

Cape Breton Regional Municipality

Committee of the Whole

AGENDA

TUESDAY, APRIL 1, 2025

10:00 A.M.

Council Chambers
2nd Floor, City Hall
320 Esplanade, Sydney, NS

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Cape Breton Regional Municipality

Committee of the Whole

Tuesday, April 1, 2025
10:00 a.m.

AGENDA ITEMS

Land Acknowledgement

Roll Call

Moment of Silence: Malcolm Blaise Currie, CBRM Public Works Maintenance Coordinator

1. **APPROVAL OF AGENDA:** (Motion Required)

2. **APPROVAL OF MINUTES:** (Previously Circulated)

➤ Committee of the Whole Minutes – March 4, 2025

3. **BY-LAWS & MOTIONS:**

3.1 **First Reading:**

i) **Annual Amendments to CBRM's Land Use By-law:** Karen Neville, Senior Planner (See page 5)

4. **PRESENTATIONS:**

4.1 **Local Response to United States & Chinese Tariffs Overview:** Tyler Mattheis, President & CEO; and Tyler Cole, Economic Development Officer; and Lan Zheng, Economic Development Officer, Cape Breton Partnership (See page 33)

4.2 **Cape Breton Regional Library-Library Siting Analysis:** Rob LeBlanc, Partner, Founder, Director of Planning of Fathom Studio (See page 40)

Continued...

Committee of the Whole
April 1, 2025 (Cont'd)

5. **CORPORATE SERVICES ISSUES:**

5.1 **Land Expropriation – PID 155006901, New Waterford:** Cory Youden, P. Eng.
Manager, Engineering Services (See page 67)

6. **COUNCIL AGENDA REQUESTS:**

6.1 **Boundary Review for Reinstalment of French Road Area in CBRM District 7:**
Councillor Steve Parsons (See page 69)

6.2 **Snow Clearing of Provincial Roadways in Suburban Areas:** Councillor Steve
Parsons (See page 71)

6.3 **Improved Cellular Service:** Mayor Cecil P. Clarke (See page 72)

7. **CORRESPONDENCE:**

7.1 **Request for Review of PVSC Assessment Criteria for Residential Properties:**
Christa Dicks, Director of Corporate Information Services / Municipal Clerk (See
page 73)

7.2 **Request that CBRM Adopt a Bylaw to Control Hateful Protests:** Marvin
Rotrand, Director General, United Against Hate Canada (See page 74)

ADJOURNMENT



TO: CBRM Committee of the Whole

SUBMITTED BY: Demetri Kachafanas, Chief Administrative Officer

DATE: March 25, 2025

RE: Annual Amendments to CBRM's Land Use By-law

Origin

Staff initiated as part of annual review of Land Use By-law.

Recommendation

It is recommended that CBRM Committee of the Whole recommend Council:

1. Give First Reading to consider approval of the proposed amendments to the CBRM Forward Land Use By-law, as set out in Attachment A, and schedule a public hearing.

Statutory Authority

Section 210 of the *Municipal Government Act* outlines the required process for amendments to the Land Use By-law (LUB).

Policy A-15 of the Municipal Planning Strategy:

Council shall may be considered for a zone amendment to an immediately adjacent zone classification on the Land Use Zone Map without requiring an amendment to this Strategy, provided that the intent of all other policies of the Strategy are satisfied.

Policy A-18 of the Municipal Planning Strategy:

Council shall initiate a housekeeping amendment process within two years of the MPS being in effect to address any issues unforeseen at the time of implementation.

Background

CBRM's new planning documents came into effect in September 2023. At the time of their approval, staff indicated that a package of amendments would be brought forward approximately one year after adoption. The first set of proposed amendments was presented to Council for consideration in Winter 2024. In addition, the proposed amendments also support Policy A-15 of the Municipal Planning Strategy.

Through conversations with potential developers and the review of development applications, staff identified several zone standards that are overly restrictive and not fully aligned with the intent of the changes introduced through CBRM Forward. In keeping with the goal of encouraging development and providing greater flexibility, staff are recommending a series of amendments to improve implementation of the Land Use By-law (LUB). The intent is to have these amendments considered by Council prior to the start of the next building season in the spring.

These amendments do not alter the overall substance or policy direction of the LUB. Instead, they are intended to improve clarity for both those who administer the document and those who must comply with its provisions.

Summary of Proposed Amendments

The following proposed amendments are presented in order of Chapters under the LUB for Council's consideration.

Chapter 2 Administration

Existing Development

The LUB includes provisions to address developments that legally existed prior to the adoption of the LUB. In particular, there are provisions to determine if the use can be considered existing. These provisions were carried over from the previous LUB. However, in doing so, an 'or' was added to the list of provisions instead of an 'and'. It was intended that all the provisions apply; therefore, the 'or' should be replaced with an 'and'.

It is recommended that Subsection 2.8.1 a) be amended by deleting 'or' and replacing it with 'and'.

Permit Duration

In accordance with the Building By-law, a Building Permit for a residential development shall be valid for twelve (12) months and a Building Permit for a non-residential development shall be valid for twenty-four (24) months, from the date of issuance. The duration of time associated with a Development Permit should be consistent with the timelines found in the Building By-law currently the duration of a Development Permit is a year regardless of construction type.

It is recommended that Subsection 2.11.2 Development Permit Duration should be amended to be consistent with the duration of time in the Building By-law.

Chapter 3 Definitions

Assembly

The definition for Assembly (manufacturing) includes a typo. The phrase 'assembling to car parts to make the car' should read 'assembling of car parts to make the car'.

It is recommended the definitions for Assembly (manufacturing) be amended to delete the phrase 'assembling to car parts to make the car' and replace it with 'assembling of car parts to make the car'.

Electric Vehicle (EV) Charging Stations

At the time the LUB was adopted there was no acknowledgment of electric vehicle charging stations. To address this new potential land use, the existing definition of Motor Vehicle Fuel Sales is being replaced with a new definition which includes electric vehicle (EV) charging stations and a definition for Electric Vehicle Charging Station is being added.

It is recommended that the definition for Motor Vehicle Fuel Sales be deleted and replaced with Motor Vehicle Fueling Station and a definition for Electric Vehicle Charging Station be added.

Setback

The term setback is often referred to as the distance between a building and a property line; however, there are instances where the term applies to development other than a building. For this reason, the definition of setback has been amended to include a liner distance for various development types. To assist in clarify building setbacks in relation the zone standards found in each zone, a definition for Front, Rear, Side Yard Setbacks will be added.

It is recommended the definition for Setback be amended and a definition for Setbacks, Front, Rear, Side Yard be added to the LUB.

Tourist Cottage Complex

The LUB includes a definition for Tourist Cottage and Tourist Cottage Complex. The intention of these definitions is to assist in the regulation of accommodation businesses consisting of multiple buildings on one lot parcel. However, the current definition fails to include reference to two or more buildings. The definition should be amended to provide two or more buildings containing tourist cottage(s).

It is recommended that the definition for Tourist Cottage Complex be amended to include the phase 'two or more building containing tourist cottage(s)'.

Definitions to be Added

The LUB references several terms that are not defined. To improve implementation and compliance definitions for these terms should be added to the LUB.

It is recommended that definitions for Landscaping business depot, Interior lot, and Two-way traffic be added to the LUB.

Chapter 4 General Provisions

Accessory Dwelling Units

The current provisions require accessory dwelling units to be serviced from the main dwelling. However, in consultation with CBRM Public Works and the Water Utility, it was determined that in some instances, this provision is prohibiting development. The intention of this provision was originally connected to subdivision of the accessory dwelling unit. As there is another provision associated with subdivision, it is not necessary and can be deleted.

It is recommended Subsection 4.2. Accessory Dwelling Units be amended by deleting Subsection e and renumbering the remaining Subsections.

Home Based Businesses

Art or Craft Person Studio and Repair are identified as Home Based Businesses. However, the LUB includes a definition for an Artist/Artisan Establishment and Repair Service. To ensure consistency, Art or Craft Person Studio and Repair should be deleted from the list of permitted Home Based Businesses and replaced with Artist/Artisan Establishment and Repair Service.

It is recommended that Subsection 4.8.2 a) and j) be deleted and replace with Artist/Artisan Establishment and Repair Service.

Use of Former Community, Educational Service, or Municipal Buildings Facility

The Planning Documents adopted in 2004 contained policy direction for the adaptive reuse of large-scale facilities (schools, churches, hospitals, etc.) that served the broader community beyond its immediate neighbourhood. While this policy direction and provisions were carried over into CBRM's new LUB, the provision associated with the expansion of these structures was missed. Due to their size, provisions should also limit the expansion of these already large facilities to prevent further impact on surrounding neighborhoods. The provisions found in the previous LUB should be included in the new LUB.

It is recommended that Subsection 4.26 Use of Former Community, Educational Service, or Municipal Buildings be amended by adding a provision adding expansion.

Signs

Based on public engagement, it was determined that the LUB should regulate permanent signs. However, the current provisions were unintentionally overly restrictive. The existing sign regulations include size requirements based on zone location. It is recommended that sign size be correlated with sign type rather than zoning. To improve clarity, it is also suggested that the sign provisions be reformatted to remove repetition and that the definition of 'Sign' be simplified

It is recommended that Section 4.22 be reformatted to include standard sign size based on sign type. It is recommended that the definition for Sign be simplified.

Supportive Housing – Accessory Dwelling Units and Secondary Suites

In May 2024, Council passed a motion directing staff to review Accessory Dwelling Unit provisions in relation to Supportive Housing. Following this request, staff received an application for a Secondary Suite in a Supportive Housing building. At the time of the original request regarding Accessory Dwelling Units, staff initially believed that an amendment to the CBRM Municipal Planning Strategy (MPS) would be required in addition to an amendment to the LUB. However, based on research related to the Secondary Suite request, staff have identified an option that would require only an amendment to the LUB. This approach is based on our research on Building Code requirements rather than land use regulations.

Secondary Suites

The National Building Code of Canada provides standards for buildings based on their occupancy classification. The Building Code defines occupancy as the use or intended use of a building or part thereof for the shelter or support of persons, animals, or property. Supportive Housing, classified as "Care Occupancy" under the Building Code, falls under Group B occupancy, while Secondary Suites are considered residential (Group C occupancy) [Attachment B].

The definition of Secondary Suite under the Building Code specifically applies to buildings with only residential occupancy. As a result, even if provisions for Secondary Suites were amended to acknowledge Supportive Housing in the LUB, a Building Official would not be able to approve a permit for a combination of these uses.

While the Building Code permits two major occupancies (Group B and Group C) in the same building, the use of the term Secondary Suite creates compliance challenges. To align with Building Code requirements, the term Dwelling Unit should be used instead. To address this amendment request and allow for a separate dwelling unit within a Support Housing building, staff have clarified the definition of Supportive Housing to permit its use as a standalone building or as part of a mixed-use development. Additionally, Dwelling Unit has been added as a permitted use in all residential zones.

Accessory Dwelling Unit

Staff have taken a similar approach to the amendment request concerning Accessory Dwelling Units in Supportive Housing. According to Section 4.2 Accessory Dwelling Units of the LUB, an Accessory Dwelling Unit is only permitted as an accessory to a one-unit or two-unit dwelling. The LUB also contains provisions regulating the number of main buildings allowed on a lot [Section 4.14 More than One Use on a Lot (Attachment C)].

