

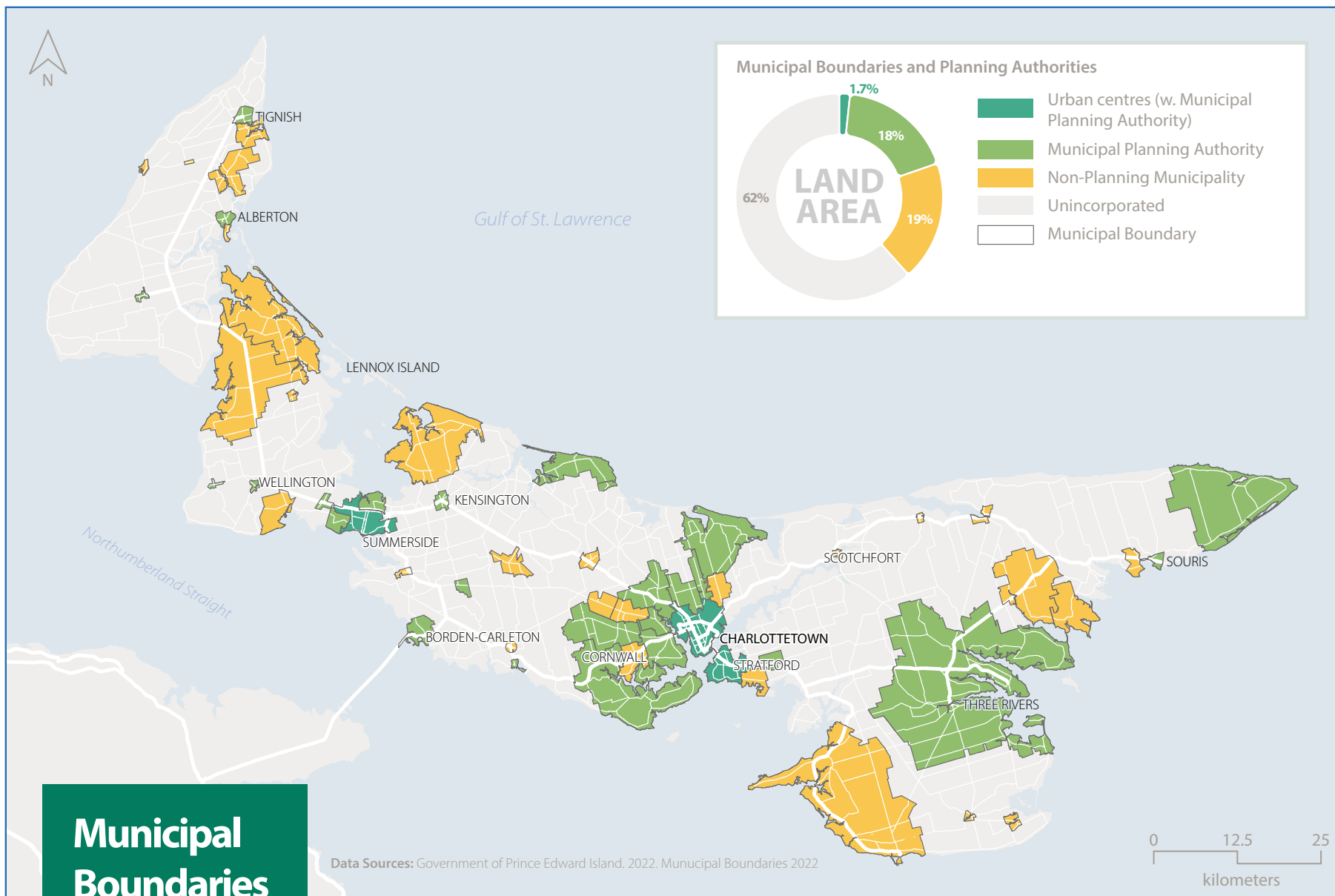


Built Environment

3.3 Built Environment

The built environment encompasses the physical spaces where Islanders live, learn, work, and play - our cities, buildings, homes, infrastructure, streets and sidewalks, transportation options, and more. The environments and spaces Islanders encounter on a day to day basis can significantly affect individual behaviours, mood, and overall community health and well-being. At the same time, the lifecycle impacts of the building and construction industries make up nearly 30% of Canadian greenhouse gas emissions, with significant contributions to material extraction, water consumption, and waste generation.¹

There is a vast diversity of built environments on PEI - from the dense streetscapes and small city character of Charlottetown, to the cottage communities and summer residences along the coast and north shore, to the many small towns, communities, and rural areas across the Island. How these environments are planned and built can not only be part of a critical solution to climate change, they can contribute to creating resilient, thriving communities, and driving economic growth.



Municipal Boundaries Planning Authorities

This map displays the geographic area of PEI's 59 municipalities, highlighting the 32 municipalities with planning authorities, official plans, and land-use bylaws.

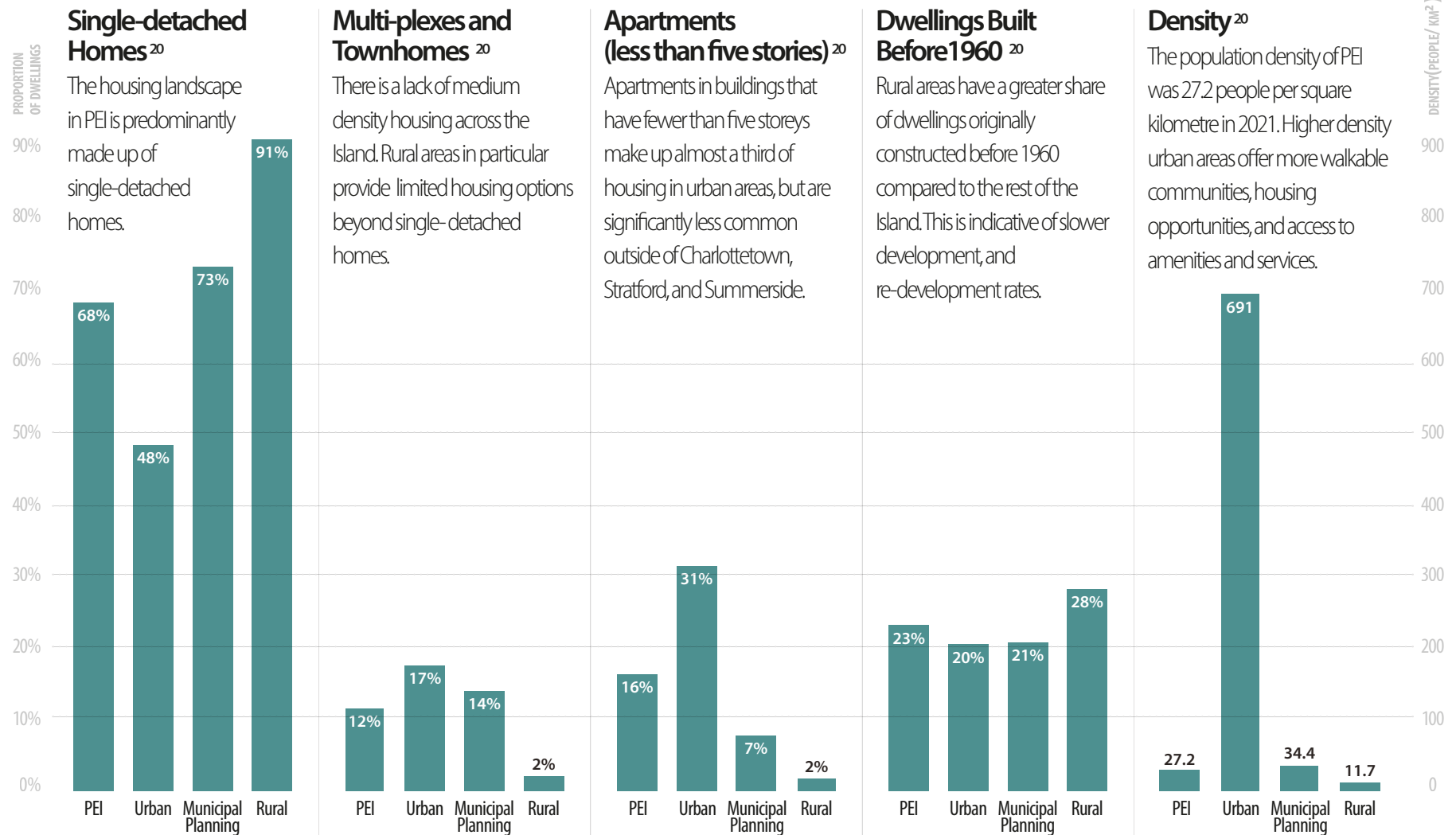
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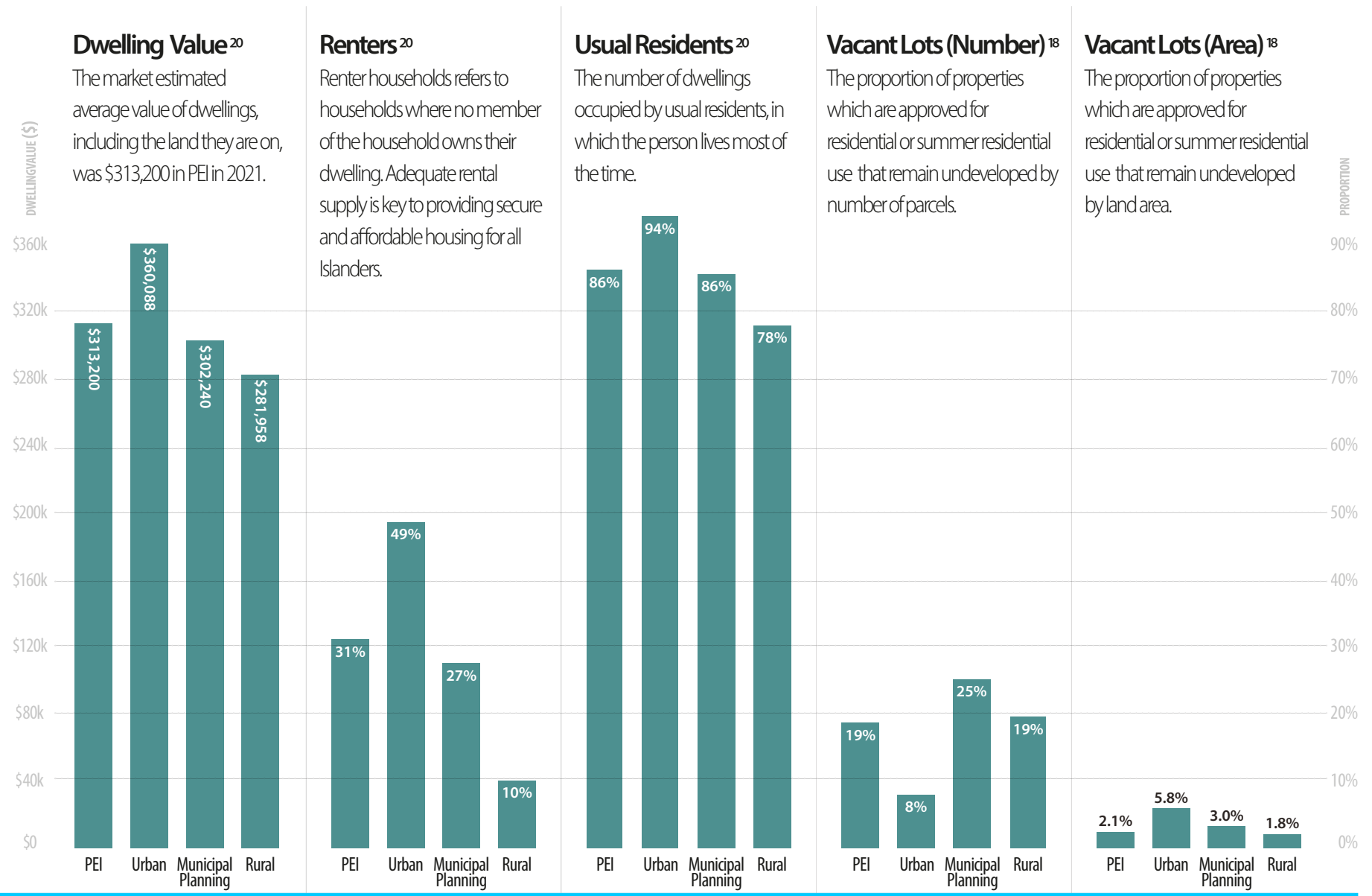
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The Built Environment in Prince Edward Island



To understand the role of land use planning on PEI, it is important to identify how building and development happens across urban areas (Charlottetown, Summerside, Stratford), municipalities responsible for planning, and rural areas (non-municipal planning municipalities, and unincorporated areas). Note: Urban areas have been subtracted from Municipal Planning areas in the graphics below.



3.3.1 Municipalities

Prince Edward Island's 58 municipalities are responsible and accountable local governments that play a significant role in the province's economic, environmental, and social prosperity. Municipalities are authorized under the *Municipal Government Act* and represent 72% of the province's total population, and 34% of the total land area.

The *Planning Act* provides the overall framework, authority, powers, and processes for both municipalities and the Province to provide land use planning services. Under the *Planning Act*, 29 municipalities, covering 18% of PEI's land area, have been delegated responsibility for planning. They have adopted an official plan and implemented bylaws which are submitted to the Minister for formal approval. These 29 municipal planning authorities are fully responsible for developing, implementing, and administering their planning documents, including zoning bylaws.

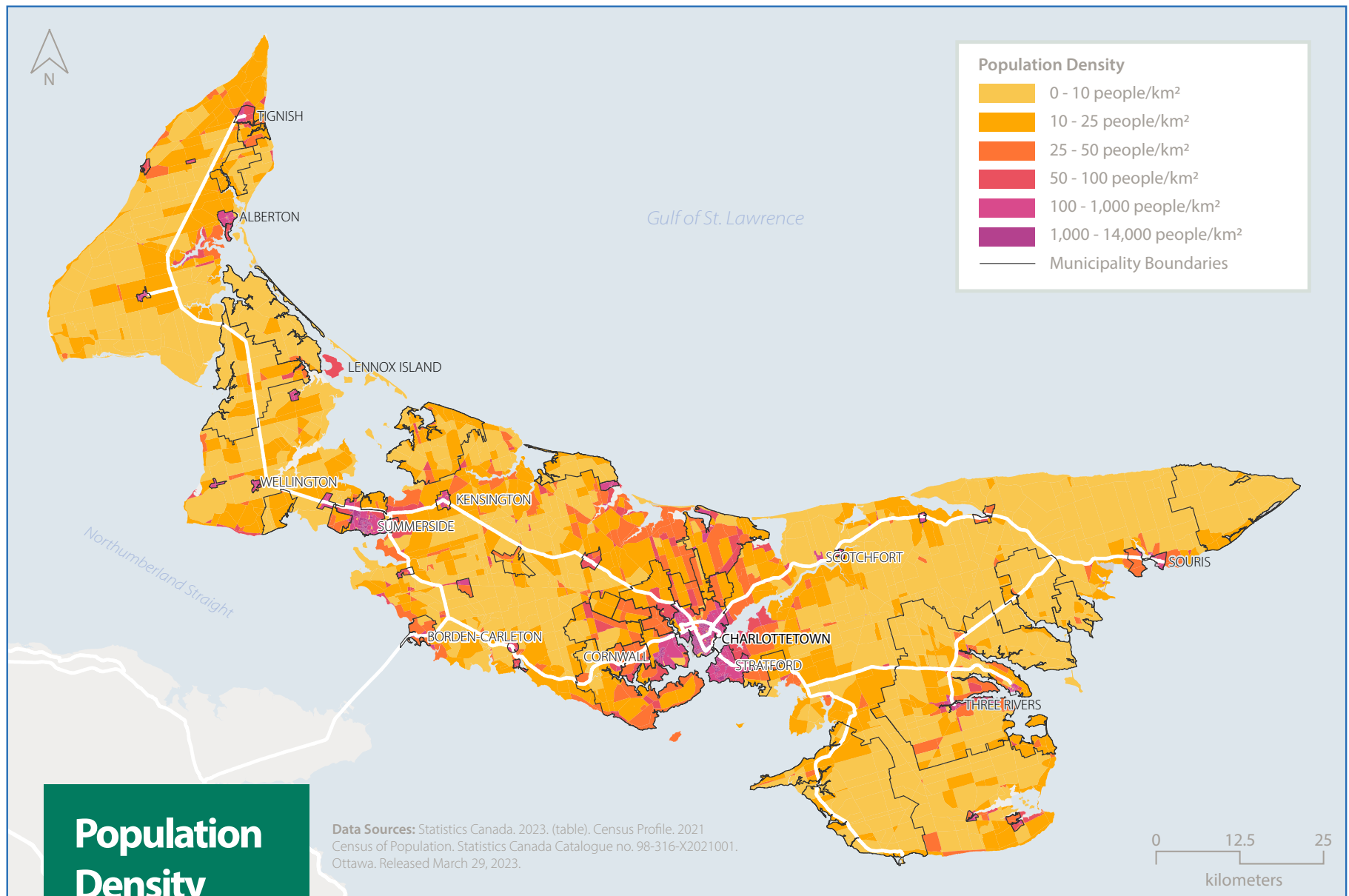
The provincial government is the planning authority for the rest of the land area, which includes municipalities that do not currently provide land use planning services, as well as areas that are not represented by a municipal government (unincorporated areas). Development in these areas is guided by the *Planning Act Subdivision and Development Regulations*, in which the Special Planning Areas section apply to applicable municipalities with official plans and bylaws.⁷⁹ In these areas, permits are only issued if the proposed development complies with the regulations established for that special planning area.⁸⁰ There is no land use zoning in the current provincial development control framework.

Municipal planning authorities must meet the requirements of the *Planning Act* and *Subdivision and Development Regulations*. As appropriate, they may also provide further restrictions in their official plan and bylaws.

Takeaway: Development within Municipal Planning Authorities provide thoughtfully planned growth areas that utilize existing services. Without an Island-wide land use plan, there is a high likelihood of the continuation of unsustainable development patterns, and the subsequent inefficient use and unnecessary consumption of valuable resource lands that will continue to occur outside of these Municipal Planning Authorities.

Figure 23: Built form types shown in the Municipal Boundaries Map (page 70).





This map displays population density for Prince Edward Island, based on 2021 census dissemination blocks. Note: Some census dissemination blocks include islands with no population - in this case, the data is representative of the greater dissemination block.

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State of the Island Report

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Settlement within Municipalities

The highest density population centres continue to be found within the Island's municipalities, particularly in Queens County. These centres offer more walkable communities, rental housing opportunities, and access to amenities and services.

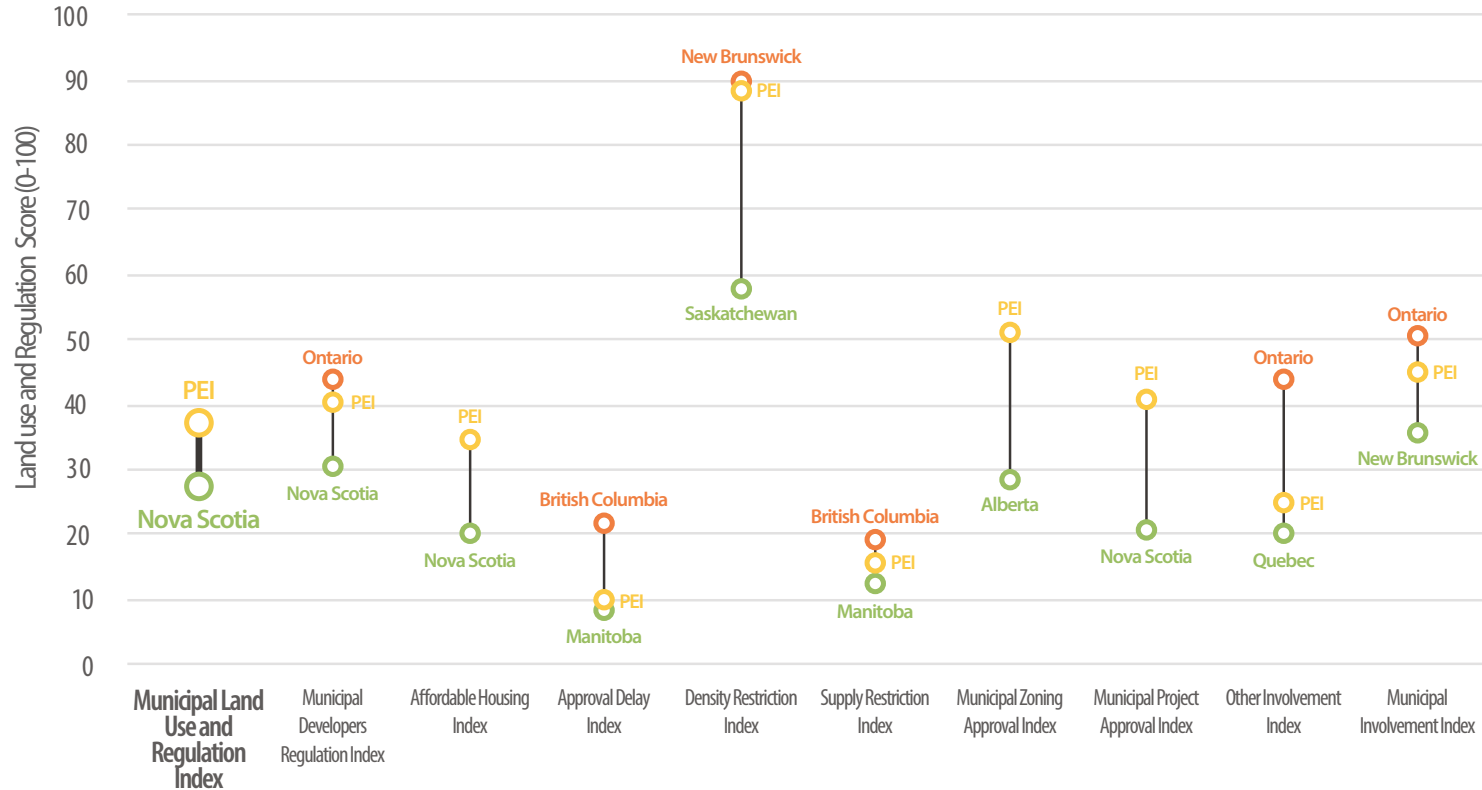
While municipal development is more sustainable in PEI, it is not without its challenges. The Canadian Municipal Land Use and Regulation Survey is designed to capture information on land use planning and related regulations that have the potential to impact housing supply and affordability, as well as permit processing times. In 2022, the survey was completed by approximately 400 Canadian municipalities including five located in PEI.² The Municipal Land Use and Regulation Index (MLURI) combines each of these sub-indexes to give an overall measure of restrictions and regulations by jurisdiction. High scores indicate more restriction.²

Results have indicated that PEI has the highest overall MLURI score in Canada. This means that PEI municipalities reported having higher overall restrictions and regulations for development when compared to other Canadian municipalities. This may influence the choice of development location for land developers, with higher requirements in municipal units compared to areas outside of municipalities.

