MacLean’s growing congregation. Work then began on the large “MacLean Church” which was completed in 1857 and could accommodate up to 1,000 parishioners. Unfortunately, it was destroyed by fire in 1960. A memorial to The Reverend MacLean and Whycocomagh’s pioneers today marks the site of the “MacLean Church”.

Jonathan G. MacKinnon also was a prominent resident. Born in Whycocomagh and educated at Sydney Academy, he is best known as founder, editor and publisher of the world’s first and longest running Gaelic language newspaper. The first volume of “MacTalla,” which means “echo” in Gaelic, appeared on May 28, 1892, when MacKinnon was 22 years of age. He was able to keep “MacTalla” alive for twelve years despite lagging subscriptions and he is respectfully remembered for his efforts to preserve Gaelic culture in the area.

When steam replaced sail, Whycocomagh maintained two steamers for the Whycocomagh to Sydney run. The “Marion,” a side wheel paddler, was destroyed by fire in 1922 while moored in

Whycocomagh, but it is remembered today through the “S.S. Marion Sailing Society”.

The opening in 1833 of the Cape Breton Railway, which ran from Point Tupper to Sydney, impacted Whycocomagh’s marine trade. This new railway as well as new highways soon replaced water as the main mode of transportation. Whycocomagh was no longer a centre for commerce. By the end of the Second World War, Whycocomagh’s flourishing mercantile industry had faded.

Traces of Whycocomagh’s history are still prevalent. One of Whycocomagh’s oldest remaining homes, once the residence of Laughlin McDougall, dates from 1835. MacKeigan’s Pharmacy, originally MacPhails Grocery, was built sometime before 1867. The Masonic Hall, erected in 1871, is still in use today. In 1893, the “MacLean Church” was replaced by a second Presbyterian Church closer to the center of Whycocomagh on the “Old Road,” where it remains today, though it has since become a United Church.

Over the years Whycocomagh’s pace has slowed, yet it remains popular with tourists and residents alike for its beautiful scenery and heritage. The Salt Mountain Lookoff, located in Whycocomagh Provincial Park, provides a brilliant view of the Bras d’Or Lake. Local motels and inns have been established. Gift shops display baskets and artwork produced locally by the Mi’Kmaq. People continue to enjoy the Whycocomagh area, drawn by its spectacular setting on the shores of the Bras d’Or Lake.

5. Population

Although Inverness County averaged a population decline of 0.05% per year between 1976 and 1991, by 1993 the population of the Whycocomagh Plan Area was estimated at 511 people. Statistics Canada reports that in 1996 the population of Subdivision B, Inverness County, which includes the Village of Whycocomagh, had risen to 6,132. The last census in 2001, however, recorded a decline of 363 people to 5,769, representing 0.94% change.

While Statistics Canada categorizes small villages within census subdivisions, Nova Scotia Community Counts, a recently-formed Provincial statistics gathering organization, is more inclined to look at small communities individually. The Community Counts 1991 census total for the Village of Whycocomagh is 886 people, while the 1996 total is 877 and the 2001 population total is 825. The percent change from 1991-2001 is -6.9, a dramatic increase over the 1976-1991 period mentioned above.

CHAPTER 2 - LAND USE POLICIES

Development in Whycocomagh has produced a community in which a wide variety of uses is located throughout the Plan Area. It is the opinion of the community that this development pattern is desired and should be permitted to continue. Therefore one designation, “General Development” will encompass the entire Whycocomagh Plan Area. Zones will be utilized to recognize existing uses as well as to encourage future uses by zoning undeveloped areas appropriately.

Policy 1.0 It shall be the policy of Council to designate the entire Whycomomagh Plan Area as “General Development”.

Residential Development

General Residential Development

Residential development in the Whycomomagh Plan Area has developed predominantly along the Trans-Canada Highway, Main Street and Whycomomagh-Mabou Road and in 1995 totaled approximately 197 dwellings. According to the Nova Scotia Community Counts data collection agency, there are approximately 310 dwellings in the Plan Area today, most of which are fully serviced and generally in good repair. The Nova Scotia Community Counts figure has been included in this revised plan because it represents Whycomomagh Village more accurately than the Statistics Canada website does. Statistics Canada includes Whycomomagh in a much larger electoral district which includes all the villages over to the western shore of Cape Breton. This large area is not representative of the Village of Whycomomagh for the purposes of this Municipal Planning Strategy.

The bulk of the residential area will be zoned Residential Centre (R-1) and will be on lands which are serviced with both municipal water and sewer. This zone will allow for a wide variety of residential developments, commercial developments of a residential nature (uses such as boarding houses and bed and breakfast establishments) and institutional developments.

Outside the serviced area, the Residential Rural (R-2) Zone will allow for a variety of residential developments on larger lots to accommodate private on-site well and septic systems.

Future residential development will be encouraged to take place in areas with existing services through the use of less restrictive lot standards. This will result in orderly and compact development at the least cost to the municipality and residents. Potential problems with on-site water and septic systems will also be avoided.

Policy 1.1 It shall be the policy of Council to establish a Residential Centre (R-1) Zone which permits the following and similar types of uses: residential dwellings to a maximum of four (4) dwelling units; boarding houses; bed and breakfast establishments; senior citizen and nursing homes; recreational uses; institutional uses; cemeteries; fire halls; wharves and boathouses; existing barns, stables, and kennels; existing multiple unit dwellings and existing commercial uses. It shall be the policy of Council to exempt recreational uses from the R-1 zone lot requirements.

Policy 1.2 It shall be the policy of Council to establish a Residential Rural (R-2) Zone which permits the following and similar types of uses: single detached dwellings; semi-detached and duplex dwellings; bed and breakfast establishments; cottages; recreational uses; churches and cemeteries; schools and day care centres; wharves and boathouses; golf driving ranges and related uses; and existing forestry and agricultural uses.