Rather than amending Section 4.2 to include Supportive Housing—which would require amendments to Policy 6.3.3 (Secondary Suites and Accessory Dwelling Policies) of the MPS—staff recommend modifying Section 4.14. Subsection 4.14.2(a) does not currently permit a one-unit dwelling and Supportive Housing on the same lot. By amending this provision, Supportive Housing could be located on the same parcel as a one-unit dwelling. This would allow Supportive Housing operators to have a detached one-unit dwelling on their property without being restricted by the smaller floor area requirements of an Accessory Dwelling Unit.

It is recommended that Subsection 4.14.2 be amended to create separate provisions for one unit dwelling and Supportive Housing. It is also recommended the definition of Supportive Housing be amended to permit it as a standalone or with a mixed used building. As well to allow for Supportive Housing within a mixed used building, Dwelling Unit will be added as a permitted use in all residential zones.

Development Standards

As part of the development of a Housing Strategy for CBRM, our consultants reviewed CBRM's existing planning documents and identified several opportunities for improvement. Specifically, they have recommended that staff review lot depth requirements, standards for group dwellings, and the allowable density in the Medium Density Urban Residential (UR3) and High Density Urban Residential (UR4) zones.

Townhouse

Apartment Dwelling and Townhouse Dwelling are both considered to be a building containing three or more dwelling units. While both Apartment Dwellings and Townhouse Dwellings are listed separately as permitted uses, the term 'Townhouse' is missing from the zone standards and other development standards which apply to Apartment Dwelling. They are considered to have the same number of dwelling units; therefore, development standards should be the same for both building types. To ensure consistency, the term 'Townhouse' should be added development standards for related to Apartment Dwellings.

It is recommended the term Townhouse be added to various residential zone provisions that have specific development standards for Apartment Dwellings.

Zone Standards: Minimum Lot Depth

The consultants have identified that lot depth requirements in several zones may be unnecessary and overly restrictive, limiting development flexibility. Given that lot coverage, setbacks, and frontage requirements already regulate lot configuration and building placement, the lot depth requirement adds little value.

Recommendation:

It is recommended that all Zone Standards remove minimum lot depth and be amended to reflect the proper numerical order.

Group Dwellings

The LUB (LUB) defines a *Group Dwelling* as two or more buildings containing dwelling units located on a lot or adjoining lots, designed and developed as a single project. Several residential zones currently include specific development standards for group dwellings, such as separate setback, frontage, and lot size requirements. However, these additional standards restrict development flexibility.

Due to the fact each zone category contains zone standards that apply to other permitted uses, there is no clear need for standalone group dwelling standards. Existing regulations around lot occupancy, height, and setbacks can adequately guide group dwelling development.

Recommendation:

It is recommend 'Standards for Group Dwellings' be removed from the Low Density Urban Residential (UR2), Medium Density Urban Residential (UR3), and High Density Urban Residential (UR4) zones.

Density Residential

In CBRM's Urban Residential Zones, up to six units are currently permitted as of right, with additional units subject to site plan approval provisions. Our consultants have recommended increasing this threshold, particularly in the Medium Density Urban Residential (UR3) zone. A jurisdictional review shows that many municipalities calculate density based on lot size (e.g., a set number of units per square meter), rather than a flat unit cap. However, the Town of Kentville's newly adopted Land Use By-law takes a similar approach to CBRM, but it permits up to 12 units as of right in their Medium Density Zone. As a result of this proposed amendment, 5.0 Residential Summary Table would need to be amended.

In the High Density Urban Residential (UR4) zone, the required minimum lot size varies depending on the type of apartment unit, with smaller units requiring less land. This approach is unnecessarily complex and restrictive. Instead, the UR4 zone should adopt a standard minimum lot size, allowing building size to be controlled through lot coverage, setbacks, and height regulations.

Both of these existing provisions have inadvertently constrained development, with the issue becoming evident only when processing applications.

Chapter 9: Other Zones

Heavy Equipment Depot is listed as permitted use in the Rural Zone. However, within the definition Chapter of the LUB, the term referenced is Heavy Equipment Depot and Operation Yard. To ensure consistency the term listed in the permitted uses of the Rural Zone should be Heavy Equipment Depot and Operation Yard.

It is recommended the subsection referenced in Subsection 9.1.1 Permitted Uses should be amended to replaced 'Heavy Equipment Depot' with 'Heavy Equipment Depot and Operation Yard'.

Land Use By-law Zone Map

Mobile Home Park Zone – Grand Lake Road

Throughout the jurisdiction of the CBRM, areas containing mobile home parks are designated within the Mobile Home Park (R6) zone category. However, the mobile home park located on Grand Lake Road (PID 15685878) contains some non-residential uses (see Schedule A-1 of Attachment A). Since there are no mobile homes located in this portion of the property, it is reasonable for the adjacent zone category, Regional Commercial (CR), to apply to this area.

It is recommended that the portion of PID 15685878 illustrated on Schedule A-1 of Attachment A be amended from Mobile Home Park (R6) zone to Regional Commercial (CR).

Utility and Transportation Zone – York Street Sydney

Staff have received a request for a proposed residential development in the area of York Street and Amelia Street in Sydney (see Schedule A-2 of Attachment A). The area is currently zoned Utility and Transportation (UT). The UT zone is intended for working industrial harbours, rail lines, the airport, and other lands dedicated to utility uses.

The previous North End Sydney Secondary Land Use By-law identified this area as the Redevelopment Opportunity (RO) Zone. Under the RO zone, residential development was permitted through a Development Agreement. However, the current Municipal Planning Strategy (MPS) does not provide for Development Agreements in this case. Instead, the zone boundary could be amended in accordance with Policy A-15.

It is recommended that the Utility and Transportation (UT) Zone currently in effect for PID 15056849, PID 15649726, PID 15056732, and PID 15649734 be deleted and replaced with the Medium Density Urban Residential (UR3) Zone.

Downtown North Sydney

When drafting the current zoning boundaries for Downtown North Sydney, an error occurred. The consultants applied the Downtown Commercial (CD) Zone only to the core area of the Downtown Central Business District, rather than to the entire boundary of the Downtown Central Business District as shown in the previous LUB. As a result, many commercial properties were incorrectly designated with residential zones.

Additionally, some areas were incorrectly labelled Low Density Urban Residential (UR2) when they were intended to be Medium Density Urban Residential (UR3).

It is recommended that the zone boundaries in effect for Downtown North Sydney be amended to reflect the zone categories shown on Schedule A-3 of Attachment A.

Mixed-Use Zone

The Mixed-Use (MU) zone applies to the core areas of Reserve Mines, New Waterford, Sydney Mines, and Louisbourg. This zone recognizes the established mixed-use development patterns in these areas and encourages apartment and townhouse development. However, apartment and townhouse development requires municipal water and sewer services.

In Louisbourg, portions of the MU zone extend into areas where municipal water and sewer services are not available; therefore, these portions should be removed from the MU zone. Additionally, along Tenth Street in New Waterford, some properties within the MU zone are too small to accommodate higher-density residential development. For these parcels, the adjacent Low Density Urban Residential (UR2) zone is more appropriate.

It is recommended that the boundary of the Mixed-Use (MU) zone in Louisbourg be adjusted to exclude lands without municipal water and sewer services (Schedule A-4 of Attachment A). Further, the parcels along Tenth Street in New Waterford, where lot sizes are too small for higher density development, should be rezoned to Low Density Urban Residential (UR2) [Schedule A-5 of Attachment A].

Downtown Commercial

Staff have received a request to allow for the development of a two-unit building on PID 15638570 (corner of Foundry Street and Reserve Street, Glace Bay). This property is currently zoned Downtown Commercial (CD), a zone that promotes a mix of commercial sales, services, and high-density residential development. Since this property is located at the boundary of the CD zone, Council could amend the zone boundary to permit low-density residential development in accordance with Council policy.

It is recommended the zoning of PID 15638570 be amended to Low Density Urban Residential (UR2) to allow for the proposed two-unit building.

Financial Implications

Staff time required to prepare the proposed amendments along with the cost of the required public notices have been allocated under approved budgets for Planning and Development Department.

Public Engagement

Under the *Municipal Government Act*, a Public Hearing must be held to obtain feedback prior to any decision to amend the CBRM Land Use By-law. If Council agrees, a Public Hearing could be scheduled for an upcoming meeting. Notice of the Public Hearing would be advertised in the Cape Breton Post in accordance with requirements of the *Municipal Government Act*. In addition, notice would be posted to the CBRM Facebook page and mailed to assessed property owners in the vicinity of the site-specific zone map changes.

Conclusion

The proposed amendments align with existing plan policies and do not change the overall substance or policy direction of the Land Use By-law. Instead, they enhance clarity for both administrators and users of the document. The intent is for these amendments to be considered by Council before the next building season in the spring.

Attachments

Attachment A: Draft Amending By-law

Attachment B: National Building Code Definitions

Attachment C: Municipal Planning Strategy and Land Use By-law Excerpts

Report Prepared by:

Karen Neville

Senior Planner

Planning and Development Department

By-law
of the Cape Breton Regional Municipality

amending the

**Cape Breton Regional Municipality's
Land Use Bylaw**

Pursuant to Section 210 of the *Municipal Government Act* of Nova Scotia, the Council of the Cape Breton Regional Municipality hereby amends the Cape Breton Regional Municipality's Land Use Bylaw in the following manner:

THAT: Chapter 2 Administration, Subsection 2.8.1 Land Uses Deemed Permitted of the Land Use Bylaw is hereby amended by deleting the "or" at the end of a).

THAT: Chapter 2 Administration, Subsection 2.11.2 Development Permit Duration of the Land Use Bylaw is hereby amended by deleted and replaced with the following:

A Development Permit:

- a) Issued without a corresponding Building Permit is valid for one year from the date of issuance; or
- b) Issued with a corresponding Building Permit remains valid for the duration specified in CBRM's Building By-law for the Building Permit.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Accommodation Business and replacing it with the following:

Accommodation Business means an establishment, licenced by the Province of Nova Scotia, that provides lodging for travellers or transients, and includes but is not limited to, a bed and breakfast, hotel, motel, or tourist cottages but does not include a shared dwelling. An accommodations business, other than a bed & breakfast establishment, may include complementary uses such as restaurants, meeting rooms, pools, and fitness centres.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Assembly and replacing it with the following:

Assembly (manufacturing) means the manufacturing of a market product by assembling processed materials. Manufacturing assembly may include, but not be limited to, assembling of car parts to make the car, assembling of pages of newspaper to be delivered to end user clients, assembling of material to make clothing, making prefabricated housings, furniture, scientific equipment and appliances.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Motor Vehicle Fuel Sales and replacing it with the following:

Motor Vehicle Fueling Station is a sales use where the primary purpose is to provide multiple fueling options for vehicles, including but not limited to conventional gasoline and diesel fuel, as

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well as electric vehicle (EV) charging stations. Such facilities may also include accessory uses such as retail, restaurant, and cleaning service.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Setback and replacing it with the following:

Setback means the horizontal distance measured at right angles between a development and the lot parcel boundary, street, watercourse, shoreline, floodplain, or any other place which is deemed to need protection.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Sign and replacing it with the following:

Sign means any visual communication device, structure, or fixture used to convey information, advertise, or attract attention. Signs may freestanding or attached to a building or structure, and may display text, graphics, or symbols in either a print or electronic/digital format.

