

**MUNICIPALITY OF THE DISTRICT OF ARGYLE
PLANNING ADVISORY COMMITTEE
Thursday, August 27, 2009
Tusket, Nova Scotia 7:00 p.m.**

Present: Warden Aldric d'Entremont; Councilors Kathy Bourque, Guy Surette; Calvin d'Entremont (arrived 7:10), Committee members: Dianne Crowell; George Emin, Robert Amirault, Alfred d'Entremont, Senior Planner Brad Fulton; Alain Muise CAO, and Recorder Carol LeBlanc

Regrets: Malcolm Madden, Cynthia LeBlanc-Goodwin, Karen Dempsey Planner; Lorelei Doucette Acting Property Inspection Director

The meeting is called to order at 7:03 by Chairman Aldric d'Entremont.

Agenda:

On motion by Guy Surette and seconded by Kathy Bourque the agenda is approved.

Motion Carried

Approval of Minutes

It is moved by Guy Surette and seconded by Kathy Bourque to approve the minutes of July 30, 2009 as circulated.

Motion Carried

Business Arising from the Minutes

None

The Principles of Sustainable Rural Communities – Brad Fulton

A brief discussion on the Principles of Sustainable Rural Communities prior to the exercise of drafting the Argyle Municipality vision statement took place.

Vision for a sustainable Future – Brad Fulton for Karen Dempsey

Brad Fulton opened the general discussion by presenting two draft vision statements prepared by Karen Dempsey to help the committee best describe and include in the vision statement for the Municipality of Argyle. The committee values expressed at PAC meetings and the Asset Mapping Workshop included fishery, natural resources, regional health, heritage and historic buildings, volunteers and community groups.

It was moved by Robert Amirault and seconded by Diane Crowell to recommend to Council the following vision statement.

Motion Carried

The vision statement reads:

The creative and resourceful residents of Argyle Municipality enjoy a bilingual community that embraces our Acadian, First Nations, European and multi-cultural heritage. Located where the river meets the sea, and ranging from the remote reaches of the Tobetic to the Tusket Islands, our unspoiled coastline and inland rivers, lakes and forests provide abundant natural resources that we regard as our most important assets. Well managed renewable resources enable a green local economy that ensures access to local food and energy. Transportation and housing choices are available for all abilities, ages and incomes. A healthy cooperative spirit of entrepreneurship and close knit communities encourage our youth to participate in our diverse and thriving regional economy. A vibrant cultural and built heritage is valued and protected as a tangible link to the past; connecting this generation to the next. We value and protect our heritage and languages for future generations by being responsible stewards, reducing pollution and using green technologies within our community. Strong social networks support safe and healthy communities and a vibrant volunteer sector. Everyone takes responsibility for making decisions that lead to a healthy, equitable and sustainable future.

Discussion on Engine Braking

Brad Fulton contacted Mr. Joe Crowell, Western District Traffic Authority. The Departmental policy for erection of engine braking signs does not allow for signs except in 50 kph speed zones. The determination of speed zones, and any changes to existing posted speed zones requires a traffic and road conditions study/survey.

The department will consider formal requests from Municipal Councils for review and study of speed zones on provincial highways within the municipality. Such requests often follow repeated traffic accidents in a given area, or changes in development in an area which results in an increase of traffic volumes or patterns.

Warden Aldric d'Entremont will provide a copy of the information to the property owner. (report attached)

Mink Farm Waste

A lengthy discussion on how the Municipality can manage manure waste took place.

No decision was reached to have a guest speaker.

We must reach a balance for our natural environment – industries (heavy and certain agriculture operations) are hindering our quality of life (waterways, air quality and key habitats) was a comment.

The committee has work to do with Council, other levels of government and the Department of Environment to become pro-active.

There being no further business, the meeting is adjourned at 9:05 on motion by George Emin and seconded by Rob Amirault.

Recorder,
Carol LeBlanc

Date approved: _____

Chairman/Warden _____

Alain Muise, Chief Administrative Officer _____

Background

On July 6/09 the Warden received a request from a property owner in Pubnico on Highway 335 north of the Abbotts Harbour Road intersection for the Council to implement a by-law to prohibit trucks from using engine brakes in this area of the municipality. The matter was referred by Council to the PAC for discussion, analysis and recommendations to address this request. The matter was discussed briefly at the PAC meeting July 30/09, and it was indicated the matter of traffic signage on provincial highways is within the jurisdiction of the Department of Transportation and Infrastructure Renewal. The Planer was directed to research the subject with the Department and report to the committee.

Research

Installing and maintaining traffic signage on provincial highways is the responsibility of the Traffic Authority in the department of Transportation and Infrastructure Renewal. The Western District Traffic Authority is Mr. Joe Crowell, and his office is located in Bridgewater. Mr. Crowell was contacted on the matter of 'engine braking' signage on Highway 335 in Pubnico. Mr. Crowell advised the department has a policy on erecting engine braking signs, and on speed zoning. The policy on engine braking signs allows for the erection of signage where the posted speed zone is 50 kph. The current speed zone in this area of Highway 335 in Pubnico is 60 kph. This speed zone would not fall within the department policy parameters for erecting engine braking signs.

Discussion

As the departmental policy for erection of engine braking signs does not allow for signs except in 50 kph speed zones, an alternative would be for the reduction of the speed zone from 60 kph to 50 kph in the subject area. In discussion with Mr. Crowell he advised the determination of speed zones, and any changes to existing posted speed zones requires a traffic and road conditions study/survey by his department. It was indicated that any changes to posted speed zones must be warranted by traffic and road conditions, and speed zones are not altered without due cause from a traffic engineering perspective.

The department will consider formal requests from Municipal Councils for review and study of speed zones on provincial highways within the municipality. Such requests often follow repeated traffic accidents in a given area, or changes in development in an area which results in an increase of traffic volumes or patterns. In this instance in this area of Highway 335 these conditions are not present.

Conclusion

Council can make a formal request to the Department of Transportation and Infrastructure Renewal to conduct a study into the speed zone in this area of Pubnico. The department would consider the request, and if deemed necessary would conduct the required study.

Bád Fulton, Senior Planner