Policy 1.3 It shall be the policy of Council to consider the rezoning of lands which are presently zoned Residential Rural (R-2) to Residential Centre (R-1) upon the installation of municipal water and/or sewer services.

Home Occupations

Home occupations are businesses operating within a dwelling or in an accessory building to the dwelling. An occupation, trade or profession carried out by the occupant of the dwelling as a secondary use to the residential use is considered a home occupation. Home occupations have no associated outdoor storage, no detrimental impact on the surrounding neighbourhood and they have limited use of signs. The surrounding residents may benefit by having services provided locally. The operator of the business benefits through reduced start up and operating costs. Standards are established which will not change the character of the dwelling or have any exterior evidence, other than limited signage, of the secondary use, to ensure the integrity of the residential neighbourhood.

Policy 1.4 It shall be the policy of Council to permit business uses in a residence or an accessory building to the residence provided the scale of the operation and its external appearance are compatible with the residential environment. It shall be the policy of Council to regulate signage and prohibit outdoor storage pertaining to the home occupation.

Mobile Homes and Mobile Home Parks

In Whycocomagh, mobile homes are an important part of the housing stock and make up approximately 8% of existing homes. The majority of these are located along Johnson Lane, but the remaining ones are located throughout the village. They are located on individual lots and have adequate street frontage and lot area.

Since mobile homes are an important housing source within the community, Council will treat them in the same manner as single detached dwellings. They will be permitted in the same zones and will be subject to the same lot standards as single detached dwellings. Mobile homes within the Plan Area shall require skirting.

Policy 1.5 It shall be the policy of Council to allow mobile homes in all zones which permit single detached dwellings and to consider mobile homes outside of mobile home parks as single detached dwellings. In addition to the general development standards established in Policy 9.1 of this Strategy, it shall be the policy of Council to regulate the external appearance of mobile homes.

At the present time, there are no mobile home parks in Whycocomagh. In the event there is a proposal for the establishment of a mobile home park within the Plan Area, Council will consider an amendment to the Land Use By-law (rezoning to the MHP Zone) provided that certain criteria listed in this Strategy are complied with.

To provide guidelines for prospective developers of mobile home parks and to ensure some degree of protection to the existing community, the development will be controlled with regard to all planning aspects, including design and construction. Adequate spacing between homes, lot sizes and servicing systems will be required in order to establish and maintain proper development standards within the zone. Landscaping and buffering provision will also be required to minimize any adverse affect between the mobile home park and other uses.

Policy 1.6 It shall be the policy of Council to establish a Mobile Home Park (MHP) Zone and to permit within the zone the following and similar types of uses: mobile home park; mobile homes;

recreational uses; mobile home park administration offices; commercial establishments incidental to the operation of the mobile home park such as laundromats and convenience stores; maintenance equipment and storage facilities related and incidental to the operation of the park; and wharves and boathouses. It shall be the policy of Council to require landscaping and buffering between mobile home parks and other uses such that any land use conflicts may be minimized. Within the Mobile Home Park (MHP) Zone, more than one building may be placed on a lot.

Policy 1.7 It shall be the policy of Council to consider approval of a mobile home park by amendment to the Land Use By-law. In considering such amendments, Council shall have regard to the following:

- (a) the development will be served by municipal centralized water and sewer services the cost of which will be borne by the developer and that it will not strain the capacities of the existing services;
- (b) the development will not strain the capacities of schools and parks;
- (c) any extension will not affect the level or quality of services negatively in any existing portion of the mobile home park;
- (d) the landscaping and buffering provisions between the proposal and adjacent land uses are such that they will protect the privacy of and minimize the adverse affects between the uses;
- (e) the landscaping and buffering provisions from the public road to which it has access are such that adverse affects will be minimized;
- (f) the impact of the mobile home park on external traffic circulation patterns is such that the capacity of the existing transportation network will not be strained; and
- (g) the proposal is consistent with the criteria to amend the Land Use By-law, Policy A-8.

2. Commercial Development

General Commercial Development

Commercial establishments within the Whycocomagh Plan Area are located throughout the village, but have developed mainly along the Trans-Canada Highway and Main Street. The wide variety of development caters to both residents and to the traveling public. While it is not necessary for these developments to be fully serviced, future commercial development should be encouraged in locations which have municipal services in order to maximize the use of available facilities and to minimize environmental impacts. Separate standards shall be established for those developments that are partially serviced or unserved.

The commercial establishments within the Whycocomagh Plan Area are generally compatible with the surrounding development. To reduce the impact of commercial development on adjacent residential development, special abutting yard requirements are established with regard to open

storage and display, parking and landscaping. Commercial uses which do not front on the Trans-Canada Highway shall be subject to separate front and parking requirements to reflect the unique quality these developments have in the community. The rezoning criteria include the consideration of landscaping/buffering to minimize impacts on adjacent residential developments, transportation safety and the effect on the proposed development on the integrity of the area. The proposed development must also meet the general rezoning criteria used for all lands within the Whycocomagh Plan Area. It is the intent of Council to protect and enhance the existing characteristics of the community.

Policy 2.1 It shall be the policy of Council to establish in the Land Use By-law a Commercial (C-1) Zone and to permit within this zone the following and similar types of uses: new residential dwellings located in the same building as a commercial use; retail stores; professional offices including medical clinics; banks and financial institutions; personal service establishments; restaurants and take-out restaurants; beverage rooms and other drinking establishments; entertainment centres; automobile sales and service centre facilities; service shops; institutional uses; public parks and playgrounds; warehousing and storage facilities; and private clubs. It shall be the policy of Council to establish abutting yard requirements between commercial and residential uses. It shall also be the policy of Council to have separate front yard and parking requirements for developments which do not front on the Trans-Canada Highway.

Policy 2.2 It shall be the policy of Council not to allow any new rezoning to the Commercial (C-1) Zone.