- Awning/Canopy Sign means a sign or print affixed to the surface of an awning or canopy.
- Billboard Sign means a sign located on private property designed for use with changing advertising copy, whether digital or print, and which is normally used to display commercial or promotional messages.
- Construction Sign means a temporary sign erected on the premises on which construction is taking place, during the period of such construction, indicating the names of the architects, engineers, landscape architects, contractors or similar artisans, and the owners, financial supporters, sponsors and similar individuals or firms having a role or interest with respect to the structure or project.
- Electronic Message Board means an electronic or digital sign used solely for the display of text, with no off-site advertising, and limited to a sign face area of 1.5 square metres.
- Ground Sign means freestanding sign which is permanently affixed to the ground and not supported in any manner by a building which is located on the same property as the use advertised by the sign.
- Illuminated Sign means a sign that provides artificial light directly, or through any transparent or translucent material, from a source of light connected with such sign, or a sign illuminated by a light focused, upon or chiefly directed at the surface of the sign.
- Projecting Sign means a sign attached to and projecting outward from a building face or wall, generally at a right angle to the building. This term includes a sign that is located entirely or partially in the public right-of-way, as well as a sign that is located entirely on private property.
- Sign Face means the area of the surface of any sign within the outer edge of the frame or border of a sign. In the case of two sided or back to back signs, only one face shall be used in computing the area of the sign face.
- Sign Area means the area of the smallest triangle, rectangle or circle or semicircle which can wholly enclose the surface area of the sign. All visible faces of a multi-faced sign shall be counted separately and then totaled in calculating sign area. Three dimensional signs shall be treated as dual-faced signs, such that the total area shall be twice the area

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of the smallest triangle, rectangle or circle or semicircle which can totally circumscribe the sign in the plane of its largest dimension.

- Wall Sign means any sign painted on, attached to, or erected against the wall of a building or structure with the exposed face of the sign in a plane parallel to the plane of the wall. Wall signs shall not include signs on awning or canopy.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Supportive Housing and replacing it with the following:

Supportive Housing means a service use licensed or approved by a government agency that provides care and or supervision on a 24-hour basis by professional staff for people who need assistance to live independently in a setting that attempts to emulate a home atmosphere in a standalone or mixed-use building. Supportive housing may house people who are elderly, fleeing violence or abuse, have disabilities, or mental health issues.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Townhouse and replacing it with the following:

Dwelling, Townhouse means a building containing three or more dwelling units arranged side-by-side, each with a separate exterior entrance and separated vertically by a common wall extending from the foundation to the roof, located on a lot abutting a public street. Where such a building is located on a single lot or parcel, it shall be considered an apartment dwelling for the purposes of this By-law.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by deleting Tourist Cottage Complex and replacing it with the following:

Tourist cottage complex means a service accommodations business, licenced by the Province, comprised of two or more building containing tourist cottage(s) used to accommodate the travelling public for gain or profit by supplying them with temporary sleeping accommodations and where the accessory uses could include an administrative office, assembly hall, convenience store, swimming pool, and recreational facilities.

THAT: Chapter 3 Definitions of the Land Use Bylaw is hereby amended by adding the following:

Electric Vehicle (EV) Charging Station means a designated parking space within a parking area which contains equipment for the recharging electric vehicles.

Landscaping business depot means property where outdoor storage of equipment and materials associated with a landscaping service business takes place. For clarification purposes, if operable equipment is regularly used at the depot, the definition of heavy equipment operational yard is appropriate.

Lot, Interior means a lot whose side lot lines do not abut upon any public or private street.

Setbacks, Front, Rear, Side Yard means the horizontal distance measured at right angles between any vertical part of a building/structure and the lot parcel boundary.

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Two-way traffic means the design of a street or access where travel in opposing directions is required for ingress and egress.

THAT: Chapter 4 General Provisions, Subsection 4.2 Accessory Dwelling Units of the Land Use By-law is hereby amended by deleting Subsection e) through g) and replacing it with the following:

- e) Each lot is limited to one accessory dwelling unit; and
- f) Subdivision of an accessory dwelling unit to create a flag lot is prohibited.

THAT: Chapter 4 General Provisions, Subsection 4.8.2 Permitted Home Based Business of the Land Use By-law is hereby amended by deleted and replaced with the following:

The following Home Based Businesses are permitted in any zone:

- a) Artist/Artisan Establishment
- b) Bed & Breakfast, subject to 4.8.3
- c) Business Office
- d) Catering Establishments, excluding incidental retail sales
- e) Food Processing Cottage Industry
- f) Home Day Care
- g) Instruction Services; up to 4 students at one time
- h) Medical Clinic
- i) Personal Service
- j) Repair Service

THAT: Chapter 4 General Provisions, Subsection 4.14.2 Main Buildings of the Land Use By-law is hereby deleted and replace with the following:

- a) Inside the Service Area Boundary, the maximum number of one unit dwellings permitted on the same lot parcel shall be one, except where one unit dwellings (mobile homes) are permitted within the Mobile Home Park Zone. Outside the Service Area Boundary, the maximum number of main one unit dwellings permitted on the same lot parcel shall be two.
- b) The maximum number of Supportive Housing developments on permitted on the same lot parcel shall be one.
- c) Two or more two-unit dwellings, apartment buildings or townhouses, or any combination of these three residential land use types, shall be permitted on the same lot parcel provided they are serviced by both a CBRM water main and a sanitary sewer main.
- d) Notwithstanding Subsections a), b), and c), any combination of residential land use types shall be permitted on the same lot parcel when they are within a condominium development registered pursuant to the Condominium Act.

THAT: Chapter 4 General Provisions, Subsection 4.22.1 General Provisions of the Land Use By-law is hereby amended by deleting Subsection d) through f) and replacing it with the following:

- d) The Traffic Authority or Police may require the removal of any sign or parts thereof, which in their opinion may constitute a hazard.
- e) A temporary or mobile sign that is not affixed to the ground, a building, or structure are not regulated under the Land Use By-law, but may be regulated under other Municipal By-

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laws.

- f) Signs oriented toward a Provincial Highway requires approval from the relevant Provincial Authority.
- g) Signs containing electronic message board shall be permitted subject to compliance with the applicable sign type provisions.
- h) An electronic message board shall adjust in brightness between daytime and nighttime and shall be of a reduced brightness in the nighttime.

THAT: Chapter 4 General Provisions, Subsection 4.22.2 Signs Permitted in All Zones of the Land Use By-law is hereby amended by deleting Subsection h) through i) and replacing it with the following:

- h) A sign that identifies the address of a residence, the name of the resident, or a sign regulating the conduct of a person on the lot, provided such a sign does not exceed .5 square metres in total sign face area;
- i) A flag, banner, or emblem representing a country, province, municipality, or non-commercial organization;
- j) An Electronic Message Board used to display text only with no off-site advertisement, provided the sign face does not exceed 1.5 square meters.

THAT: Chapter 4 General Provisions, Subsection 4.22.4 Billboard Signs of the Land Use By-law is hereby amended by deleting Subsection c) and replacing it with the following:

- c) A Billboard Sign shall be setback 3m from the front yard lot line and 1.5m from side and rear yards lot lines.

THAT: Chapter 4 General Provisions, Subsection 4.22.6 Grounds Signs of the Land Use By-law is hereby amended by deleted and replaced with the following:

4.22.1 Ground Signs

GENERAL PROVISIONS FOR GROUND SIGNS

- a) All Ground Signs shall be setback 3m from the front yard lot line and 1.5m from side and rear yards lot lines.to a street line than the lesser of:
- b) The height of a Ground Sign shall not exceed the maximum height permitted in the zone in which the sign is located.

GROUND SIGNS IN RESIDENTIAL ZONES

A Ground Sign shall only be permitted in a Residential Zone with a maximum 1.5 square metres for each sign face to a maximum of 3 square metres total for all sign faces.

GROUND SIGNS IN ALL OTHER ZONES

A Ground Sign shall only be permitted in all Non-Residential Zones with a maximum 9 square meters for each sign face to a maximum of 18 square metres total for all sign faces.

THAT: Chapter 4 General Provisions, Subsection 4.22 Signs of the Land Use By-law is hereby amended by deleting Subsection 4.22.8 through Subsection 4.22.11 and replacing it with the following:

4.22.8 Wall Signs

- a) A Wall Sign shall be parallel to the wall to which it is affixed;

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- b) A Wall Sign shall not cover a fence or roof;
- c) Any illumination shall be downcast upon the sign to lessen impact on the surrounding environment;
- d) No sign shall be illuminated intermittently or incorporate flashing in any way.

WALL SIGNS IN RESIDENTIAL ZONES

A Wall Sign shall only be permitted in a Residential Zone subject to the following:

- a) The maximum sign face area shall be 0.5 square metres;
- b) Wall Signs in a Residential zone shall be placed on a wall oriented towards the street;
- c) Wall Signs in Residential Zones shall not be illuminated from within;

WALL SIGNS IN COMMERCIAL ZONES

The maximum sign face area of a Wall Sign in Non-Residential Zones shall be .5 Square meters per metre of occupied building frontage.

4.22.9 Construction Signs

- a) Notwithstanding Section 4.22.3, nothing in this By-law shall prevent the placement of a sign which identifies the architects, engineers, contractors, or other professional individuals or firms involved with the development occurring on the same lot, or an announcement concerning proposed development on the same lot.
- b) A construction sign shall not advertise any product.
- c) A construction sign shall be removed within 14 days of the beginning of the intended use of the construction.
- d) A construction sign:
 - i. shall not exceed 1.11 m² in area for each firm; and
 - ii. shall not, in total, exceed 5.57 m² in area.

THAT: Chapter 4 General Provisions, Subsection 4.26. Use of Former Community, Educational Service, or Municipal Buildings Facility of the Land Use By-law is hereby amended by adding the following:

- c) To facilitate the inclusion of additions demanded by other regulations or by-laws, and/or design improvements volunteered by the conversion proponent, for purposes of interpreting this Section, the construction work involved in the conversion may include an addition no greater than 5% of the floor area of the building.

