Proposed Amendments to the Land Use and Subdivision Bylaws

September 8, 2025

Kentville
A BREATH OF FRESH AIR

Overview

- Background and Context – Why changes are needed and what prompted the review
- Public Participation Meeting
- LUB Amendment – Medium Density (R3) and High Density (R4) Zone minimum lot frontage requirements
- Subdivision Amendments – Phased development, permanent cul-de-sac length/unit limits, temporary street configuration, emergency access standards
- Implications for Development – Benefits, challenges, and impacts
- Next Steps

Background

- Current Provisions – Existing Land Use Bylaw and Subdivision Bylaw have outdated, restrictive requirements or are silent on areas related to larger, phased developments. Staff are bringing forward several timely amendments which will support responsible development ahead of the plan review process

- Housing Constraints – Current R3/R4 frontage requirements limit density and infill potential

- Safety Concerns – No clear standards for cul-de-sac capacity, temporary turning areas, or emergency access for new or existing streets

- Phased Development – No language to consider connectivity, servicing capacity, safety, financial protections for the Town

- MPS Policy Objective – "to facilitate efficient growth and development of the town"

Public Participation Meeting

- Held on August 21, 2025
- Key Questions:

  Q: Do the amendments reduce or extend cul-de-sac regulations?

  A: Both a maximum length and unit cap would now apply, whichever is stricter.

  Q: What if a property on an existing cul-de-sac is rezoned?

  A: Unit caps still apply, even with rezoning. Applies to ADUs as well.

  Q: Who has access to emergency access gates?

  A: Likely a master key system for all emergency providers, protocol to be established.

LUB Amendment – R3/R4 Lot Frontage

Purpose of Lot Frontage Requirements

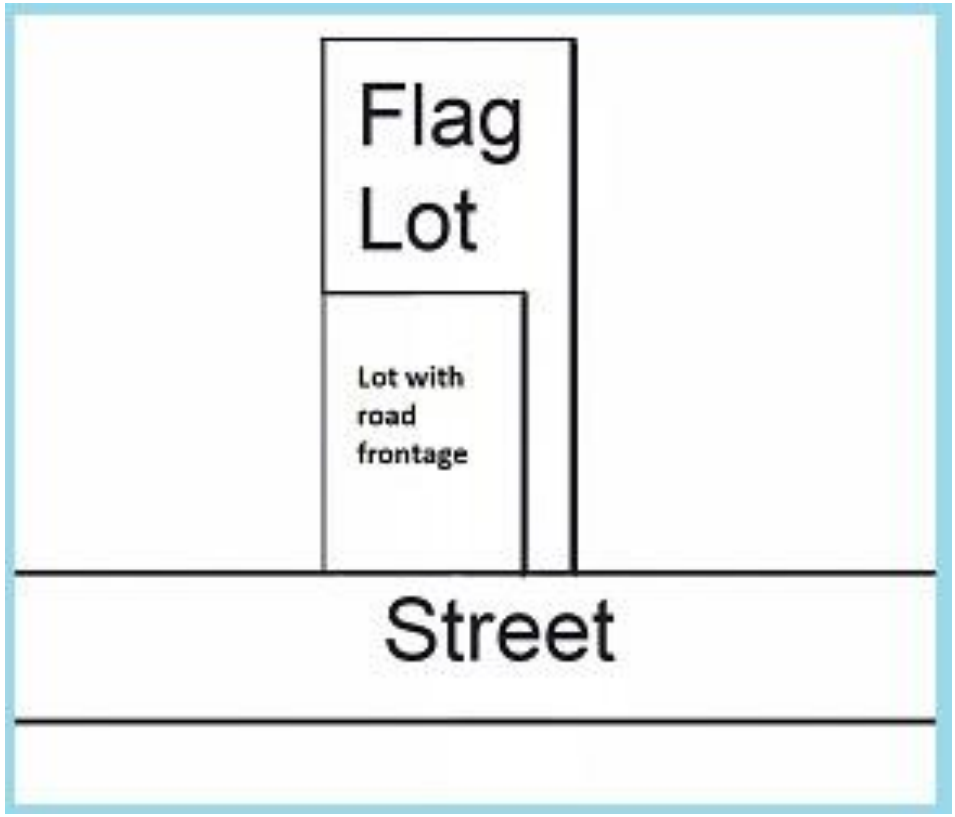
- Neighbourhood Design and Character – To shape the rhythm of the street by influencing spacing between driveways and overall streetscape.
- Access and Connectivity – To ensure that every lot has safe and reliable access to a public street for vehicles, pedestrians, and servicing.
- Emergency Services – To provide adequate width for fire trucks, ambulances, and utility vehicles to reach the property efficiently.
- Infrastructure and Servicing – To allow sufficient space for utilities, drainage, and snow storage while supporting efficient municipal maintenance.

