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Section 1 - Introduction

1.1 Introduction and Overview of Municipal Plan

The Town of Salisbury is in southeastern New Brunswick, in the County of Westmorland. Situated along the Petitcodiac River, the municipal boundaries now include the former Village of Salisbury as well as portions of the former local service districts of Coverdale, Salisbury, Moncton and Elgin Parish. The Trans-Canada Highway passes through the Town creating easy accessibility to the City of Moncton. This provides Salisbury residents the ability to work in the Greater Moncton Area while enjoying a small-town atmosphere and lifestyle. Salisbury is also viewed as a gateway community as it is the last stop before entering the Greater Moncton Area and Albert County.

The Municipal Plan for the Town of Salisbury has been prepared by the Southeast Regional Service Commission at the request and under the direction of the Council of the Town of Salisbury following the 2023 boundary changes introduced by the Province through Local Governance Reform. The Plan is the primary land use document providing the framework by which the future growth and development of the Town shall be encouraged, controlled and coordinated.

This document is a revised Municipal Plan, replacing the former "Village of Salisbury Municipal Plan" adopted by Council on December 14th, 2020 and filed in the Westmorland Registry Office as #40904105 on January 21, 2021 and replacing the Westmorland-Albert Planning Area Rural Plan Regulation 21-WAP-069-00, approved by the Minister of Environment and Local Government in 2021, for those areas newly incorporated into the Town.

The Town of Salisbury Municipal Plan has been prepared following the procedures set out in the *Community Planning Act* and based on information in the background report.

1.2 Planning Vision

The vision of the Town of Salisbury is one of a sustainable community, ensuring that the development of the community meets the needs of the present without compromising the ability of future generations to meet their needs.

A sustainable development strategy achieves goals by taking into consideration the social, economic, and environmental aspects of the community. By considering these three elements in unison, the Town of Salisbury will be developed in a manner that reflects the changing needs of the community, while providing a high quality of life for the present and future generations.

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Salisbury's Municipal Plan contains policies and proposals aimed at creating a livable, resilient community and recognizes the importance of the newly incorporated rural areas within its boundaries.

1.3 Plan Goals

The overall purpose of this Plan is guiding development within the Town over the next 10 years. The goal of this Plan is to achieve a shared vision of the future; a vision of a healthy, sustainable community, while maintaining the character that makes Salisbury a distinct and interesting place to live. To achieve this vision, the Town has established the following objectives which are to:

a) be an economically prosperous community;

b) maintain control over the type and location of intensive commercial and industrial development to protect local residents from potential land use conflicts;

c) provide a diversity of housing options for residents;

d) maintain the character of the rural areas;

e) provide a pleasant living and working environment for residents;

f) encourage a range of recreation and nature-based leisure activities for residents and visitors;

g) ensure that impacts of development to the natural environment (such as air, water, and land resources, including agriculture) are minimized;

h) recognize that resource development and productive use of land in rural New Brunswick are key economic drivers of the local economy;

i) ensure that impacts of development to the natural environment (such as air, water, and land resources, including agriculture) are minimized;

j) provide guidelines for adapting to climate change impacts such as sea level rise, extreme weather events, flooding, and erosion;

k) ensure that impacts of development do not adversely impact public infrastructure;

l) to guide residential growth in a sustainable way that maximizes infrastructure use by directing new development to the serviced area of Town; and

m) to preserve heritage assets and sites of historical importance.

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1.4 Issue Areas

Issues addressed in this plan are:

a) municipal services and infrastructure;

b) flood risk areas;

c) rural development and agriculture;

d) recreation facilities;

e) natural environment;

f) railway;

g) tourism;

h) economic development;

i) health and wellness; and

j) federal and provincial infrastructure.

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Section 2 – Interpretation

2.1 Title

This document is referred to as the "Town of Salisbury Municipal Plan", By-law No. 16

2.2 Planning Area

The provisions of this document apply to all the lands located within the Town of Salisbury as shown on the "Town of Salisbury Boundary and Servicing Map" (Schedule B).

2.3 Text Interpretation

The use of the verbs in the present tense includes the future tense and the reverse also applies; the singular includes the plural and vice-versa unless the wording clearly implies otherwise.

2.4 Use Interpretation

The Town of Salisbury Future Land Use Map (Schedule A) is a graphic representation of the land use designations which are to be developed in accordance with the policies of this Plan. Areas contiguous to a given designation may be considered for a zoning amendment to a use permitted within that designation without an amendment to this Plan, provided all other policies of the plan are met.

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Section 3 - Serviceable Boundary

The Serviceable Boundary contained within the Municipal Plan serves as the Town's growth boundary. The boundary is based on infrastructure capacity and servicing through gravity flow and is meant to accommodate projected growth over a 20-year period. As the Town has a public sewage system but relies on private wells for water, it is important to clearly designate the area within the boundary for residential, commercial, industrial and community uses. Outside the boundary, land should be designated for predominantly rural uses such as agricultural and recreation uses, allowing for limited low density residential development where it doesn't conflict with natural resource uses.

It will be important for the Town to pursue cost sharing arrangements with developers to pay for the infrastructure from which development benefits. Such infrastructure costs may include roads, sewers, water systems, and storm drainage. It is the goal of the Town to direct most residential and commercial development in an efficient and cost-effective manner to the lands within the Serviceable Boundary.

Policy

3.1 It is policy that the Town shall maintain a Serviceable Boundary for the purpose of directing and managing various forms of development, as depicted on the Boundary and Servicing Map (Schedule B). Within the Serviceable Boundary no development permit shall be issued except where the proposed development connects to the municipal sewerage system and public roads, unless provided elsewhere in this Plan.

3.2 It is a policy of Council to designate the lands within the Serviceable Boundary for institutional, residential, commercial, and industrial uses. Agricultural uses shall not be permitted within the Serviceable Boundary.

3.3 It is a policy of Council to encourage an orderly and cost-effective approach to development by encouraging development to take place within the Serviceable Boundary in the following manner:

a) through rehabilitation and revitalization of existing building stock in the built-up areas;

b) in-filling of existing vacant lands within existing developments;

c) directing new developments within the existing piped serviced areas;

d) directing new developments in the areas most efficiently serviceable; and

e) directing new residential development adjacent to existing development.

3.4 It is a policy that where a Local Improvement By-law has been entered into with the Town for the purpose of providing any of the following services: sewerage, sidewalks, roads and streets, and/or water, Council shall ensure that before a development permit is issued within the Town, all conditions of the Local Improvement By-law have been met.