Policy 2.3 It shall be the policy of Council to consider the expansion of existing commercial uses or new commercial uses as permitted in Policy 2.1 by Development Agreement as provided by the appropriate sections of the *Municipal Government Act*.

Policy 2.4 In considering a proposal for a Development Agreement as stated in Policy 2.3, it shall be the policy of Council to have regard to the following:

- a) The potential to affect adjacent residential uses adversely;
- b) The architectural design, including the scale of any building and its exterior finish is compatible with adjacent uses;
- c) Total area used for outdoor storage and adequate provisions of artificial or natural screening devices;
- d) The impact of the proposed expanded use on traffic volumes and the local road network, as well as traffic circulation, sighting distances and entrance and exit to and from the site;
- e) That adequate buffering and setback distances are maintained from low density residential uses and that landscaping treatments are included to reduce the visual impact;
- f) The expanded or new use is not obnoxious by virtue of noise, odour, dust, vibration, smoke or other emission;
- g) The expansion of a new use shall not affect the hours of operation where the use would interfere with or create undue problems for the residents of the surrounding area;

h) The proposal meets all the pertinent policies of the Strategy, including Policies A-6 and A-7 of this Strategy.

3. Commercial Tourist (C-2) Zone

The Whycomagh area has a variety of temporary tourist accommodations such as cabins, bed and breakfast establishments, motels and hotels. Although these uses are of a commercial nature, they fall under a separate zoning category because their intended uses are solely for short-term tourist lodging and for no other commercial purpose. Some are situated in predominately residential neighbourhoods. Council is of the opinion that there should be more control placed on new commercial tourist development within the Village of Whycomagh. With some of the proposed tourist accommodations in or near residential areas, the concern is that any commercial tourist rezoning in a residential area that is not fully developed as a tourist accommodation is open to change to a commercial use that is incompatible with surrounding land uses. Therefore, it is proposed that Council will not consider the rezoning of any additional property for commercial use outside the designated areas and within those already in existence on the effective date of the Land Use By-law.

Policy 3.1 It shall be the policy of Council to establish in the Land Use By-law a Commercial Tourist (C-2) Zone which permits temporary commercial tourist cabins, motels and hotels for tourist lodging only. Bed and breakfast establishments will be permitted as of right.

Policy 3.2 It shall be the policy of Council not to allow any new rezoning to the Commercial Tourist (C-2) Zone.

Policy 3.3 It shall be the policy of Council to consider the expansion of existing commercial tourist uses or new commercial tourist uses as permitted in Policy 3.1 by way of Development Agreement as provided by the appropriate sections of the *Municipal Government Act*.

Policy 3.4 In considering a proposal for a development agreement as stated in Policy 3.3, it shall be the policy of Council to have regard to the following:

- The potential to adversely affect adjacent residential uses;
- The architectural design, including the scale of any building and its exterior finish is compatible with adjacent uses;
- Total area used for outdoor storage and adequate provisions of artificial or natural screening devices;
- The impact of the proposed expanded use on traffic volumes and the local road network, as well as traffic circulation, sighting distances and entrance and exit to and from the site;
- That adequate buffering and setback distances are maintained from low density residential uses and that landscaping treatments are included to reduce the visual impact;
- The expansion of a new use shall not affect the hours of operation where the use would interfere with or create undue problems for the residents of the surrounding area;
- The proposal meets all the pertinent policies of the Strategy, including Policies A-6 and A-7 of this Strategy.

4. Open Space

Recreational uses will be permitted within all residential zones. Residents and tourists appreciate having some areas set aside for leisure activities or sport events. At the present time, these facilities

are centred on the school and the arena located in the northwest corner of the Plan Area.

Whycocomagh Provincial Park is the most prominent section of land within the Plan Area for recreation. There are basic camping facilities such as picnic tables and grills which are enjoyed by both residents and travelers. The hiking trail in the Park makes its way to Salt Mountain, which provides a view of Whycocomagh and the surrounding area. The Park and information booth are maintained by the provincial Department of Natural Resources. This Park is zoned Open Space (OS).

Policy 4.1 It shall be the policy of Council to permit recreational uses in all residential zones.

Policy 4.2 It shall be the policy of Council to establish an Open Space (OS) Zone and to permit within the zone the following and similar types of uses: recreational uses; accessory uses to a beach including changing rooms and washroom; boardwalks and nature interpretation stands; canteens; conservation projects; information stands; marina facilities; and picnic areas and facilities.

Policy 4.3 It shall be the policy of Council to consider rezoning lands to Open Space (OS) if the proposal is consistent with the criteria to amend the Land Use By-law, Policy A-8.

Policy 4.4 It shall be the policy of Council to have no minimum lot requirements for developments in the Open Space (OS) Zone.

5. Resource and Industrial Development

Resource Development

The large amount of undeveloped land within the Whycocomagh Plan Area creates a setting in which potential activities such as non-obnoxious light industrial, agricultural, forestry and fishery uses may be accommodated. These uses will be permitted within a Resource Industrial (I-1) Zone. Local employment opportunities may be created, benefiting the entire community. However, given the proximity to the Bras d'Or Lake, care should be taken to ensure the environmental integrity of the area. Areas will not be pre-zoned for these uses, but will be permitted by a rezoning from the Rural Residential (R-2) Zone, subject to criteria designed to direct these uses to appropriate locations so that they have the least negative impact on the existing development and the environment. Special setback requirements shall apply to non-residential and non-commercial uses within the zone.

Policy 5.1 It shall be the policy of Council to establish a Resource Industrial (I-1) Zone and to permit within the zone the following and similar types of uses: light industrial uses; agricultural and related uses; fishery and related uses; forestry and related uses; and residential and commercial uses related to the above uses.

Policy 5.2 It shall be the policy of Council to establish special setback requirements for resource and industrial uses and abutting yard requirements pertaining to signage, outdoor storage, outdoor display and parking spaces to minimize the potential for land use conflicts.