LUB Amendment – R3/R4 Lot Frontage

Rationale for Lot Frontage Amendments

- Reduced Frontage – to allow more flexible design
  - R3: 50’ (from 60’ for 3-4 units; from 100' for 5-8 units)
  - R4: 50’ (from 60' for 3-4 units; from 100’ for 5+ units)

- Flag Lot Utilization - Enables more practical use of flag lots in higher-density zones, unlocking development on deep or irregular parcels currently constrained by frontage requirements



LUB Amendment – R3/R4 Lot Frontage

Urban Design Benefits – Encourages compact, pedestrian-friendly neighbourhoods

Alignment with Housing Goals – Supports more medium/high-density housing options

Infill Flexibility – Supports infill development while ensuring safe access and adequate servicing

Financial Flexibility - In addition to lowering direct land and servicing costs, reduced frontage requirements provide developers with financing flexibility by lowering upfront capital needs, improving loan viability, and enabling more flexible phasing and cash flow management.

Subdivision – Cul-de-Sac Provisions

Purpose of Cul-de-Sac Length Requirements

Emergency Access and Egress - To ensure fire, ambulance, and police services can reach properties efficiently and provide a **safe secondary exit route** for residents and responders in emergencies.

Traffic Management - To limit the number of homes served by a single cul-de-sac to avoid congestion.

Connectivity & Walkability – To encourage neighbourhood layouts with multiple connections, reducing isolation and promoting active transportation.

Infrastructure Efficiency - To manage the cost and maintenance of roads, snow clearing, and utility servicing by avoiding overly long cul-de-sacs.

Subdivision – Cul-de-Sac Provisions

- **Distance vs. Unit-Based Standards -** Current limits are measured in road length (500’ from nearest intersection (750’ with emergency exit)), which does not reflect how many homes are served.

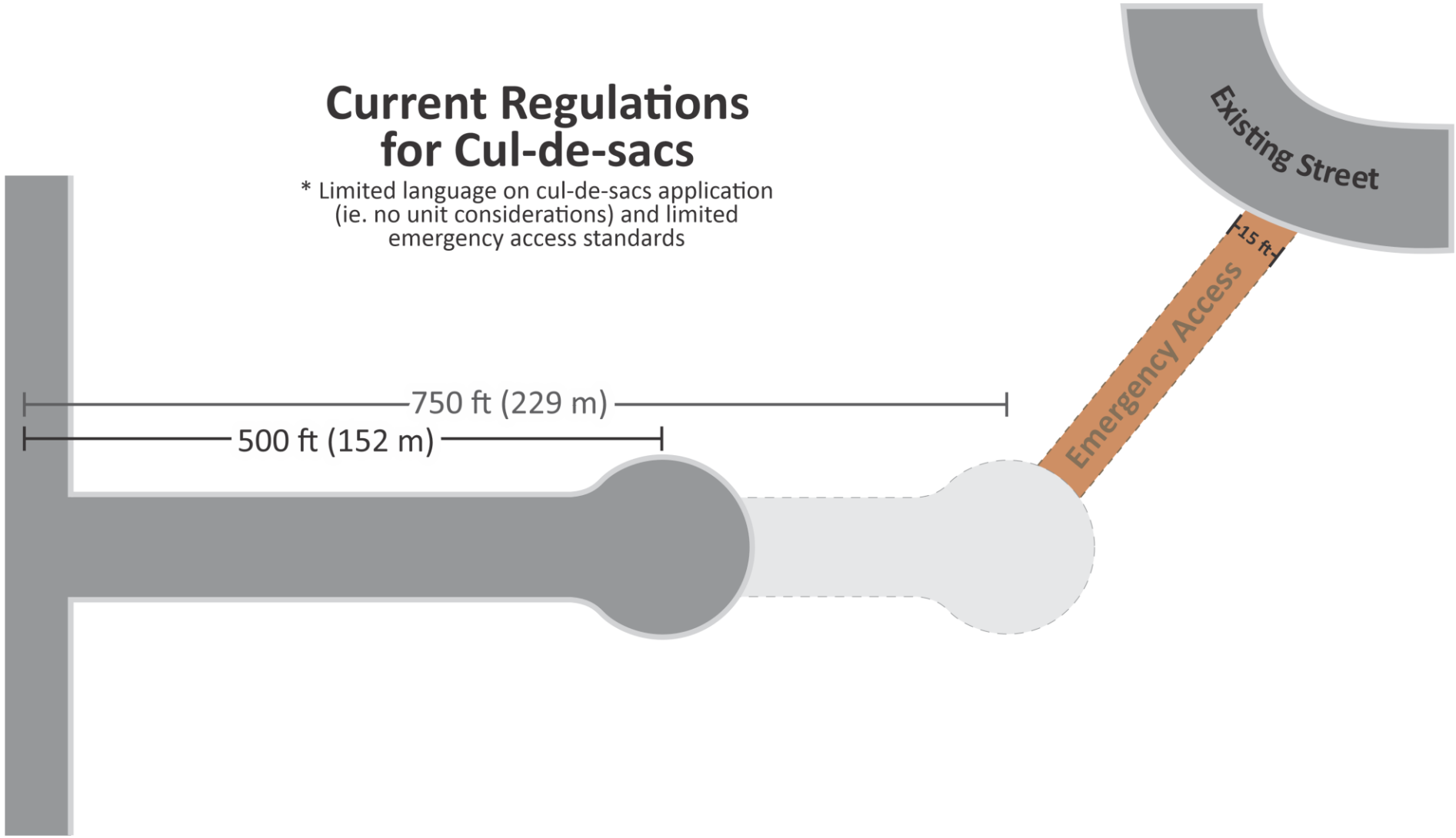
  A unit-based limit (e.g., 40-80 units) provides a clearer measure of population and service demand, aligning more closely with emergency response and infrastructure impacts.