THAT: Chapter 5 Residential Zones, Subsection 5.0 Residential Summary Table of the Land Use By-law is hereby amended by deleting the permitted uses listed under 'Residential' and replacing it with the following:

Residential	P	P	P	P	P	P	P
Dwelling, One Unit	P	P	P	P	P	P	P
Dwelling, Two Unit	P	P	P	P	P		P
Dwelling, Shared	P	P	P	P			P
Dwelling, Shared <i>up to four rooms</i>					P		
Dwelling, Townhouse <i>up to six dwelling units</i>		P	P	P			P
Dwelling, Apartment <i>up to six dwelling units</i>		P	P	P			P
Dwelling, Townhouse <i>more than six dwelling units</i>	SP	P	P				SP
Dwelling, Apartment <i>more than six dwelling units</i>	SP	P	P				SP
Dwelling, Townhouse <i>up to twelve dwelling units</i>			P	P			
Dwelling, Apartment <i>up to twelve dwelling units</i>			P	P			
Dwelling, Townhouse <i>more than twelve dwelling units</i>			SP	P			
Dwelling, Apartment <i>more than twelve dwelling units</i>			SP	P			
Dwelling, Group		P	P	P			P
Dwelling, Unit	P	P	P	P	P	P	P

THAT: Chapter 5 Residential Zones, Subsection 5.2.1 Permitted Uses of the Land Use By-law is hereby amended by deleting the permitted uses listed under 'Residential' and replacing it with the following:

- Dwelling, One-Unit
- Dwelling, Two-Unit
- Dwelling, Townhouse, *up to six dwelling units*
- Dwelling, Apartment, *up to six dwelling units*
- Dwelling, Townhouse, *more than six dwelling units subject to Section 2.13 and Section 5.2.2*
- Dwelling, Apartment, *more than six dwelling units subject to Section 2.13 and Section 5.2.2*
- Dwelling, Shared
- Dwelling, Group

THAT: Chapter 5 Residential Zones, Subsection 5.2.2 Permitted Uses by Site Plan Approval of the Land Use By-law is hereby amended by deleting 'Dwelling Apartment (more than six)' from Section a) and replacing it with 'Dwelling, Apartment or Dwelling Townhouse with more than six dwelling units'.

THAT: Chapter 5 Residential Zones, Subsection 5.2.3 Zone Standards of the Land Use By-law is hereby amended by deleting a) Minimum Lot Area and b) Minimum Lot Frontage replacing it with the following:

a)	Minimum Lot Area		
	Dwelling, Apartment or Dwelling, Townhouse with more than six dwelling units, the greater of	690 m ² or	
	For each unit having 3 or more bedrooms	185 m ²	
	For each unit having 2 bedrooms	150 m ²	
	For each bachelor or unit having 1 bedroom	105 m ²	
	All other uses	225 m ²	
b)	Minimum Lot Frontage		
	Dwelling, Apartment, or Dwelling Townhouse with more than six dwelling units	18 m	
	All other uses	9 m	

THAT: Chapter 5 Residential Zones, Subsection 5.2 Low Density Urban Residential Zone of the Land Use By-law is hereby amended by deleting Subsection 5.2.4 Dwelling Group.

THAT: Chapter 5 Residential Zones, Subsection 5.3 Medium Density Urban Residential Zone of the Land Use By-law is hereby amended by deleting the Residential Uses in Subsection 5.3.1 Permitted Uses and replacing it with the following:

- Dwelling, One-Unit
- Dwelling, Two-Unit
- Dwelling, Townhouse, up to twelve dwelling units
- Dwelling, Apartment, up to twelve dwelling units
- Dwelling, Townhouse, more than twelve dwelling units subject to Section 2.13 and Section 5.3.2
- Dwelling, Apartment, more than twelve dwelling units subject to Section 2.13 and Section 5.3.2
- Dwelling, Shared
- Dwelling, Group

THAT: Chapter 5 Residential Zones, Subsection 5.3.2 Permitted Uses by Site Plan Approval of the Land Use By-law is hereby amended by deleting 'Dwelling Apartment (more than six)' from Section a) and replacing it with 'Dwelling, Apartment or Dwelling Townhouse with more than six dwelling units'.

THAT: Chapter 5 Residential Zones, Subsection 5.3.3 Zone Standards of the Land Use By-law is hereby amended by deleting a) Minimum Lot Area and d) Minimum Lot Frontage from and replacing it with the following:

a)	Minimum Lot Area	Dwelling, Apartment or Dwelling, Townhouse with more than twelve dwelling units, the greater of	540 m ² or
		For each unit having 3 or more bedrooms	150 m ²
		For each unit having 2 bedrooms	100 m ²
		For each bachelor or unit having 1 bedroom	75 m ²
	All other uses		225 m ²
b)	Minimum Lot Frontage	Dwelling, Apartment, or Dwelling Townhouse with more than twelve dwelling units	18 m
		All other uses	9 m

THAT: Chapter 5 Residential Zones, Subsection 5.3 Medium Density Urban Residential Zone of the Land Use By-law is hereby amended by deleting Subsection 5.3.4 Dwelling Group.

THAT: Chapter 5 Residential Zones, Subsection 5.4.1 Permitted Uses of the Land Use By-law is hereby amended by deleting 'Dwelling Group, subject to Section 5.4.3' and replacing it with 'Dwelling Group'.

THAT: Chapter 5 Residential Zones, Subsection 5.4 High Density Urban Residential Zone of the Land Use By-law is hereby amended by deleting a) Minimum Lot Area and b) Minimum Lot Frontage from Subsection 5.4.2 Zone Standards and replacing it with the following:

a)	Minimum Lot Area	185 m ²
b)	Minimum Lot Frontage	9 m

THAT: Chapter 5 Residential Zones, Subsection 5.7.1 Permitted Uses of the Land Use By-law is hereby amended by deleting the permitted uses listed under 'Residential' and replacing it with the following:

- Dwelling, One-Unit
- Dwelling, Two-Unit
- Dwelling, Townhouse, *up to six dwelling units*
- Dwelling, Apartment, *up to six dwelling units*
- Dwelling, Apartment, *more than six dwelling units subject to Section 2.13 and Section 5.7.2*
- Dwelling, Shared
- Dwelling, Group

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THAT: Chapter 5 Residential Zones, Subsection 5.7.2 Permitted Uses by Site Plan Approval of the Land Use By-law is hereby amended by deleting 'Dwelling Apartment (more than six)' from Section a) and replacing it with 'Dwelling, Apartment or Dwelling Townhouse with more than six dwelling units'.

THAT: Chapter 5 Residential Zones, Subsection 5.7.4 Zone Standards of the Land Use By-law is hereby amended by deleting a) Minimum Lot Area and b) Minimum Lot Frontage replacing it with the following:

a)	Minimum Lot Area	Dwelling, Apartment or Dwelling, Townhouse with more than six dwelling units, the greater of	690 m ² or
		For each unit having 3 or more bedrooms	185 m ²
		For each unit having 2 bedrooms	150 m ²
		For each bachelor or unit having 1 bedroom	105 m ²
	All other uses		225 m ²
b)	Minimum Lot Frontage	Dwelling, Apartment, or Dwelling Townhouse with more than six dwelling units	18 m
		All other uses	9 m

THAT: Chapter 5 Residential Zones, Subsection 5.7 Small Community Zone of the Land Use By-law is hereby amended by deleting Subsection 5.7.5 Dwelling Group.

THAT: Chapter 5 Residential Zones, Subsection 5.7 Small Community Zone of the Land Use By-law is hereby amended by deleting Subsection 5.7.2 c vi.).

THAT: Chapter 5 Residential Zones, of the Land Use By-law is hereby amended by adding the term 'Dwelling, Unit' to the list of Permit Uses for all Residential Zones.

THAT: Chapter 9 Other Zones, Subsection 9.1 Rural Zone of the Land Use By-law is hereby amended by deleting the term "Heavy Equipment Depot" and replacing it with "Heavy Equipment Depot and Operational Yard".

THAT: Chapter 9 Other Zones, Subsection 9.1 Rural Zone of the Land Use By-law is hereby amended by deleting Subsection 9.1.2 Conditions of use and replacing it with the following: "Heavy Equipment Depot and Operational Yard".

A Motor Vehicle Repair use and/or Heavy Equipment Depot and Operational Yard identified permitted in subsection 9.1.1 shall not be located within 30m of a dwelling other than the dwelling of the proprietor of the business.

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THAT: The Zone Standards Table for each zone of the Land Use By-law is hereby amended by deleting 'Minimum Lot Depth' and re-sequenced appropriately.

THAT: The Land Use By-law is hereby amended by deleting 'Dwelling Group' from Residential and Commercial Summary Tables and list of Permitted Uses.

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Mobile-Home Park (R6) Zone in effect for the portion of PID 15685878 identified in Schedule A-1 replacing it with the Regional Commercial (CR) Zone.

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Utility and Transportation (UT) Zone in effect for PID 15056849, PID 15649726, PID 15056732, and PID 15649734 replacing it with the Medium Density Urban Residential (UR3) Zone (Schedule A-2).

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Low Density Urban Residential (UR2) Zone and replacing it with the Medium Density Urban Residential (UR3) Zone for the areas identified on Schedule A-3.

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Medium Density Urban Residential (UR3) and replacing it with the Downtown Commercial (CD) Zone for the areas identified on Schedule A-3.

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Mixed-Use (MU) Zone and replacing it with the Low Density Urban Residential (UR2) Zone for the areas identified on Schedule A-4 and Schedule A-5.

THAT: Council amends the CBRM's Land Use Bylaw map by deleting Downtown Commercial (CD) Zone in effect for PID 15638570 replacing it with the Medium Density Urban Residential (UR3).

PASSED AND ADOPTED: by a majority of the whole Council at a duly called meeting of the Cape Breton Regional Municipal Council held on _____.