Policy 5.3 It shall be the policy of Council to consider amendments to the Land Use By-law to

allow for the rezoning of lands from a Rural Residential (R-2) Zone to a Resource Industrial (I-1) Zone. In considering such amendments, Council shall have regard to the following:

- (a) the adequacy of the public road or street in which it fronts to accommodate any increased traffic generated by the proposed development;
- (b) the use shall not adversely affect the existing residential or natural character or threaten the surrounding residential area as a result of physical characteristics of the development or the characteristics of the use and associated activities; and
- (c) the proposal is consistent with the criteria to amend the Land Use By-law, Policy A-8.

Industrial Development

Whycocomagh is a rural community adjacent to the Bras d'Or Lake rich in natural beauty and wildlife. This type of environment is not compatible with intensive industrial development. Accommodations must be made for the existing industrial uses and these will be zoned Industrial (I-2). No rezoning provisions will be established to accommodate further intensive industrial uses.

Policy 5.4 It shall be the policy of Council to establish an Industrial (I-2) Zone which is applied to existing industrial properties and to permit within the zone the following and similar types of uses: oil storage tanks and distribution facilities; light industrial uses; warehouses; trucking facilities; construction facilities; and retail sales. It shall be the policy of Council to establish abutting yard requirements between industrial and non-industrial uses pertaining to outdoor storage, outdoor display, and parking spaces and landscaping in order to minimize the potential for land use conflicts.

Policy 5.5 It shall be the policy of Council not to permit rezoning of lands to Industrial (I-2).

CHAPTER 3 - COMMUNITY SERVICES

1. Education

Schools are focal points in any village or town and their location and capacity directly affect the community. The education facilities available in Whycocomagh are important to the continued growth of both the students and the village as a whole. Therefore, the Municipality and the School Board must maintain close contact in order to meet the needs of the school and the community effectively.

The Strait Regional School Board, composed of elected members, is responsible for the control and management of schools and programs within the Municipality. The provincial government shares the costs of various items related to the operation of the School Board. Selection of school sites in Inverness is conducted by the School Board in consultation with the Municipality as well as with local school trustees, though the Provincial Department of Education makes the final decision in site selection.

The original Whycocomagh Consolidated school was built in 1960, but by the year 2000 it was no

longer adequately meeting the needs of the community and was demolished. Students were accommodated temporarily in the Lions Hall and in portable classrooms until the new Whycomomagh Education Centre opened its doors in the fall of 2001. Although the numbers fluctuate only slightly from year to year, in 2006 the Education Centre accommodates 192 students in grades Primary to 8, while Grades 9 – 12 attend Dalbrae Academy in Mabou. Similar to schools in nearby communities, enrollment in Whycomomagh Education Centre has been reasonably stable as seen in the following table:

Location	Grades	2002-03	2003-04	2004-05
Whycomomagh	primary - 8	186	181	192
Port Hood	primary - 8	438	431	403
Mabou	9 - 12	391	375	384

SOURCE: Nova Scotia Department of Education, Statistics and Data Management, 2005.

Schools in small communities are in danger of being closed since it is often more cost effective simply to bus students to larger schools in a central location than to maintain numerous smaller ones. Such is the case with Whycomomagh Education Centre. By offering every core course the School Board deems mandatory and advancing many of its students to post secondary education, the school has proved to be a high caliber educational institution.

Policy 6.1 It shall be the intention of Council to encourage the Strait Regional School Board to monitor any population fluctuations and developments within the School Area closely. Furthermore, it shall be the intention of Council to make strong representation to the provincial government to provide a planned response to the needs of the existing school.

Although schools are used mainly for the education of students, many have become community centers as well. A wide range of additional services is offered through Inverness district schools, including leisure and educational programs for all ages and in these cases, the schools play a significant role in community development.

Policy 6.2 It shall be the intention of Council to encourage the Strait Regional School Board to support the continued use of school facilities as community centres in order to provide for a range of individual educational needs and to help foster community, social and cultural development.

Policy 6.3 It shall be the intention of Council to request that the Department of Education and the Strait Regional School Board investigate methods in which support and additional space can be provided for after-hours programs for the community.

2. Protective Services

Police Protection

Inverness County utilizes the RCMP for police protection. The detachment, located in Baddeck, is responsible for policing in the areas from the Seal Island Bridge to Whycomomagh. It is manned by five officers only. There is no longer any office staff. Backup detachments are located at Ingonish Beach, Inverness, North Sydney and Port Hawkesbury.

Policy 7.1 It shall be the policy of Council to encourage the efforts of the RCMP in providing police protection within the Whycomomagh Plan Area.

Fire Protection

The Whycomomagh Plan Area is served by the Whycomomagh Volunteer Fire Department, which has a brigade of 30 to 32 personnel. The fire station is located on Main Street and its equipment consists of two tanker trucks and an emergency response van. The Fire Department operates under a municipal grant and with money raised through fund raising activities by volunteers.

Policy 7.2 It shall be the policy of Council to support the efforts of the Whycomomagh Volunteer Fire Department in providing fire protection for the community.

Policy 7.3 It shall be the policy of Council to hold annual discussions with officials of the Whycomomagh Volunteer Fire Department. These discussions shall include, but shall not be limited to, the needs of the Department in relation to manpower, equipment and area rates.

3. Infrastructure

Water and Sewer Services

Municipal water and sewer services are provided to a portion of the Whycomomagh Plan Area. The water mains and sewer lines run parallel to the Trans-Canada Highway from Alice's Diner to Vi's, Main Street, Whycomomagh-Mountain Road, Milford Road, MacInnis Road and Whycomomagh-Mabou Road from the Trans-Canada Highway to the Skye River. Water is supplied by two wells located on Mountain Road that are able to meet demands of up to 100 gallons/minute. The water treatment plant has the capacity to treat up to 400,000 gallons/day, but at the present time is operating below capacity. The sewage treatment plant is located off the Trans-Canada Highway near the Skye River, serving both Whycomomagh and the Waycobah First Nation Reserve. Effluent is discharged into the Skye River. Although currently operating below capacity, the treatment plant has a capacity of 200,000 gallons/day. Both of these services are at the beginning of a projected 20-year life span.