PEI also had the highest provincial score in three of the individual categories: Affordable Housing Index (AHI), the requirements for affordable housing approvals; Municipal Zoning Approval Index (MZAI), the requirements necessary to approve residential land use changes; and the Municipal Project Approval Index (MPAI), the requirements necessary to approve non-residential land use changes. PEI also had the second highest score on the Density Restriction Index (DRI), reflecting the fact that PEI had the second largest minimum lot size requirements on average of any province.²

In contrast, PEI scored on the lower end of the Approval Delay Index (ADI) and Other Involvement Index (OII), which refer to the number of weeks municipalities take to complete an application review. It also captures the degree of involvement that the provincial government and/or courts have in municipal residential applications.

Land use and Regulation Survey Results



Nationally, the survey results demonstrate that higher numbers of residential land use regulations seems to be associated with improved housing affordability.^{2,3} Regulation also helps to ensure that a development is built to remove long-term cost implications from a safety, energy efficiency, and infrastructure perspective.

A study done for the Halifax Regional Municipality in 2013 indicated that there are substantial cost savings to transportation services, water and wastewater services, utilities, and other public services in scenarios where the majority of density is concentrated in municipal centres.⁴ The implications of up-front development costs and the long-term cost of development support the need for a balanced approach to land use planning that considers both regulatory requirements and the impacts on community life.

Figure 24: Municipal land use and regulation survey results, 2022. More information on the MLURI Survey, as well as the definitions for each index category, can be found on Statistics Canada's website.⁵

Previous Studies

PEI's approach to land development and municipal governance has been documented in several previous studies. *The Report of the Commission on Land and Local Governance*, published in 2009, is significant for its comprehensive analysis and recommendations. The report made 40 recommendations for land use and local governance for PEI. This report highlighted notable advancements in the protection of natural areas, as well as identifying areas of concern including public health, safety, issues with water and soil quality, and resource conservation.⁶ The document emphasized the evolving dynamics of municipal governance, suggesting a potential need to reevaluate the provincial relationship with municipalities.⁶ One of the report's most significant elements was the recognition that more than 15 years of conversations had already taken place around the need for a new land use plan.⁶

The *Report of the Task Force on Land Use Policy (2014)* presented detailed recommendations for land use policies designed to guide both municipal and provincial planning processes. The task force also suggested regional land use plans and acknowledged the lack of municipal capacity.

More recently, the Land Matters Advisory Committee⁷ has further clarified land use

and policy in PEI. The committee's report, published in 2021, underscored the connections between land use and ownership, highlighting their collective impact on land policy and legislation. It also reinforced the need for a provincial land use planning framework, echoing recommendations from past task forces, commissions, and other reports.

Special Planning Areas (SPAs)

Special Planning Areas (SPAs) are regulated under the *Planning Act Subdivision and Development Regulations*. These regulations provide location-specific direction on land use within specific areas. Initially introduced for cities during municipal amalgamation in 1995 to limit development outside city boundaries, the SPAs aimed to manage and control land development in a way that respects environmental sensitivities, scenic views, and the need for structured urban growth.⁸⁴

The SPAs include:

1. Charlottetown Region
2. Stratford Region
3. Cornwall Region
4. Summerside Region
5. Borden Region
6. Princetown Point – Stanley Bridge
7. Greenwich

Additionally, the Morell River Conservation Zone, established in the late 1980s, is an SPA that focuses on preserving the natural and recreational value of the Morell River area by imposing restrictions on land use along the river.⁸⁴ Each SPA has its distinct purpose and applicable regulations. While the SPAs have been successful in preventing major developments immediately outside the cities and towns and in protecting environmentally sensitive areas, they have created a leapfrog development effect encouraging development to move further into rural areas. Moreover, some of the regulations are considered outdated, too restrictive, and create confusion and delays in application processing.⁸⁴

Opportunities for improvement include adopting the main objectives of SPAs across all of PEI, emphasizing sustainable development, and reducing land use conflicts. By adopting provisions from the SPAs such as lot coverage, building height, and comprehensive development agreements, a more unified and effective land management strategy could be developed for rural PEI.

3.3.2 Settlement Patterns

Due to its small size, PEI stands out as the most densely populated province in Canada, with 27.2 people per square kilometre. This density, significantly higher than Nova Scotia's 18.4 and Ontario's 15.9 people per square kilometre, has direct implications on the Island's land use and development patterns.⁸

As of 2021, Canada has the lowest number of housing units per 1,000 residents of any G7 country.⁹ The settlement patterns seen in the province fall into two contrasting approaches: development within municipalities, which often follows more planned and condensed formats, and sprawl, which is characterized by leapfrog and strip development patterns, as well as developing on private lanes.

Sprawl

The predominance of [single-detached housing](#), especially when developed in an unplanned manner, can lead to sprawl communities. These communities are car-dependent, resulting in increased carbon emissions, higher transportation costs, and reduced physical activity. Allowing development that is auto-centric and in direct contrast to PEI's goal to become net zero by 2040.¹⁰

The non-compact nature of these developments also consumes excessive amounts of agricultural and natural land area, often increasing land use conflicts.¹¹ Livestock operations become unable to expand due to their proximity to unplanned residential areas, and tensions between farmers and new residents unfamiliar with farm

practices arise. This was reported as an area in need of improvement in the *Public Engagement Survey for the Next Policy Framework for Agriculture (2023-2028)*, (see [Agriculture](#)).

Takeaway: Despite its known negative impacts, sprawl continues to be prevalent in PEI due to the reduced upfront planning and construction costs for developers. However, sprawl incurs disproportionately high costs for infrastructure servicing after construction, which ultimately places a greater financial burden on PEI tax payers and government coffers compared to development that occurs in municipalities where infrastructure already exists or that can be feasibly extended.^{12,4}

In comparison to sprawl areas, thoughtfully located residential density in municipal centres is directly linked to infrastructure costs: higher density results in lower per-capita length of roads, water distribution lines, or sewer collection lines.¹² When density and settlement happens in an unplanned sprawling manner, there is an increased cost per household for distribution of services, and infrastructure efficiencies are often lost.

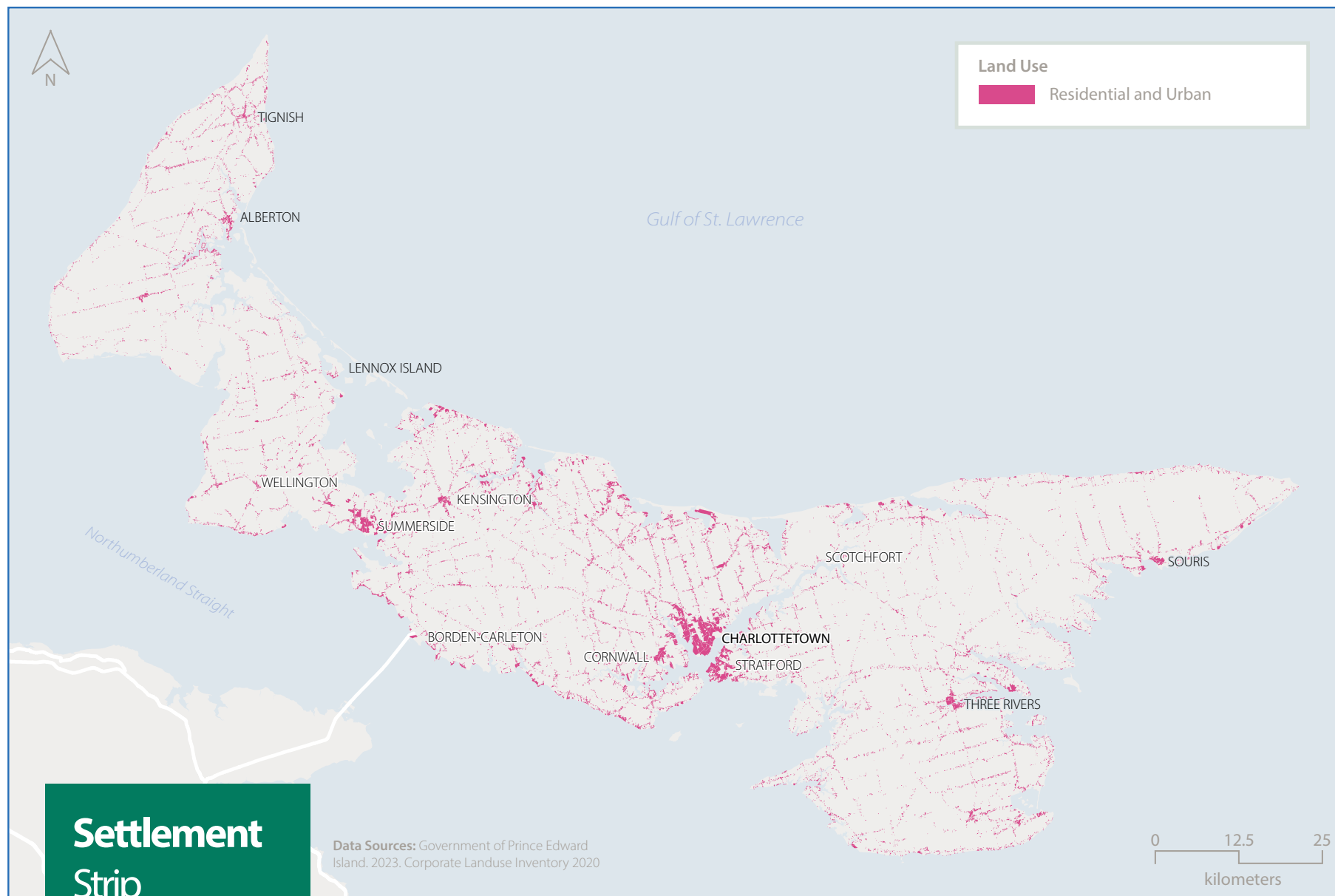
Strip Development

Strip development refers to linear residential and commercial development along rural highways, characterized by low-rise buildings on broad lots designed with automotive transportation in mind.¹³ This form of development often leads to the fragmentation of valuable forest and agricultural land, increased household transportation costs, and greenhouse gas emissions. Due to the increased number of driveways and individual turn off locations along provincial highways, strip development is also often associated with increased congestion, and reduced safety and efficiency.¹³

PEI also experiences strip development along its coastline, where the waterfront portion of agricultural fields and forests have been subdivided for waterfront residential developments, often used exclusively as seasonal cottages. Due to lower standards for development for seasonal uses, many of these properties are undersized for on-site water and sewerage services and have no direct access or frontage on a public road, but rather rely on the owner of a private lane to maintain access to their property. As seen in the map below, much of PEI's residential and urban land uses are built as strip developments.



Figure 25: Diagram of Strip Development



Settlement Strip Development

Data Sources: Government of Prince Edward Island. 2023. Corporate Landuse Inventory 2020

This map displays all parcels with residential or urban land uses in the province, highlighting the nature of development around roads, and coastlines.

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State of the Island Report

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Leapfrog Development

Leapfrog development involves residential projects built around the periphery of municipal centres. These developments are often just outside of a municipality's boundary, in surrounding areas which feature lower property taxes. These developments encourage auto-centric lifestyles and place increased infrastructure stresses on the outskirts of urban communities. Leapfrog patterns of development often result in rural residential sprawl with no supporting commercial or social services.^{14, 15}

In PEI's context, leapfrog developments occur outside of municipalities for a few reasons. Under provincial planning authority, development in these areas is permitted with less policy guidance. The residents in leapfrog developments can access services in the adjacent municipality but do not contribute to the municipality's taxbase.

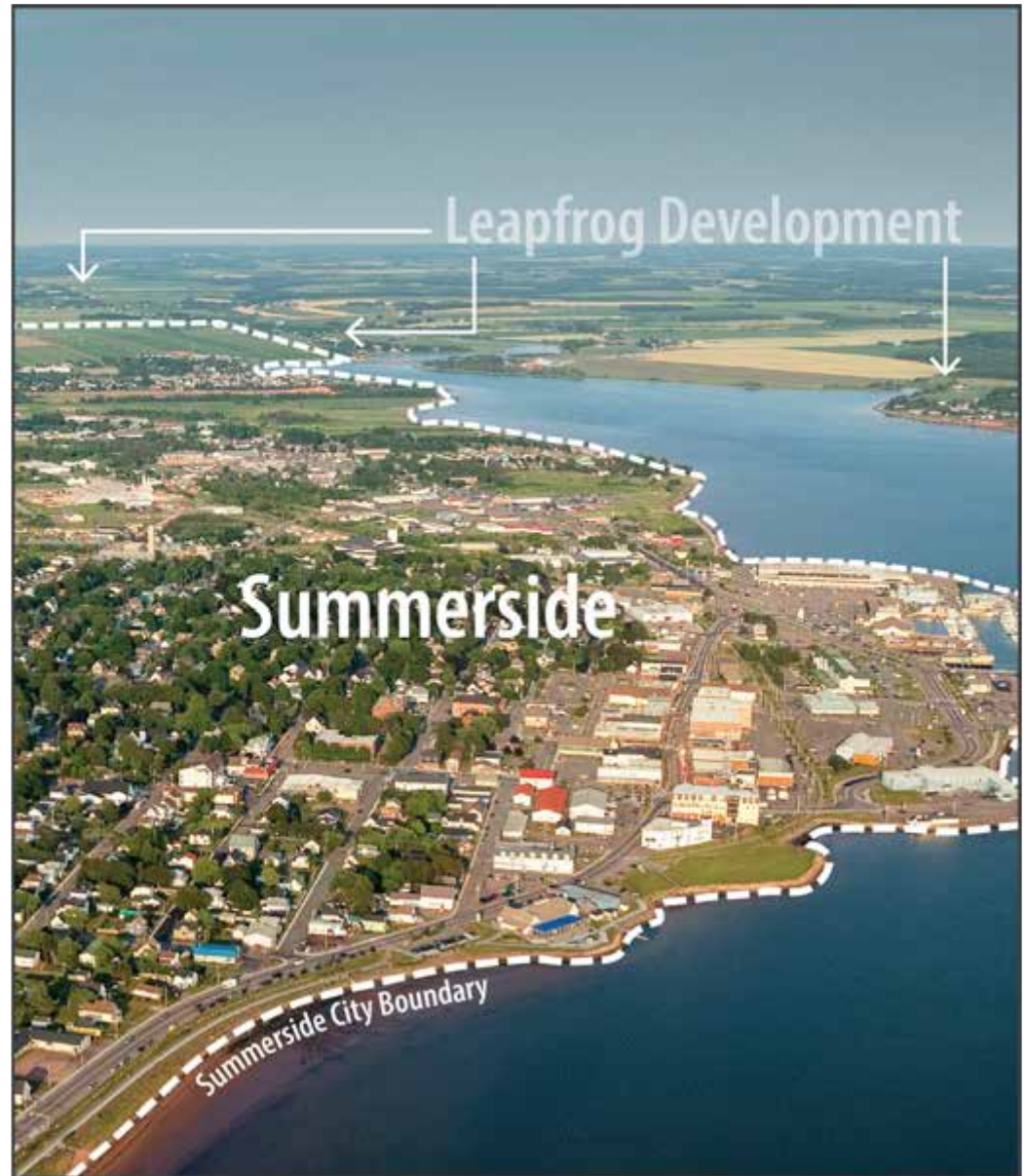
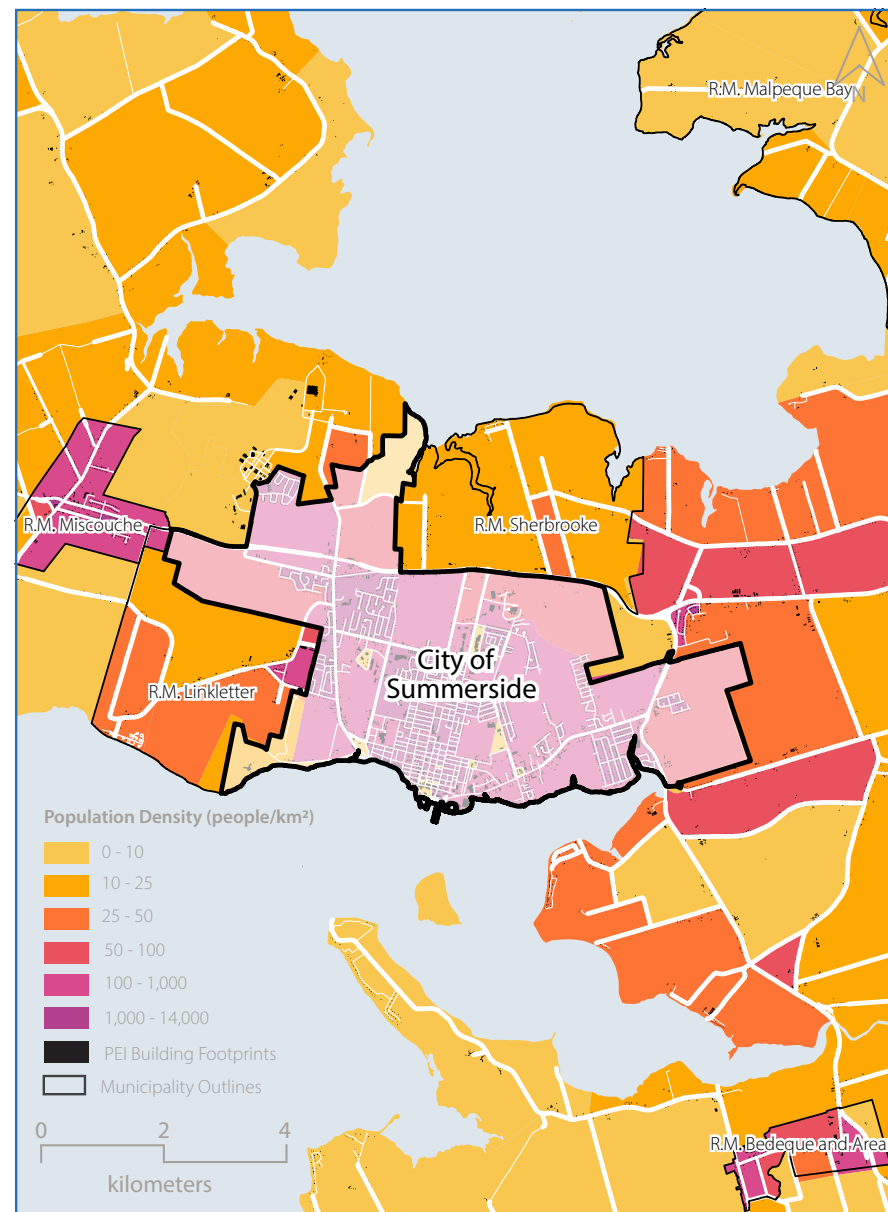
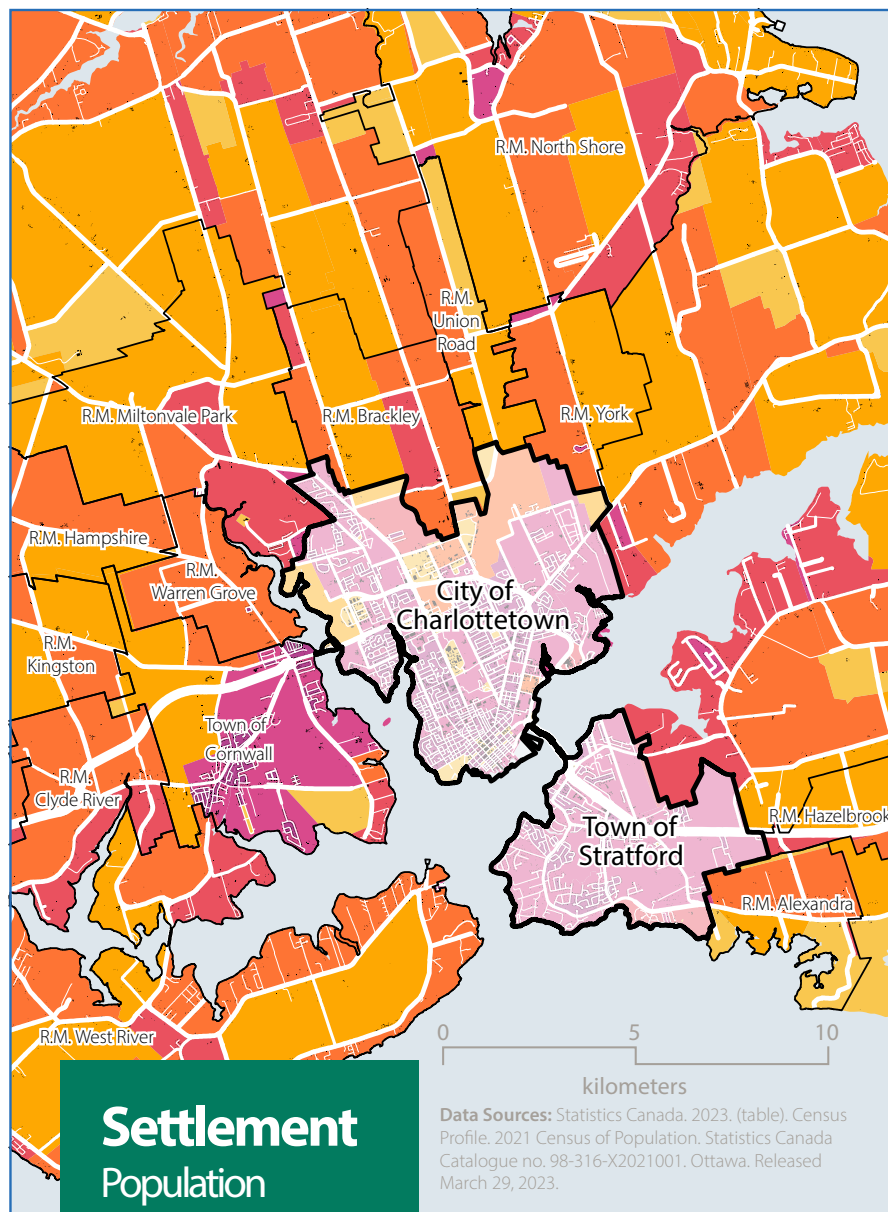


Figure 26: Diagram of Leapfrog Development.