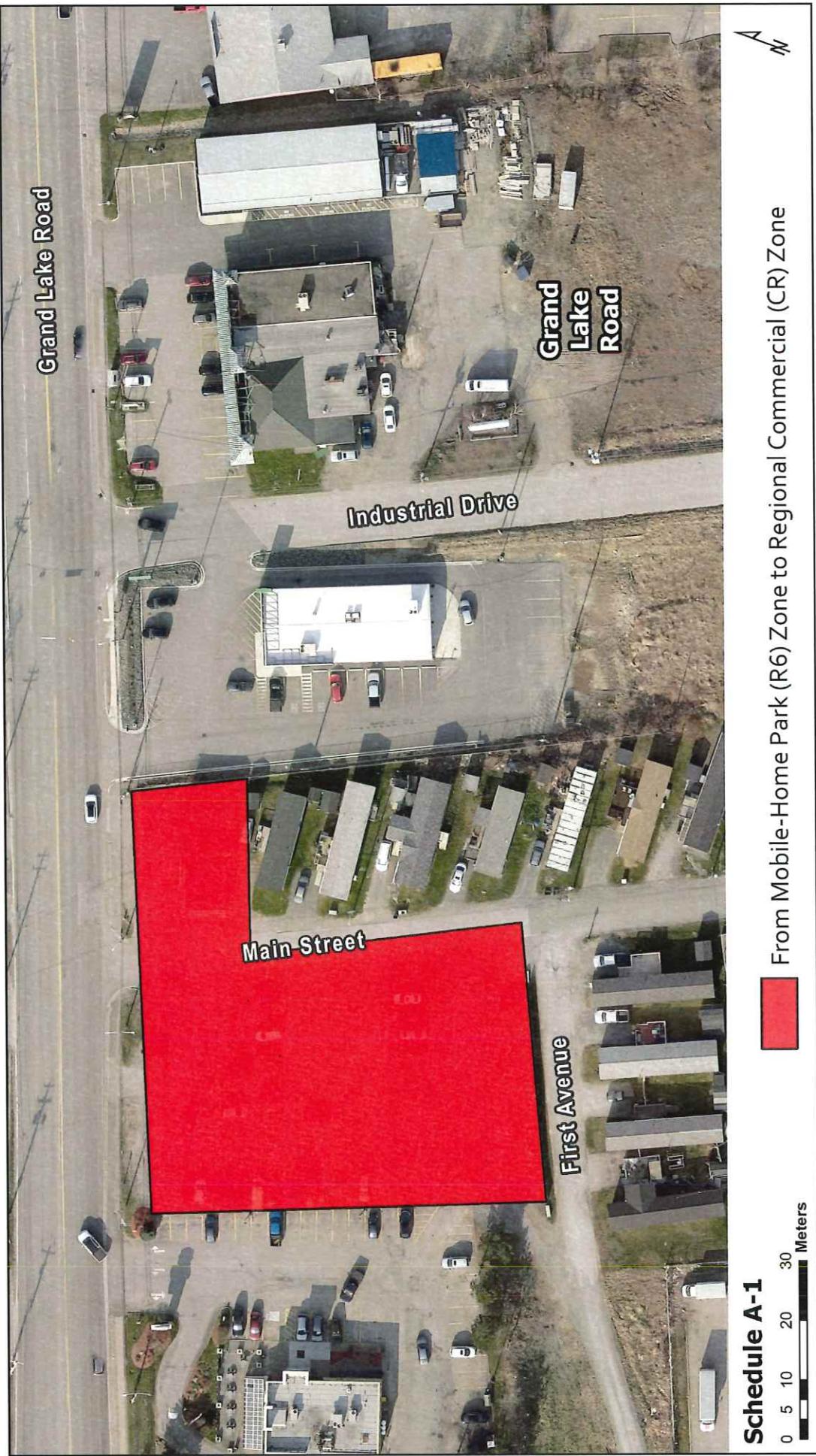
MAYOR

CLERK

THIS IS TO CERTIFY that the above text amendments and Land Use Bylaw map amendments on the next pages referencing this Amending Bylaw are a true and correct copy of the Amending By-law of the Cape Breton Regional Municipality adopted by Regional Council during a meeting held on _____ to amend the Cape Breton Regional Municipality's Land Use By-law.

Christa Dicks, CLERK

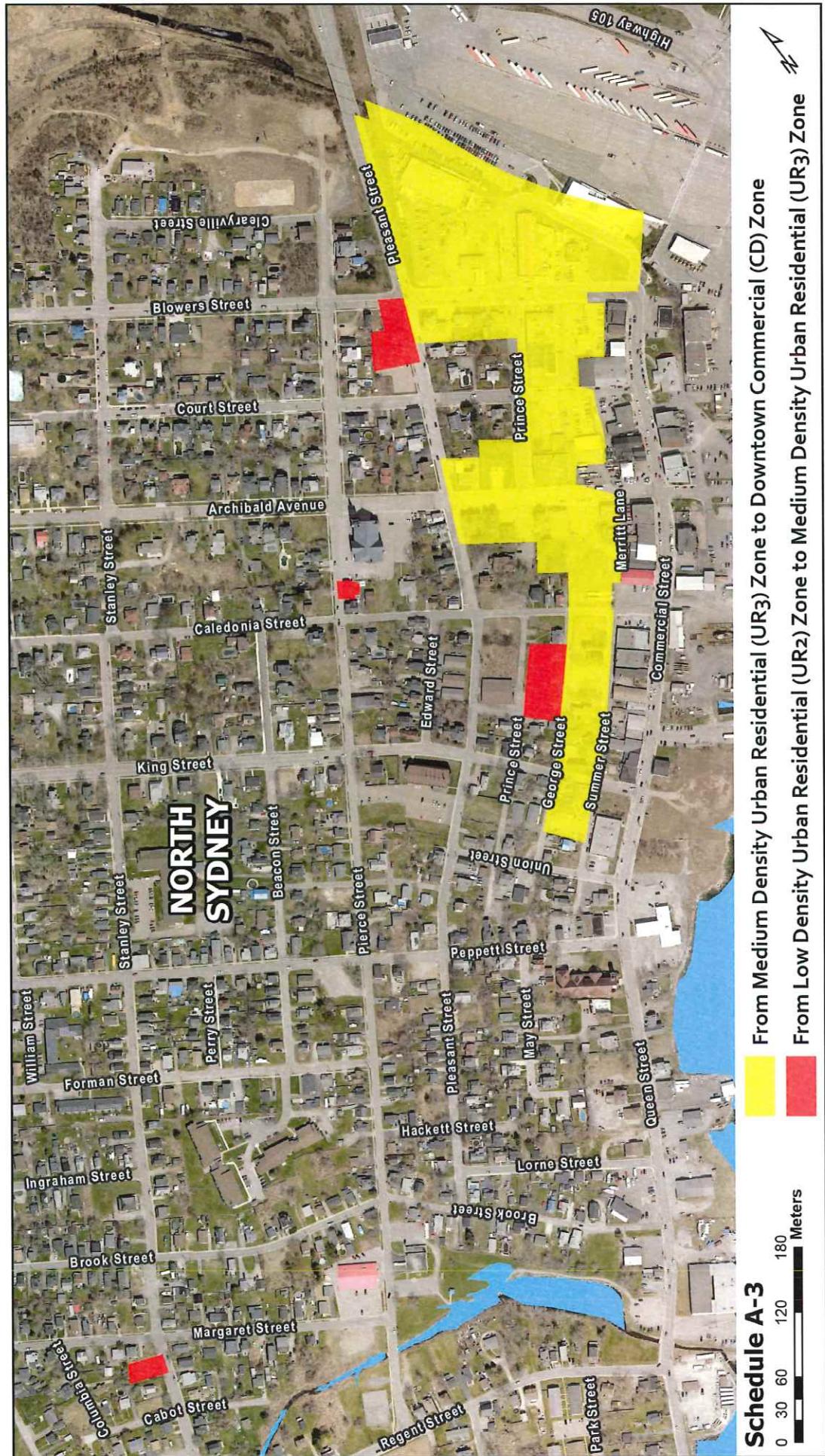
Case 1097 - Proposed Amendments to the CBRM Landuse By-law



Case 1097 - Proposed Amendments to the CBRM Landuse By-law

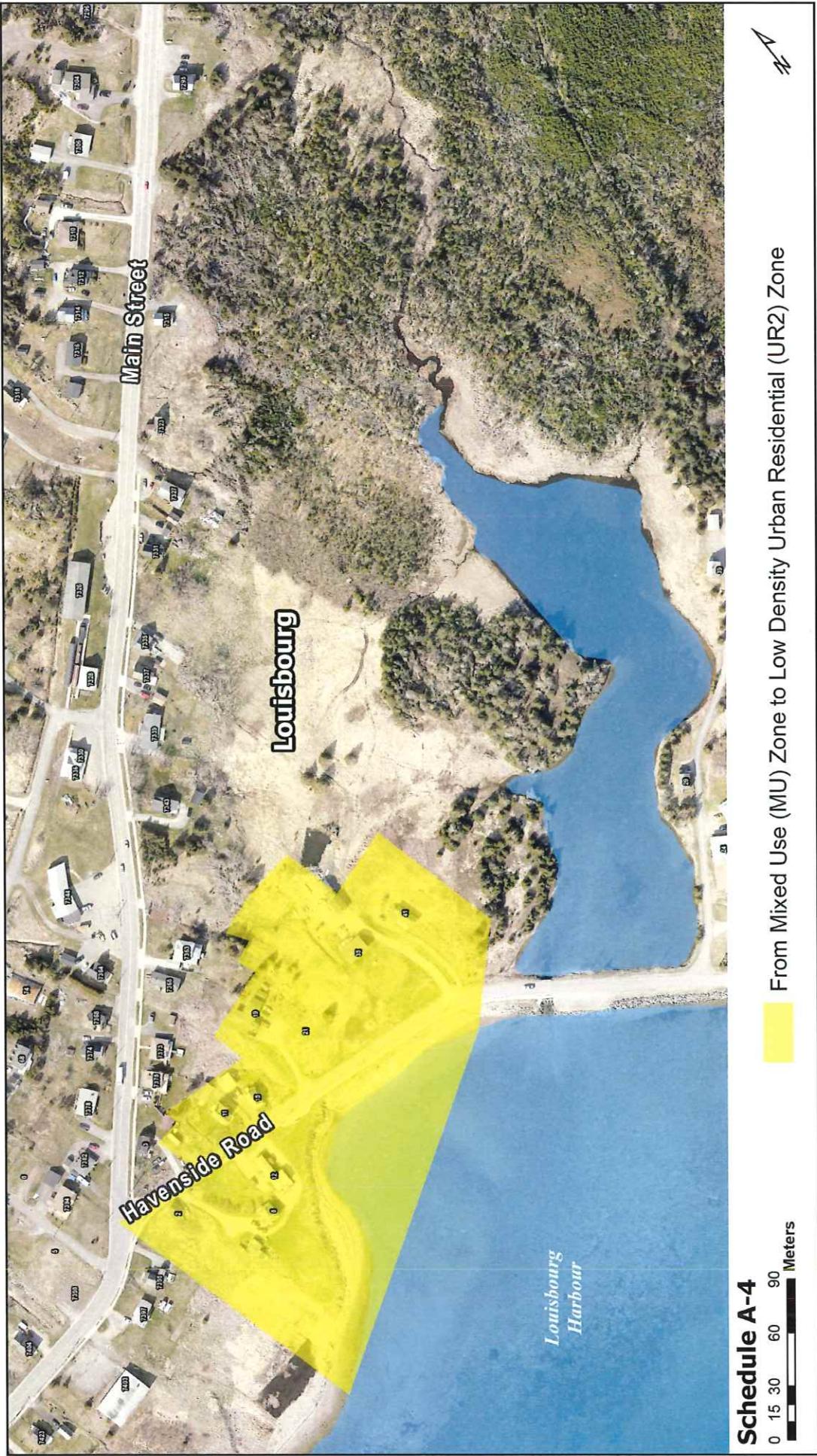


Case 1097 - Proposed Amendments to the CBRM Landuse By-law





Case 1097 - Proposed Amendments to the CBRM Landuse By-law



Case 1097 - Proposed Amendments to the CBRM Landuse By-law



National Building Code Definitions

Care means the provision of services other than treatment by or through care facility management to residents who require these services because of cognitive, physical or behavioural limitations.

Care occupancy (Group B, Division 3) means the occupancy or use of a building or part thereof, other than a home-type care occupancy, where care is provided to residents. (See Note A-1.4.1.2.(1).)

Dwelling unit means a suite operated as a housekeeping unit, used or intended to be used by one or more persons and usually containing cooking, eating, living, sleeping and sanitary facilities.

Home-type care occupancy (Group B, Division 4) means the occupancy or use of a building consisting of a single detached housekeeping unit where care is provided to residents and may include the living space of the caregiver and their family. (See Note A-1.4.1.2.(1).)

Occupancy means the use or intended use of a building or part thereof for the shelter or support of persons, animals or property.

Residential occupancy (Group C) means the occupancy or use of a building or part thereof by persons for whom sleeping accommodation is provided but who are not harboured for the purpose of receiving care or treatment and are not involuntarily detained.

Secondary suite means a self-contained dwelling unit with a prescribed floor area located in a building or portion of a building of only residential occupancy that contains only one other dwelling unit and common spaces, and where both dwelling units constitute a single real estate entity. (See Note A-1.4.1.2.(1) and Article 9.1.2.1. of Division B.)