Policy 8.1 It shall be the intention of Council, before approving any proposal to extend either water or sewer services to consider:

- (a) the financial capability of the Municipality to absorb any costs relating to the extension;
- (b) any existing drainage or pollution problems in the area under consideration; and
- (c) the availability of vacant land currently serviced by municipal services.

Policy 8.2 It shall be the intention of Council to continue to monitor the adequacy of the municipal water and sewer systems.

Public Roads

Although the roads within the Plan Area are generally in good repair and adequately accommodate

traffic, there is one section of road which is in need of attention: the intersection of Whycocomagh-Mabou Road, Main Street and the Trans-Canada Highway. Clustered around this intersection are several roadside businesses, including a service station and restaurant which generate a large amount of traffic. As this intersection is located on a curved section of the highway, the visibility of oncoming traffic is hampered, creating a hazardous situation for vehicles attempting to access the Trans-Canada Highway from Main Street. These problems are exacerbated by motorists who disobey the posted 70 km/h speed limit and ignore the existing flashing amber warning light. Of particular concern are the dangers encountered by the students attending Whycocomagh Education Centre, who must pass through this intersection.

Several options exist which could remedy this problem. A set of traffic lights could control and direct traffic and decrease the speed of motorists. This may improve the safety of pedestrians wishing to cross the highway. The Department of Transportation and Public Works, however, normally does not permit traffic lights along the Trans-Canada Highway.

Another solution would be to block the west end of Main Street to sever the connection to the Trans-Canada Highway, essentially creating a “dead end.” Access to the highway could be gained at the east end of Main Street and, to the west, through either one of two existing unpaved roads which currently have access to the Trans-Canada Highway. This would reroute some traffic through the intersection and vehicles would be prevented from entering the highway from a point of poor visibility. However, this option requires that one of the two unpaved roads be upgraded. Businesses located along the “dead end” portion of Main Street might suffer. The indirect route may inconvenience school buses heading to Whycocomagh from the west.

One final solution is to make a section of Main Street open only to eastbound traffic. This one-way portion, which would stretch from the intersection with the Trans-Canada to one of the existing unpaved roads, would allow traffic to enter Main Street only from the Trans-Canada Highway. This would prevent traffic from flowing into the intersection from Main Street, eliminating conflicts between the poor visibility of motorists driving around the curve on the highway and vehicles exiting Main Street. This option would also require the upgrading of one of the two unpaved roads.

Policy 8.3 It shall be the policy of Council to lobby the Department of Transportation and Public Works to investigate methods of improving the safety at the intersection of Main Street, Whycocomagh-Mabou Road and the Trans-Canada Highway.

Policy 8.4 It shall be the policy of Council to lobby the Department of Transportation and Public Works to investigate the possibility of installing traffic lights at the intersection of Main Street, the Whycocomagh-Mabou Road and the Trans-Canada Highway.

Policy 8.5 It shall be the policy of Council to encourage the RCMP to increase their monitoring of motorists along the Trans-Canada Highway, particularly at the intersection of Main Street, the Whycocomagh-Mabou Road and the Trans-Canada Highway.

Public and Private Utilities

Public and private utilities provide essential communication, electrical, transportation and water services and often have to place equipment or transmission lines in all sectors of a community. In order not to place undue hardships on these utilities, Council will permit these uses in all zones within the Plan Area.

Policy 8.6 It shall be the policy of Council to permit public and private utilities in all zones within

the Plan Area and to require a development permit for any such use.

Government Buildings and Facilities

It is difficult to determine where in the Whycomagh Plan Area government buildings and facilities may be needed in the future. Council is of the opinion these uses should be permitted within any zone of the Plan Area to ensure essential services are provided to the local population and the traveling public in the most efficient and convenient manner. The government currently maintains the post office and the Whycomagh Provincial Park.

Policy 8.7 It shall be the policy of Council to permit government buildings and facilities in all zones within the Plan Area.

Refuse Collection

The Municipality provides refuse collection on a contractual basis. Solid waste is collected once a week by truck, and then transported to a municipal dump site. It is the intent of the Municipality to continue using the current refuse collection system.

Policy 8.8 It shall be the policy of Council to maintain refuse collection through the Municipality's Garbage Collection By-law.

CHAPTER 4 - GENERAL POLICIES

General Development Standards

Development standards apply to the physical development which occurs within the Plan Area. These standards are intended to provide for the orderly and safe development of the community while achieving optimum use of municipal services.

Policy 9.1 It shall be the policy of Council to establish in the Land Use By-law the following land or development standards:

- a) minimum lot size and yard requirements and maximum height restrictions for each zone, which may vary from zone to zone;
- b) parking requirements which may vary according to the proposed use and location of land;
- c) parking lot requirements which shall include provisions with respect to size, number and location of driveway accesses and the deflection of parking lot illumination away from adjacent land uses;
- d) signage requirements which shall address the number, placement and size of signs;
- e) provisions concerning temporary buildings, temporary uses and special occasion uses; and
- f) provisions for the operation of a home occupation.

Illumination

Policy 9.2 It shall be the policy of Council to establish requirements to minimize the impacts of any outdoor illumination on adjoining properties and adjacent streets.

Loading Space Exemption

Loading spaces are required for commercial and industrial uses where there is frequent shipping, loading or unloading of goods. Council recognizes that in some cases, this requirement cannot be met. Therefore, proposals to be situated on existing vacant undersized lots which cannot comply with the requirements shall be exempt from the loading space requirements.