- Unit-Based Limit – proposing a maximum of 60 dwelling units on single-access streets

- Counting All Units – Includes principal dwellings, secondary suites/ADUs

- Encouraging Connectivity – Promotes earlier provision of secondary access routes

Subdivision – Cul-de-sac Length

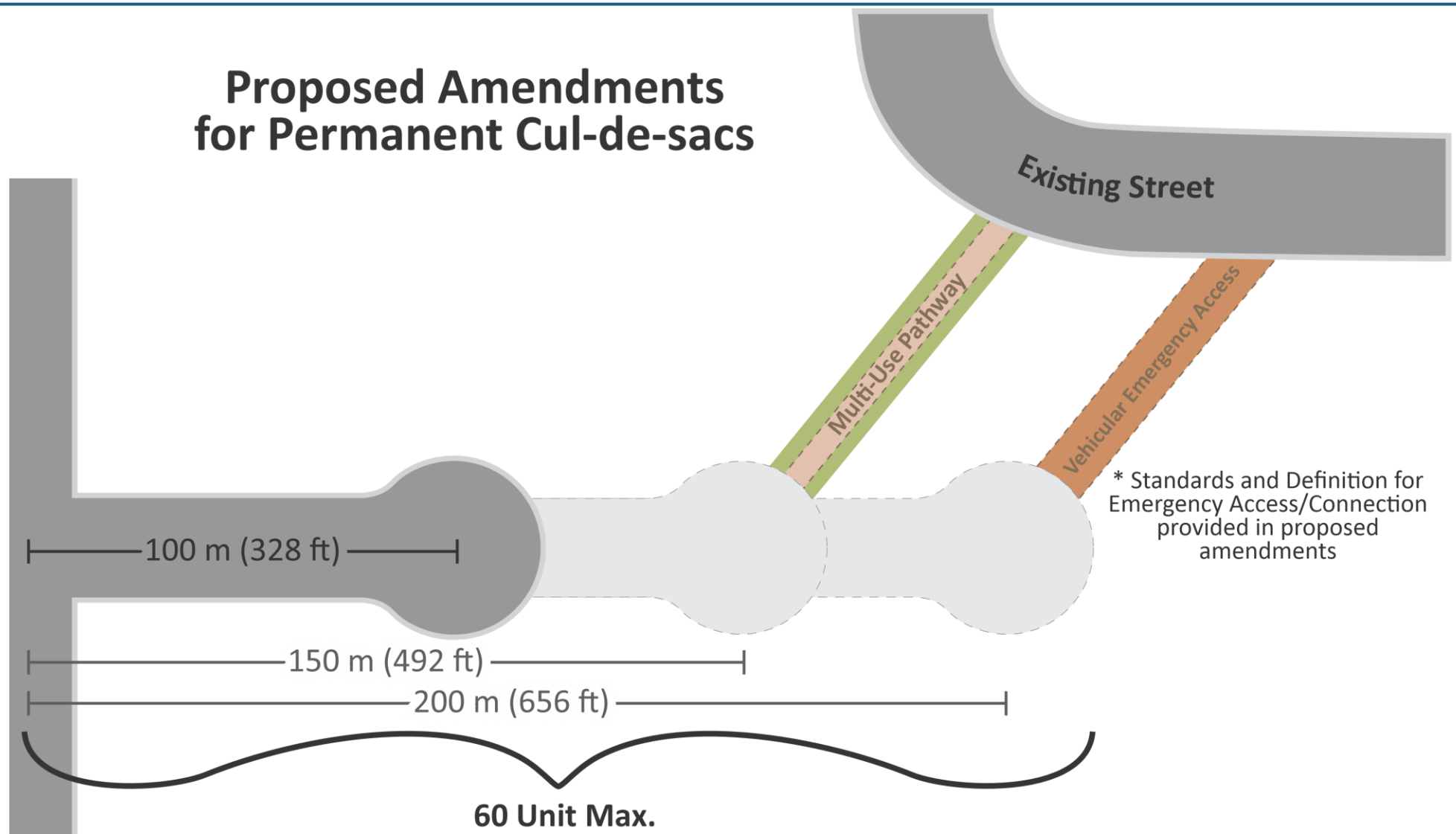


Subdivision – Cul-de-Sac Length

Proposed Permanent Cul-de-sac Provisions

- Default maximum length 100 m (328 ft)
- Up to 150 m (492 ft) with multi-use pathway connection to another street
- Up to 200 m (656 ft) with all-weather emergency connection to another street
- Up to a maximum of 60 units

Subdivision – Cul-de-Sac Length



Subdivision – Legacy Streets

Existing Overextended Street

“Existing Overextended Street” means a public street that has been previously constructed or approved with a length or dwelling unit count that exceeds the maximum standards established in this By-law for cul-de-sacs or temporary road terminations, and which does not provide secondary access or full connectivity to the surrounding street network.