3.5 It is a policy of Council to establish setbacks that incorporate the Provincial *Water Well Regulation* and allow for unobstructed access to wells.

Proposal

3.6 It is a proposal of Council to prepare a long-term primary infrastructure review and Master Plan to be used to amend, where appropriate, any elements of the Serviceable Boundary.

3.7 It is a proposal of Council that prior to any further expansion of the Serviceable Boundary that the capacity of the existing sanitary collection and water availability be fully assessed.

3.8 It is a proposal of Council to require a cost benefit analysis and the potential financial impacts on Municipal finances to be prepared when development necessitates the expansion of the Serviceable Boundary. Applicants shall be required to provide this information to assist with the decision-making process.

3.9 It is a proposal of Council to better define and protect pedestrian walking areas to encourage and facilitate neighbourhood and social connectivity, especially in areas that are fully developed.

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Section 4 - Land Use Polices

4.1 Designations and the Future Land Use Map

In accordance with the *Community Planning Act*, the "Town of Salisbury Future Land Use Map" (Schedule A) shall divide the municipality into specific land use designations. These designations are consistent with the general plan principles. The Plan shall contain specific policies and proposals regarding land use and development within each designation. In accordance with the *Community Planning Act*, the "Town of Salisbury Zoning By-law" shall be revised and include the "Town of Salisbury Zoning Map" which shall divide the Town into zones that are consistent with the Plan.

4.2 Objectives

The Town of Salisbury intends to accomplish several objectives through land use designations and polices:

a) To continue to enhance, maintain and develop the Town of Salisbury's image as a pleasant and quiet small town and rural community;

b) To ensure that new growth and development is carried out in an orderly manner, while maintaining and enhancing the existing communities within its boundary;

c) To direct development to the Serviceable Boundary;

d) To ensure that development practices include water protection measures;

e) To ensure significant steps are taken to protect private water sources, as well as continue to monitor the feasibility of a public water system for residents and businesses in the future; and

f) To limit development that could have potentially undesirable or adverse impacts.

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4.3 Policy

It is a policy that the Town of Salisbury shall be divided into six (6) land use designations as shown on the "Town of Salisbury Future Land Use Map" (Schedule A):

a) Town Centre;

b) Commercial;

c) Industrial;

d) Residential;

e) Rural; and

f) Open Space Conservation.

4.4 Town Centre Designation (TC)

The Town Centre is presently characterized by a mix of uses, including institutional, commercial and residential. This mixture of uses contributes to the Town atmosphere and is the focal point for most commercial, business, institutional and cultural activities. A mix of uses within the Town Centre creates diversity, affordability, and accessibility for those who desire to locate near the centre, and further provides economic opportunities for business development. Revitalization and business retention in the core are expected to stimulate interest in the cultural and traditional aspects of the Town Centre.

Policy

4.4.1 It is a policy to designate the area of the Town which traditionally has formed the core of the community as Town Centre.

4.4.2 It is a policy to create a Town Centre zone in which to permit high density residential development within the Town Centre subject to terms and conditions imposed by the Planning Review and Adjustment Committee. When considering the imposition of terms and conditions the following shall be considered, but not limited to:

a) the location and access to off-street parking and the design of the parking lot layout;

b) provisions for the preservation of the existing landscape by minimizing tree and soil removal;

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c) buffering from adjacent properties;

d) drainage; and

e) water supply assessment.

4.4.3 It is a policy of Council to strengthen the Town Centre by encouraging businesses servicing the local population to locate within this area and by promoting mixed use development which incorporates institutional, commercial, and residential land uses, as well as cultural and recreational activities.

4.4.4 It is a policy to allow existing light industrial uses to continue in the Town Centre.

4.4.5 It is a policy to work with business and community organizations to address existing issues including beautification, signage, business improvement and marketing.

4.4.6 It is a policy of Council to facilitate the following improvements in the Town Centre:

a) participation with Federal and Provincial governments to provide programs and incentives for business area revitalization and streetscape improvements;

b) provision of assistance, when necessary, for streetscape and façade improvements along Main Street and other areas of the community; and

c) regulation on the use of signs.

4.5 Commercial Designation (C)

With the twinning of the Trans-Canada Highway, the lands surrounding Exit 433 provide an opportunity for the Town to attract highway commercial development. This has contributed to important tax revenue for the Town as well as new employment and business opportunities for residents and the travelling public. The goal of this area is to create opportunities for commercial development which can be efficiently and safely accessed, as well as ensure there are adequate highway commercial areas near the Trans-Canada to serve the travelling public and community.

Policy

4.5.1 It is a policy to designate the area of the Town in the immediate vicinity of the Trans-Canada Highway as Commercial to provide additional land for commercial development to serve a diverse clientele; especially aimed at serving the travelling public.

4.5.2 It is a policy that within the Commercial designation, Council shall create a Highway Commercial zone which permits intensive commercial and institutional uses.

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4.5.3 It is a policy that intensive commercial uses that require large areas and/or create nuisances should locate in areas away from residential areas and be directed to the Highway Commercial zone.

4.5.4 It is a policy to ensure through site design control that new development in the commercial designation shall have limited and safe access to public streets to minimize traffic problems and maximize safety on and offsite.

4.5.5 It is a policy that development be designed and developed in an environmentally responsible manner to minimize the impacts to the natural areas and municipal storm systems. This shall include requiring engineered plans prepared by licenced professional engineers for controlling drainage and sediment control.

4.5.6 It is a policy that new development in the commercial designation be required to undertake water quantity and quality assessments to ensure there is an adequate onsite supply to serve the intended use without negatively impacting water sources offsite in the surrounding area.

Proposal

4.5.7 It is a proposal of Council to consider rezoning applications from Highway Commercial to Industrial where land zoned Highway Commercial abuts Industrial zoned land provided that all conditions of the zoning are met and that the site can meet the servicing requirement of the Town or the Province.

4.6 Industrial Designation (I)

Although several light industrial uses have sporadically located within the Village, Industrial uses may lead to land use conflict when mixed throughout the Village. Larger scale industrial uses have located near and have visibility from the Trans-Canada Highway. This area is advantageously positioned as it has limited impact on residential neighbourhoods and is comprised of larger sized lots. These lands are outside the serviceable boundary however and would require Provincial approvals for onsite services.

4.6.1 It is a policy that Council encourages and directs future industrial growth within the Industrial designated area near the Trans-Canada Highway interchange exit 112 as this area offers connectivity to highway transport, accesses designed for higher traffic loads and provides high visibility from the Trans-Canada Highway.