This map displays population density (displayed using census dissemination blocks) to identify areas of population density outside of urban areas and municipal boundaries.

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Building on Private Roadways

PEI grapples with challenges stemming from a legacy of an extensive private road network, with approximately 12% (by length) of all roadways in the province being privately owned. Historically, most private roads were approved for seasonal cottages, evidenced by over 80% of them being located within the coastal zone (500 meters of the coastline). However, many of these older subdivisions and seasonal developments have since transitioned into year-round residences, despite the road access not meeting current standards for new developments.

The ongoing maintenance requirements of private roads—addressing issues like potholes and seasonal snow removal—can impose significant burdens on the community residents. Additionally, essential services, such as school bus stops are likely to be unavailable within these communities and services such as garbage collection may only be available on a seasonal basis. Residents have expressed concerns about the high taxation rates, especially of waterfront properties, on private roads without the receipt of any corresponding government services.⁷³ While some communities have implemented registered neighborhood associations to collect annual fees for road expenses, most private road developments in PEI lack maintenance agreements.

The responsibility for maintenance—whether it falls to the government, the original subdivision developer, or the property owners—raises numerous questions and concerns. The process for converting a private road to a public one requires meeting specific criteria like road width and adequate drainage, which imposes a considerable financial burden on developers and/or landowners to upgrade roads to provincial standards before it can be deeded to the provincial government.⁷³

Takeaway: The intensification of use of private roads, through new development and the conversion from seasonal to year-round residences necessitates a re-evaluation of policies and regulations to tackle the resulting challenges. This includes the impact on government services, financial implications for property owners, the overall effect on property values, and the increased taxation covered by the general taxpayer across the province. Moving towards a comprehensive approach in managing private roads could alleviate these issues, ensuring adequate support for both the infrastructure and the needs of the residents.

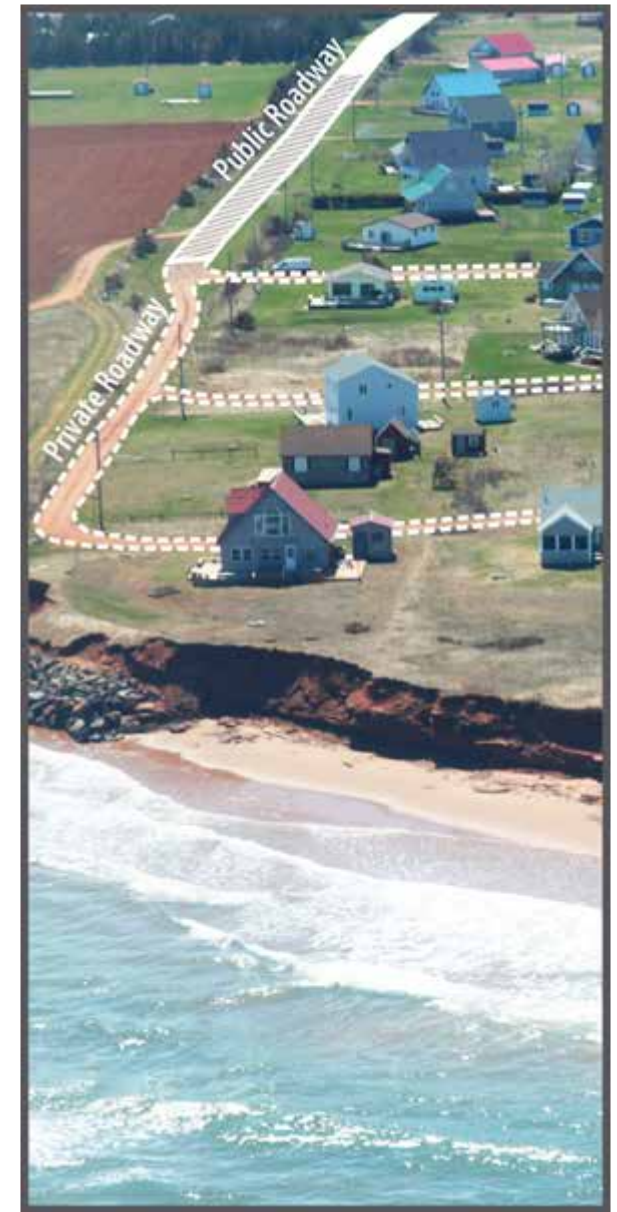
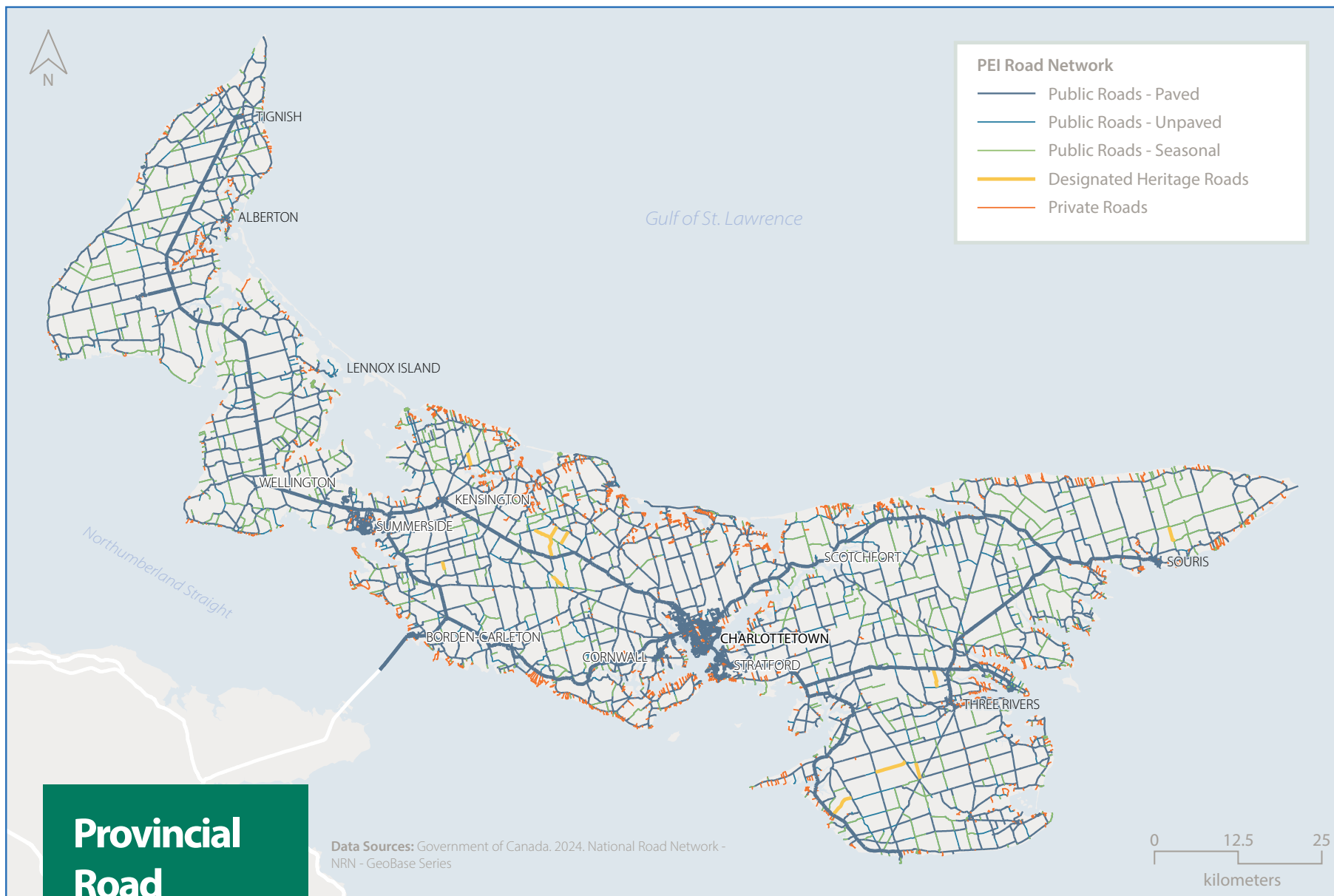


Figure 27: Example of a cottage subdivision with private roads.



This map displays the provincial road network. There are over 6,900km of roads on the Island, with a mix of public (federal, provincial, municipal) and private ownership. There are over 1,200 km of public seasonal roads, considered open from May 1 to October 31.

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Subdivisions

Applications to subdivide land into smaller parcels for future development are among the most common planning requests in PEI. Over the past 10 years, the Province and the municipal planning authorities have approved more than 4,000 subdivision requests for in excess of 6,500 new lots, primarily for single-unit residential purposes.⁷⁰ In lands located outside municipal planning authorities, the Province acts as the authority for subdivision applications. In PEI, more than 90% of subdivision applications were approved annually in the past 10 years.⁷⁰ The following graph shows the number of subdivision applications received compared with the percentage of applications rejected.

It is difficult to compare PEI's approval rate with other jurisdictions, as most approvals are managed municipally. Many municipalities of similar geographies and populations to PEI report that they either do not track 'rejections', or instead coordinate with the developing group to improve proposals. Most jurisdictions have guiding documents to direct planning, so applicants are able to reference and comply early in the development process. The LUP would work to save applicant and provincial processing time, creating an easily accessible resource that guides all development on the Island.

The map on the following page displays the percentage of land area occupied by approved subdivisions. In the last 10 years, 70% of subdivision applications were for the future development of rural lands in unincorporated areas. Only 30% of the applications were for lands in municipalities, half of which were located within municipal planning authorities.¹⁷

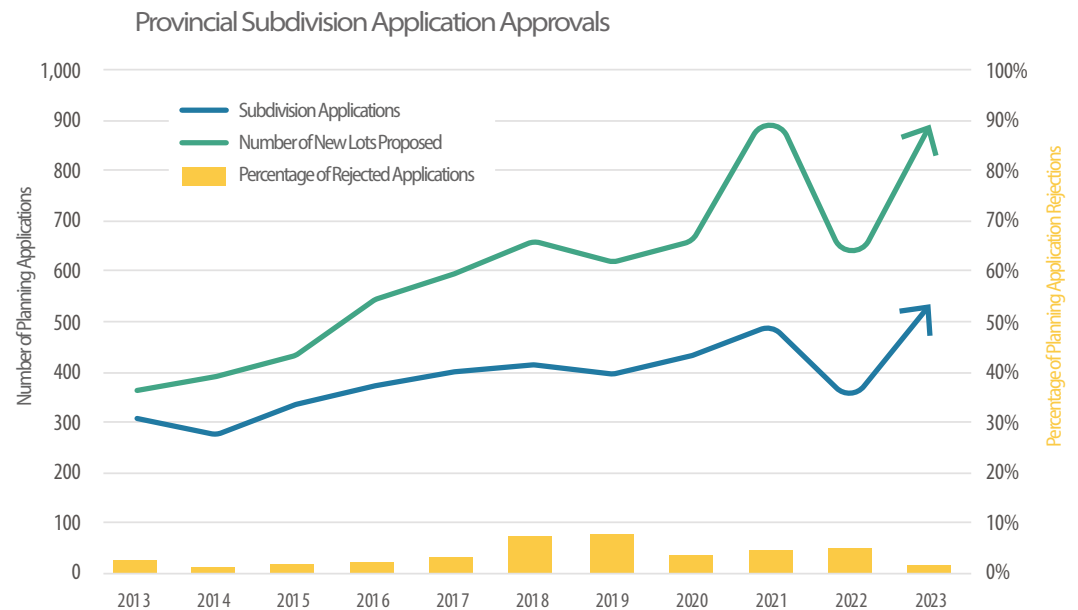
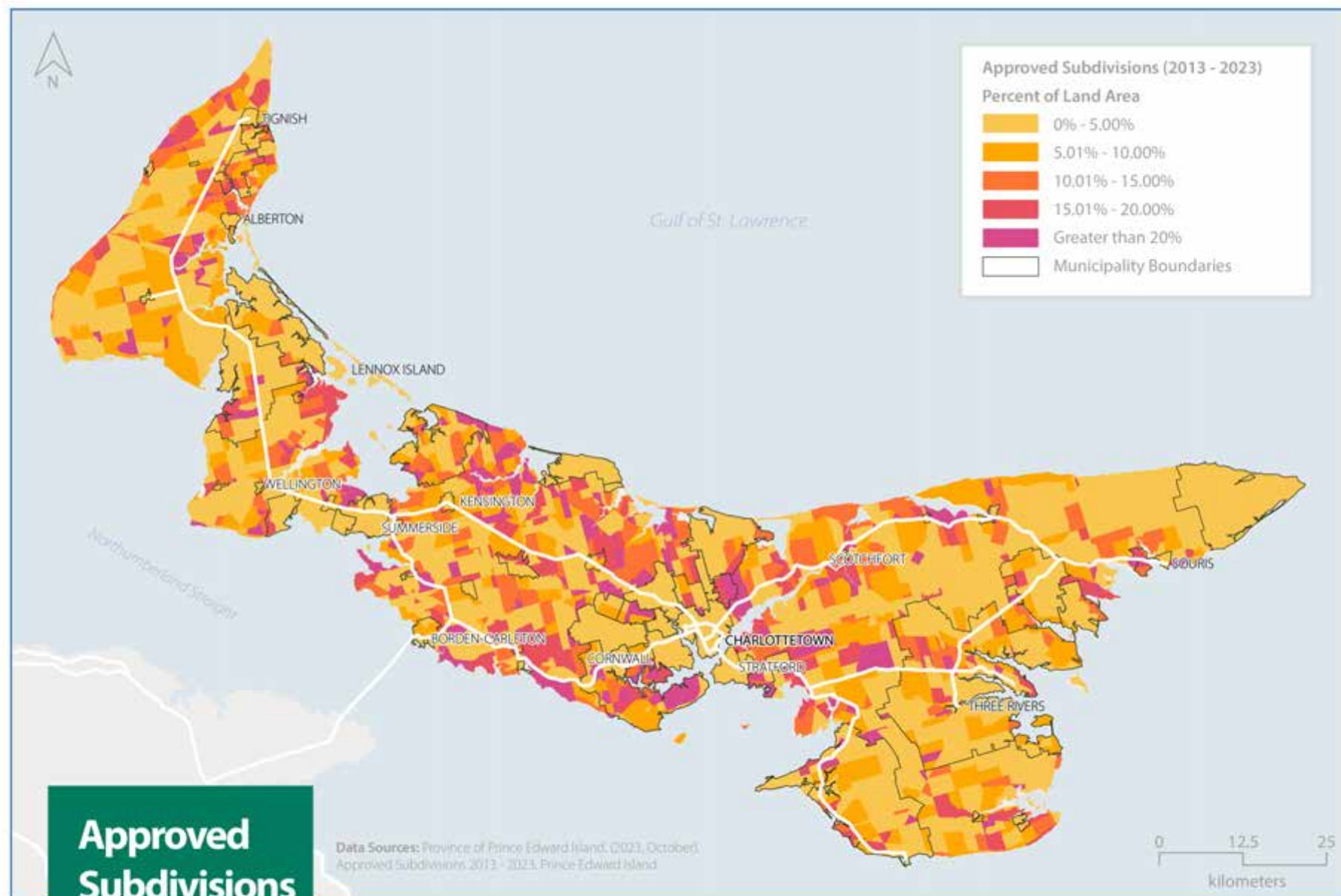


Figure 28: Provincial subdivision application approvals graph⁷⁰

Takeaway: Subdivision development has been happening across the Island, with a high percentage of applications outside of Municipal Planning Authority boundaries. Previous land management reports and plans have proposed a temporary moratorium on further subdivision development in unincorporated areas until the adoption of the PEI Land Use Plan to slow the depletion of valuable agricultural lands. Subdivision for residential purposes should be primarily encouraged and directed to areas with Official Plans and the necessary infrastructure to support them.



This map displays the percentage of land area occupied by approved subdivisions. From 2013 - 2023, only 30% of subdivided properties were within Municipal Boundaries, with only 15% of within planning authority municipalities.

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Prince Edward Island
State of the Island Report

Created: January 2024

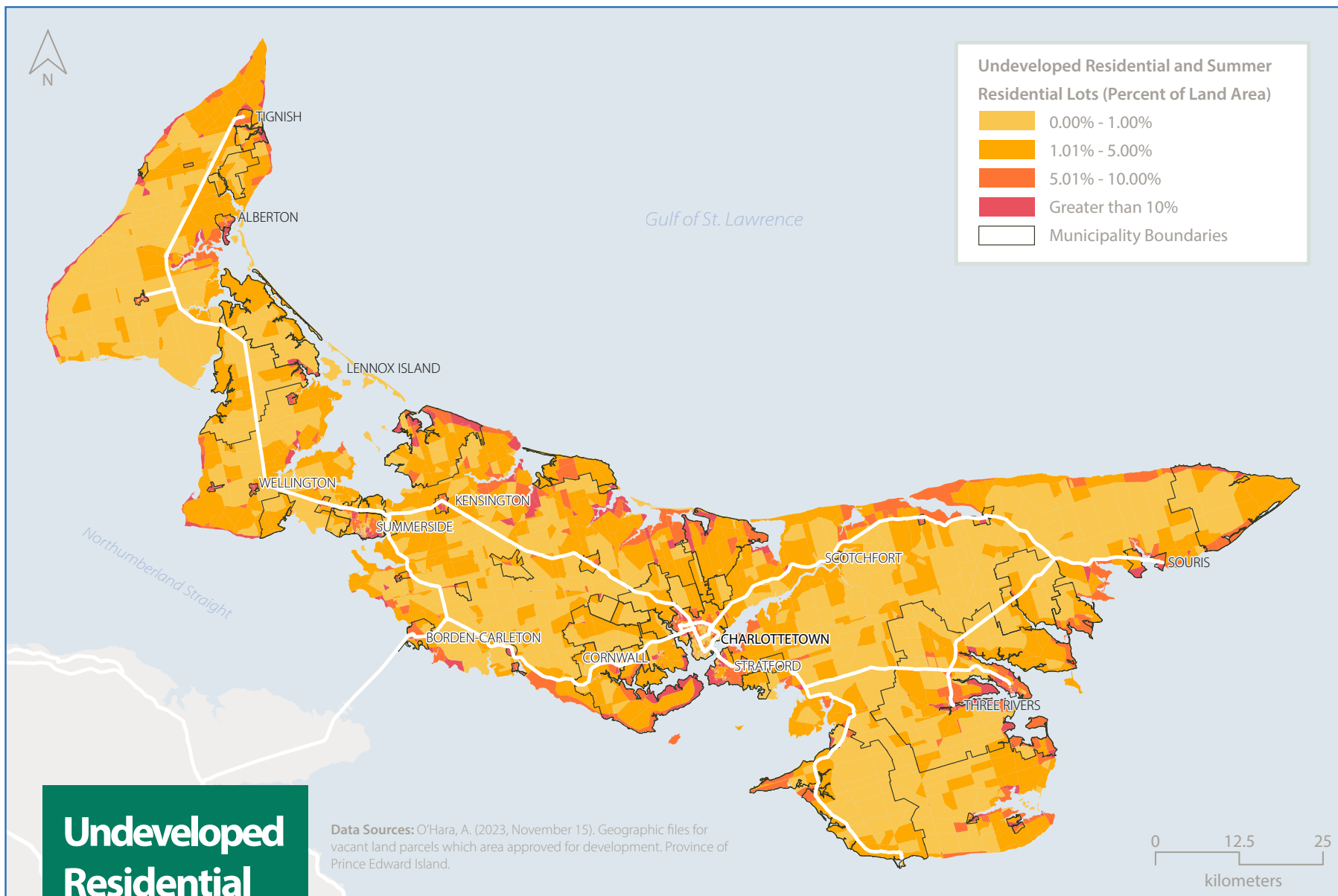
Vacant Parcels

Within the province, there are a series of parcels that remain vacant despite having been approved for development. As of fall 2023, there are 24,818 parcels which are approved vacant lots, representing 118 km² of current developable lands (approximately 2.1% of the province).¹⁸ Of these vacant parcels, 39% have ownership that resides outside of PEI.

Higher proportions of vacant lands exist around the coast of PEI, with much of the land approved for subdivision but not currently under development.¹⁸ Of the 24,818 vacant land parcels, 5,222 intersect with the 2100 floodplain, 1,930 parcels are more than 50% covered by the 2100 floodplain, and 291 are entirely within the 2100 floodplain.¹⁸ With their proximity to the coastline, not all of these approved parcels are suitable for sustainable development. Further analysis on a lot-by-lot basis will be required. It is also important to note that only 3% (194 sq km) of PEI's total land area is within the coastal floodplain (see the *State of the Coast Report*).¹⁹

Of the current 24,818 vacant lots, 8,928 fall within the 29 municipalities with official plans. The remaining 15,890 vacant lots are within unincorporated areas under provincial jurisdiction, with 5,179 below the current minimum size of 0.58 acres for development.¹⁸

Takeaway: If vacant lots are within a feasible distance to connect to infrastructure and outside of coastal and inland floodplains, they may be beneficial for further housing development. These vacant lots warrant further investigation to determine their potential to be of benefit.



This map displays vacant lots (undeveloped properties which are approved for residential or summer residential use) as a percentage of total adjacent land area. Of the total 133,605 land parcels in PEI (as of 2023), 24,818 (118 km²) of the parcels are vacant.

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Prince Edward Island
State of the Island Report

Created: January 2024

3.3.3 Housing

Residential Development

The housing landscape in PEI is characterized by a predominance of **single-detached housing**, which made up 68% of dwellings in 2021. This reflected a slight decrease of 4%, from 72% of dwellings in 2001.²⁰ This trend places PEI above the national average in terms of **single-detached housing** and aligns with other Atlantic provinces (see **Figure 29**). Notably, PEI also has a significant proportion of **movable dwellings**, a unique feature in the Maritimes.

Since 2010, the area of developed land in PEI has increased by 0.6% (net 3,400 hectares), with a significant portion (65%) directed towards single dwelling residential land use.²¹ Many of these dwelling units are in lands outside of incorporated areas, in spaces without local official plans.