Policy 9.3 It shall be the policy of Council to allow new commercial or industrial use to occur on an existing vacant undersized lot where such use cannot comply with the loading standards of the Land Use By-law.

More than One Main Building on a Lot

Some lots in Whycocomagh are large enough to accommodate more than one residential building and owners may wish to do so, often placing a home for another family member on the same lot. Council does not wish to place a restriction on this. However, some measures must be taken to ensure that, should the land be sold, each home can be separated by subdivision.

Policy 9.4 It shall be the policy of Council to establish requirements for lots on which there is more than one main residential building.

Outdoor Storage

Outdoor storage, such as wood piles or the storage of equipment required for the maintenance of the dwelling or accessory building is a natural and accepted characteristic of residential development. This type of outdoor storage will not be restricted by Council, however outdoor storage not associated with the dwelling will not be permitted, such as the storage of construction material or equipment.

Policy 9.5 It shall be the policy of Council to restrict outdoor storage in a residential zone to that which is consistent with the use of a dwelling or accessory building.

Parking Standards for a Change of Use

Policy 9.6 It shall be the policy of Council to exempt any additional parking requirements when a change of use to an existing commercial or industrial use cannot comply with the parking standards in the Land Use By-law.

Permitted Encroachment in Yards

Policy 9.7 It shall be the policy of Council to regulate the types, locations and maximum distance of projections from main buildings in all zones within the Plan Area.

Separation Distance and Buffering from Water Bodies

The Whycomagh Plan Area contains many bodies of water within its boundaries. This special resource provides benefits to the community and visitors by creating areas of passive and active recreation, but more importantly, they are areas for wildlife to flourish. A separation distance and buffer from the shoreline will not preserve the landscape along the waterfront or protect the waterfront, but it will limit structures from being built to the water's edge and provide a treed buffer between any development and the water. A riparian border or buffer provides a balance between accommodating development and the need for the preservation of the natural beauty and habitats.

Policy 9.8 It shall be the policy of Council to establish a setback from Whycomagh Bay and the Skye River. Wharves and boathouses located adjacent to Whycomagh Bay shall be exempt from this requirement.

Policy 9.9 It shall be the policy of Council to establish a landscaping requirement of a treed buffer along any water body within the Whycomagh Plan Area.

Signage

Signage is not a concern in Whycomagh. However, with many tourists passing through the community on their way to or from the Cabot Trail, consideration must be given to the placement and types of signs in order to prevent the haphazard signage which often occurs along a highway. Council is of the opinion that controls should be placed on all signs to be erected within the Plan Area. A development permit will be required for all signs within the Plan Area to ensure safety and maintenance standards are complied with.

Policy 9.10 It shall be the policy of Council to consider at some future date, amendments to the Land Use By-law requirements for the placement and size of signs within the Plan Area. In the meantime, a development permit shall be required for the erection of all signs within the Plan Area.

Policy 9.11 It shall be the policy of Council to limit the quantity of ground signs permitted on a lot within the Plan Area.

Temporary and Special Uses

New development or construction often requires the use of small storage sheds, equipment and offices. These uses are considered a normal part of the construction process and Council does not intend to restrict their use in the Plan Area, though Council will require that any temporary use be removed soon after the construction project has been completed.

Special uses refers to signs, banners, display booths and other associated structures which are used during special events and celebrations, such as the Whycomagh Summer Festival. Council does not wish to restrict these uses within the Plan Area, but will require that special uses be removed when the event has concluded. A development permit will be required for both of the above uses.

Policy 9.12 It shall be the policy of Council to allow temporary structures used in development or construction projects, including equipment, scaffolding, sheds and offices within the Plan Area. Council will require that any temporary use be removed within a specified time period upon completion of the project. A development permit shall be required for a temporary use.

Policy 9.13 It shall be the policy of Council to allow for special uses such as signs, banners, display booths or other related structures within the Plan Area. Council shall require that any special use be

removed within a specified time period upon conclusion of the event. A development permit shall be required for a special use.

CHAPTER 5 - IMPLEMENTATION

General

The Municipal Planning Strategy for the Whycomagh Plan Area is the policy document providing the framework by which the future growth and development of the Plan Area shall be encouraged, controlled and coordinated. The policies of the Strategy will be implemented through a variety of means, but generally through the powers of Council as provided by the *Municipal Government Act* and other statutes that may apply.

Policy A-1 In addition to employing specific implementation measures, it shall be the policy of Council to maintain a program of ongoing planning through the Inverness Planning Advisory Committee and Whycomagh Area Advisory Committee. Such a program may include aspects of public information and participation, further study respecting such matters as the drafting or revision of Municipal By-laws which deal with planning issues and any other issues which Council may suggest.

Policy A-2 In order that development control decisions may be based on expert advice beyond that which the Planning Advisory Committee is able to supply, applications for amendment of the Land Use By-law shall be directed to the Rural Cape Breton District Planning Commission and provincial government agencies such as the Departments of Health, Transportation and Public Works and Environment for their information and comment, as may be required.

Strategy Amendments

Policy A-3 Chapters 1 to 5 of this Strategy and all associated maps constitute the official Municipal Planning Strategy for the Whycomagh Plan Area. An amendment to this Strategy shall be required:

- (a) where any policy intent is to be changed;
- (b) where a desired amendment to the Land Use By-law does not conform to the Generalized Future Land Use Map; and can be shown to be desirable through studies;
- (c) where detailed area or functional strategies are desired to be incorporated into this Strategy;
- (d) where the Strategy is in conflict with applicable provincial land use policies or regulations, in accordance with the *Municipal Government Act*;
- (e) where policies of this Strategy are altered to coincide with policies of other planning strategies;
- or
- (f) where the boundaries of the Plan Area are altered to coincide with boundaries of future Plan Areas.