4.6.2 It is a policy that within the Industrial designation, Council shall permit Industrial and Special Entertainment zones.

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4.6.3 It is a policy that adult entertainment uses are only permitted in the Special Entertainment zone, through a rezoning by development agreement. In considering the request, Council shall consider the compatibility with the existing uses and surrounding neighourhood.

4.6.4 It is a policy that development in the Industrial designation shall be sensitive to the natural environment. Engineered plans shall be required to limit erosion, pollution and sediment runoff and demonstrate that onsite drainage will not negatively affect the natural environment.

4.6.5 It is a policy for Council to consider light industrial uses in areas outside of the Industrial designated area at exit 112 through an amendment to the Future Land Use Map and rezoning subject to conditions imposed in a resolution or development agreement, including but not limited to:

a) That the activity meets all federal and provincial legislation;

b) That the activity has sufficient setbacks and buffers (natural and/or built) from neighbouring land uses to limit negative impacts;

c) That the lands are serviced by a provincially approved water and sewer system if required;

d) That the site has an approved access to a suitable road network.

Proposal

4.6.6 It is a proposal that Council study the possibility of creating an Industrial Business Park within this designation and some of the surrounding rural lands located north of the Trans-Canada Highway. This study should include the preparation of a development strategy for promoting the Industrial Business Park through signage and other means, such as visibility from the highway, accessibility and proximity to large commercial, industrial centres and the international airport.

4.7 Residential Designation (R)

The Town of Salisbury has sustained a steady increase in population since the early 1980s. With the 2022 amalgamation, the population of the Town is now 3990. There population distribution in Salisbury is keeping pace with provincial trends with 17.3% of the population under the age of 15 years, 57.9% working and preretirement age (15-64 years), with seniors (65 years and over) accounting for 24.8% of the population. The average age in the newly expanded municipality is 44.5 years which is comparable to the average age in New Brunswick at 44.7 years.

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Given Salisbury is a community that supports aging in place, it should have a variety of housing options available. Most of the housing in the expanded limits of the Town is composed of single detached dwellings. There are a limited number of other types including mini (or mobile) homes, semi-detached and apartments. Prior to amalgamation, building permit data for the former Village showed that Salisbury had seen limited growth in multiple unit buildings (5%) since 2005. Nonetheless, the majority of housing remains in single dwelling units and mini homes. Given projections showing a rapidly increasing elderly population in New Brunswick communities (85 years and above), it will be important for Salisbury to work towards developing housing options to suit this demographic.

The overall objectives in the residential designation are to provide a residential mix reflective of the current and future needs, and to encourage flexibility of the housing stock by providing opportunities for occupants to age in place and while continuing to reflect their rural lifestyle.

Policy

4.7.1 It is a policy to designate sufficient residential land on the Future Land Use map (Schedule A) to accommodate the demand for future residential development within the Serviceable Boundary of the Town.

4.7.2 It is a policy that existing residential areas within the Town are zoned Residential Serviced (RS) to protect residential uses and provide adequate reserve lands to assure future growth within the Serviceable Boundary of the Town.

4.7.3 It is a policy to deem existing community uses as compatible with the residential designation and zone as Community Use. Future community uses may be permitted in residential zones subject to terms and conditions imposed by the Planning Review and Adjustment Committee.

4.7.4 It is a policy that home occupations which are compatible with adjacent residential uses and maintain the character of residential areas shall be permitted within this designation. Such home occupations shall be an accessory use to the main residential use, to assure that the home occupation is well integrated in the residential nature of the community.

4.7.5 It is a policy that the area north of the Canadian National Railway and fronting along Fredericton Road (Route 112) be zoned Residential Neighbourhood Service to permit a mixture of commercial businesses and residential uses along this corridor linking the Highway Commercial node with the Town Centre.

4.7.6 It is a policy that multiple-unit dwellings and residential care facilities be permitted in the Residential Neighbourhood Service (RNS) zone subject to terms and conditions imposed by the Planning Review and Adjustment Committee. The Committee shall give consideration, but not be limited to, the following:

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a) minimizing driveway accesses onto Fredericton Road;

b) buffering of adjacent properties;

c) maintaining existing mature trees or significant features;

d) adequate water supply; and

e) drainage.

4.7.7 It is a policy that commercial daycare centres be permitted in the Residential Neighbourhood Service zone subject to terms and conditions imposed by the Planning Review and Adjustment Committee. The Committee shall give consideration, but not be limited to, the following:

a) adequacy of parking in terms of number of spaces and location; and

b) buffering of adjoining properties, either by fencing or appropriate landscape features.

4.7.8 It is a policy that mini homes are only permitted in the Dwelling Group Zone within the Serviceable Boundary.

4.7.9 Outside of the Serviceable Boundary, mini homes shall be considered single-unit dwellings.

4.7.10 It is a policy to establish standards for residential development in areas affected by projected sea level rise and inland or riverine flooding.

4.7.11 It is a policy that when considering proposals to rezone properties to the Residential Serviced Zone for a development requiring a new public road, the following shall be considered:

a) Impact on drinking water supplies

b) Proximity to existing resource-based uses

c) Provision of community amenity space

d) Drainage

e) Road network connectivity

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f) Other considerations deemed appropriate

4.7.12 It is a policy to permit accessory dwelling units within single unit dwellings in the Residential Zone to encourage affordable housing options, allow seniors to live near family while maintaining independence, and provide a modest source of revenue for homeowners.

Proposal

4.7.13 It is proposed that Council consider undertaking a study on lot size requirements within the life of the Plan to guide an amendment to the Zoning By-Law, aimed at considering changes to lot size requirements within the Serviceable Boundary of the Town. The study will seek to determine the appropriate balance of density based on available services and the reliance on private water sources.

4.8 Rural Designation (RU)

Denser development in the Town has located south of the CNR rail line and along Fredericton Road (Route 112). The remainder of the Town is rural in character as it is comprised mainly of forested areas and agricultural lands. This area is outside the Serviceable Boundary and therefore unable to be part of the gravity fed sanitation system of the Town. The size of this rural area has recently increased dramatically due to amalgamations under New Brunswick's Local Governance Reform. Now that these vast rural areas are considered part of the Town, it will be important to accommodate rural activities and uses within the rural designation.

The objective of the rural designation is to maintain the rural character of this area by ensuring the continuity of agricultural and resource uses while discouraging dense residential development due to dependence upon on-site sewer and the inherent conflicts that can arise between residential uses and traditional rural activities.