This development pattern has led to the conversion of approximately 650 ha of forest, 1,950 ha of agricultural land, 735 ha of abandoned land, and 30 ha of wetlands.²¹ This transformation has significant implications for the Island's environmental and social landscapes.

Takeaways: The combination of development outside of urban centres with PEI's population density, the highest in Canada in 2021 at 27.2 people per square kilometre, necessitates a reevaluation of housing strategies to address the challenges of sprawl and land use efficiency.

Particularly when done in an unplanned or unregulated context, single-detached housing can lead to long-term increases in costs for infrastructure and services.⁴ The LUP will need to consider policies which incentivize a variety of housing types and forms that better utilize existing infrastructure.

Housing Structural Form

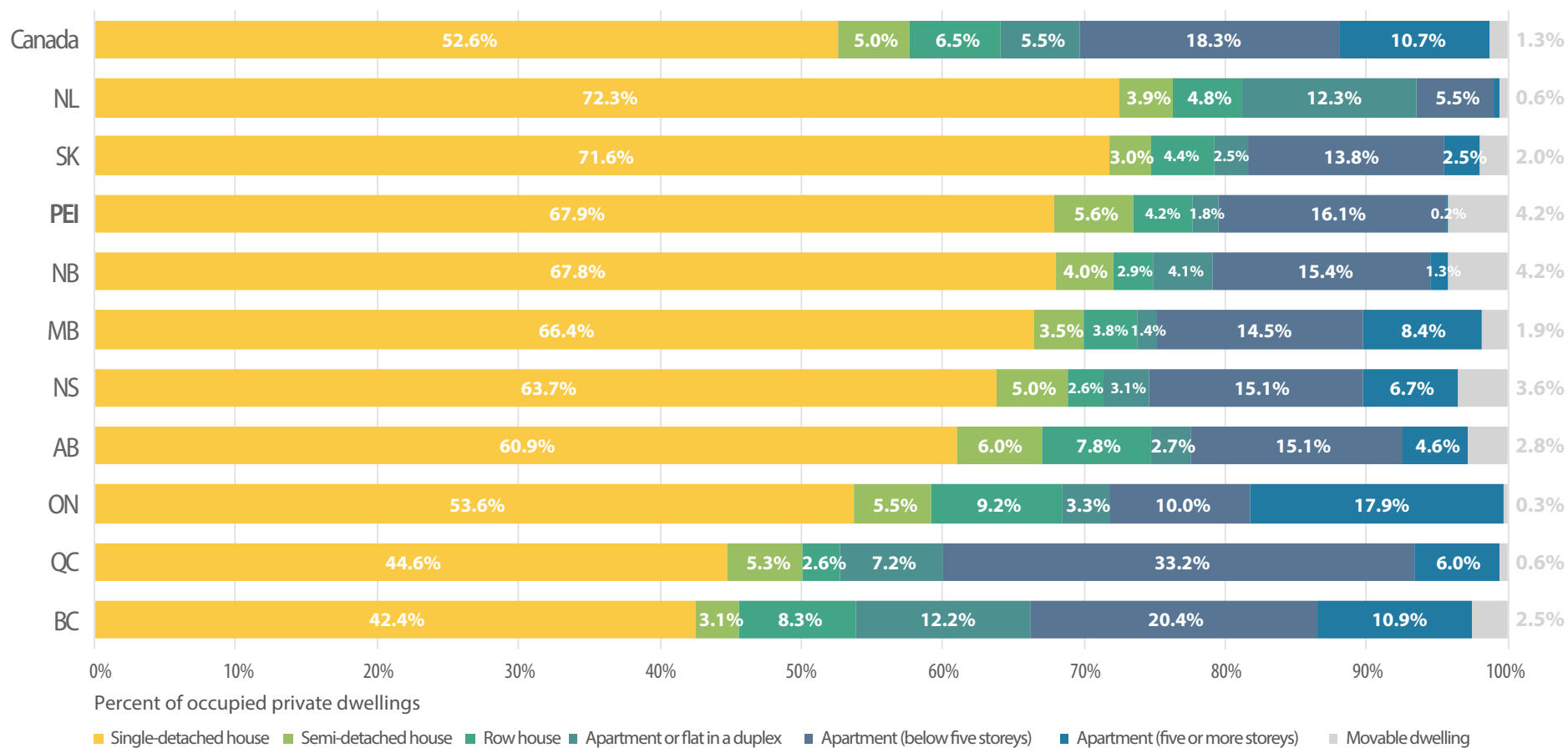


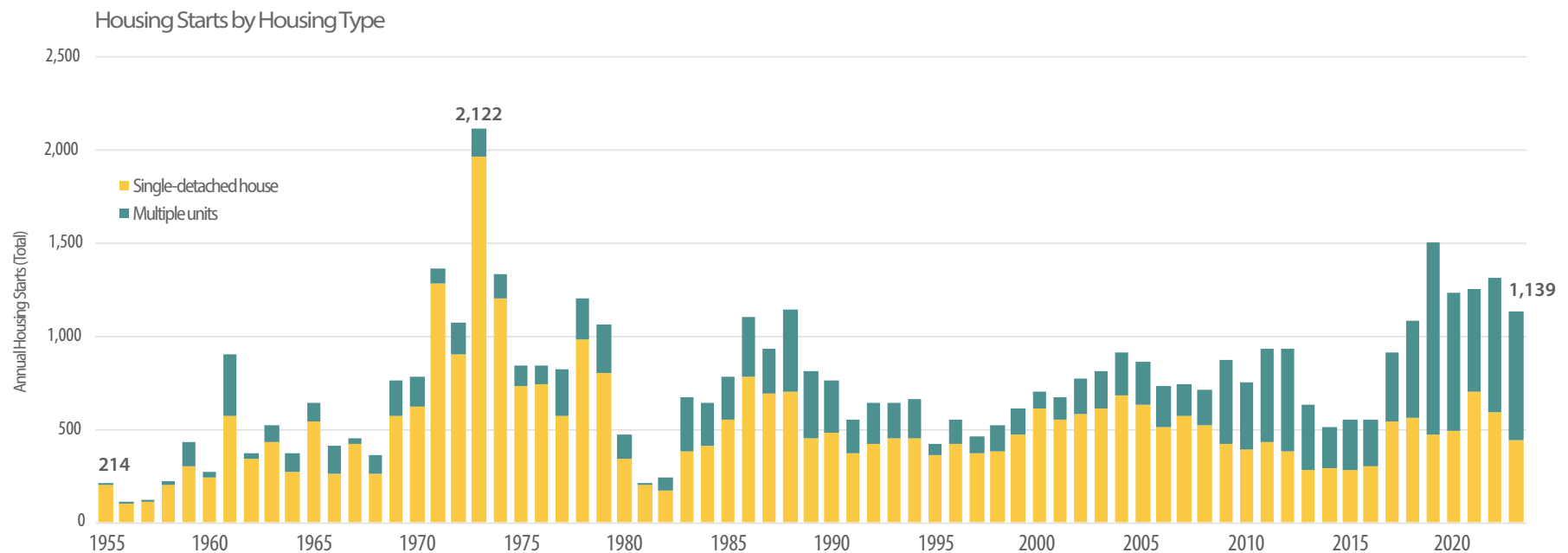
Figure 29: Structural dwelling by type, province²⁰

Housing Starts

Housing is recognized as a human right. It is necessary for personal well-being, economic strength, and strong communities. Along with the rest of Canada, PEI is facing a housing crisis. The prolonged population growth over the last 10 years has not been met with a corresponding increase in housing. Information on the entire housing continuum—forms of housing ranging from emergency shelters and transition housing to subsidized and market housing—is addressed in detail in the February 2024 *Building Together* provincial housing strategy.²² The Island's housing data and trends are summarized here as they relate to past and current housing development patterns.

There has been a positive growth trend for housing starts over the past 10 years, with a slight decrease in 2021 and 2022 (see **Figure 30**), as well as an upward trend in multi-unit dwellings in recent years. *Building Together* identifies several factors that may be contributing to this upward trend, including: a growing emphasis on meeting density requirements and a rise in rental property construction, as well as changes in immigration patterns influencing the demand for diverse types of housing.²²

Figure 30: Housing starts by housing type²³



Canada Mortgage and Housing Corporation (CMHC) releases information on housing starts by community within census subdivisions surrounding Charlottetown and Summerside. While this data does not encompass the entire Island, it shows a higher proportion of housing starts are single-unit detached in provincial jurisdictions, as opposed to development in the planning authority area encompassing Charlottetown.²²

For more information on housing, look to *Building Together - Prince Edward Island Housing Strategy 2024 - 2029*.

Housing Completed

Housing construction on the Island peaked in 2020, with 1,484 units completed. It has since continued at a slower rate, largely due to high interest rates and high material costs.²⁴ The past 10 years have seen an increase across all housing types, with a larger proportional increase in multi-residential dwelling units compared to historical housing booms like those seen in the 1970s (see **Figure 30**). Today, the increase in housing completions continues to be more prevalent in the single-unit (detached) category compared to the multi-unit (apartments) and semi-detached (duplexes) categories.²⁵

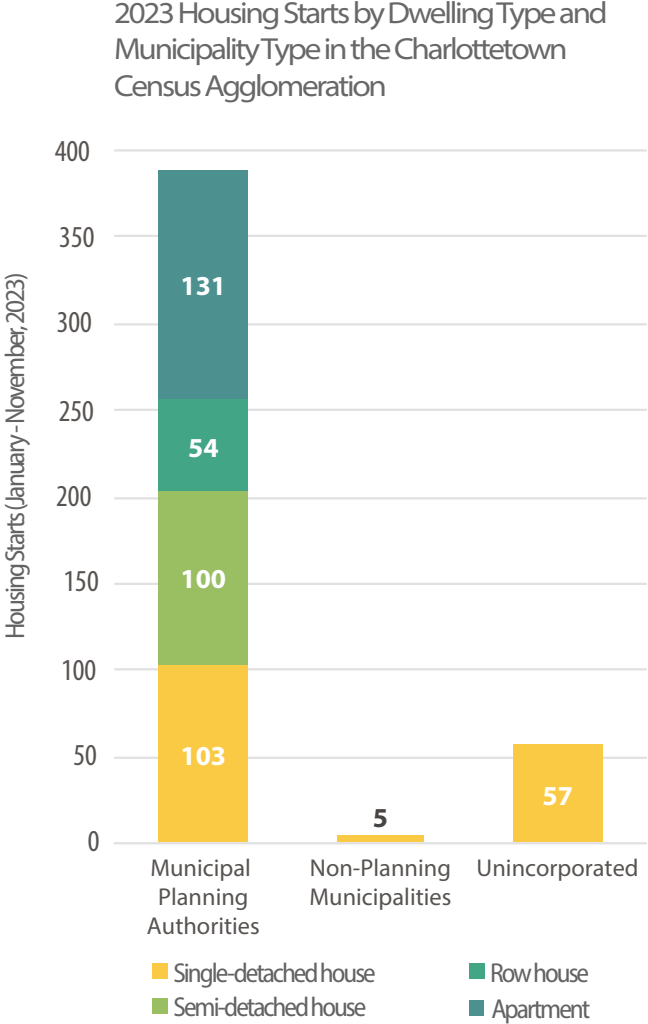


Figure 31: Charlottetown area housing starts²²

Housing units completed (2013 - 2022)

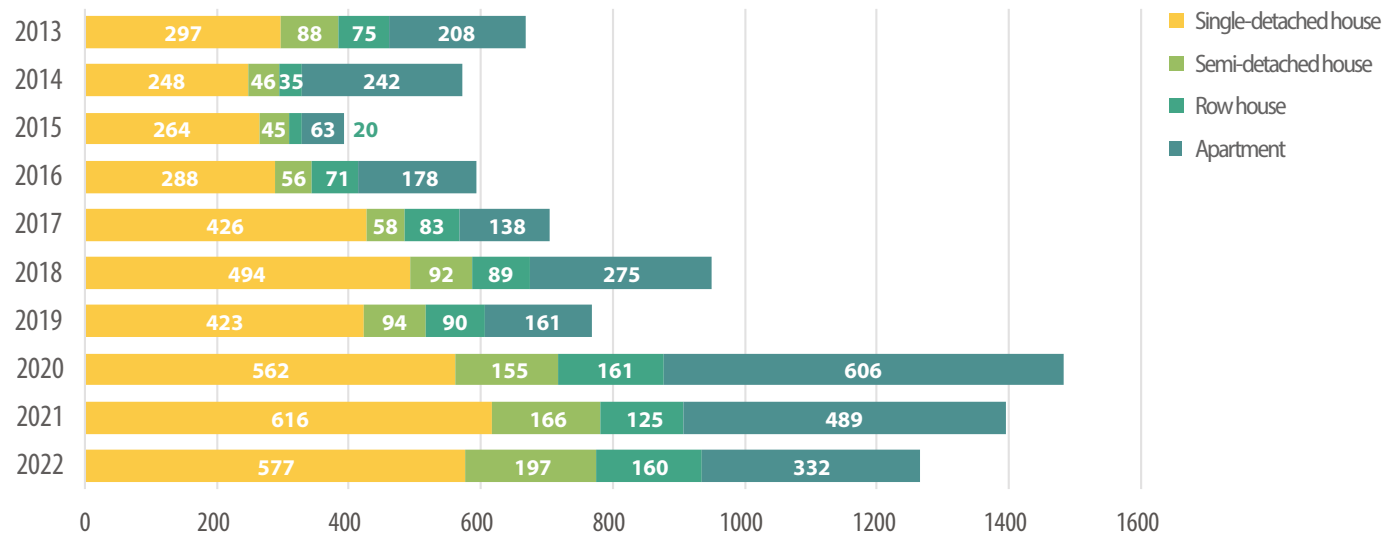


Figure 32: Annual housing completes by housing type.²³

Housing Retrofits

Housing retrofits are another way to support the long-term liveability of the Island, particularly to enable aging in place. As a way to incentivize retrofits, the Province has a Home Renovation Program meant to provide financial assistance to principal home owners who make an annual household income of \$50,000 or less.²⁶

The intention of the program is to support low-income homeowners to bring their properties up to current health and safety standards, with the ultimate goal of supporting seniors who wish to age in place. There are four primary programs currently available: PEI Home Renovation Program, Seniors Home Repair Program, Seniors Safe @ Home Program, and the Home Renovation Program for Persons with Disabilities.

The programs have seen increased uptake and grant funding since 2018, with trends shown in **Figure 33**. Each year, the average applicant has been 65 years of age, or older.²⁶

Takeaway: With additional efforts being put towards senior residents aging in place across the Island, the land use plan should consider the distribution of services that are required by this demographic.

Indigenous Participation in Land Use Planning

An essential aspect of sustainable land use planning involves the participation of Indigenous peoples. Land planning must reflect sharing and cooperation, mutual respect for (and recognition of) municipal and Indigenous rights and obligations, and mutual responsibilities to each other, the land, and future generations.²⁷

The advisory committee for Land Matters PEI “heard that the Mi’kmaq of PEI (‘Epekwitk’) have a unique relationship with the land, and value resource sustainability (‘netukulimk’).

The Committee notes that the Mi’kmaq of Epekwitk have constitutionally recognized and affirmed Aboriginal Rights and Treaty Rights, as per the Canadian Charter of Rights and Freedoms and the Peace and Friendship Treaties. The Committee has heard that the Mi’kmaq of Epekwitk are seeking greater inclusion in land related matters.”²⁸

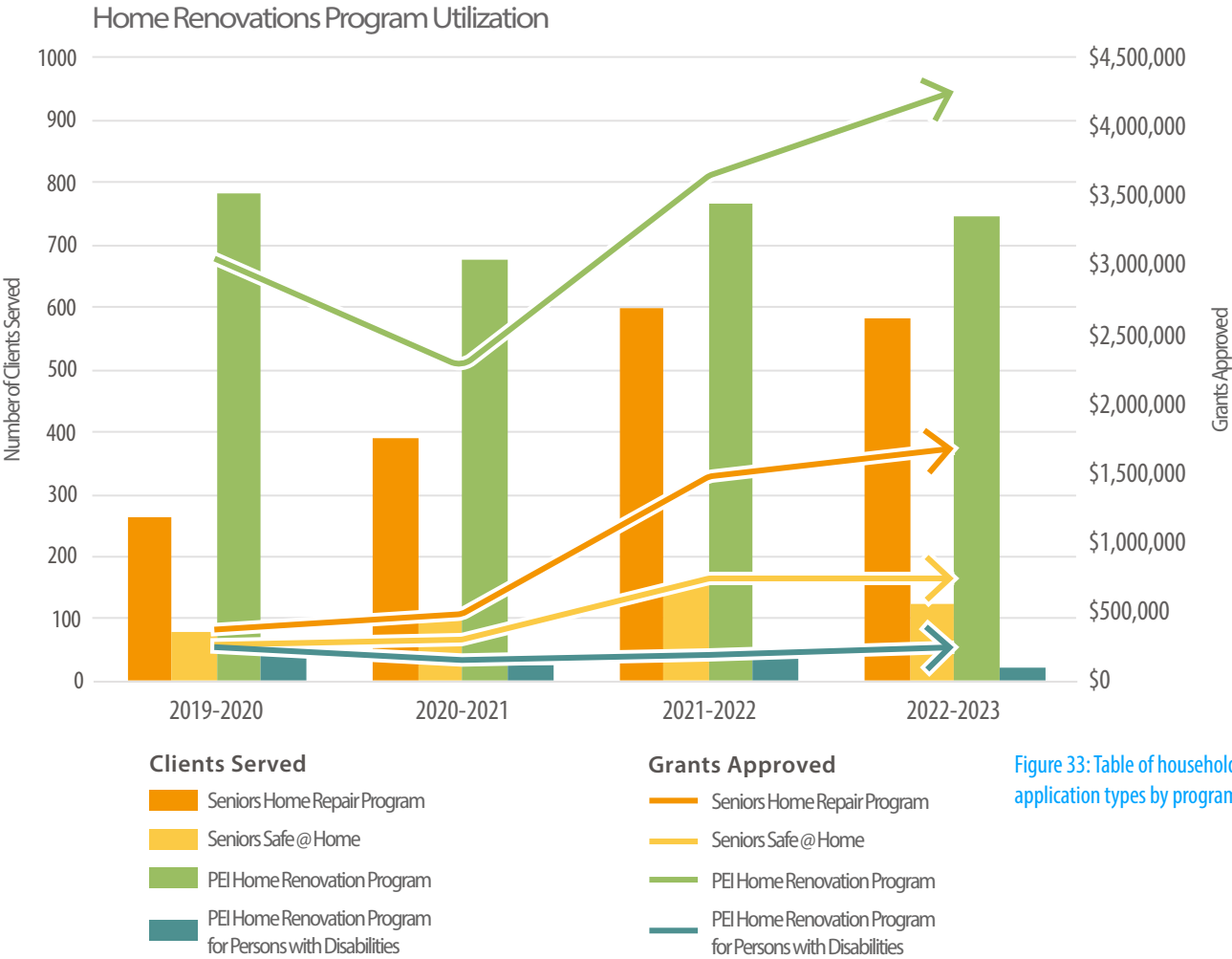


Figure 33: Table of household application types by program⁷¹

With this relationship in mind, the report recommended the following for future land use planning in the province:

“Based on Mi’kmaq constitutionally protected rights and their deep interest in land sustainability, it is recommended that the Mi’kmaq be offered a substantive role in the development and shaping of land policies and land management on Prince Edward Island.”²⁸

Takeaway: The development of the land use plan should ensure that the Indigenous communities of PEI are included throughout the plan’s creation and implementation.

Heritage Preservation

The Island is home to 69 designated heritage places, and a further 499 places registered under the provincial *Heritage Places Protection Act*.²⁹ Heritage places can include: buildings, roads, cultural landscapes, pioneer cemeteries, archaeological sites, and more. Properties of heritage value and historic significance are also identified by Charlottetown and Summerside, with Charlottetown having 346 properties designated and protected under their Heritage Preservation Bylaw.

PEI also has a series of archaeologically significant areas, and is home to 330 identified archeological sites on the Island that range in dates from 9000 B.P. to the 19th and 20th centuries.

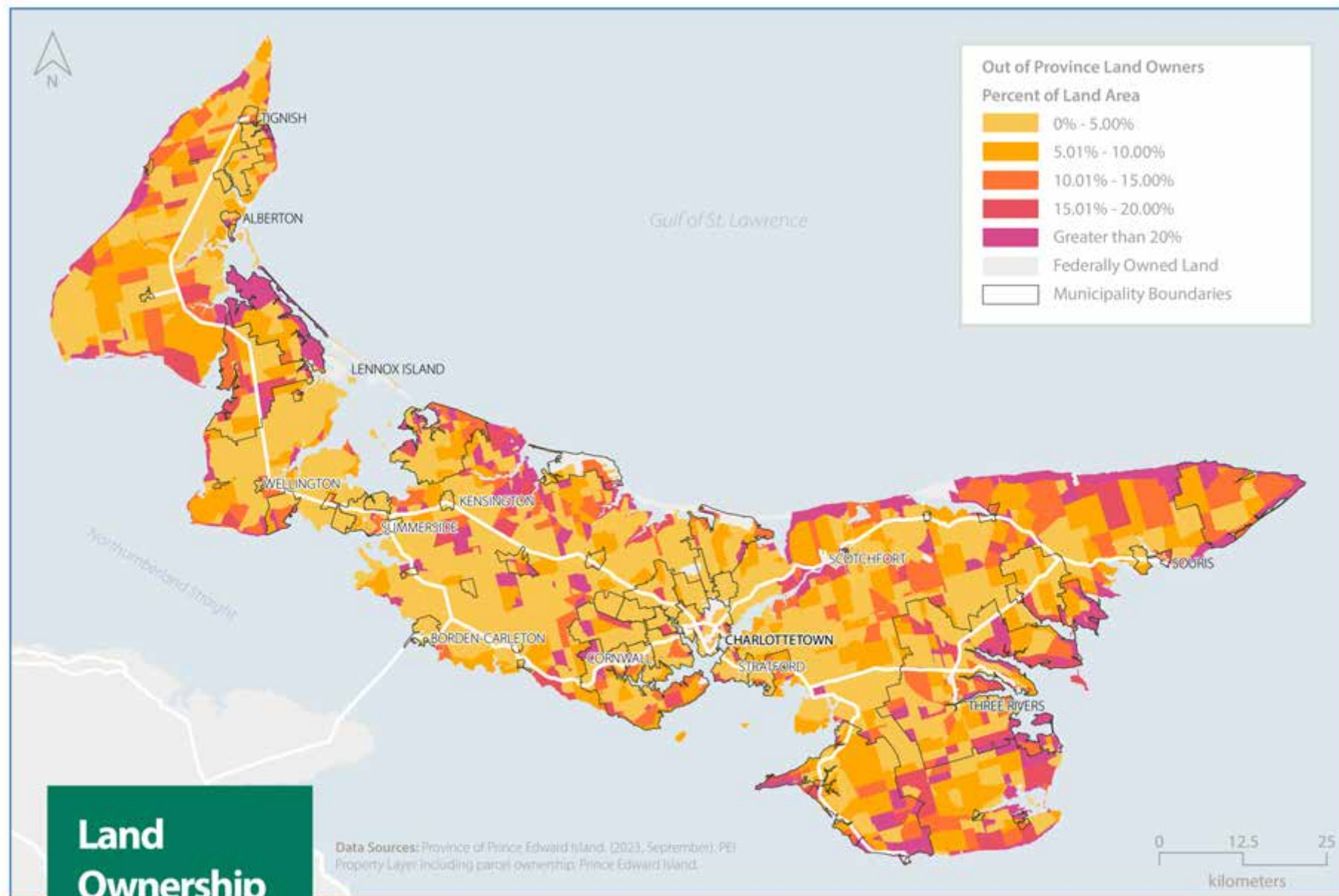
There are 59.3km of Scenic Heritage Roads (narrow, red clay lanes) on the Island, accounting for 1% of all public roads.^{16, 30}

To see a map of where these roadways are located, look to the [Building on Private Roadways](#) Section. When creating the LUP, identifying the location and preservation of heritage spaces and any required buffer areas should be considered.