Subdivision – Legacy Streets

Legacy Dead End Streets

Road Name	Length (ft)	Length (m)	Number of Units
Spring Garden Road	1,173	357	18
Parkview Road	1,441	439	44
Henry/Braeside Drive	1,594	486	24
Gladys Porter Dr *(Kadray Court/Blanchard Fraser Place)*	939	286	60
Parkview Road/Comeau Avenue	567	173	15
Prospect Avenue (Overlook to End)	4,471	1,363	134
Leverett Avenue/Klondyke Street/Chestnut Place	1,741	531	62
Mitchell Avenue	2,003	611	22
Acadia Drive	1,075	328	22

Street Map - Legacy Dead End Streets

Kentville

Base Data
- Town Boundary
- Property Lines
- Building Footprint
- Treed Area
- Recreation Trails
- Legacy Dead End Streets

Hydrology
- Dyke
- Watercourse
- Lake/River Water Area
- Swamp Area

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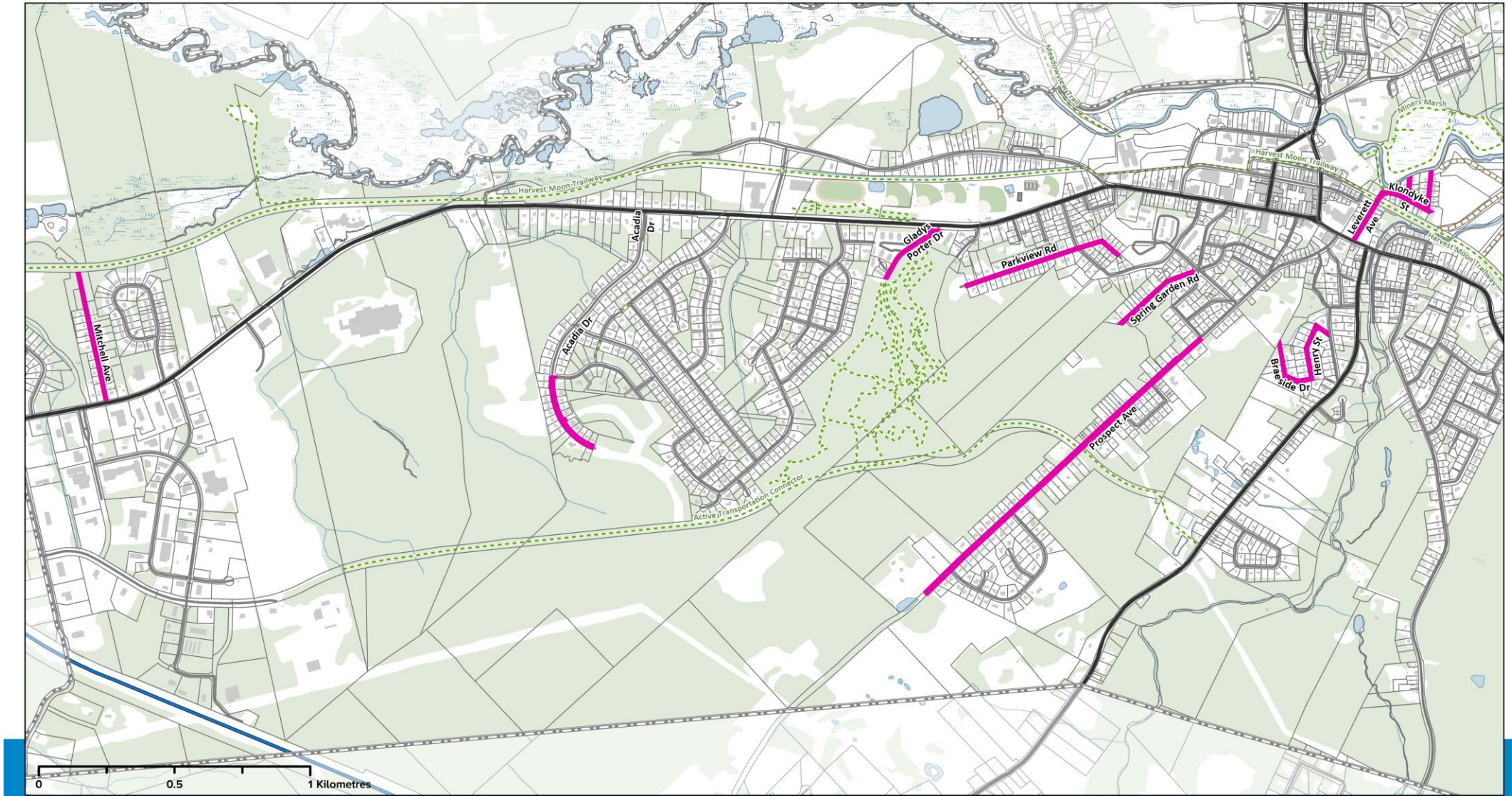
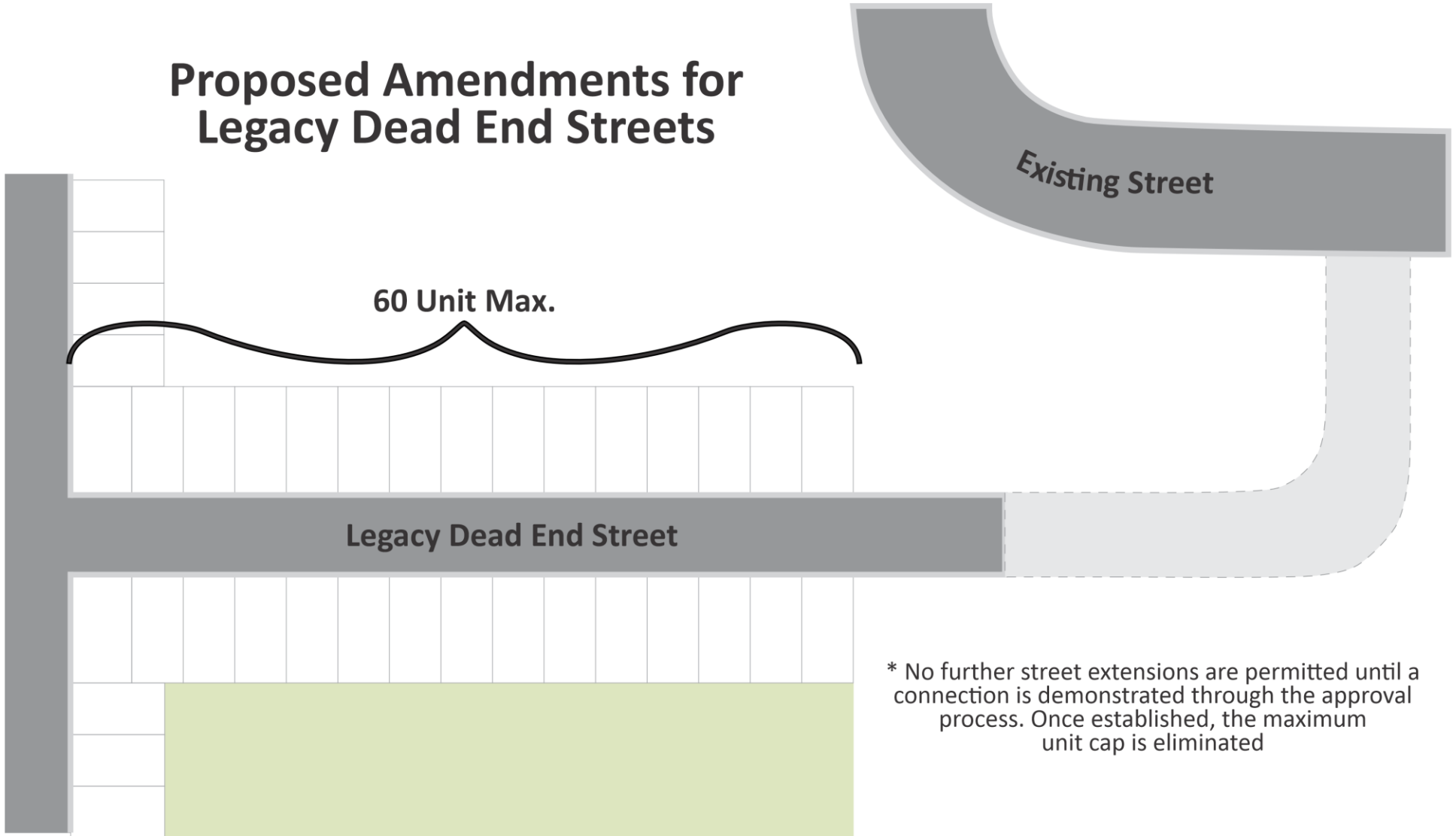


Subdivision – Implication for Legacy Streets



* No further street extensions are permitted until a connection is demonstrated through the approval process. Once established, the maximum unit cap is eliminated

Subdivision – Phased Development Standards

Definition - Phased Development

Development of land in sequential stages under a single subdivision or development concept, where lots, roads, services, and other infrastructure are constructed in planned increments rather than all at once. Each phase is designed to function independently while ensuring connectivity and integration with future phases.

Subdivision – Phased Development Standards

Support Managed Growth
Ensure new subdivisions are built in logical, connected phases that align with municipal infrastructure capacity and service delivery.

Enhance Connectivity
Prevent isolated cul-de-sacs and encourage future street extensions to maintain an integrated street network.

Improve Safety & Resilience
Require secondary emergency access or temporary turnarounds to meet fire protection standards and reduce public safety risks.

Balance Flexibility & Accountability
Provide developers with phased approval options while securing municipal interests in road completion and long-term community design.

Subdivision – Phased Development Standards

Balancing Development Objectives and Safety in Cul-de-Sacs

Development Objectives (Higher Unit Counts)
Developers often seek to maximize lot yield within a cul-de-sac to improve project viability, reduce per-unit servicing costs, and meet growing housing demand.