Policy

4.8.1 It is a policy to establish subdivision standards to discourage inefficient land use patterns in rural areas.

4.8.2 It is a policy for Council to create a Rural Residential zone that includes existing residential uses on smaller lots outside of the Serviceable Boundary within established residential nodes in the rural area.

4.8.3 It is a policy to create an Infill Overlay zone that abuts existing public roads to permit new lots that meet the minimum municipal standards without requiring new infrastructure.

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4.8.4 It is a policy that subdivisions located outside the Infill Overlay zone shall be developed with larger lots to maintain the character of the rural area and cater to a rural lifestyle. New lots shall have a minimum lot size of two (2) hectares

4.8.5 It is a policy to create a Rural Area zone for the purpose of permitting agriculture, resource activities, cemeteries, and limited residential uses, as well as other compatible land uses in those areas outside the Serviceable Boundary.

4.8.6 It is a policy to encourage residential developments to locate away from resource-based uses, including agriculture, to limit potential conflicts related to noise, smell and environmental impacts.

4.8.7 It is a policy to permit a range of light commercial uses throughout the Rural designation to maximize access to local services and optimize use of existing infrastructure, subject to standards contained within the zoning provisions.

4.8.8 It is a policy that home occupations be permitted throughout the Rural designation, subject to standards established in the Zoning By-law.

4.8.9 It is a policy that institutional uses shall be permitted as-of-right in the area designated as Rural except in the Rural Residential (RR) zone where institutional uses shall be permitted subject to terms and conditions.

4.8.10 It is a policy to encourage resource-related uses to employ best management practices to minimize environmental degradation.

4.8.11 It is a policy that within the Rural designation, Council shall create a Resource Development zone and an Intensive Resource Development zone differentiated by the degree of impact on the environment and surrounding areas of the permitted uses.

4.8.12 It is a policy that pits and quarries shall be permitted in the Resource Development and Intensive Resource Development zones.

4.8.13 It is a policy that within the Rural designation, Council shall create an Agriculture Zone to protect prime agricultural areas from further encroachment by incompatible uses.

4.9 Open Space Conservation Designation (OSC)

With the Petitcodiac River being a defining element of the Town, its shoreline provides unique habitat for species and adjacent lands are subject to flooding. Further, as Salisbury's sewage system is gravity fed, the Town lagoons are also located along the river. Climate change scenarios indicate that future water levels along the river will be higher than traditionally experienced.

Conservation areas have also been extended with amalgamation. Therefore, the goal of the Open Space Conservation designation is to ensure that development is limited in these environmentally sensitive areas and near these vital municipal services. The primary objective is to provide a policy and regulatory structure that protects infrastructure and these sensitive areas and the unique habitats that they create.

Policy

4.9.1 It is a policy to protect environmentally sensitive areas of the Town by establishing an Open Space Conservation (OSC) zone and limiting uses to municipal services, parks, open space, conservation, and passive recreational uses.

4.9.2 It is a policy to work with the public and private sector to promote these areas as an educational and ecotourism destination which promotes and protects its unique environmental system in a sensitive and sustainable manner.

4.9.3 It is a policy that environmentally sensitive areas including, but not limited to, lands held in trust by conservation entities shall be zoned as Open Space Conservation.

Proposal

4.9.4 It is proposed to develop flood hazard mapping to educate residents, landowners and developers to identify areas at risk from flood hazards and provide guidance on sea level rise and adaptation strategies.

4.9.5 It is a proposal of Council to endeavour to secure land within environmentally sensitive areas through appropriate zoning mechanisms and land acquisitions.

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Section 5 - Lands for Public Purposes

Salisbury has several parks located throughout the Town including neighbourhood playgrounds and public open spaces. Highland Park is the largest park and includes a variety of activities for residents including walking trails, wetlands, playground equipment and picnic areas. The Town strives to provide four seasons of activities for residents and visitors.

The Town acquires land and money for parkland through the subdivision process. When Council is considering a subdivision, which provides an opportunity for lands for public purposes, the Parks and Leisure Strategic Plan should be used as a guide. When acquiring additional lands or cash in lieu of land, the overall goal of providing sufficient land for a range of parks, recreation and leisure activities should be considered.

Policy

5.1 It is a policy of Council to direct the Planning Review and Adjustment Committee, when reviewing the lands for public purposes and/or cash in lieu, to consider:

a) the existence and capacity of other nearby facilities;

b) the quantity and nature of recreation demand;

c) the adequacy of the site for the proposed recreational use;

d) the accessibility of the site;

e) the potential of adjoining to abutting park lands and/or creating trail linkages;

f) conservation of natural or unique features; and

g) any other matter deemed necessary by Council.

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Section 6 - Community and Economic Development

The local economy for the Town of Salisbury is mixed with both small local businesses, and large-scale development. In Salisbury, many small businesses provide services to satisfy the daily needs of residents including such things as a grocery store, banking, service shops and restaurants. Most of these businesses have located along the Fredericton Road and in the Town Centre.

Several highway-oriented businesses are located at the TransCanada Highway entrance to the Town. This area takes advantage of both sides of the Highway. Presently, 25% of the land has been developed, leaving 75% vacant or in agricultural production which results in significant commercial and industrial development opportunities available in this area. The rural economy outside the Town Centre and Highway Commercial areas is primarily agriculture along with other natural resource activities such as aggregate extraction and forestry.

Policy

6.1 It is a policy of Council to provide an environment that is conducive to economic development and the growth of employment opportunities in designated areas of the Town.

6.2 It is a policy of Council to continue to support and pursue, in conjunction with the Beautification Committee, new initiatives and undertake beautification projects within the Town Centre. Special attention should be given to Main Street, Douglas Street and River Road as the primary areas of the Town Centre.

6.3 It is a policy to work with the businesses and interest groups in the Town to strengthen the Town Centre through sponsoring all-season festivals and cultural events and improving the facilities in the centre of the Town.

6.4 It is a policy to encourage a range of recreation and tourism uses within the Town subject to zoning provisions.

6.5 It is a policy to encourage tourism development that supports the continued development of recreational infrastructure.

6.6 It is a policy that campgrounds, including non-traditional forms of traveller accommodation, shall be permitted in the Rural Area, Community Use, Agricultural, and Resource Development zones subject to terms and conditions including:

a) Impact on the natural environment;

b) Impact on neighbouring properties in terms of noise and traffic; and

c) Public safety.