3.3.4 Ownership

Understanding property ownership can help to identify the source of off-Island investment. Compared to other Canadian provinces, PEI has some unique rules for land ownership. Under the *Lands Protection Act*, an individual cannot own more than 1,000 acres of land in PEI, while a corporation cannot own more than 3,000 acres of land.³¹ In addition, non-residents and non-resident corporations are required to apply to the Island Regulatory and Appeals Commission if buying more than five acres of land, or if the parcel has more than 165 feet of shore frontage.³² In a review of large land parcels held by non-residents, there were more than 800 out-of-province land owners who had properties larger than five acres with a civic address as of October 2023.³³

Non-resident property ownership has changed over time. In 2009, non-resident ownership accounted for 13% of land parcels (15,698 of 121,675 total), and covered an area of 571 km². By 2023, parcels owned by non-resident had decreased to 461 km² in area, and 11% by parcel number. Parcel owners with an out-of-province address (not including the national government) account for approximately 8% of the Island’s total land area (5660 km²). Off-Island owners also account for 39% of vacant land parcel ownership across the province.



This map displays the percentage of land area occupied by properties with an ownership address that is not located on the island of PEI.

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**Prince Edward Island
State of the Island Report**

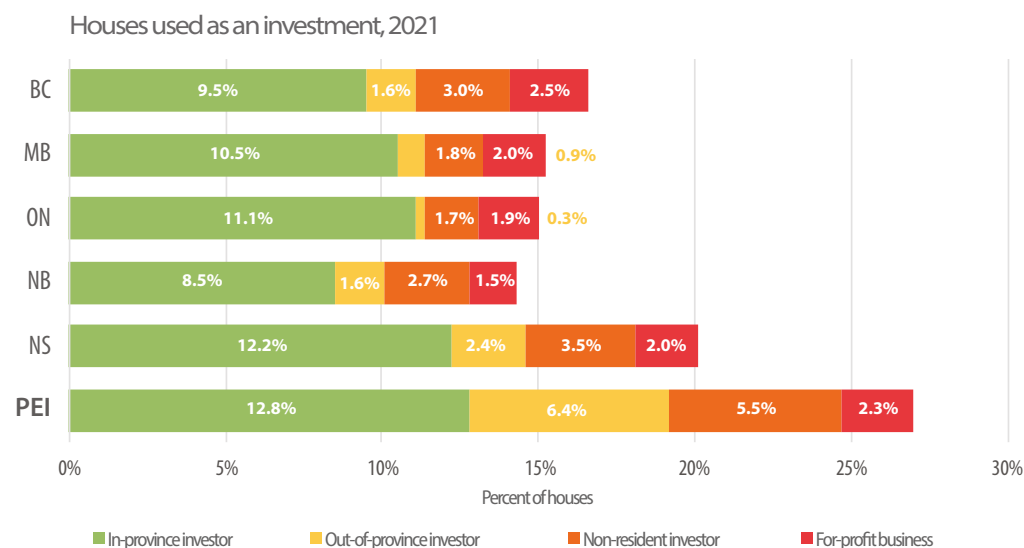
Created: January 2024

Housing Investment

In 2021, PEI had the highest proportion of houses used as investment properties (27.0%) among Canadian provinces investigated (see **Figure 34**).³⁴ An investment property in the data referenced is defined as any property that is not the owner's primary residence. In particular, PEI had a high proportion of out-of-province and non-resident investment property owners when compared to other provinces. It is important to note, that many secondary dwellings on PEI can not be defined as a "residence", as they are inaccessible during the winter and are on private roads, unlike some other provinces. It's anticipated that many of these 'investment properties' are temporary unoccupied dwellings on seasonal or private roads, including cottages.

A common type of investment housing in Canada is rental housing. However, PEI has a relatively similar proportion of rental housing to Nova Scotia and Canada, suggesting that the higher proportion of investment properties may be used for other purposes. Other purposes may include a secondary or seasonal residence or tourism short-term accommodations.

PEI has a large number of second homeowners from out of province that stay seasonally. A study conducted by the Tourism Research Centre at UPEI in collaboration with the Taxation and Property Records Division of PEI's Department of Finance and Municipal Affairs found that in 2010 there were 4,266 second homes on PEI. When asked to categorize their property, 57.0% were considered to be cottages, 26.2% were houses, 7.1% were farm houses, and only 4.7% were rental properties.³⁵



In 2022, the provincial government demonstrated a strong commitment to community housing projects through significant investments. Projects that received support in the past year include 29 homes built by Habitat for Humanity; a new women's shelter in Summerside and funding support for the Blooming House Emergency Shelter for women; a 20-unit apartment, \$3M for the Community Housing Fund, and support for 10 units of transitional housing with CMHA PEI; further support for the men's shelters and Community Outreach Centre; and support for a 32-unit senior's complex led by the Parkdale Sherwood Lions Club.

These investments collectively underscore PEI's dedication to addressing diverse housing needs and supporting vulnerable populations in the community.³⁶

Figure 34: Graph depicting the proportion of houses used as an investment by type of investor.³⁴

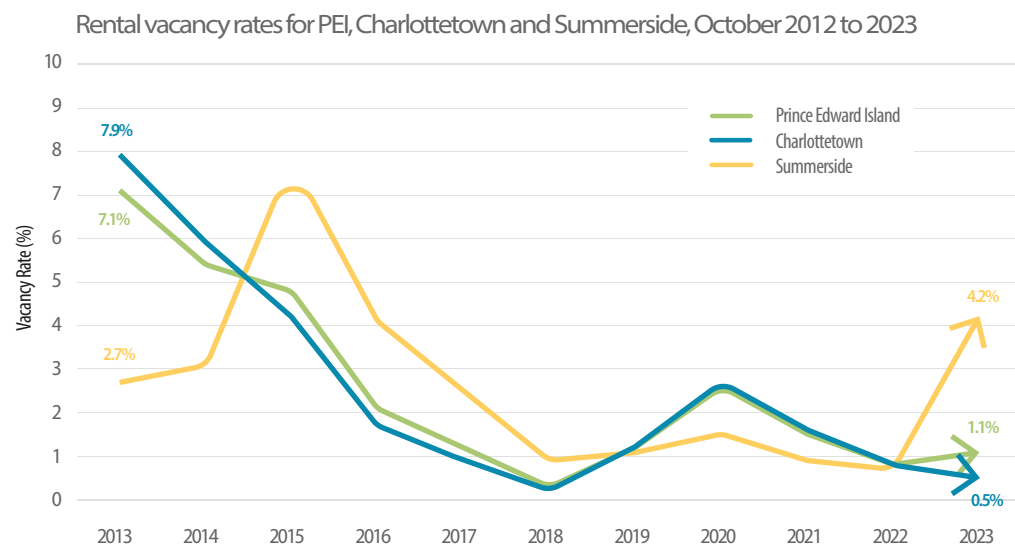


Figure 35: Vacancy Rate ⁷²

Housing Tenure

As of 2021, roughly 31% of PEI's households were occupied by renters, only slightly lower than Canada's and Nova Scotia's proportion of rented households.²⁰ It was identified that housing renters were spending disproportionately higher percentages of their income on housing as opposed to homeowners (see [Shelter Costs](#) to read more).

Across PEI, vacancy rates increased from 0.8% from 2022 to 1.1% in 2023. ⁷² In the same period, the apartment vacancy decreased in Charlottetown to 0.5% and increased in Summerside to 4.2% over the same period.⁷² In addition to historically low vacancy rates, PEI renters have also experienced increase in costs, with the median rent for a 2-bedroom unit increasing 12% over the last 5 years.²⁵

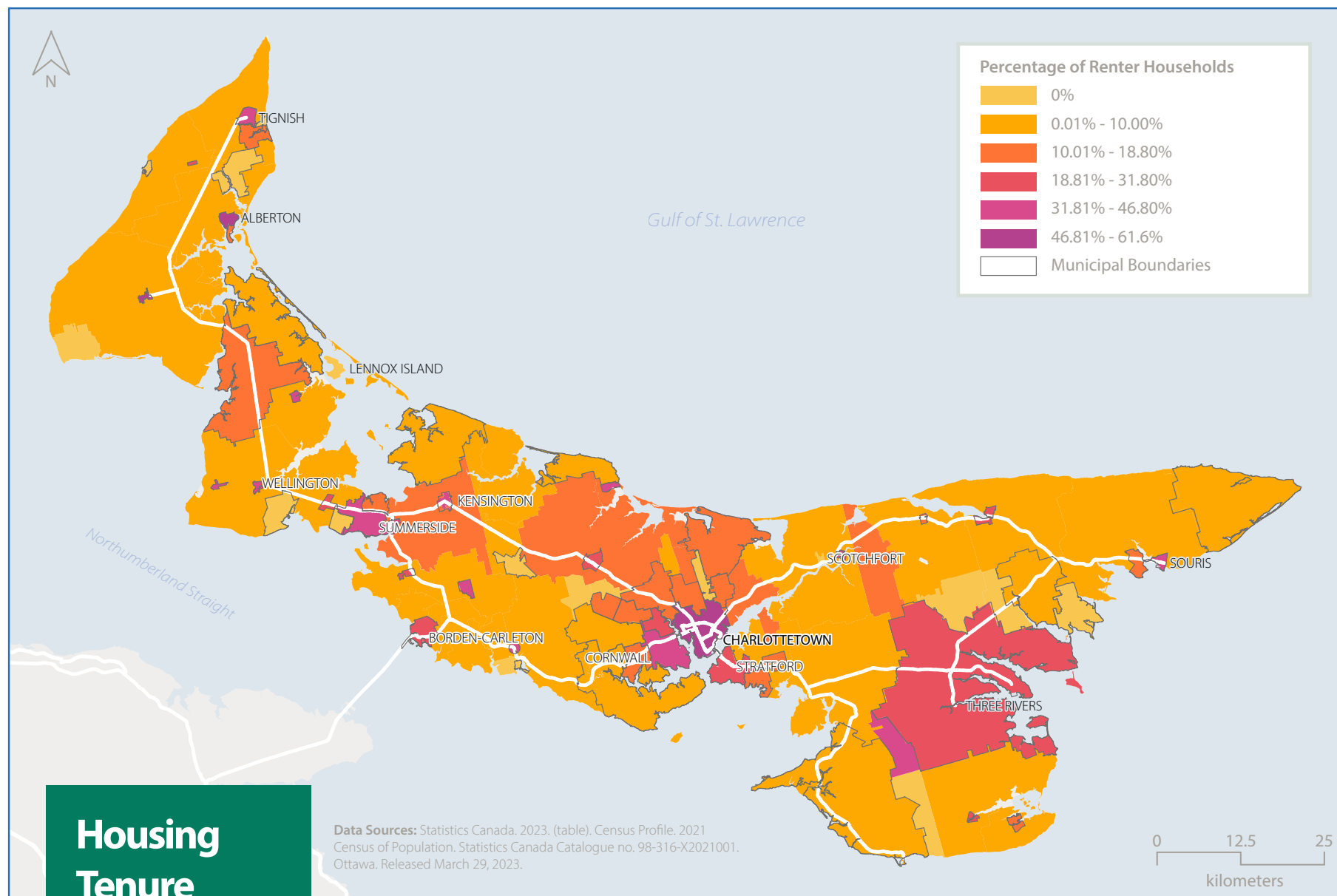
There are significant implications for populations that rely on rental housing with this continued increase in rental prices, and decrease in vacancy rates. In particular, low income populations, and youth have increased vulnerability in times of inflation and decreased vacancy rates.

Takeaway: The land use plan will need to consider how to incentivise a mix of rental and owned units, and to ensure that there is still room for new developments to help in the supply necessary for these markets.

Taxation

Taxes are collected at the provincial, municipal (Incorporated areas) and fire district (un-incorporated areas) levels within PEI.

Within these levels, there are three primary types of taxation: commercial, non-commercial, and flat rate taxes. Provincial tax rates (Commercial and Non-Commercial) are applied equally across the island with an additional flat rate tax for the collection of fees (seasonal or year-round) related to Island Waste Management Corporation. Provincial tax revenue is used to cover all major services across Prince Edward Island (Health, Education, Infrastructure, etc.). Municipal taxes are used by municipalities to cover local services.



Housing Tenure Rentals

Housing tenure is identified according to whether a principal residence is owned, with or without a mortgage, or rented. This map displays percentage of renter households in PEI.

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Prince Edward Island
State of the Island Report

Created: September 2023

The provincial property tax rate remains consistent across the island at \$1.50 per \$100 of assessment on both commercial and non-commercial property. For non-commercial property, property owners who reside on Prince Edward Island for at least 183 calendar days per year may be eligible for a provincial tax credit of \$0.50 per \$100, which reduces their provincial tax rate to \$1.00 per \$100.

While this provincial property tax rate applies equally in both incorporated and non-incorporated areas, specified municipalities are eligible for a municipal tax credit which serves to reallocate a portion of the provincial property taxes collected within the municipality on non-commercial properties to the municipality themselves. This effectively shifts a portion of tax room to the municipality, although to the taxpayer it appears the taxes are being collected by the province. The portion of the taxes reallocated can range from \$0.012 to \$0.592 per \$100 (representing 1.2 to 59.2% of the provincial tax collected) depending on the services offered in the municipality.

At the municipal and fire district level, property tax rates vary significantly. It is difficult to cross-compare municipal tax rates due to differing rates and categorization across the province. To illustrate the difference in taxation across the province, the following two maps display taxation using different exploratory criteria.

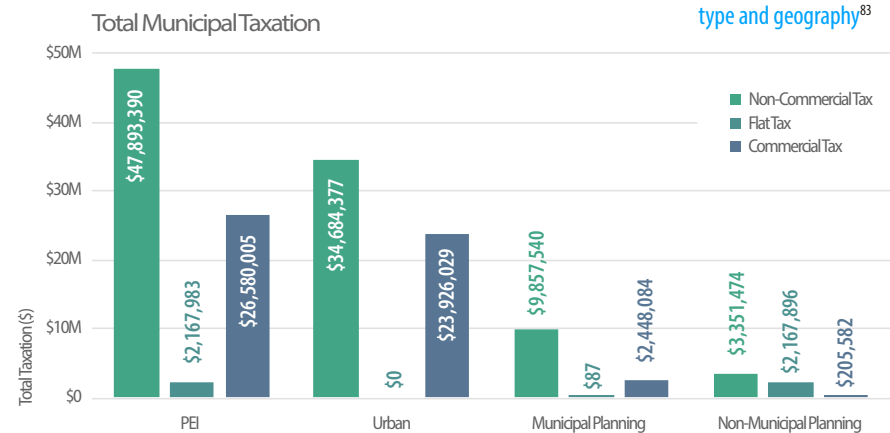
In **Map: Taxation Total Municipal and Provincial Tax per Acre**, we see that taxes are generally higher per acre in urban areas and areas with Municipal Planning than in areas outside of municipal planning authority boundaries.

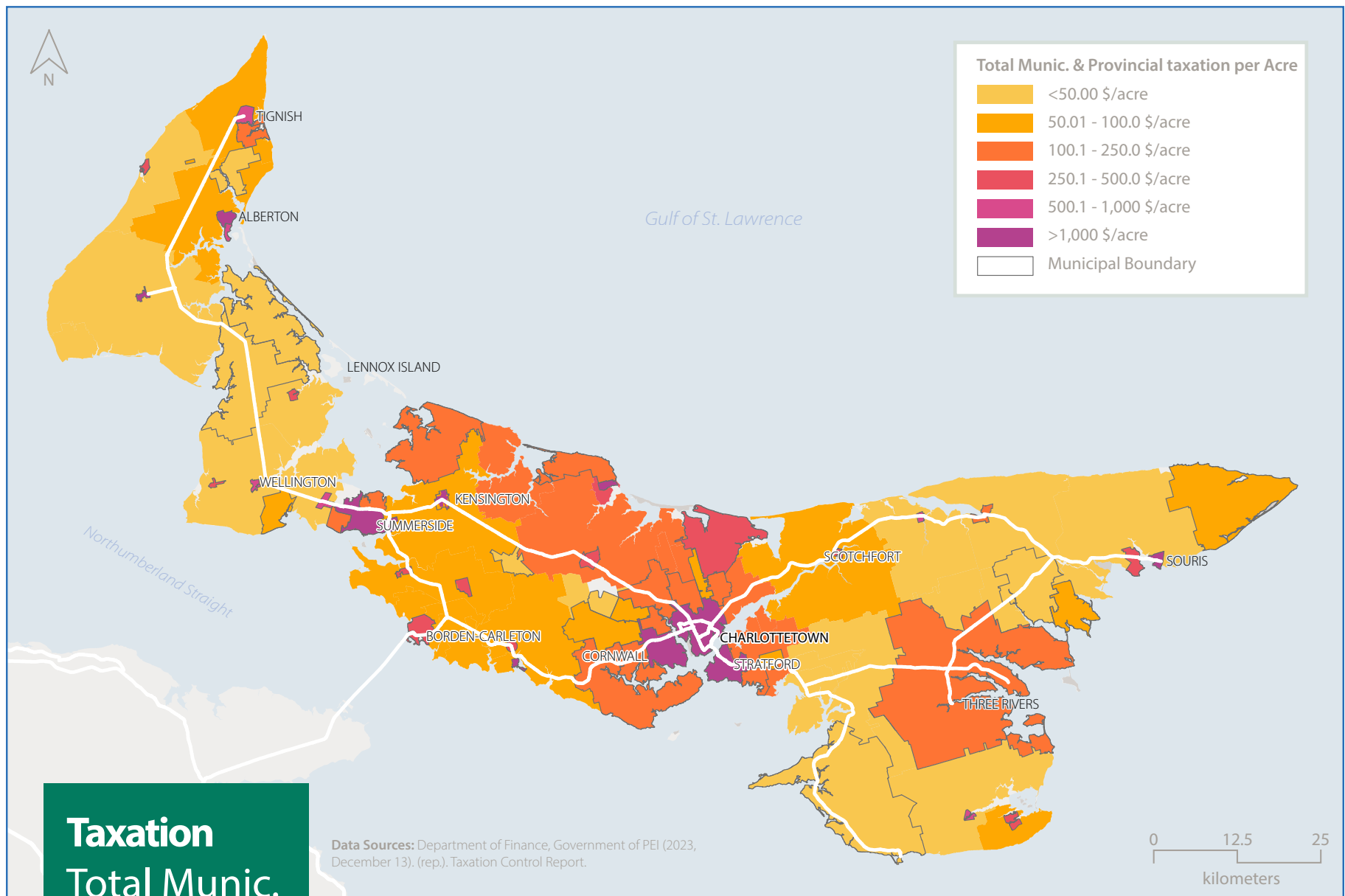
Map: Taxation Non-commercial and Flat Rate Tax per Parcel shows provincial and municipal taxes for non commercial properties normalized by the total number of parcels in each area. When normalizing for larger parcels of land often used in agriculture, there is a more even distribution of taxation across the Island. Commercial tax was removed from the second map due to its high rate and variability on the Island due to PEI's system taxing on an operational basis, not by highest and best use.

Taxation has been a long-considered issue related to the development of land on PEI. The *Report on Land and Local Governance* describes a series of considerations that have influenced land use and taxation over time, largely describing the aspiration to: curb off-Island land speculation and reduce leapfrog development occurring outside of municipal taxation areas. This has been further elaborated in *The Royal Commission on the Land (1990)* with a recommendation to "apply property tax measures to influence land use and land ownership decisions."³⁷ When considering Island-wide incorporation, the *Report on Land and Local Governance* reported that agricultural groups perceived such a move to "increase the property tax burden on farmers and further exacerbate the urban-rural split."³⁸

Takeaway: Taxation however is a tool that can affect land use patterns and practices, with the current tax regimes playing a role in shaping PEI's current land use patterns. Taxation is not within the scope of the *SOTI* or the land use plan, and the investigations here are intended only as an exploratory exercise to discuss taxation as it relates to land.