Policy A-4 Strategy amendments shall require the approval of the Minister of Service Nova Scotia and Municipal Relations and shall be carried out in accordance with the provisions of the *Municipal Government Act*.

Amending the Land Use By-law

The principal mechanism by which land use policies in the Municipal Planning Strategy are

implemented is the Land Use By-law. The Land Use By-law sets out zones, permitted uses and development standards within the zones and shall reflect the policies of the Municipal Planning Strategy (as required by the *Municipal Government Act*). It is expected that the By-law will be amended from time to time, although in conformity with the Strategy. Examples of situations which might create a need to amend the Land Use By-law include:

- a request by an individual to have the By-law amended (e.g. a map amendment or text amendment);
- a motion by a member of Council to amend the By-law; or
- a change in the Strategy

Should Council consider amending the Land Use By-law, it must fully examine the implications of the change and the amendment must comply with all other legal requirements as set out in the *Municipal Government Act*.

Policy A-5 In considering amendments to the Land Use By-law it shall be the policy of Council to:

- (a) request a report from the Rural Cape Breton District Planning Commission;
- (b) request the Inverness Planning Advisory Committee and the Whycomomagh Area Advisory Committee to consider the report prepared by the Planning Commission with respect to Policy A-8 (Criteria for Amendment to the Land Use By-law), and any other policies of this Strategy which affect the proposed amendment;
- (c) refer the matter to the appropriate individual government departments (as identified in this Strategy) where special expert advice is required;
- (d) comply with all legal requirements concerning amendments to the Land Use By-law as set out in the *Municipal Government Act*; and
- (e) require the applicant to pay the cost for advertising with respect to public notice as provided for in the *Municipal Government Act*.

Amendment to the Land Use By-law

It is not intended that all land shall be pre-zoned as indicated by the policies of this Strategy. Rather, in order that Council may maintain a high degree of control on future development, initial zoning provisions will be comparatively restrictive. Henceforth it is the policy of Council to not allow any new rezoning to the Commercial (C-1) Zone and to consider the expansion of existing commercial uses or new commercial uses as permitted in Policy 2.1 by Development Agreement as provided by the appropriate sections of the *Municipal Government Act*. Other development proposals which would not be permitted in the initial zoning will be processed as amendments to the Land Use By-law. Mobile home parks, in particular, shall not be pre-zoned.

Policy A-6 The following uses or zones shall be considered by amendment to the Land Use By-law:

- (a) rezoning from Residential Rural (R-2) to Residential Centre (R-1) upon provision of servicing as indicated in Policy 1.3 and according to Policy A-8;

(b) rezoning to a Mobile Home Park (MHP) Zone according to Policy 1.8 and Policy A-8;

(c) rezoning to Open Space (OS) according to Policy A-8; and

(d) rezoning from Residential Rural (R-2) to Resource Industrial (I-1) according to Policy 4.3 and Policy A-8.

In some instances, a rezoning to allow for a mobile home park, commercial or industrial use may have been approved, but because of a variety of reasons, the owner may decide, before construction begins, that the development will not be carried out. Some owners may wish to rezone the property back to the original residential zone. Such rezonings to a residential zone (downzoning) will be processed as amendments to the Land Use By-law. Only lands in which municipal servicing is provided will be considered for rezoning to Residential Centre (R-1).

Policy A-7 The following zones shall be considered by amendment to the Land Use By-law:

(a) rezoning from Mobile Home Park (MHP), Commercial (C-1), or Industrial (I-2) to Residential Centre (R-1) according to Policy A-8 and upon the provision of municipal water and/or sewer services; and

(b) rezoning from Mobile Home Park (MHP), Commercial (C-1), Resource Industrial (I-1) or Industrial (I-2) to Residential Rural (R-2) according to Policy A-8.

Criteria for Amendment to the Land Use By-law

Policy A-8 In considering amendments to the Land Use By-law, in addition to all other criteria as set out in various policies of this strategy, Council shall have regard to the following matters:

(a) That the proposal is in conformity with the intent of this Strategy.

(b) That the proposal is not premature or inappropriate by reason of:

(i) the financial capability of the Municipality to absorb any costs relating to the development;

(ii) the adequacy of the municipal sewer services and utilities or if services are not provided, the adequacy of physical site conditions for private on-site sewer and water systems;

(iii) the adequacy and proximity of school, recreation, and any other community facilities;

(iv) the adequacy of road networks in, adjacent to, and leading to the development; and

(v) the potential for the contamination of water courses or the creation of erosion or sedimentation.

(c) That the proposal conforms to the requirements contained in the Land Use By-law relating to the following:

(i) the type of use;

(ii) the height, setback and yard requirements of any proposed building;

(iii) access to and egress from the site and parking;

(iv) open storage;

(v) signs; and

- (vi) similar matters of planning concern.
- (d) suitability of the proposed site in terms of steepness of grades, and/or location of watercourses.

Development Agreements

Policy A-9 Development agreements are legally binding documents negotiated between Council and the applicant. They provide an approach to development control which is more flexible than the traditional zoning techniques. When preparing such a document, Council shall refer to the items to be included in a development agreement and the evaluation criteria contained the Municipal Planning Strategy.

The following uses shall be considered subject to the entering into of a development agreement:

- a) multiple unit dwellings over four (4) units according to Policy 1.1;
- b) tourist cabin/cottage development in the Centre Residential designation and in the Commercial (C-1) and Tourist Commercial (C-2) Zones, according to Policy A-8;

if the terms of the Development Agreement are not exercised within a period of one year from the date of signing, the Development Agreement becomes null and void.