Safety Objectives (Lower Unit Counts)
Municipal standards limit the length and number of dwellings on a cul-de-sac to ensure emergency access, protect evacuation routes, and reduce congestion at a single point of entry.

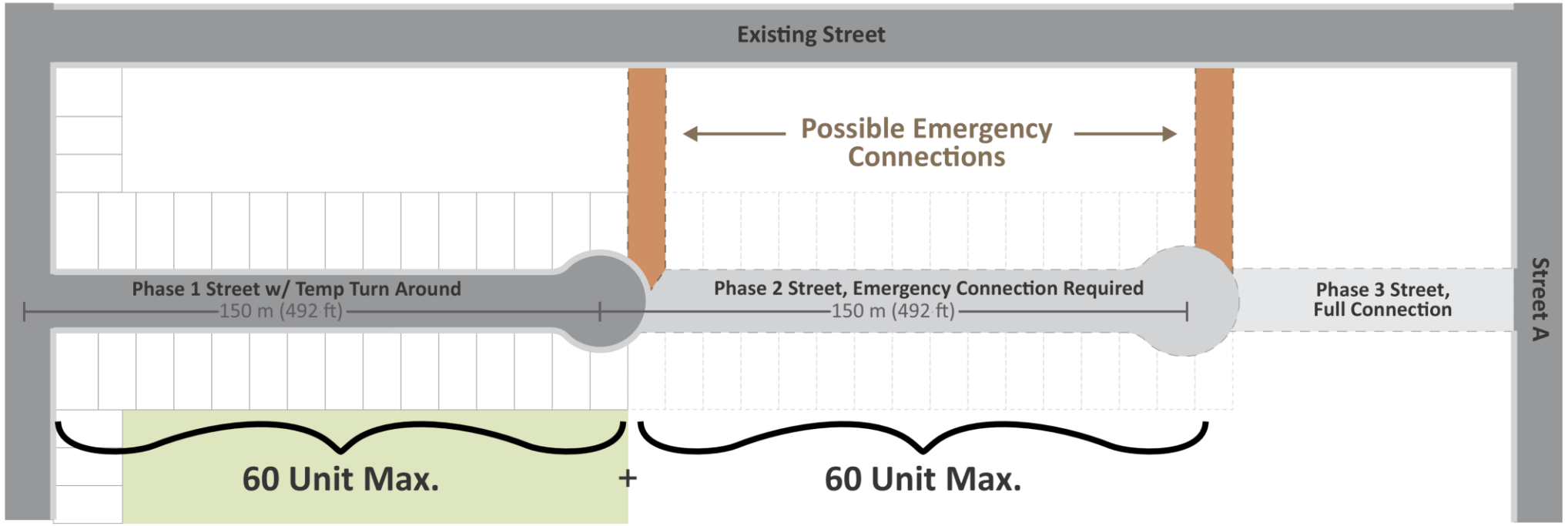
The Balance
The phased development amendments recognize both perspectives by:

- Allowing higher unit counts where a secondary emergency access (public street or all-weather emergency connection) is provided.
- Maintaining lower thresholds where only a single point of access exists.

This approach ensures **flexibility for development** while **upholding life-safety standards and community resilience**.

Subdivision – Phased Street Standards

Proposed Amendments for Subdivision Phasing



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Subdivision – Phased Street Standards