Figure 36: Total Municipal Taxation by type and geography⁸³





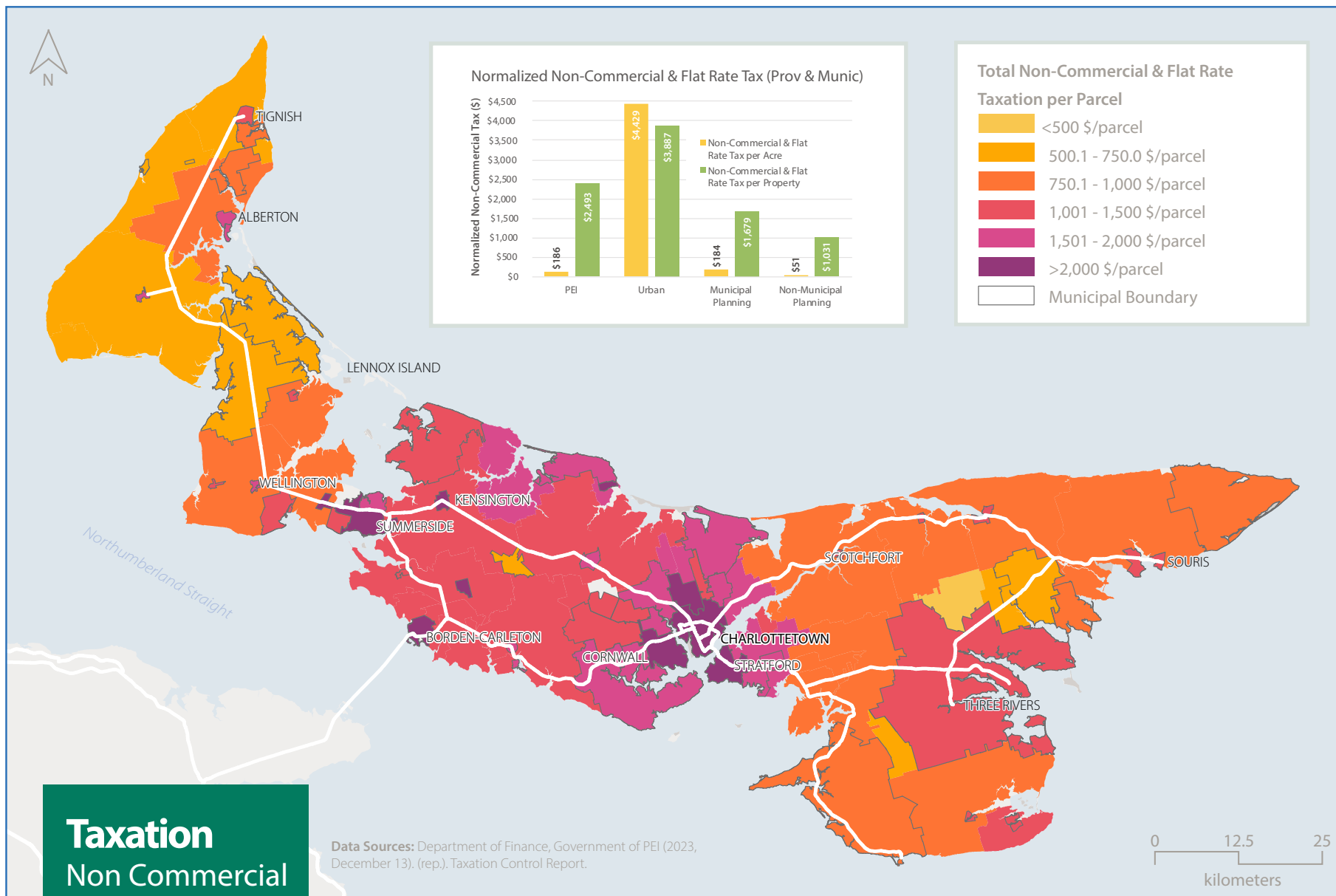
This map displays total taxation (all municipal and provincial taxes for: commercial, flat rate, and non-commercial uses) as of December 13, 2023, divided by the total land area in acres. Please note that taxation varies on a use and parcel to parcel basis, and numbers indicated here do not indicate individual taxation charges.

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Prince Edward Island
State of the Island Report

Created: February 2024



This map displays total non-commercial taxation (non-commercial and flat rate taxes for province and municipality) for Prince Edward Island as of December 13, 2023, divided by total land parcels. Please note that taxation varies on a use and parcel to parcel basis, and numbers indicated here do not indicate individual taxation charges.

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Prince Edward Island
State of the Island Report

Created: February 2024

3.3.5 Infrastructure and Transportation

Population growth will impact various forms of infrastructure like transportation, waste management, water and sewer systems, emergency response, courts, correctional facilities and community correctional demands, and energy systems. Addressing the additional demand on our infrastructure will require all levels of government to coordinate and build for our changing population.

Transportation

Transportation plays a pivotal role in development and land use in PEI, which in turn influences the province’s environmental footprint and community health.

PEI has 4,411 km of paved public roadways, the highest number per capita of all Canadian provinces.¹⁶ PEI’s roads are in better condition than many other provinces, with only 23% of publicly owned rural highways rated below ‘good’ condition compared to the national average of 41%.³⁹

The public cost of maintaining and upgrading PEI’s roads is significant, and continues to rise year-after-year. It is estimated that the Province spends \$445 per capita / per year to maintain the Island’s road network.⁴⁰

In PEI, there are more than three registered vehicles for every four islanders (0.76 vehicles per capita), which is higher than the national average of 0.71 vehicles per capita.⁴¹ Since 2014, Islanders have also been buying larger, less fuel-efficient vehicles, such as trucks, sport utility vehicles (SUVs).⁴²

The extensive reliance on road transportation is a leading contributor of provincial GHG emissions, with transportation accounting for 41% of total emissions, predominantly from passenger cars and trucks.⁴³

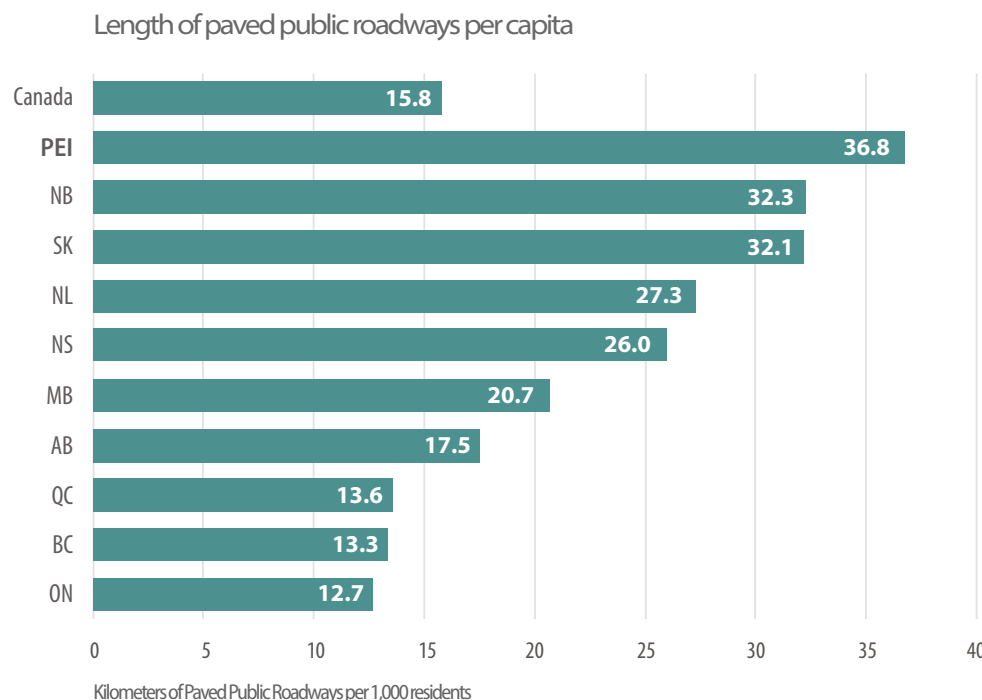
Road Type	Length (km)	Maintenance Cost (\$/year/km)*	Annual Cost (\$/year)
Public Paved Roads	4,411	\$15,800	\$69.7 million
Public Unpaved Roads	464	\$12,300	\$5.7 million
Public Seasonal Roads	1,262	\$2,300	\$2.9 million

Table 3: Road Classifications and Maintenance Costs⁷⁸

* Estimated maintenance costs include construction costs, patching, plowing and maintenance, painting, and other. These costs likely underestimate the true cost of maintaining the provincial road network.

Car travel is the primary form of commuting for 92.4% of Islanders. However, with nearly half of these individuals commuting for less than 15 minutes, there is a significant opportunity to encourage more active forms of transportation. This is particularly pertinent given the health statistics indicating that the percentage of Islanders who self-identified as overweight from 2007 to 2021 has remained consistently higher than the Canadian average. Fortunately, physical activity levels in PEI show a considerable segment of the population is engaging in the recommended amounts of weekly exercise. Still, there is potential for growth compared to national statistics. In 2016, only 6.5% of commuters reported using active transportation (walking and/or biking) and 1.9% regularly use transit.⁴²

The *PEI Active Transportation Strategy* aims to leverage this potential by promoting healthier, more sustainable transportation alternatives.⁴² The Island is fortunate to have the 470 km Confederation Trail network in place as the backbone for a province-wide active transportation network. Improving active transportation and the connectivity of routes within and among communities and between key destinations across the province will be key to integrating active transportation more deeply into Islanders' daily routines. These objectives will not only help address environmental concerns associated with emissions from vehicle transportation, but will also enhance overall community health.



Public transit is another key opportunity to reduce GHG emissions while increasing mobility and the affordability of transportation. T3 City Transit currently serves the four largest urban municipalities of Charlottetown, Stratford, Cornwall and Summerside. Rural transit offers connections from Tignish to Souris and communities on provincial highways in between, including Cavendish. PEI's public transit network consists of 22 buses traveling 6,000 km daily, servicing more than 1.5 million annual passenger fares.⁴³ For \$2 per trip, Islanders can travel the entire Island, tip-to-tip.

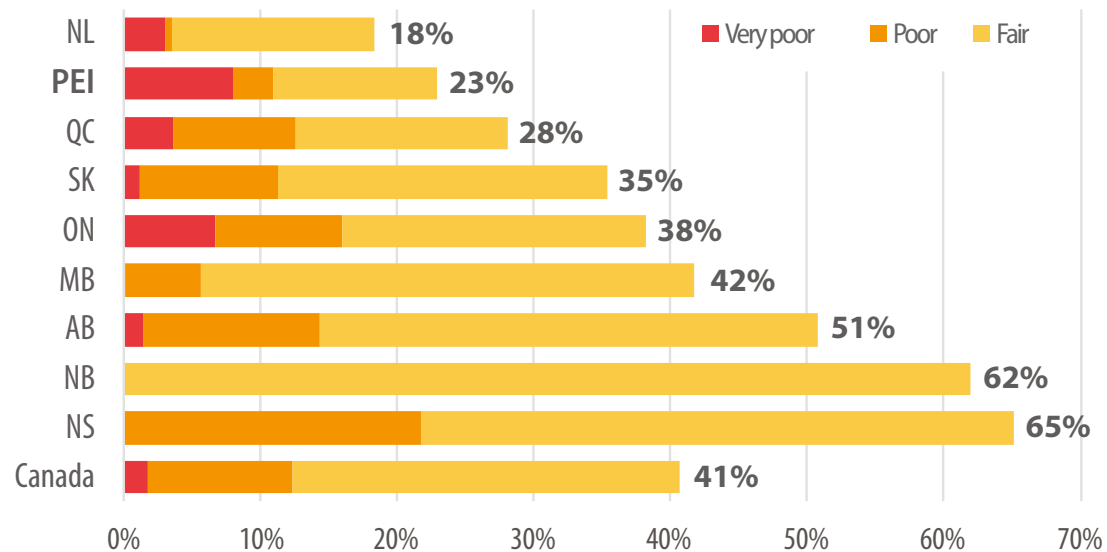
Figure 37: Kilometers of paved public roadways per capita¹⁶

In 2021, only 1.4% of Islanders used public transit as their main mode of commuting, compared to 7.7% nationally.²⁰ The frequency and connectivity of public transit services could be expanded to make transit a more attractive and convenient option, shifting reliance away from personal vehicles.

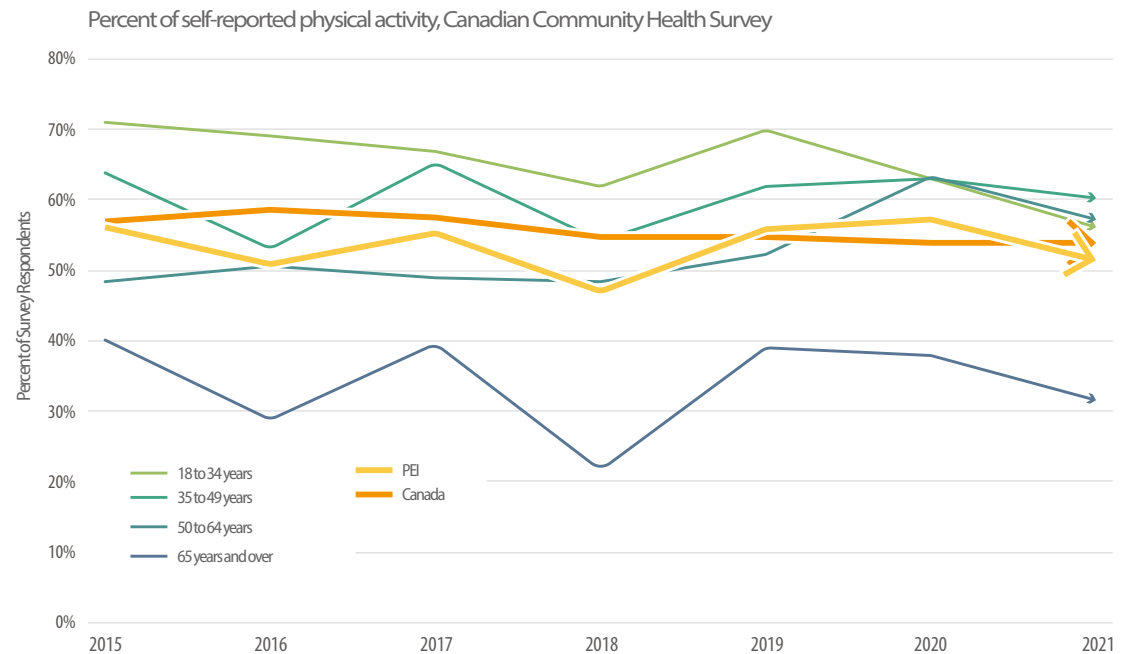
This holistic approach to transportation planning, geared towards active lifestyles and supported by community health data, could lead to a more sustainable and healthier future for all Islanders.

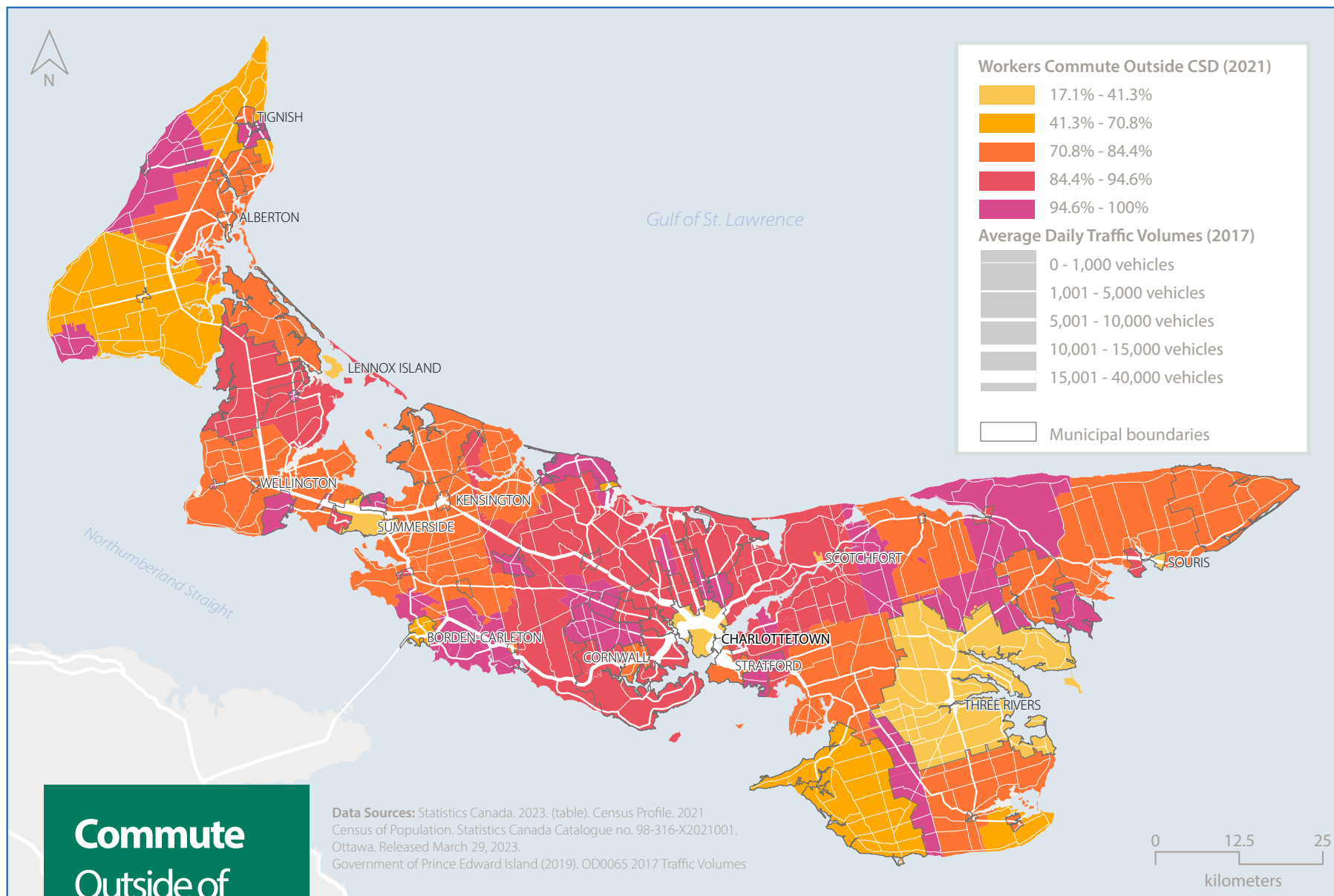
Figure 38, top: Distribution of publicly owned rural highway kilometers rated below "good" condition³⁹

Figure 39, bottom: Percent of self-reported physical activity, Canadian Community Health Survey⁴⁴



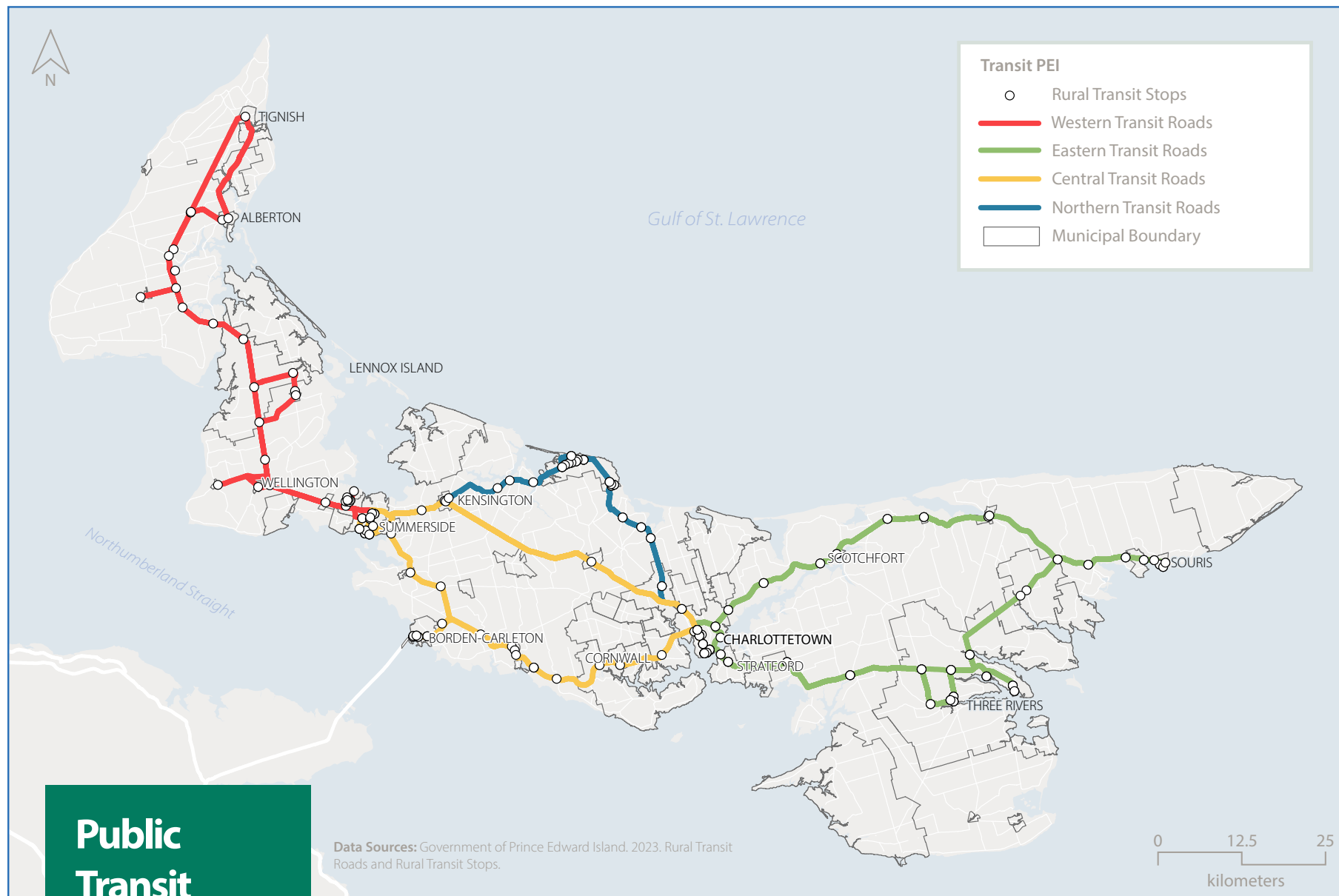
Distribution of Publicly Owned Rural Highway Kilometers Rated Below "Good" Condition





Prince Edward Island State of the Island Report

Created: September 2023



Prince Edward Island State of the Island Report

Created: February 2024

Interprovincial Transportation Infrastructure

Interprovincial transportation to PEI from mainland Canada is largely limited to four key points of arrival: the Confederation Bridge, two ferry terminals, and the Charlottetown Airport (YYG).