Evaluation Criteria and Terms for Development Agreements

Policy A-10 In considering development agreements, in addition to all other criteria set out in various policies of this planning strategy, Council shall have regard for the following matters:

- a) The proposal is in conformance with the intent of this Strategy and with the requirements of all other Village by-laws and regulations;
- b) The proposal is not premature or inappropriate by reason of:
 - i) the financial capability of the Village to absorb any costs related to the development;
 - ii) the adequacy of sewer and water services to support the proposed development;
 - iii) the adequacy and proximity of school, recreation and other community facilities;
 - iv) the adequacy of road networks adjacent to, or leading to the development;
 - v) the potential for the contamination of watercourses or the creation of erosion or sedimentation.
- c) The potential for damage to or destruction of historical buildings and sites.

The Development Agreement may be discharged at the discretion of the Village of Whycomagh, upon the completion of the project within one year from the date of signing the Development Agreement and upon satisfactory fulfillment of the terms of the Agreement.

Policy A-11 In order to reduce land use conflicts with any adjacent or nearby land uses, it shall be the policy of Council when considering an application for a development agreement or an amendment to a development agreement that the agreement may include but not be limited to the following:

- the specified use and size of the structure, either new or an expansion of an existing structure, and the maximum floor area of additional or accessory uses;

- b) the location of any structures within the development
 - c) the percentage of land area that may be built upon and the size of yards, courts or other open spaces;
 - d) the external appearance of, in particular the compatibility with adjacent structures;
 - e) access to streets and parking;
 - f) the landscaping or buffering of development which may include fencing, trees, shrubs, walkways and outdoor lighting;
 - g) signs;
 - h) open storage and screening;
 - i) hours of operation;
 - j) maintenance;
 - k) minimum lot sizes;
 - l) minimum area of land to be required for any class of use of size of structure; regulating or prohibiting the use of land or the erection or use of structures except for such purposes as may be set out;
 - n) the maximum density of the population within the development; and
- any other similar matter that may be addressed in a Land Use By-law which Council feels is necessary to ensure the general compatibility of the use and structures with adjacent areas;
- the terms of the agreement provided, as appropriate, for the discharge of the agreement or parts thereof upon the successful fulfillment of its terms.

Policy A-12 To aid in the assessment of an application for a development agreement, it shall be the intent of Council to require any or all of the following information, in addition to information relevant to evaluation criteria and terms for development agreements, to be submitted by the applicant:

- a) information as to the physical and environmental characteristics of the proposed site including information regarding topography, contours, elevations, dimensions, natural drainage, soils, existing watercourses, vegetative cover, size and location of lands;
- b) information as to the proposed location, height, dimensions and use of all buildings or structures proposed to be built or erected on the lands;
- c) for lands on which municipal servicing is not provided, information regarding the provision of water and sewage disposal;
- d) information as to the proposed access to and egress from the lands and estimated traffic flows to be generated and parking provisions;
- e) information as to the intended hours of operation, open storage, signs; and
- f) information as to the provision for an appropriate buffer.

Development Agreement and Amendment Process

Policy A-13 In considering development agreements or amendments to the Municipal Planning Strategy or Land Use By-law, it shall be the intention of Council to:

- a) request a report from the Rural Cape Breton District Planning Commission;
- b) refer the matter to the Area Advisory Committee for their recommendation with respect to the appropriate policies of this Strategy which affect the proposed development agreement or amendment.

Municipal Development Officer

Policy A-14 In accordance with the *Municipal Government Act*, it shall be the policy of Council to continue the services of the Municipal Development Officer of the Rural Cape Breton District Planning Commission who shall administer the Land Use By-law and shall, where appropriate, grant development permits.

Building Inspector

Policy A-15 It shall be the policy of Council, to continue the services of the Building Inspector who shall be employed by the Rural Cape Breton District Planning Commission and whose duty it is to enforce the Building By-law, the Minimum Standards By-law and the Unightly Premises By-law.

Minor Variances

Policy A-16 In addition to the general powers granted in the *Municipal Government Act*, the *Act* also empowers the Municipal Development Officer to grant “minor variances” from the Land Use By-law. Specifically, the Municipal Development Officer may vary the percentage of land that may be built on, the sizes of yards, courts and other open spaces, lot frontage, and lot area. Should the Municipal Development Officer grant a minor variance, he/she must serve notice of this action in accordance with the *Municipal Government Act*. Anyone served with such notice may appeal to Council.

Subdivision Control

Subdivision of land in the Municipality of the County of Inverness is controlled by a Subdivision By-law adopted by Council on August 7, 1984. These Regulations apply to all subdivision of land within the County. At present, the Regulations contain provisions which allow for the creation of private roads.

Where a subdivision by-law specifies minimum lot dimensions or lot area and the by-law so provides, the development officer may approve a plan of subdivision that shows not more than two lots that do not meet these requirements, provided that the lot dimension and area are not less than ninety (90%) percent of the required minimums.

Policy A-17 It shall be the policy of Council to administer the Subdivision By-law through the Municipal Development Officer.

Policy A-18 It shall be the policy of Council to permit the Municipal Development Officer to approve a plan of subdivision pursuant to Section 278 of the *Municipal Government Act*.

Other Municipal By-laws

Policy A-19 It shall be the policy of Council to review from time to time and, when necessary, amend its Municipal Building By-law (Provincial Building Code, 1990) and Unsightly Premises By-law. The Building By-law regulates the structural requirements for new buildings and the Unsightly Premises By-law establishes property standards.

Annual Meetings

The purpose of the Municipal Planning Strategy is to guide the decisions of Council with respect to the regulation of private and public development and to continue to provide adequate public services and facilities to the residents within the Whycomagh Plan Area. In order to maintain a healthy rapport between the Municipality and the various local agencies that administer services to the community, Council shall encourage proper monitoring of public services through annual discussions with the community.

Strategy Review

In accordance with the *Municipal Government Act*, this Strategy may be reviewed when either the Minister of Service Nova Scotia and Municipal Relations or Council deems it necessary.

Policy A-20 In accordance with the *Municipal Government Act*, the Municipal Planning Strategy may be reviewed either when the Council deems it advisable or when requested by the Minister of Service Nova Scotia and Municipal Relations.