Proposal

6.7 It is a proposal of Council to ensure that the Town has the proper infrastructure capacity and designated space for new businesses along with the support of its local citizens in order to attract new investment in the Town;

6.8 It is a proposal that in recognition of the benefits of collaborative economic development initiatives, Council will continue to actively participate with all levels of government, adjacent municipalities, and development associations in the promotion of the region.

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Section 7 – Infrastructure and Municipal Services

The Town of Salisbury provides a range of services to its residents including sewer, storm drainage, sidewalks, street lighting, recreation, fire protection and policing. There are also several other services which are provided more regionally including emergency services, garbage collection, and recycling.

The Town strives to maintain and attract services to the community with limited financial resources.

7.1 Transportation

Transportation plays an important role in the lives of all residents and businesses in the Town of Salisbury. Access to land is the primary function of all transportation networks within communities. The Trans-Canada Highway provides development opportunities for the Town that take advantage of its strategic location and enables it to promote this area as a service area for the local community as well as the travelling public.

Salisbury's road network generally follows a grid pattern off the axis of two main provincially designated highways, the Fredericton Road/River Road (Route 112) and Main Street (Route 106). Both bisect the Town in a north/south and east/west direction respectively. Street connectivity to reduce traffic conflicts and congestion are of primary concern in developing an effective road network.

Policy

7.1.1 It is a policy of Council, in conjunction with other senior levels of government, to continue to provide a suitable transportation network to meet the needs of the residents of the Town of Salisbury.

7.1.2 It is a policy that any new road developed within the Sea Level Rise Overlay Zone shall require a rezoning to the Dwelling Group zone. All associated costs shall remain with the developer and/or property owner and shall not be transferred to the government.

7.1.3 It is a policy of Council to establish a Five-Year Capital Works Program for municipal owned streets.

7.1.4 It is a policy to refer to the Boundary and Servicing Map (Schedule B) to identify future road and trail configuration interests of the Town during the subdivision and development review processes to ensure roads and trails are located in strategic locations.

7.1.5 It is a policy of Council to ensure that future roads be planned to reach serviceable lands.

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7.1.6 It is a policy of Council to require in the design of multiple lot subdivisions that existing local streets be connected where possible to the new development and that provisions be made for future connections within the Serviceable Boundary.

7.1.7 It is a policy that in accordance with the Town of Salisbury Subdivision By-law, the cost associated with constructing new streets and infrastructure is the responsibility of the person who subdivides the land.

7.1.8 It is a policy that Council shall ensure that adequate standards are incorporated in the Zoning and Subdivision by-laws to regulate road design and construction, pedestrian circulation, barrier free accessibility, parking, loading and queuing for land uses.

7.1.9 It is a policy of Council to require storm drainage plans prepared by a licensed engineer for all new subdivisions involving the development of new public roads.

7.1.10 It is a policy that Council will require, prior to accepting ownership of a private access, that it be constructed to a public road standard acceptable to Council at the expense of the owner(s) of the access.

Proposal

7.1.11 It is a proposal of Council to continue to work with other levels of government to ensure the maintenance of roads in good condition within the Town and provide a safe environment for pedestrians.

7.1.12 It is a proposal that Council will seek funding from senior levels of government for the rehabilitation of Fredericton Road/River Road (Route 112) and Main Street (Route 106), including the installation of sidewalks in strategic places.

7.1.13 It is a proposal that Council will consider the use of transportation supply management techniques that will achieve better use of existing infrastructure. Such techniques may include traffic control automation or intersection improvements.

7.2 Rail Transportation

Historically, the Moncton area was the focus of railway activity in the Province. Over the past few decades, the prominence of rail has significantly declined. The displacement caused by reduced rail service has resulted in increased truck traffic. Nonetheless, the rail line that passes through Salisbury continues to be part of the remaining railway route in New Brunswick.

7.2.1 It is a policy of Council to work with the rail industry to promote safety along rail corridors.

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7.2.2 It is a policy of Council to establish minimum setbacks for new residential dwellings from the rail corridor in the Zoning By-law.

7.2.3 It is a policy of Council to consult with the rail industry for new multiple unit residential, rezoning requests and/or development of residential subdivisions involving new public roads within 300 m of the rail corridor, to ensure design standards aimed at minimizing sound and vibration impacts are considered during the review process.

7.3 Water, Sewer and Storm

Individual wells are the water source within the Town, as the Town does not have a public water system. Studies have indicated that the cost of providing a public system is prohibitive currently. Nonetheless, it is necessary to ensure a sustainable water resource in terms of quantity and quality within the Town.

Sewer collection and storm sewer systems are essential to the development of the community. Considering the importance of these services, they must be permitted in where possible. The Serviceable Boundary represents the area of the Town which can be serviced by a gravity sewer system. As pumping stations represent significant capital expenditures and associated long term operational and maintenance costs, the Town should continue to rely on the Serviceable Boundary as an efficient and economical limit to sewage collection. Care needs to be taken to ensure that storm water is not being diverted into the sewage treatment system which adds additional stress and costs to the Town's infrastructure system.

Policy

7.3.1 It is a policy to protect water supplies in the Town to ensure the adequate supply of potable water.

7.3.2 It is a policy to maintain water quality and flood protection by controlling development on lands adjacent to wetlands and watercourses subject to the *Clean Water Act*;

7.3.3 It is policy that a Water Assessment Study shall be carried out when the following uses are requested:

a) multiple unit residential development;

b) residential care facilities;

c) clinics;

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d) schools;

e) campgrounds;

f) dwelling group developments;

g) subdivisions involving 5 or more lots; and

h) any other uses determined by the Development Officer, in conjunction with the Town's Public Works Department, to consume larger quantities of water.

7.3.4 It is a policy that Council continues to rely on a gravity flow system for all new sanitary collection systems and give careful consideration before introducing infrastructure which will pose additional long term operational and maintenance costs to the system.

7.3.5 It is a policy that all commercial, industrial, institutional, and higher-density residential development shall require a storm drainage plan prepared by a licensed New Brunswick professional Engineer.

7.4 Recreation and Leisure

The community recognizes the importance of the natural environment and the connection of leisure activities with this asset. According to the National Framework for Recreation, recreation fosters wellbeing of individuals, communities, as well as the built and natural environments. "Quality of Life" can be defined in terms of leisure pursuits and quality active and passive recreational services, all of which enhance the community's ability to be healthy and attract new residents. Traditional recreational uses, such as playgrounds, parks and organized recreation spaces, continue to meet recreational needs of youth and young families.