The Confederation Bridge opened in 1997, providing the first year-round fixed link to the mainland from PEI. Spanning 12.9 km, the Confederation Bridge is the world's longest bridge crossing ice-covered water.⁴⁵

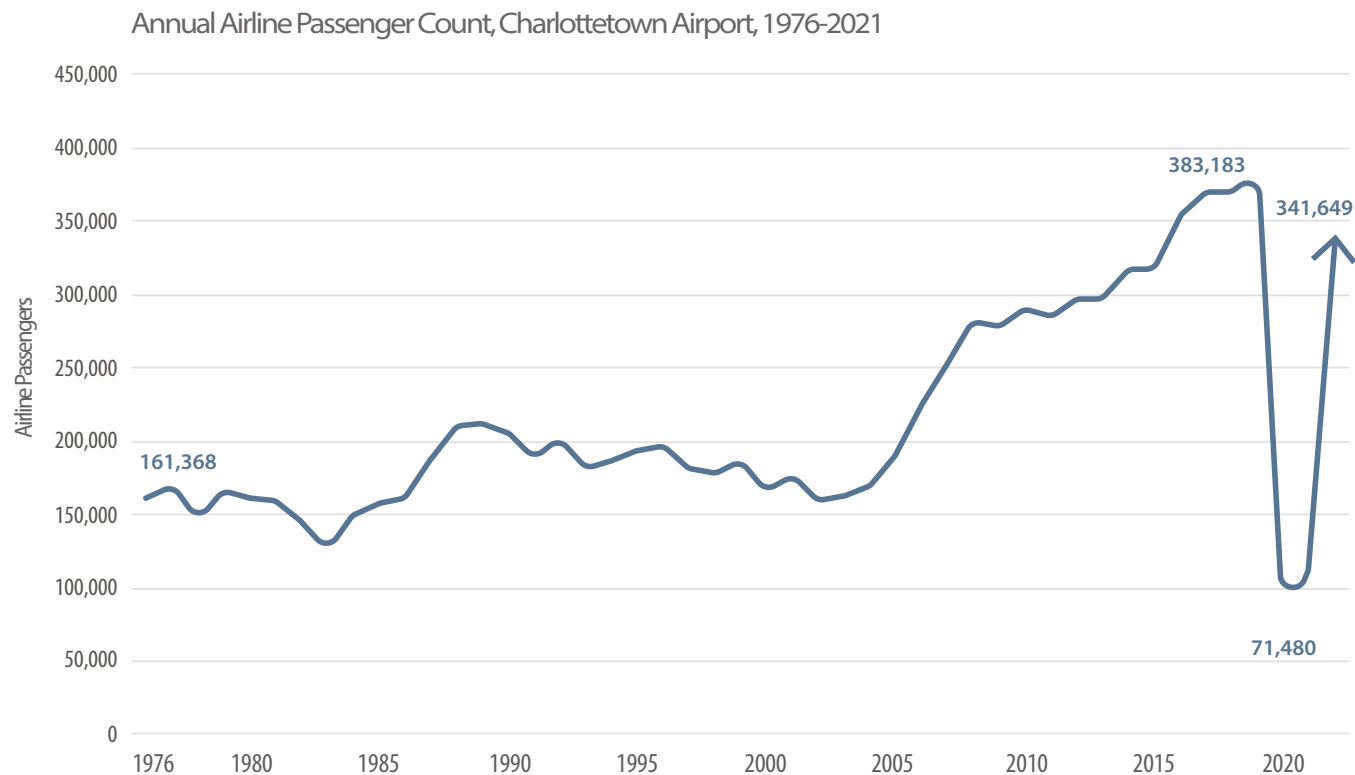
While the federal government owns the bridge, it is currently operated by Strait Crossing Bridge Limited through an agreement that expires in 2032. The current toll for crossing the bridge is \$50.25 for two-axle vehicles, a rate that has been frozen for the past two years through federal government subsidies.⁴⁶

The two operational ferry terminals are both owned by Transport Canada. The Souris Terminal is privately operated by Coopérative de Transport Maritime et Aérien (CTMA) Traversier. It provides year-round service between Souris, PEI and Cap-aux-Meules, Quebec on the Îles de-la-Madeleine, accommodating 132,859 passengers in 2022.⁴⁷ The Wood Islands Ferry Terminal is operated by Northumberland Ferries Limited, facilitating travel from May to December between Wood Islands, PEI and Caribou, NS.⁴⁸

The Charlottetown Airport has experienced a steady increase in passenger numbers over the past 20 years, despite a dramatic drop due to the COVID-19 pandemic in 2020 and 2021. The airport serves as a crucial hub for PEI, connecting the Island to major Canadian cities and generating more than \$103 million in total economic activity annually.⁴⁹ The number of passengers peaked in 2019 at 383,183 and by 2022 had recovered to 90% of pre-pandemic numbers.⁸²



Figure 40: Annual number of passengers visiting Charlottetown Airport, 1976-2022⁸²



Energy and Electricity

PEI's approach to energy and electricity is marked by sustainability efforts, with less than 1% of the Island's carbon emissions coming from the electricity sector. Nearly 80% of the electricity used on the Island is imported from New Brunswick Power, generally due to historically lower electricity costs compared to what on-Island utilities can generate. This is due to New Brunswick's diverse mix of electricity generation.⁵⁰ PEI is able to import and export electricity to mainland Canada across the Northumberland Strait through four submarine cables with a total physical capacity of 560MW.

In 2016, the province developed a 10-year strategy to reduce energy use, establish cleaner and locally produced energy sources, and moderate future energy price increases. Renewable energy, predominantly in the forms of wind and solar, plays a key role in PEI's energy portfolio. A new energy strategy that aligns with the province's environmental and social priorities is expected to be released in 2024.

In 2016, on-Island wind energy accounted for more than a quarter of the Island's electricity mix.⁵⁰ Across the Island, there are seven renewable-energy-generation zones where facilities that utilize wind power with a capacity greater than 100kW are permissible. These are predominantly located along the north shore and western PEI.

The existing eight wind farms on PEI are capable of generating 203MW. Three proposed wind projects intended to increase renewable energy generation on the Island include an additional seven turbines for Eastern Kings (+30 MW), Skinners Pond (up to 99 MW), and Albany/Kinkora (12 to 18 MW).

With increasing government incentives for solar generation, residential solar has expanded dramatically across the Island over the last five years. Between 20 and 30MW of net-metred solar have been installed. In 2023, Summerside's Sunbank Project (21MW) and PEI Energy Corporation's Slemon Park Microgrid Project (10MW) were commissioned, increasing the share of solar production into the electric grid. Both projects also incorporate utility-scale energy storage.

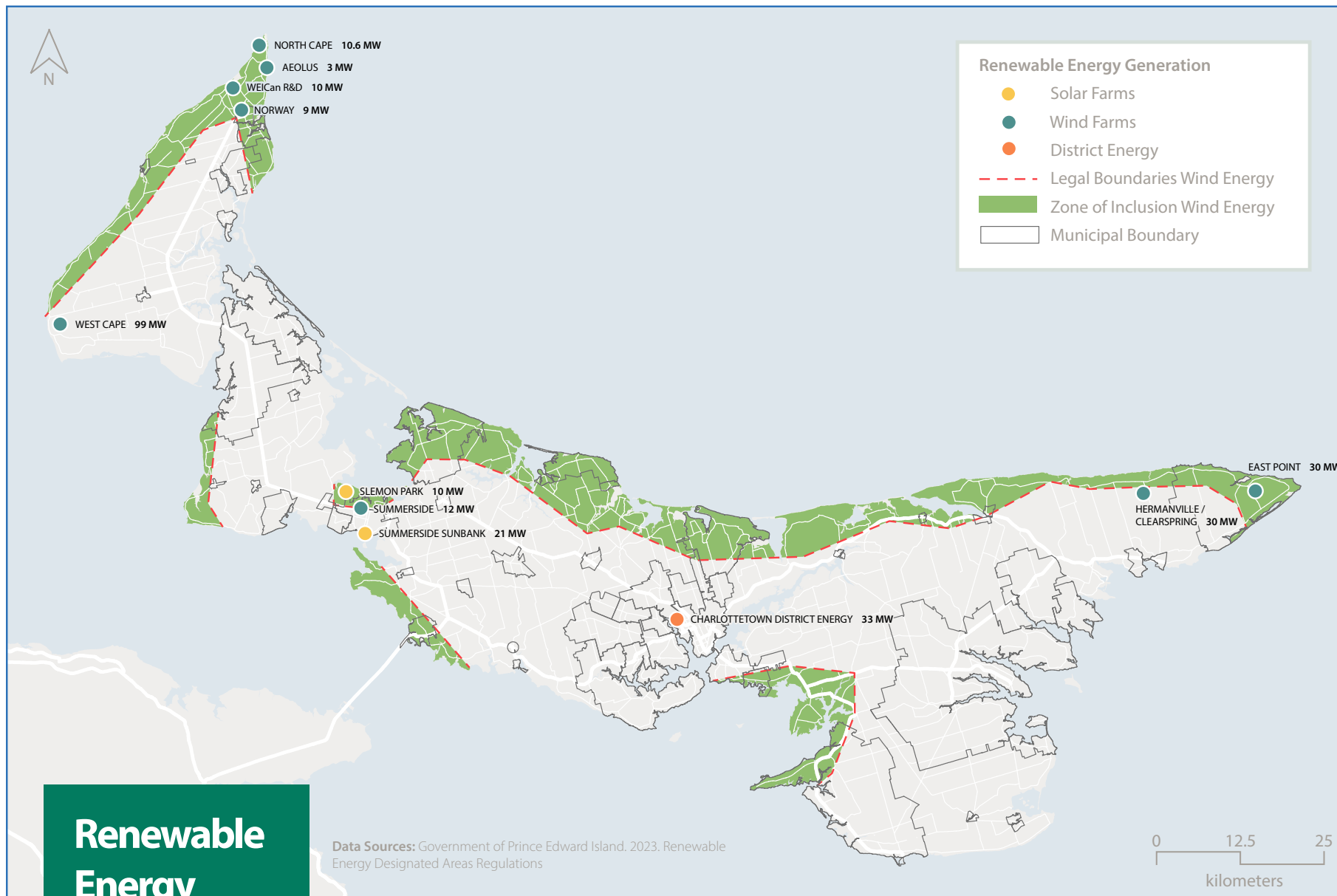
Takeaway: The zone of incursion for wind energy overlaps with many natural features including forests, wetlands, sand dunes, and species at risk areas. The LUP should ensure that there are protection considerations built into it's policies for further development of energy generation facilities.

Name	Year	Capacity (MW)	Turbine Size (MW)	Owner
Aeolus Wind	2003	3	3	PEI Energy Corporation
Eastern Kings Wind	2007	30	3	PEI Energy Corporation
Hermanville/Clear Springs Wind	2014	30	3	PEI Energy Corporation
North Cape Wind	2003	10.6	0.667	PEI Energy Corporation
Norway Wind	2007	9	3	ENGIE
Summerside Wind	2009	12	3	City of Summerside
West Cape Wind	2009	99	1.8	ENGIE
WEICan Wind R&D	2013	10	2.5	WEICan

Table 4: Wind Farms on PEI⁸¹

Figure 41: Summerside Wind Farm (foreground), in close proximity to the City of Summerside (background)





Renewable Energy Generation

This map displays the areas of the Island where it is permissible to operate a renewable energy generation facilities that utilizes wind power (capacity greater than 100kW), as well as the existing large scale solar and wind energy infrastructure.

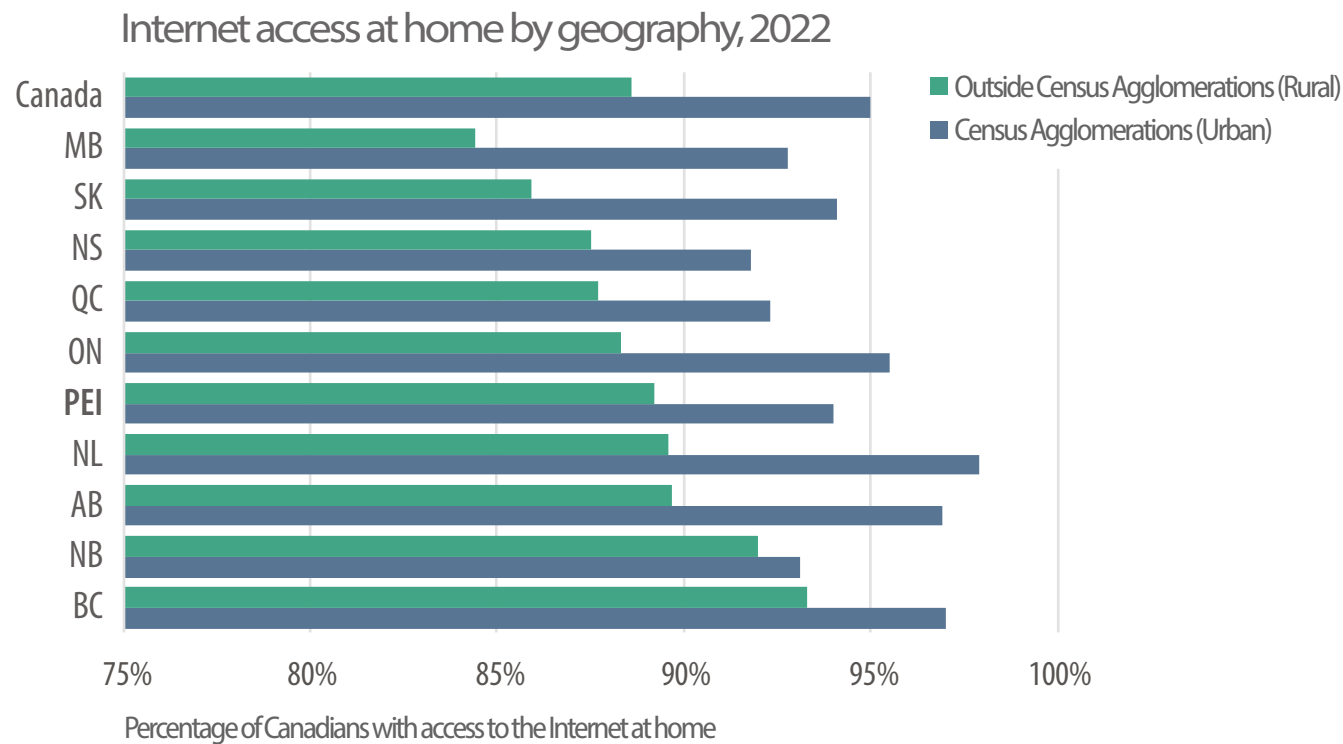
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Prince Edward Island
State of the Island Report

Created: February 2024

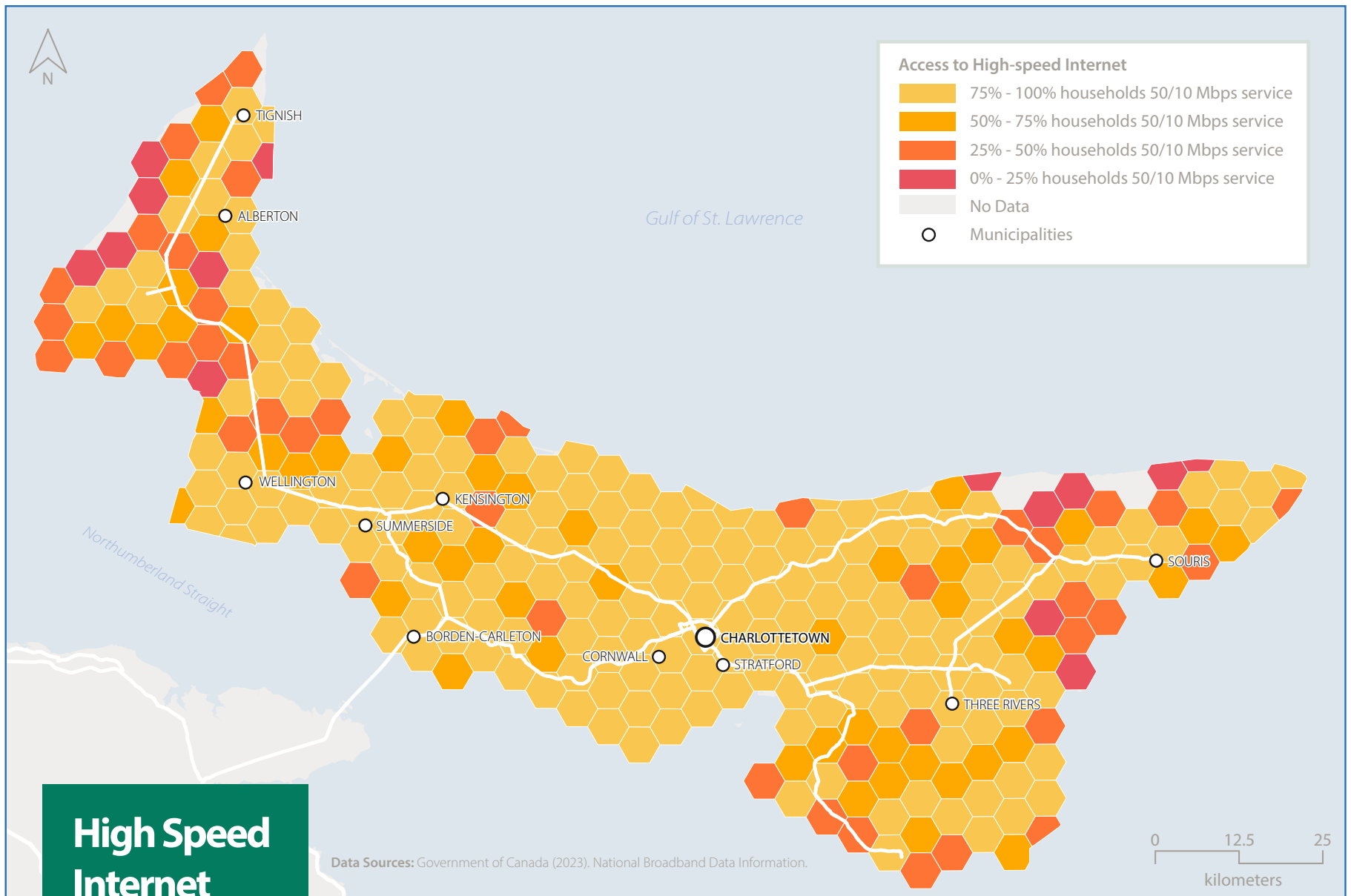
Figure 42: Internet access at home by geography (2022)⁴⁰



High-Speed Internet Availability

Access to reliable, affordable high-speed internet is essential to all Islanders, both at home and at work. PEI's 2021-2025 Broadband Connectivity Strategy aims to provide high-speed internet across the Island. High-speed internet is measured by minimum download speeds of 50 megabits per second (Mbps) and minimum upload speeds of 10 Mbps. As of December 2022, 96% of civic addresses were already connected, with ongoing efforts to reach the 2,350 civic addresses that remained without high-speed internet by 2025.⁵¹

From an individual perspective, 92.2% of Islanders have access to high-speed internet at home, with a greater proportion of residents in the Charlottetown and Summerside census areas having access (94.0%), compared to the rest of the Island (89.2%).⁵² Upgrades and expansions to the existing broadband network reflect the province's commitment to enhancing digital infrastructure and accessibility to reach underserved communities.



This map displays a hexagonal approximation of areas for which households have access to broadband services offering High-speed internet (50/10 Mbps or greater).

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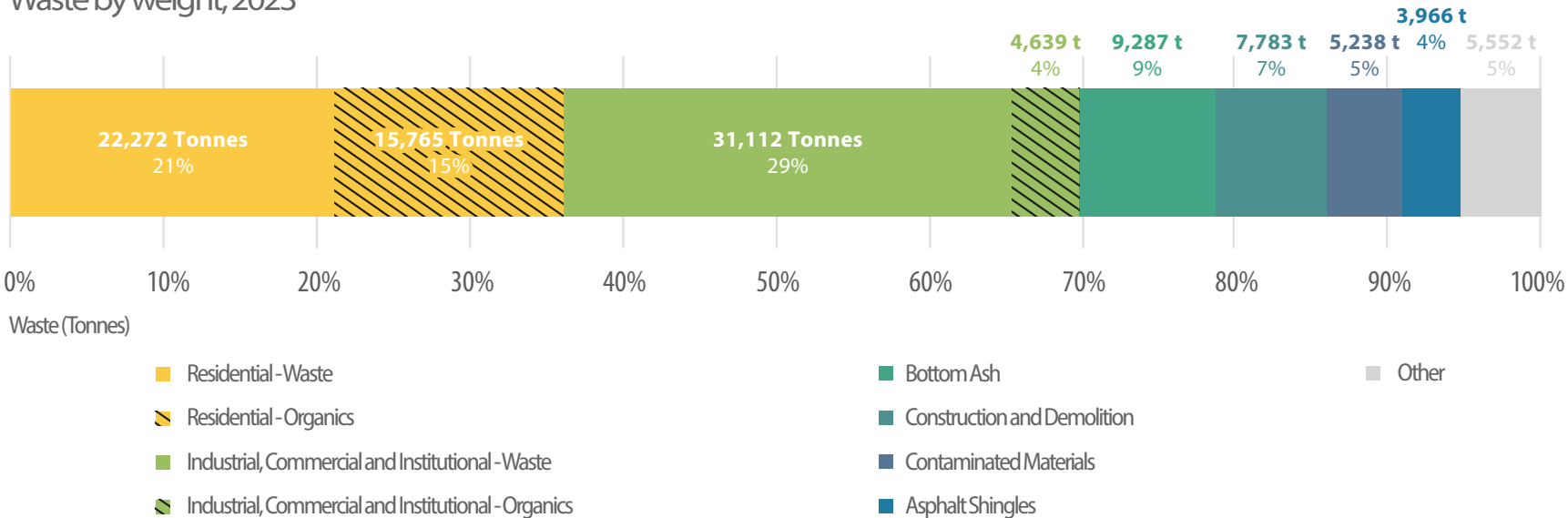
Prince Edward Island
State of the Island Report

Created: January 2024

Waste Management

In PEI, waste management involves a mix of public and private initiatives. The Island Waste Management Corporation plays a central role, with a compost facility and one active municipal waste landfill (East Prince Waste Management Facility) in operation. The Enwave district heating solid waste incinerator system in Charlottetown provides heat for 125 buildings in the city, and is a notable feature of the Island’s waste management strategy.⁵⁴ Construction and demolition waste, recycling and scrap metal are primarily managed by private entities.⁵⁵ PEI’s stewardship programs cover a wide range of materials, from electronics to agricultural plastics, emphasizing the Island’s focus on environmental sustainability.