Proposed Amendments for Subdivision Phasing

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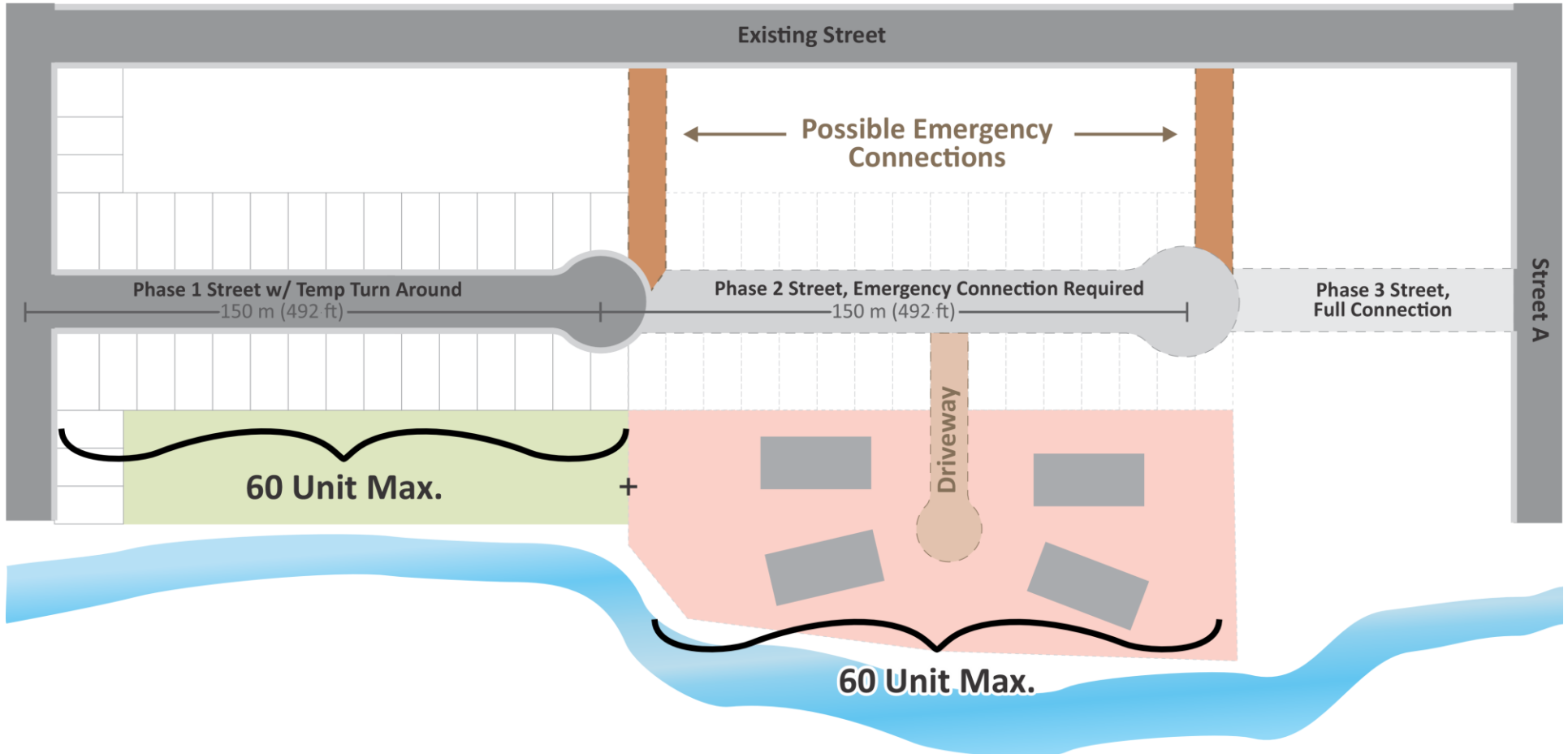


Subdivision – Emergency Access/Egress

When Required – For phased developments with more than 60 units or permanent cul-de-sacs >150m

Design Standard – Minimum width 6.0 m (19.7 ft), all-weather surface, unobstructed

Traffic Restriction – Gated to prevent regular traffic but accessible to emergency services

Documentation – Shown on subdivision plan and registered as an easement in favour of the Town of Kentville

Subdivision – Temporary Turning Areas

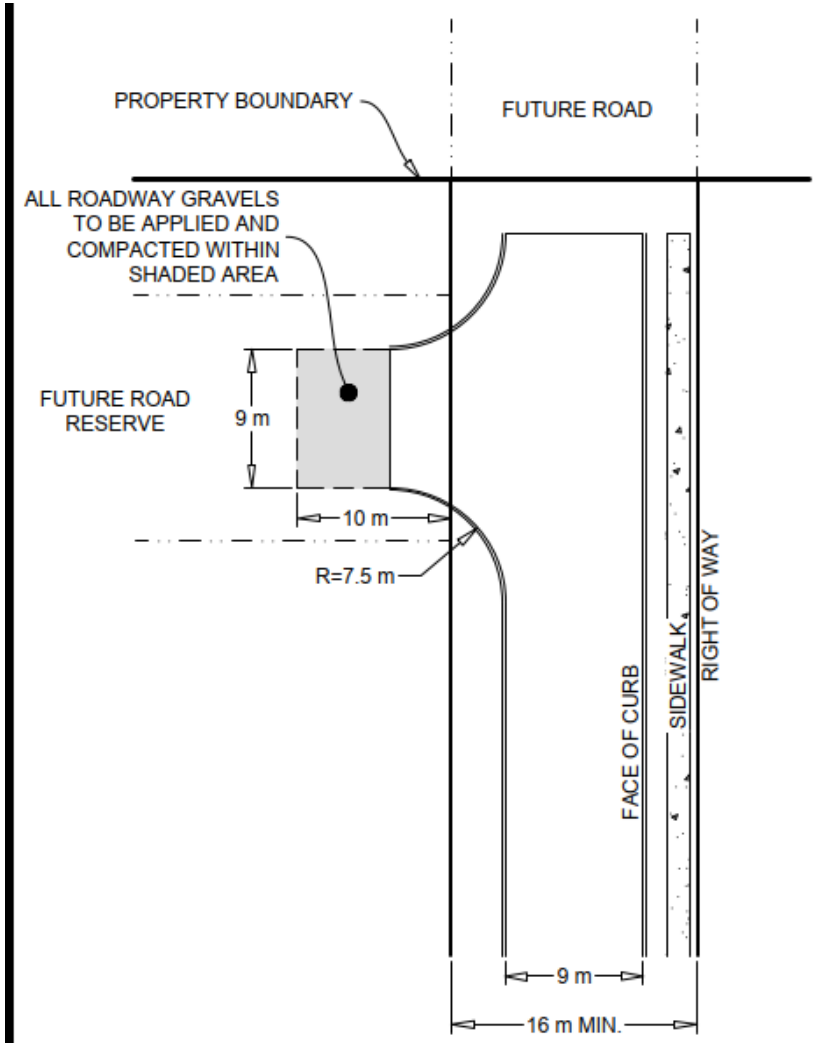
When Required – For phased subdivisions where roads terminate temporarily