Suite means a single room or series of rooms of complementary use, operated under a single tenancy, and includes dwelling units, individual guest rooms in motels, hotels, boarding houses, rooming houses and dormitories as well as individual stores and individual or complementary rooms for business and personal services occupancies. (See Note A-1.4.1.2.(1).)

Excerpts from the CBRM Planning Documents

Municipal Planning Strategy

6.3.2. Supportive Housing Policies

Although not a direct responsibility of the municipality, the provision of supportive housing for vulnerable persons should be encouraged within CBRM. These policies provide guidance for siting and future partnerships.

H-10 Council shall encourage supportive housing for people experiencing barriers to safe, secure and affordable housing, including but not limited to, seniors, persons fleeing violence or abuse, and persons with disabilities.

H-11 Council shall establish standards within the Land Use By-law to facilitate the integration of supportive housing into residential areas that:

- Maintain compatibility and character with the host neighbourhood;
- Supportive Housing over 9 beds be permitted through Site Plan Approval in all zones, subject to regulations regarding parking, landscaping, building location on a lot, stormwater management, and access management.

6.3.3. Secondary Suites and Accessory Dwelling Policies

Secondary suites within existing dwellings and accessory dwelling, located in the rear yard of existing dwellings, provide an option for gentle increase in density in existing built up areas. It also provides an option for revenue generation amongst homeowners, while increasing the diversity of housing tenure within the municipality.

H-13 Council shall, through provisions in the Land Use By-law, permit secondary suites and accessory dwelling units throughout the jurisdiction of the CBRM.

Land Use By-law

General Provisions

4.1. ACCESSORY BUILDINGS AND STRUCTURES

4.1.1. General Provisions

- Except as otherwise provided by this By-law, any lot containing a main building or use may also contain one or more accessory buildings or structures subject to the requirements of this Section.
- Shipping containers shall be permitted as an accessory structure to non-residential uses within the Service Area Boundary and all other zones outside of the Service Area Boundary, subject to this Section 4.1.
- In addition to the provisions of Subsection 4.1, shipping containers shall only be permitted within the Service Area Boundary as an accessory structure to a residential use if the exterior has the same or similar exterior cladding as the main residential building. For clarification paint is not considered exterior cladding.
- Except as otherwise provided by this By-law, an accessory building or structure shall not be erected, placed, or altered so as to be in the required front or flankage yard setback of a main building or structure.
- Accessory buildings shall be of a similar appearance and design as the main building;

4.1.2. Total Lot Coverage

- a) The total floor area for all detached accessory buildings to a residential use shall not exceed the greater of 75m² or 10% of the lot area up to a maximum of 150m², not exceeding the lot coverage requirements;
- b) The total floor area for all detached accessory buildings to a non-residential use shall not exceed the greater of 75m² or 10% of the lot area up to a maximum of 250m², not exceeding the lot coverage requirements.
- c) The total floor area of all accessory buildings shall not exceed 28m² (300ft²) when it is accessory to a recreational vehicle.

4.1.3. Side and Rear Yard Setback Requirements

a. Residential

Any accessory residential building or structure may be built or located in a side yard or rear yard provided that it be a distance of at least 0.6 metres (2 feet) from the side lot line or rear lot line, except if the floor area of the accessory building exceeds 93sq. m (1,000 sq. ft.), or its height exceeds 3.7 metres (12 feet), in which case it shall be in compliance with the setbacks for the main building.

b. All other uses

Non-residential accessory building or structure shall be at least 1.2 metres (4 feet) from the side lot line or rear lot line.

4.1.4. Front Yard Setback Requirements

No accessory building or structure may be placed within the required front yard setback area of the zone.

4.1.5. Height

a. Residential

The height of a residential accessory building or structure shall not exceed the height of the main residential building on a lot and in no case shall it exceed 9 metres in height measured from average grade to the highest point of any portion of the roof.

b. All other zones

The height of a non-residential accessory building or structure shall not exceed a maximum height of 11 metres. Where abutting a residential zone; accessory buildings over 9 metres will require an additional 1 metre side and rear yard setback for each additional metre in height to a maximum of 5 metres.

4.1.6. Accessory Buildings on Corner Lots

No accessory building or structure shall be erected on a corner lot at a distance from the street line less than the front yard and corner lot side requirements for the main building.

4.2. ACCESSORY DWELLING UNITS

A lot containing a one or two unit dwelling may also contain an accessory dwelling unit as a secondary use in a separate building subject to the following:

- a) The accessory dwelling unit suite shall not exceed a maximum gross floor area of 72 square metres;
- b) The height of an accessory dwelling unit shall not exceed the height prescribed for an accessory building in Section 4.1 of this By-law;
- c) Unless the accessory building existed legally prior to the adoption of the Land Use By-law, the accessory dwelling unit shall be in the rear yard of the main building;
- d) The accessory dwelling unit shall be of a similar appearance and design as the main building;

- e) The accessory dwelling unit shall be serviced from the main dwelling unit. A separate, independent connection to municipal services is prohibited;
- f) Each lot is limited to one accessory dwelling unit; and
- g) Subdivision of an accessory dwelling unit to create a flag lot is prohibited.

4.14. MORE THAN ONE USE ON A LOT

4.14.1. General

Where more than one use is proposed for a lot or a building is proposed to be used for more than one use:

- a) conformity to the provisions for each use is required;
- b) if conformity cannot be obtained, the more stringent provision prevails.

4.14.2. Main Buildings

- a) Inside the Service Area Boundary, the maximum number of one unit dwellings or Supportive Housing permitted on the same lot parcel shall be one, except where one unit dwellings (mobile homes) are permitted within the Mobile Home Park Zone. Outside the Service Area Boundary, the maximum number of main one unit dwellings permitted on the same lot parcel shall be two.
- b) Two or more two-unit dwellings, apartment buildings or townhouses, or any combination of these three residential land use types, shall be permitted on the same lot parcel provided they are serviced by both a CBRM water main and a sanitary sewer main.
- c) Notwithstanding Subsections a), b), and c), any combination of residential land use types shall be permitted on the same lot parcel when they are within a condominium development registered pursuant to the Condominium Act.

Definitions

Accessory dwelling unit means one dwelling unit accessory to a one unit dwelling, two unit dwelling, semi-detached dwelling and intended as an independent and separate living unit which contains its own sleeping, living, cooking and sanitary facilities, and its own entrance. An accessory dwelling unit is detached from main dwelling, unlike a secondary suite.

Dwelling, Duplex means a building consisting of two dwelling units, located one on top of the other.

Dwelling, Converted means a building originally constructed as a one-unit dwelling or two-unit dwelling that has been lawfully converted into a two-unit dwelling or multiple dwelling.

Dwelling, One-Unit means a detached dwelling containing one dwelling unit and may include a secondary suite. This does not include a recreational vehicle.

Dwelling, Semi-detached means a building containing two dwelling units arranged side by side and separated vertically by a common wall extending from the foundation to the roof.

Dwelling, Two-unit means a building containing two-dwelling units, and may include a duplex, semi-detached dwelling, or a converted one-unit dwelling.

Supportive Housing means a service use licensed or approved by a government agency that provides care and or supervision on a 24-hour basis by professional staff for people who need assistance to live independently in a setting that attempts to emulate a home atmosphere. Supportive housing may house people who are elderly, fleeing violence or abuse, have disabilities, or mental health issue.

Local Response to United States & Chinese Tariffs: Overview

April 1 2025

Cape Breton
Partnership

Regional
Enterprise
Network

CBPM



CAPE BRETON
REGIONAL MUNICIPALITY

Areas of Focus in this Presentation:

1. Tourism
2. Fisheries
3. Manufacturing
4. Interprovincial trade barriers - efforts to remove them



Tourism Opportunities

Background

- The trade war with the US has fueled a wave of "Buy Canadian" sentiment, including in the tourism sector
- Many Canadians are looking to spend their vacations in Canada this summer - it's the perfect time to visit Unama'ki - Cape Breton

Opportunities

- Interest from the Eastern US in Cape Breton as a destination has been up this spring
- A weak Canadian dollar will make travel to Canada for Americans more appealing, increasing average spending per visitor



2025 MIPIM Global Urban Festival - Cannes, France

CapeBretonIsland



Fisheries Sector

Background

- The fisheries sector will be significantly impacted by the ongoing tariff situation due to 25% tariffs on seafood exports to both the US and China
 - These two markets are by far the largest customers for Cape Breton seafood producers



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Mitigation Strategies

1. Implement innovative infrastructure solutions
2. Diversify export markets through existing and new Free Trade Agreements
3. Expand interprovincial trade opportunities
4. Increase local value-add processing to create new products to capture new buyers

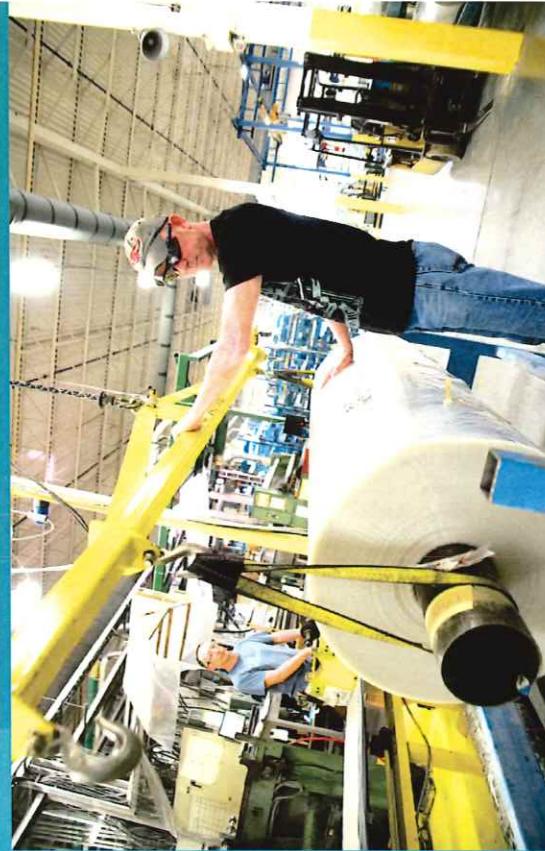
2025 Seafood Expo North America - Boston



Manufacturing

Background

- Export tariffs on CBRM-produced goods will impact local small and medium manufacturers, including Copol International, Trans Atlantic Preforms, and Polysteel Atlantic/East Coast Rope
- These businesses are likely to be among the hardest-hit by tariffs in the CBRM



Mitigation Strategies

- REN partners across Nova Scotia are working to find solutions for manufacturers who export their products to the US