Salisbury needs to broaden its recreational assets to meet the active living expectations of an aging population, including those that focus on low impact, passive, outdoor activities, such as bird watching and hiking trails. Recommendations contained within the Southeast Regional Recreation Plan encompass shared recreation asset development with a focus on trails and nature-based assets. When planning for recreational needs, innovation, flexibility and adaptability is required.

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Policy

7.4.1 It is a policy to review and update the Salisbury Parks and Leisure Department Strategic Plan. This review shall consider the following:

a) recreational programs based on the assessment of needs and the evaluation of existing programs;

b) current trends in leisure activities and services, based on demographic changes;

c) the provision and upgrading of facilities and equipment, based on an assessment of needs, and an evaluation of existing facilities;

d) budgetary considerations;

e) a provision for the integration and linkage of the Town's recreation programs and facilities with regional recreational programs and facilities;

f) the feasibility of a linear park system along the Petitcodiac River, running from east to west, the design of a linear park system including methods of acquiring the land, phases, flood risk consideration and cost involved;

g) the feasibility and design of developing a nature park around the Hilltop lagoon property; and

h) implementation of the Plan.

7.4.2 It is a policy that passive recreation uses such as trails and parks shall be permitted in all zones.

7.4.3 It is a policy of Council to encourage developers to consider trail connectivity both within the community and to trails abutting the Town limits.

7.4.4 It is a policy of Council to capitalize on natural assets by encouraging development of recreation-based businesses and opportunities.

Proposal

7.4.5 It is a proposal of Council to work with regional partners to implement appropriate recommendations of the Regional Recreation Plan.

7.4.6 It is a proposal of Council to work with regional partners to use recreation trails as an incentive to both economic development and community wellness.

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7.5 Health, Emergency and Education Services

Residents of Salisbury obtain general health services through a nurse practitioner at the Salisbury Primary Health Care Office or by travelling to the nearby Petitcodiac Health Centre or Moncton. This is not uncommon in rural New Brunswick. As part of the Provincial Health Plan, the government of New Brunswick provides communities with a Tele-Care service, which provides advice and after-hours access to primary healthcare.

A critical component of maintaining a healthy and safe community is the provision of the emergency services and protective services. Presently fire emergency services are provided on a volunteer basis, while police services are provided through a contract with the RCMP. The ambulance station which also services the Community of Three Rivers , is located within the Town.

Salisbury schools cover elementary to high school education levels which services the Town's amalgamated population. where most students travel to school by bus. In the Town however, school recreational facilities play a dual role in providing amenities during school hours while serving the community outside school hours. Therefore, it is important to maintain the facilities (sport grounds and trails) and rehabilitate them regularly for a safe environment.

Policy

7.5.1 It is a policy of Council to work with community organizations and senior levels of government to ensure the Town is provided with, or has access to, a range of health services.

7.5.2 It is policy that Council shall, in conjunction with the Anglophone East School District, review periodically the school aged population trends in the Town and its neighbouring area to assure the optimum quantity and quality of recreational services are allocated to youth.

7.5.3 It is policy that Council support activities and work with the District School Board to enhance school facilities and infrastructure that will also be used as community facilities.

7.5.4 It is policy that Council shall continue to support the existing volunteer Fire Department, ambulance, and protective services of the Town.

7.5.5 It is policy that Council keeps the existing fire apparatus and equipment well maintained and to upgrade to more efficient and safe equipment as needed. Council will continue to budget for new fire apparatus and equipment on a continual basis.

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7.5.6 It is policy that Council shall continue to cooperate with other regional fire departments to ensure optimum emergency responses for those requesting assistance.

7.5.7 It is policy that in recognition of the growth within the Town and the responsibility to ensure the most effective response to emergency situations or disasters, Council shall require regular reviews of the Community Emergency Planning By-Law every five years.

7.5.8 It is a policy of Council to ensure that an emergency response plan is in place and that the Emergency Response By-law be revised, and exercises be carried out on an annual basis.

7.6 Environmental Action

The natural environment is of great importance to the community. In addition to being an aesthetic amenity to residents, it provides natural filtration systems to protect land from flooding, its forests act as a carbon sink, and its natural areas provide habitats for a variety of species. Certain activities or changes in use of land can impact the natural environment. Something as simple as the removal of vegetation and changing the land surface may affect adjacent property by creating or redirecting runoff, changing water tables, and altering natural systems. Similarly cutting down trees may reduce shade, alter the microclimate, lead to erosion, and reduce wildlife habitat.

Policy

7.6.1 It is a policy of Council to establish acceptable standards aimed at sediment control during development.

7.6.2 It is a policy to work with the Province to ensure that environmental regulations are respected to ensure that a sustainable approach to development near wetlands and watercourses is taken in the Town of Salisbury.

7.6.3 It is a policy of Council to maintain water quality and flood protection by controlling development on lands adjacent to wetlands and watercourses subject to the *Clean Water Act*.

7.6.4 It is a policy to impose setbacks from watercourses and wetlands based on the most recent and accurate mapping available at the time of application.

7.6.5 It is a policy, where no alternatives are available, to consider variances to setbacks identified in s.7.6.4 in consultation with provincial agencies provided that the application is deemed reasonable and demonstrates how impacts on the environment associated with the proposed development will be mitigated.

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7.6.6 It is a policy that existing buildings within the required watercourse and wetland setback may be enlarged, reconstructed, repaired, or renovated if the requirements of this By-law are not further compromised and the development does not further encroach into the setback.

7.6.7 It is a policy that where discrepancies are identified between the mapping and site level analysis and in consultation with the Province, the Development Officer may waive the setback requirements for the proposed development.

7.6.8 It is a policy to encourage landowners to preserve, restore, and create new wetlands on their properties.

7.6.9 It is a policy to recognize that impacts associated with climate change have occurred and will continue to present a significant risk to the Town.

7.6.10 It is a policy to identify areas at risk due to sea level rise and flooding and follow the proposed adaptation measures for a 1-in-100-year storm event in order to reduce the impact of climate change on new development.

7.6.11 It is policy to adopt best practices for buildings and public infrastructure by considering climate change in the design and planning phase of project development.

7.6.12 It is a policy to use the latest scientific climate data when developing standards with regards to projected sea level rise, exposure to flooding, and damage to drinking water supplies and the natural environment.

7.6.13 It is a policy to discourage non-adapted development in the Sea Level Rise Overlay (SLR) zone.

7.6.14 It is a policy to discourage subdivisions that require new public infrastructure in areas within the Sea Level Rise Overlay zone.