Waste by weight, 2023



Water and Wastewater Services

In PEI, central water supply and wastewater systems are regulated by the Water Act. About half of the residents and businesses are served by these shared systems.⁷⁵ Recent investments by the federal and provincial government aim to enhance existing systems by replacing aging water mains, valves, hydrants, and services to improve water quality and wastewater treatment.⁷⁶ Challenges to expanding these services in PEI include population fluctuations affecting revenue bases for smaller rural systems, the need for upgrades to enhance existing system performance, and ensuring infrastructure resiliency against natural disasters and extreme weather events.⁷⁷

Map, previous: Provincial high-speed internet availability⁵³
Figure 43: Provincial waste (2023)⁵⁵

3.3.6 Social Services

Social infrastructure is essential for communities and quality of life on the Island, providing healthcare, education, and opportunities for social connection. The majority of services are concentrated in the population centres of Charlottetown and Summerside. In rural and remote areas, a variety of social services (including schools, libraries, and community facilities) are distributed across the Island, clustered around local communities to serve multiple purposes. Due to the geographic factors impacting rural areas, few of these facilities would be considered walkable, but they are within a short driving distance to most communities.

Takeaways: Limited public transportation options outside of urban centres creates further barriers for many people with age, income, and mobility considerations.

Community Facilities

There are over 200 community facilities located across PEI which offer a variety of spaces to the public, including arenas, fitness centres, gyms, libraries, municipal offices, and schools, often in combination.⁵⁶ They are owned and run by a variety of groups, including the Province, local municipalities, legions, community boards, churches, special interest groups and non-profit organizations.

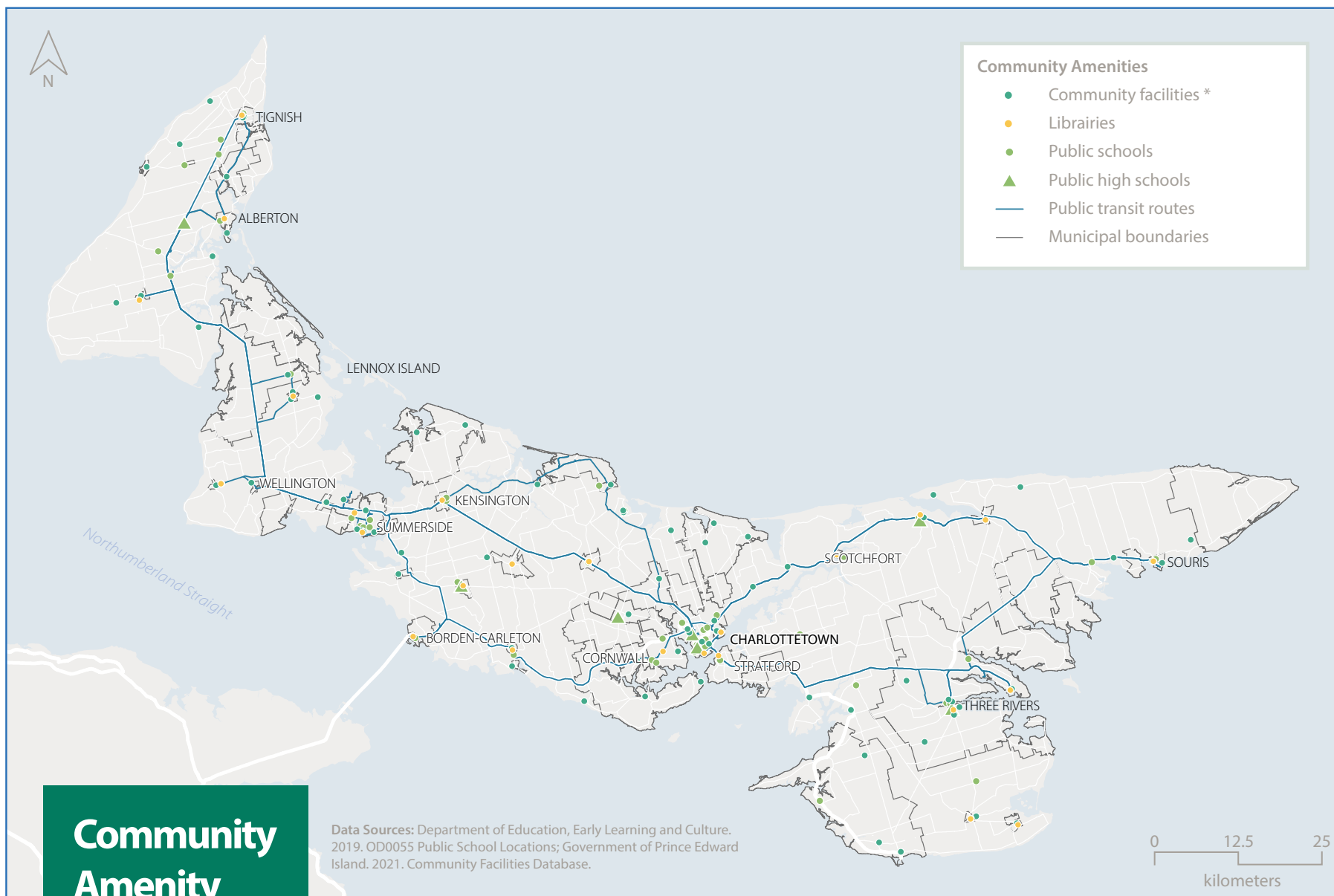
Community facilities are dispersed across the Island, with multiple facilities hosting various types of events such as meetings, receptions, election polls, concerts, childrens events and more.

Healthcare

Publicly funded healthcare services are provided by the Island's single health authority, Health PEI. The Island's two primary hospitals are located in Charlottetown and Summerside. They provide the greatest variety of services including but not limited to emergency, acute care to all Islanders, and a variety of inpatient, outpatient, community and specialty services.⁸³

There are also four community hospitals located in Souris, Montague, O'Leary, and Alberton. They provide services including emergency, acute in-patient, ambulatory, convalescent/rehabilitative, palliative, and respite care.⁸³ Acute mental health services are delivered at the two primary hospitals, and at Hillsborough Hospital in Charlottetown, a psychiatric hospital providing specialized care, long-term treatment, and rehabilitation.

At the community scale, the first point of contact with the healthcare system is often through the five primary care networks. They provide diagnosis, treatment, education, disease prevention, and screening through community-based health services.



This map displays social infrastructure and community amenities on PEI, including public schools, community facilities, and libraries. These services are largely concentrated in Charlottetown and Summerside, with rural facilities often serving multiple purposes.

*Note: The community facilities dataset is incomplete, and is comprised of 85 facilities with fixed addresses, of the over 200 facilities found on PEI.



Prince Edward Island
State of the Island Report

Created: January 2024

Long-term care is provided through nine public nursing facilities which are operated by Health PEI, in addition to 10 subsidized, private long-term care facilities.

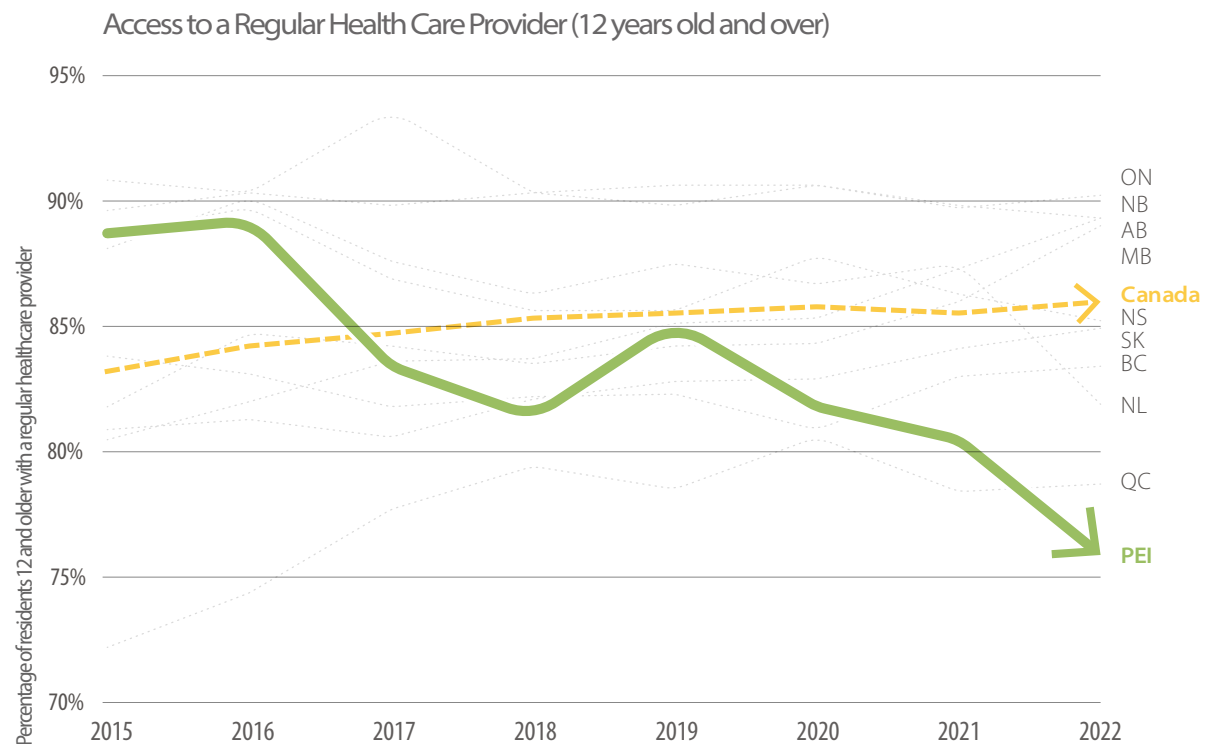
While a diversity of healthcare services are provided across the Island, the system depends on the primary hospitals in Charlottetown and Summerside. This has impacted the ability for Health PEI to provide timely access to high-quality family health services in rural and remote areas. Healthcare access is an area where there are clear inequities between urban and rural areas due to the necessary centralization of services.

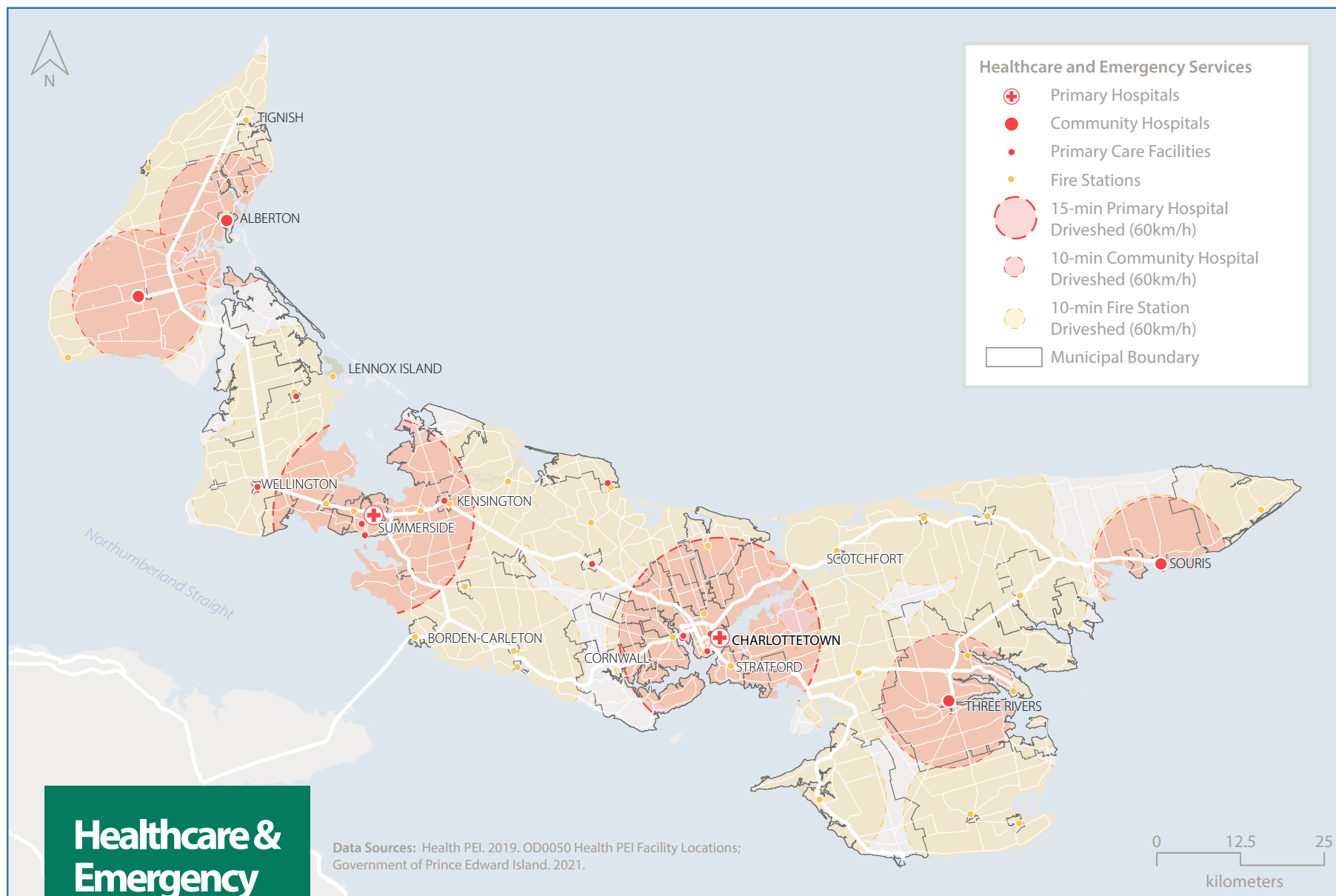
In 2022, nearly a quarter of PEI residents (24%) did not have a regular healthcare provider. This was the highest percentage among Canadian provinces. In the last eight years, this number has more than doubled.

At the same time, the national average has remained relatively constant, at 14% in 2022.⁵⁷ As of January 2024, there were more than 36,000 Islanders on the Patient Registry waiting for a family doctor.⁵⁸ A lack of access to family doctors can lead to residents being admitted to hospitals with more advanced illnesses that have gone untreated or unidentified, further increasing the strain on limited healthcare resources.

There are seven primary ground ambulance cover zones across the Island, with Summerside, Charlottetown and Stratford having the highest call volume and quickest response times. The Souris and Alberton regions have the lowest call volume and slowest response times. Correspondingly, as of winter 2023/2024, the Island's average ambulance response time was 14:06 minutes. The quickest average response time was 12:03 minutes in Summerside, with the slowest average response time of 26:35 in Souris.⁵⁹

Figure 44: Access to a regular health care provider⁵⁷





Healthcare & Emergency Services

Data Sources: Health PEI. 2019. OD0050 Health PEI Facility Locations; Government of Prince Edward Island. 2021.

This map displays healthcare and emergency services on PEI, including primary hospitals (15 minute driveshed) community hospitals (10 minute driveshed), primary care facilities, and fire stations (0 minute driveshed).

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Prince Edward Island
State of the Island Report

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Schools

There are 62 public schools on PEI, offering education from kindergarten to Grade 12. Combined with five private schools, they provided primary education to more than 22,000 students in 2023.^{60,61} Six of the public schools are operated by la Commission Scolaire de Langue Française (CSLF) in French, and 30 schools offer French immersion programming. Since 1999, school enrollment has decreased by 9.4%, and four public schools have either closed or been consolidated.⁶² In 2023, the smallest public school had 67 students, and the largest was Charlottetown Rural High School with nearly 1,200 students.⁶⁰

Schools are a critical piece of social infrastructure, and a central building block to most communities. The proximity of schools to population centres reduces student bus times, promotes walkability, and provides numerous direct and indirect benefits to the community. School catchments have pre-set boundaries determined by the school board. Locations for new schools are selected with the assistance of the Department of Transportation and Infrastructure. Many factors are taken into account when choosing a school site, including the communities served by the school, projected population, size of land needed, and the suitability of the land for construction.

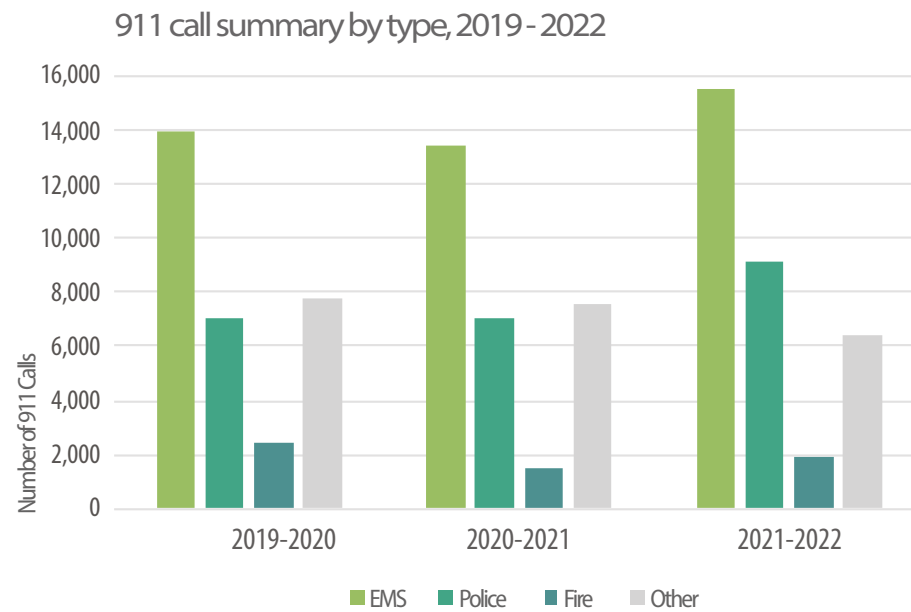
Access to schools often determines the viability of rural areas, particular for families with young children who prefer close proximity to educational facilities.

Emergency Services

Emergency services in PEI are a crucial aspect of maintaining safety and security. Municipal police departments, including Charlottetown Police Service, Summerside Police Service, and Kensington Police Department, work in collaboration with the RCMP as necessary. This factor contributes to PEI's high citizen satisfaction levels with police services, which have been rated the best in the country.⁶³

In the absence of municipal servicing, the RCMP are responsible for the remaining 95% of the Island's land area. They cover the unincorporated areas and all other Island municipalities. Some municipalities pay a population-based fee for this service.⁶⁴ The RCMP also provide federal policing across the Island, including services for First Nation communities and for the Confederation Bridge.

Figure 45: Trend for 911 calls by emergency type⁶⁸



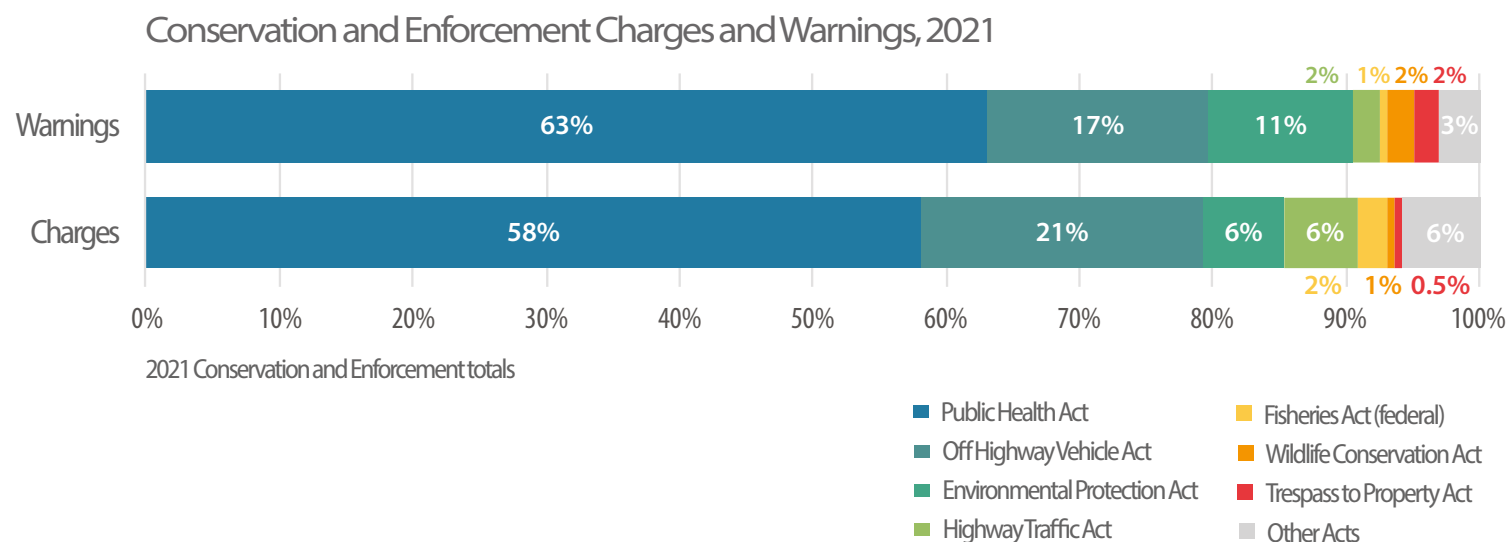


Figure 46: 2021 charges and warnings by provincial Act.⁶⁹

Fire protection services are provided across PEI by 35 fire departments (22 municipal and 14 private).⁶⁵ Municipalities determine their departments' service scope, level, and budget. The majority of municipalities (68%) and all unincorporated areas contract fire protection services from neighbouring municipalities with fire departments, or from private fire departments.⁶⁶ More than 1,100 of the Island's firefighters are volunteers, with only 13 paid full-time positions in the urban centres of Charlottetown and Summerside. While volunteer firefighters provide the same services as those who have paid, full-time positions, many departments face challenges recruiting new firefighters to protect rural areas.⁶⁷

Since 2006, Island EMS has provided comprehensive EMS and 911 services throughout PEI. This includes ground ambulance service, 911 emergency dispatch, mobile mental health, mobile integrated health, and additional support to the Island Health System.⁶⁸

The way communities are built impacts community safety and accessibility in times of emergency.¹³ In recent years, PEI has experienced an increase in 911 calls, up from 36,852 for 2020 to 2021 to 42,083 for 2021 to 2022 (see **Figure 45**). To respond to this increase in call volume, most municipalities rely on provincial RCMP, with Charlottetown, Summerside and Kensington having their own police departments.



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