Copol International - North Sydney

Regional
Enterprise
Network



CapeBreton
Partnership

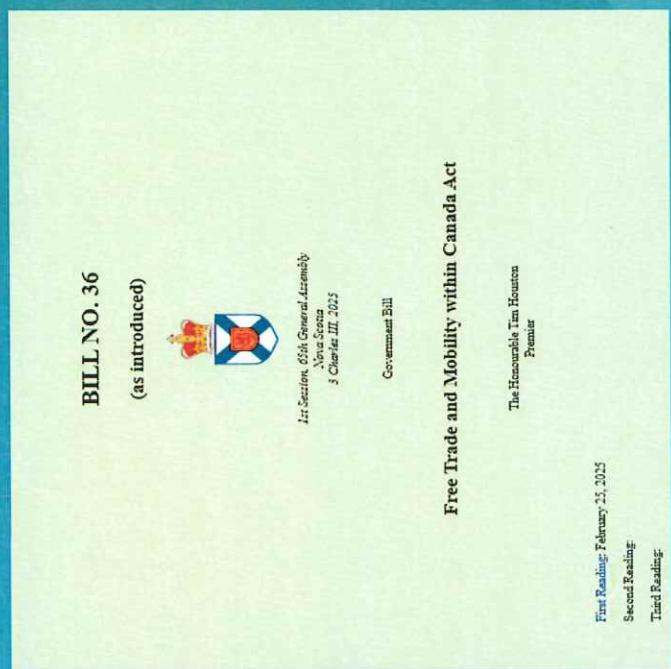
Reducing Interprovincial Trade Barriers

Background

- The Government of Nova Scotia has introduced Bill 36: "Free Trade and Mobility within Canada Act" which seeks to reduce interprovincial barriers and expand domestic markets for Nova Scotia products

Next Steps

- Bill 36 is being debated and amended in the Legislature, with further changes requested on March 21st
- Both the Liberal and Conservative parties federally have included reducing interprovincial trade barriers in their 2025 election platforms





capebretonpartnership.com

Cape Breton
Partnership



To: CBRM Mayor and Council
RE: CBRL Library Siting Analysis
Date: March 2025



Background

Since 1950, the Cape Breton Regional Library Board, governed by the Libraries Act, has provided library services for Cape Breton Regional Municipality and Victoria County. As part of our ongoing effort to provide exemplary services, the Board engaged the services of Rob LeBlanc, Fathom Studio (formerly Ekistics Planning and Design), to identify and analyze potential locations for a new Sydney Central Library in downtown Sydney.

Objectives

The Board's main goals were:

1. Identify all suitable locations for the new Library.
2. Choose the best location based on a thorough evaluation process.
3. Provide evidence-based information to the community and stakeholders.
4. Inform the CBRM Council's decision-making process for constructing a new Library that meets the current and future needs of CBRM.

Process

A steering committee of board members and library staff worked closely with Fathom to develop criteria for evaluating potential locations. These criteria were based on:

- Previous library studies
- Best practices as seen in new library construction
- Stakeholder engagement
- Feedback from over 100,000 annual visitors to the current Sydney Library

Conclusion

Libraries are essential to a community's economic development and well-being. New libraries have proven to be community anchors. As a result, proper site selection is the foundation of any successful library-building project. This choice will impact the Library's operations for years to come.

On behalf of the Cape Breton Regional Library Board and staff, we appreciate the opportunity to share the results of the Library Site Analysis.

Respectfully submitted,
Lisa Mulak
Regional Librarian, CBRL

CBRL Library Siting Analysis 2025

Siting Options

March 17, 2025

Council Presentation

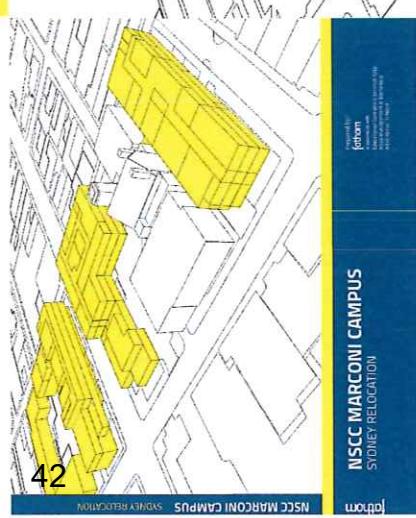
Factnom



Site Assessment Matrix	SITE 1 (Waterfront)	SITE 2 (Center 200)	SITE 3 (Bentnck)	SITE 4 (North End)
Adequate Site Area (more than 5 acres)	3	3	3	1
Future Expansion Potential	3	0	2	1
Waterfront Access for future Marine Programs	3	1	0	0
Close Proximity to Charlotte Street	3	1	3	0
Close Proximity (1-2 blocks) to a major park	3	1	1	1
Connections to AT or trails	3	3	2	1
Visibility to downtown traffic	3	3	3	1
Proximity (2-3 blocks) to main parking lot (300-500 cars)	1	2	3	3
Industrial Court not visible from surrounding streets	2	2	2	2
Bus stop within 1 block of site	3	3	3	3
Inspirational site with good views	3	1	2	1
Potential for land assembly	2	2	2	1
Potential partnerships with neighbouring sites/businesses	3	2	3	1
Site embeddedness (not located on the fringe of downtown)	1	1	3	2
Emphasizes or celebrates downtown heritage	1	0	3	3
Minimized site costs (structural soils, no enviro issues, etc.)	1	1	2	2
Score	38	26	37	23
Percent Score (top score 70)	70%	48%	69%	43%

Final Report - October 2018

fathom

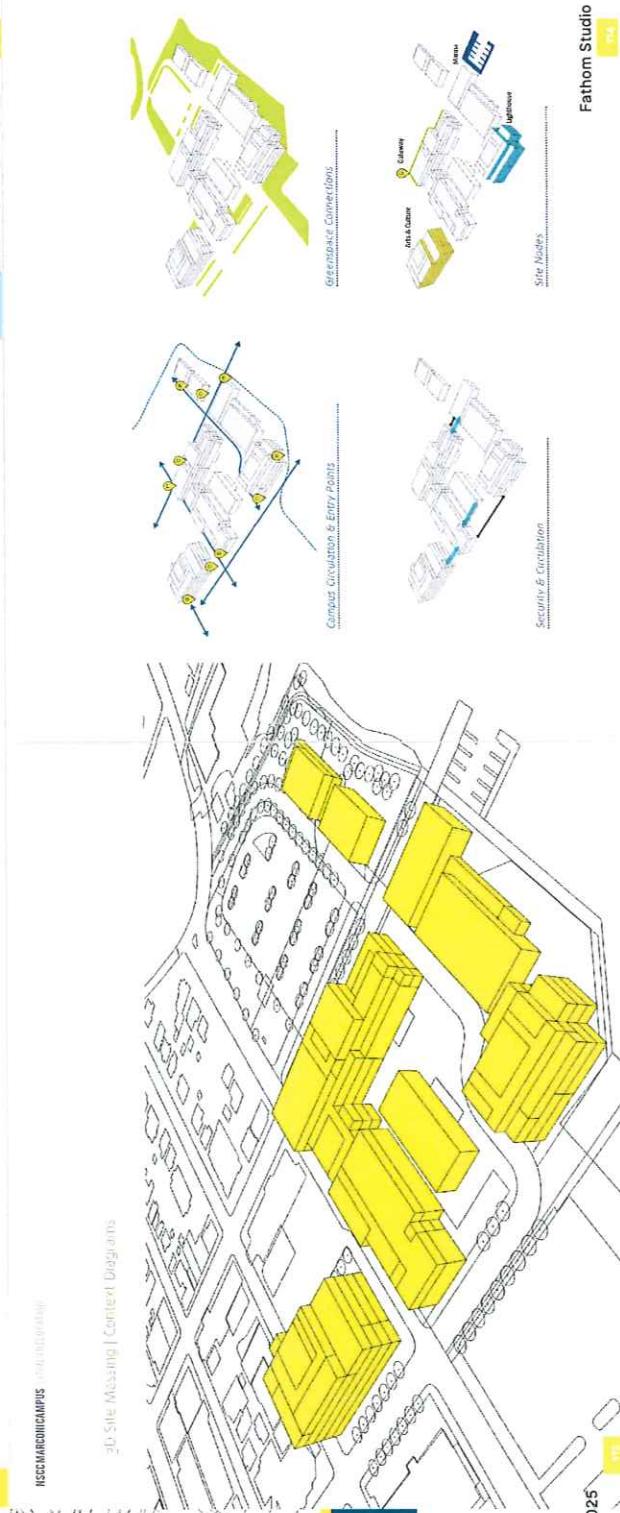


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NSCC Marconi Campus Site Relocation Study - 2018

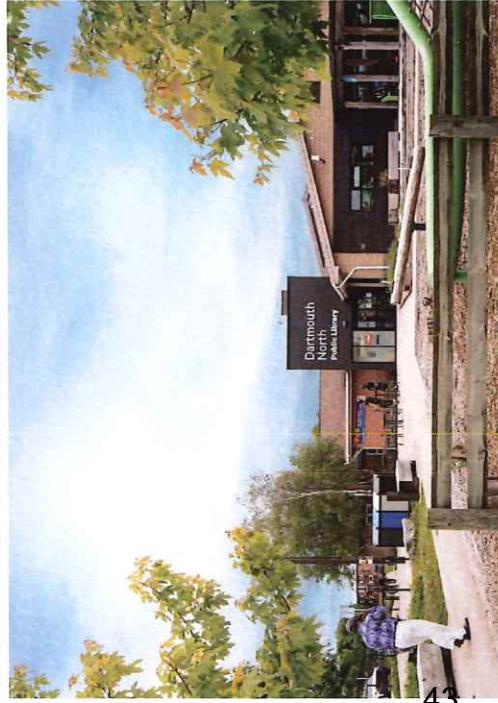


2—Cape Breton Regional Library—Siting Analysis — March 2025



Fathom Studio

Dartmouth North Library
Renovation and Addition



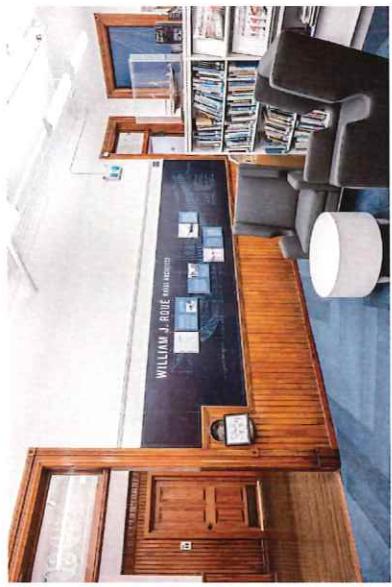
HRM Bedford Library Siting Study



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Keshen Goodman Library Renovation



Lunenburg Library



Wolfville Library & Town Hall Siting Study

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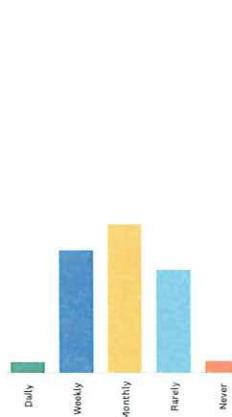
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Survey Results

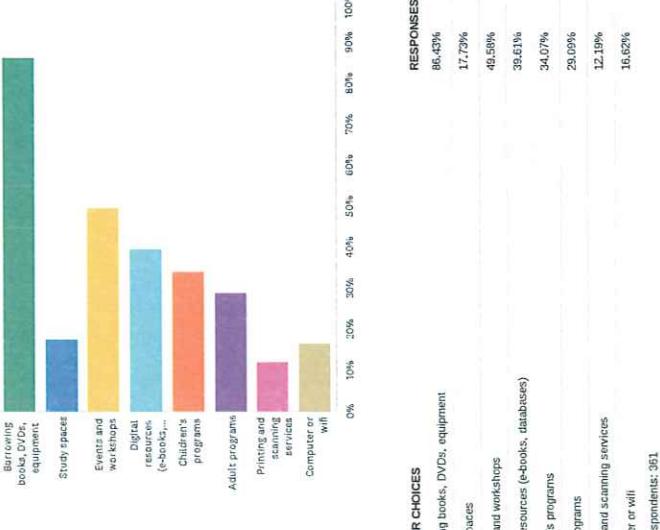
Q1 How often do you visit the downtown Sydney library?