7.6.15 It is a policy to encourage the adapted expansions of existing buildings in the Sea Level Rise Overlay zone. However, a small, one-time, non-adapted expansion of existing buildings in the Sea Level Rise Overlay zone is permitted to serve as an accommodation for homeowners adjusting to new requirements.

7.6.16 It is a policy of Council to include provisions within the Zoning By-law to ensure outdoor wood-burning furnaces do not create adverse air quality effect on neighbours.

7.6.17 It is a policy to support the Southeast Regional Service Commission in their programs of waste disposal and recycling.

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7.6.18 It is a policy of Council to continue to advocate to the Canadian National Railway to use environmentally friendly vegetation management approaches other than the application of herbicides along the railway within the Town boundary.

Proposal

7.6.19 It is a proposal that the Town of Salisbury will continue to foster environmental stewardship by promoting the reduction of pesticide and herbicide use, particularly in close proximity to dense residential development within the Serviceable Boundary.

7.6.20 It is a proposal of Council to work with the Province and other environmental protection agencies to ensure good management of lagoon facilities to prevent any overflows and pollution of floodplains.

7.6.21 It is a proposal of Council to ensure best management practices are sought to reduce any pollution resulting from the malfunction of lift stations or other municipal infrastructure.

7.6.22 It is a proposal of Council to encourage the promotion, preservation, and protection of trees within the Town Centre.

7.7 Utilities

The providers of electricity, telephone and cable services often utilize the Town's rights-of-way to distribute services to their customers. Although these utilities shall be permitted in all zones, the Town seeks the cooperation of the utility companies when locating utilities within the Town boundaries.

Policy

7.7.1 It is a policy that utilities that service the public including but not limited to, electrical, telephone and cable, shall be permitted in any designation or zone.

7.7.2 It is a policy that renewable energy sources including (but not limited to) wind and solar energy shall be encouraged in the Town provided it is to the appropriate scale which shall be determined in the general provisions of the Zoning By-law.

7.7.3 It is a policy to ensure that radio-communication antennas are located in a manner that minimizes adverse visual impacts through careful design, sitting and screening to protect residential areas. All antennas shall be reviewed through the Southeast Regional Service Commission Antenna System Siting Protocol.

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Proposal

7.7.4 It is a proposal of Council to provide new opportunities for renewable energy generation systems within the Town.

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Section 8 - Natural Resources

Natural resources are a significant segment of the New Brunswick economy and common uses throughout rural areas of the province. With the expanded boundaries of the Town of Salisbury, it is a goal to ensure that natural resource development is permitted in appropriate areas and that resource areas are protected from conflicting land uses to meet the intent of Provincial Statements of Public Interest.

Policies

8.1 It is policy that development on Crown land be consistent with Section 129 of the Act.

8.2 It is a policy to recognize resource-related uses as an intended main use of land designated as Rural.

8.3 It is a policy to require resource-related developments to employ best management practices to minimize environmental degradation in the Town.

8.4 It is a policy that pits and associated uses shall be considered Resource Developments and shall be zoned as such.

8.5 It is a policy to recognize that temporary mobile asphalt plants used on a seasonal as-needed basis are compatible with resource extraction uses.

8.6 It is a policy to recognize that quarries that employ blasting, permanent asphalt plants, and landfills are intensive land uses with respect to heavy truck traffic, noise, and air and water quality, and are not compatible with residential and conservation uses. As such, these uses shall be considered on a case-by-case basis through a specific proposal rezoning to the Intensive Resource Development zone.

8.7 It is a policy that quarries that employ blasting are subject to Department of Environment approval to operate.

8.8 It is a policy that any water bottling operation shall be considered an Intensive Resource Development and shall be zoned as such.

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Section 9 - Agriculture and Food Security

Salisbury is geographically located in the heart of the agriculturally rich Petitcodiac River Valley. Given that the provincial Statements of Public Interest seek to identify and protect prime agricultural areas from encroachment and conflicts with other uses, the goal is for the Town to create policies that align with public interests.

Policies

9.1 It is a policy to recognize areas with concentrated agricultural development within the Rural Designation, as agricultural areas.

9.2 It is a policy to identify agricultural areas in the Town through the establishment of an Agriculture (A) zone.

9.3 It is a policy to develop provisions to deter use of Agricultural-zoned land for non-agricultural development;

9.4 It is a policy to establish minimum setback distances for new dwellings adjacent to agricultural areas;

9.5 It is a policy that all new livestock facilities shall be screened through the *Livestock Operations Act* to limit potential land use conflicts.

9.6 It is a policy to follow standards as established in the *Livestock Operations Act* in the siting of new livestock buildings, and to establish minimum setbacks for new livestock buildings which are exempt from the *Livestock Operations Act*.

9.7 It is a policy to permit the on-site slaughter of animals in conjunction with an active agricultural use, while recognizing independent industrial-scale abattoirs as Intensive Resource Developments and zoning them as such.

9.8 It is a policy to encourage backyard food production in zones outside the Serviceable Boundary.

9.9 It is a policy to permit roadside stands and on-site agricultural processing in appropriate zones in the planning area to encourage support for food producers and healthy local food consumption.

9.10 It is a policy to recognize that agricultural uses may require multiple dwellings on a single lot to accommodate seasonal workers.

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9.11 It is a policy to support agricultural tourism by permitting light commercial uses as secondary uses in the Agricultural zone.

Proposals

9.12 It is proposed that lands registered under the Farm Land Identification Program (FLIP) and those assessed by Service New Brunswick as agricultural land be zoned as Agriculture.

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Section 10 - Heritage and Tourism

Located in the heart of the Petitcodiac River Valley, Salisbury is shaped by the meandering river and the associated marshes where agriculture continues today. The cultural ecology theme (relationship between the people and the natural environment through time) could be exploited to attract tourists and create a sense of place within the Town. Past visioning exercises in the community have revealed significant interest in wanting to revive their connectivity to the river. People recognized the need to further study how this could be achieved.

Policy

10.1 It is a policy to encourage the redevelopment, transition or modification of existing heritage buildings into any use permitted in the zone in which the building is situated, subject to requirements of the National Building Code.

Proposals

10.2 It is proposed that heritage sites and buildings within the Town be identified and documented.

10.3 It is proposed that research be undertaken to develop a heritage trail that would connect heritage/historical sites within the Town and between adjacent municipalities.