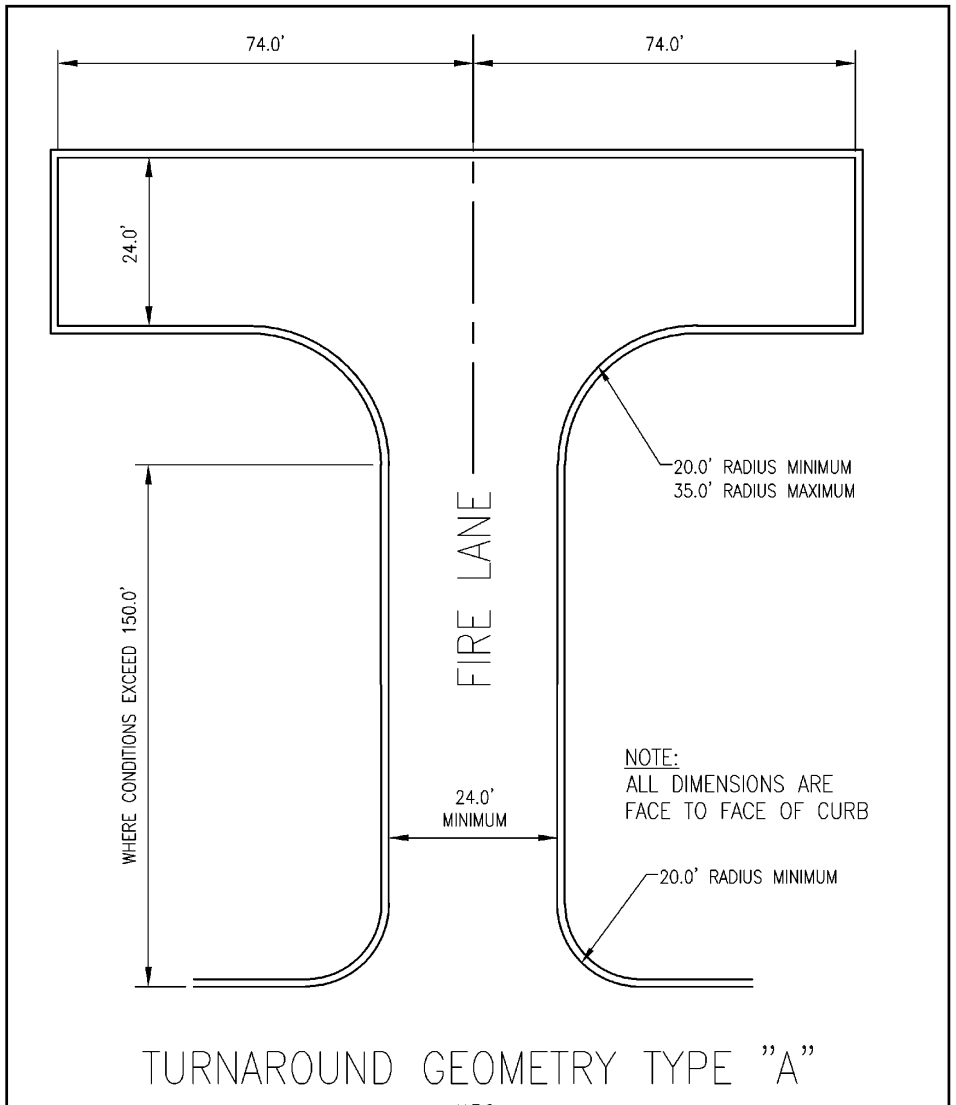
Proposed Design Standards – e.g. Hammerhead design

Safety Considerations – Must remain unobstructed for large emergency and service vehicles

Time Limit – Removed or extended within 24 months unless otherwise approved

Subdivision – Temporary Turning Area Concepts





Subdivision – New Definitions

- All-weather Emergency Connection
- Existing Overextended Streets
- Temporary Turnaround
- Permanent Cul-de-sac

Implications for Development

- Housing Supply – Facilitates design options in R3/R4 zones (frontage)
- Efficiency – Better use of land and infrastructure
- Public Safety – Stronger safeguards for evacuation and emergency access
- Process Clarity – Clear, measurable standards reduce uncertainty

The proposed changes are part of a broader effort to improve the quality of planning documents, ensuring they are clear, consistent with best practices, and easily understood by residents, developers, and Council.

Next Steps

Public Participation Meeting – August 21, 2025

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Council Advisory Committee (Introduction & Recommendation) - September 8, 2025

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Council First Reading – September 29, 2025*

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Public Hearing and Council Second Reading – October 2025*

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Publication of Notice of Approval

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14-Day Appeal Period

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Provincial Review

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Notification - Changes In Effect