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Section 11 - Particular Development Proposals

By times, particular development proposals are made that are unable to be predicted or managed under standard policy. The challenge is that developments such as bare-land condominiums and integrated developments generally propose multiple main buildings on a single lot and require particular attention and additional considerations. The goal is to include mechanisms in the Municipal Plan to permit such developments where appropriate.

Policy

11.1 It is a policy to consider new mini home parks and bare-land condominiums as developments that are subject to a site-specific rezoning by development agreement to the Dwelling Group zone.

11.2 It is a policy that bare-land condominiums employ environmentally sustainable development practices including the incorporation of natural features with regards to:

a) Drainage;

b) Green space and recreation areas;

c) Biodiversity corridors;

d) Topography

11.3 It is a policy that when considering proposals to rezone properties to the Dwelling Group zone for a development, the following shall be considered:

a) Buffer zones from neighbouring uses;

b) Provision of water and sewer facilities;

c) Separation distances between units;

d) Access and road network;

e) Parking;

f) Emergency services;

g) Garbage collection and snow clearing

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Section 12 - General Policy

12.1 Municipal Planning

12.1.1 It is a policy that the "Town of Salisbury Municipal Plan" is the primary policy document providing the framework by which the future growth and development of the Town shall be encouraged, controlled and coordinated. The policies of this Plan shall be implemented through the powers of Council provided by the *Community Planning Act*.

12.1.2 It is a policy to encourage and maintain a strong program of planning through the Southeast Regional Service Commission.

12.1.3 It is a policy to encourage public participation and improve communications within the planning process.

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12.2 Zoning

12.2.1 It is a policy that the Municipality shall amend the "Town of Salisbury Zoning By-law" along with the enactment of the "Town of Salisbury Municipal Plan" in accordance with the *Community Planning Act* and in conformity with the Municipal Plan.

12.2.2 It is a policy that in considering future amendments to the "Town of Salisbury Zoning By-law", Council and the Planning Review and Adjustment Committee shall consider the following:

a) the proposal is in conformance with the intent of this Plan; and

b) the proposal is not premature or inappropriate for any of the following reasons:

i) the financial ability of the Town to absorb any of the public costs relating to the development;

ii) the adequacy and availability of municipal services; and

iii) the environment shall not be negatively affected in a manner unacceptable to the Council and other levels of government.

12.2.3 It is a policy, notwithstanding any other policy of the plan, that Council may consider Integrated Development applications as per Section 58 of the *Community Planning Act* for a development that contains a combination of land uses in separate buildings on a lot, where there is no zone available to accommodate the combination of uses.

12.3 Building By-law

12.3.1 It is a policy of Council to review and amend where necessary the "Building By-law" By-law No. 7 to update relevant information and to ensure conformity with this Plan in accordance with the *Community Planning Act*.

12.4 Subdivision By-law

12.4.1 It is a policy of Council to review and amend where necessary the "Subdivision By-law" By-law No. 49 to update relevant information and to ensure conformity with this Plan in accordance with the *Community Planning Act*.

12.4.2 It is a policy of Council when reviewing the Town of Salisbury Subdivision By-law to consider including higher standards, including but not limited to, safety standards for accesses, general design standards, including length of cul-de-sacs, preservation of

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natural features, prohibition of highly constrained areas due to physical conditions and drainage designs.

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Section 13 - Amendments and Revision of the Municipal Plan

13.1 It is a policy that amendments to this Plan are possible under the C*ommunity Planning Act*.

13.2 It is a policy to require amendments to the policies of this Plan or to the Future Land Use Map under the following circumstances:

a) where any policy is to be changed; or

b) where there is a request for an amendment to the Zoning By-law, which is not permitted by this Plan, and subsequent studies show that the policies of the Plan should be amended. More specifically, Council may consider undertaking a review to determine if the land use designations are still appropriate, in the following instances:

i) where central municipal sewerage and/or water services are extended to service lands not formerly served;

ii) where new central sewerage and/or water service areas are created;

iii) where any major public works is undertaken, such as but not limited to the construction or creation of any new limited access highway, the construction of an additional river crossing or the creation of any new regional park; and

iv) where Council has determined that there is valid reason to consider a change pursuant to the results of any significant study including but not limited to the Recreation Master Plan.

13.3 It is a policy that certain land uses require public consultation and approval of Council on a site-specific basis, and therefore cannot be pre-zoned. This Plan provides that certain land uses shall be considered only as amendments to the Zoning By-law or in certain instances pursuant to the imposition of terms and conditions. Such amendments and the imposition of terms and conditions shall only be considered if they meet the policies found within this Plan.

13.4 It is a policy when considering amendments to the Zoning By-law and/or the imposition of terms and conditions, the Council and/or the Planning Review and Adjustment Committee, in addition to all other criteria as set out in the various policies of this Plan, shall have regard for the following:

a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations;

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b) that the proposal meets all necessary consideration in respect of public health and safety and that the site design meets all fire protection and access considerations;

c) that the proposed site is suitable in terms of steepness of grades, soil and ecological conditions, location of watercourses, marshes or bogs and susceptibility of flooding as well as any other pertinent matter of environmental concern;

d) that the proposal is not premature or inappropriate by reason of:

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

ii) the adequacy of central or onsite sewerage and water supply services;

iii) storm drainage measures;

iv) the adequacy or proximity of school, recreation or other community facilities;

v) the adequacy of road networks leading or adjacent to or within the development; and

vi) that controls are placed on the proposed development where necessary to reduce conflict with any adjacent or nearby land uses by reason of:

(A) the type of use;

(B) the height, bulk and lot coverage of any proposed building;

(C) traffic generation, access to and from the site and parking;

(D) open storage;

(E) signs; and

(F) any other relevant matter of planning concern.

13.5 It is a policy that Council will undertake regular reviews of the Municipal Plan in accordance the *Community Planning Act*. This review shall commence no later than ten (10) years from the date of its coming into force.

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Section 14 - Five Year Capital Budget

14.1 It is a policy that in addition to controlling private development, Council may undertake programs of its own to encourage development in certain areas, improve or protect the environment, or to provide a greater range of social, recreational, or cultural facilities. It is the purpose of this Plan as outlined in policy to aid in the establishment of such programs. It is the intent of Council to incorporate policies and provisions of this Plan into the Capital Budget and the five-year Capital Plan to the greatest extent possible as a means of eventual integration of planning, capital programming and budgeting.

14.2 It is a policy that as required by the *Community Planning Act*, Council establishes a five-year Capital Budget (See Schedule "C"). This budget shall be revised annually.

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