Answered: 374 Skipped: 0



Q2 What services do you use at the library? Select all that apply

Answered: 361 Skipped: 23

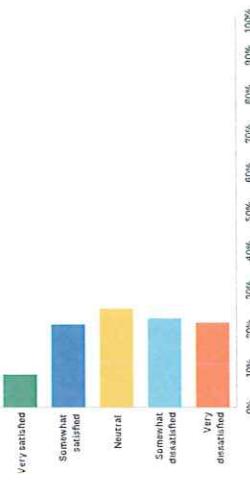


86% are there to borrow, while almost 50% come for events.

1 / 13

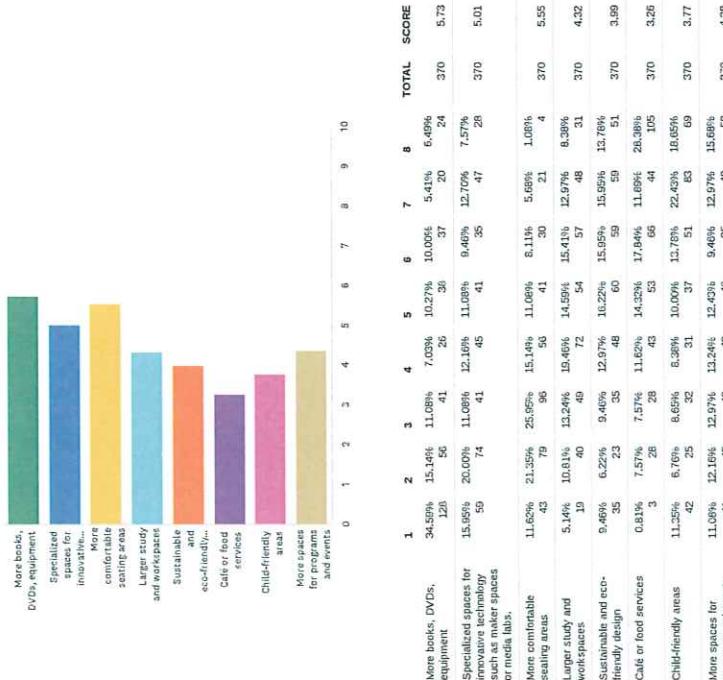
Q3 How satisfied are you with the current library building?

Answered: 271 Skipped: 3



Q6 Place the following features in order from most important to least important to you?

Answered: 370 Skipped: 4



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Over 20% of respondents are very dissatisfied with the current library. Almost half are very or somewhat dissatisfied. Only 30% are very or somewhat satisfied.

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Q7 How do you usually get to the library?

Answered: 367

Skipped: 7



Q8 How would you prefer to get to the library?

Answered: 365

Skipped: 9



ANSWER CHOICES	RESPONSES
by car	86.55%
by bus	3.27%
by bike	0.27%
by taxi	0.27%
by walking or wheelchair	9.54%
TOTAL	367

ANSWER CHOICES	RESPONSES
by car	318
by bus	12
by bike	1
by taxi	1
by walking or wheelchair	35
TOTAL	365

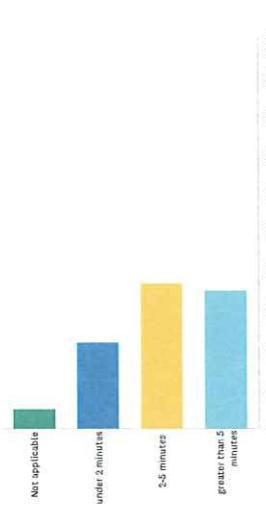
87% of people get there by car, only 3% by bus.

More people would like to walk or get there by bus or bike.

Q9 If you visit by car, how long does it normally take to find parking?

Answered: 265

Skipped: 9

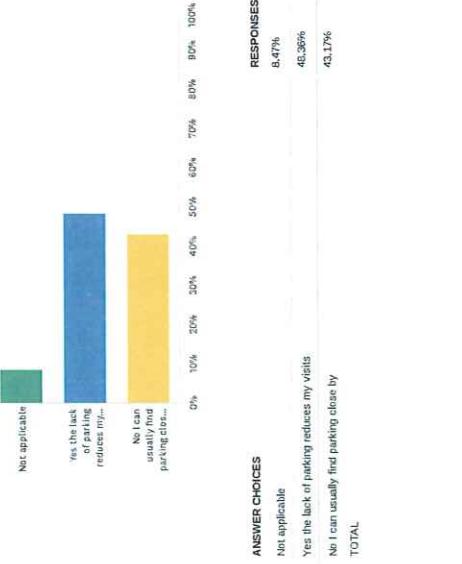


ANSWER CHOICES	RESPONSES	PERCENTAGE
Not applicable	10	3.7%
under 2 minutes	221	80.7%
2-5 minutes	51	18.6%
greater than 5 minutes	120	43.8%
TOTAL	265	100%

Q10 Is parking a limiting factor for your visit?

Answered: 265

Skipped: 0

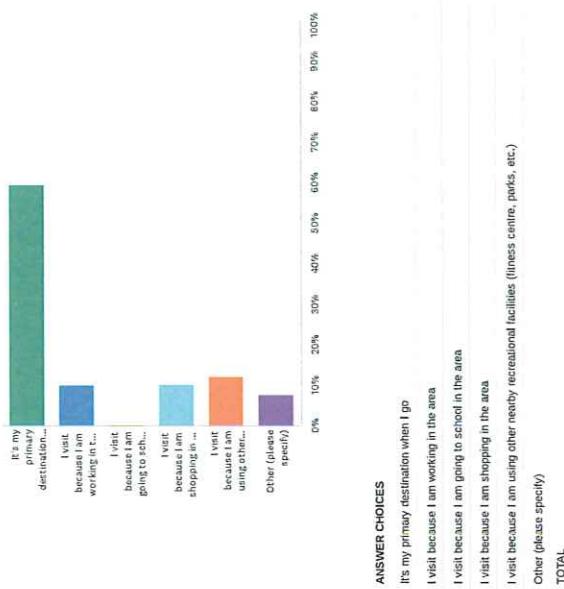


Over one third of the respondents take more than 5 minutes to find parking.

Almost half the respondents say lack of parking limits their visits.

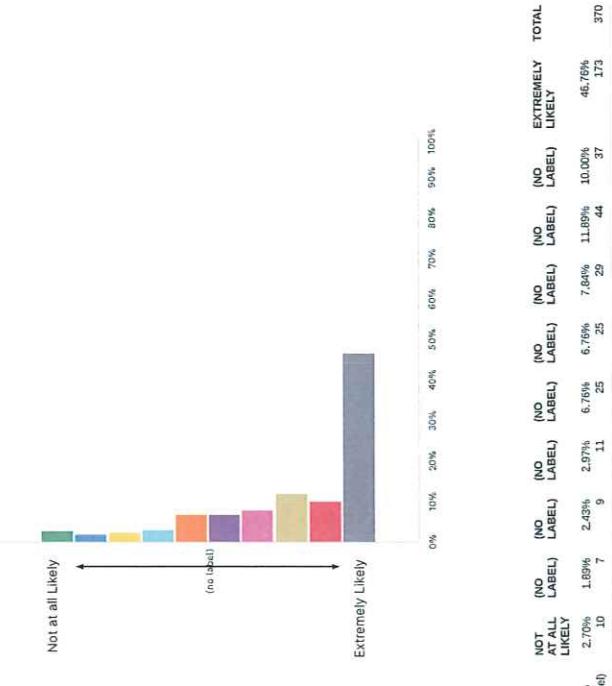
Q11 When you visit the library, is that the main reason you come downtown?

Answered: 398 Skipped: 6



Q12 How likely is it that you would recommend the Sydney Library to others?

Answered: 370 Skipped: 4



60% of respondents that visit say the library is the prime destination for their trip.

11 / 13

Even though half respondents are very or somewhat dissatisfied, almost 50% are extremely likely to recommend it.

12 / 13

Sites Analysis

Sites for Consideration

Five sites were considered for the new library as part of the analysis provided by the Steering Committee for consideration. Two of the sites (the McConnell Library site and the Prince & George site) are already owned by CBRM, the remaining three sites are privately owned but may be able to be purchased. These sites include:

1. McConnell Library, 50 Falmouth Street (PID 150655618)
2. Wentworth Court, 70 Crescent St (PID 150688612)
3. The Bargain Shop, 335/337 Charlotte St (PID 15062953)
4. Prince & George Corner (PID 15395346)
5. Original Cape Breton Post Building, 75 Dorchester St (PID 15054588)



Site Suitability Criteria

Fathom worked with the Steering Committee to develop site suitability criteria for scoring each site. A site suitability analysis is a process used to determine the appropriateness of a given site for a specific use, in this case, a new central library. The new library will replace the current James McConnell/Memorial Library and previous studies and stakeholder engagement have identified the downtown BIDC of Sydney as the most appropriate location for the library.

The analysis involved evaluating various factors that can impact the suitability of the site for a library use. These factors can include physical, environmental, economic, and social considerations.

Purpose and Objectives:

The purpose of this analysis is to identify the best site in Downtown Sydney for the new Library that addresses the needs of the facility, its staff and its users. The program for the facility was developed in a previous exercise but the key takeaways from the initial discussions were that the site needed to:

- Provide 45,000 sf of usable library area,
- Support 25 parking spaces for staff and additional for visitors if possible
- be located in the downtown and on a main road to create economic spinoffs
- be close to transit and AT
- be close to cultural, recreational and educational facilities
- not be encumbered by features that would cause undue costs like environmental cleanups, bedrock blasting, rezoning or other regulatory constraints, etc.

This list of positive and negative site selection criteria was developed in more detail with the committee and the criteria was weighted based on its importance to the overall suitability of the site. This step helps in prioritizing certain factors over others. The sites were then scored based on the criteria and their respective weights (from 1 to 5) to rank the sites from most suitable to least suitable.

The "Best" score achievable is 58, with all positive criteria and no negative criteria. This score represents a score of 100%. This approach allows other site scores to be transposed to a percent score out of 100%.

Cape Breton Central Library
Site Suitability Criteria
v4. Sept 19, 2024

		Score	
		Yes/No	Weight
	Environmental Impacts	1	5
	Cultural Impacts	1	5
	Visitor Experience	1	5
	Staff Quality of Life	1	5
	Maintenance Cost Impact	1	5
	Construction Cost Impact	1	5
	Fronts on 2 or more streets	1	4
	High Pedestrian Traffic	1	4
	Within 200m of planned AT Bike Lanes	1	4
	Accommodates at least 25 parking spaces	1	4
	Close to additional parking (>100 vehicles)	1	4
	Close to ancillary facilities (YMCA, NSCC, Newcome agencies, CBU satellite sites etc)	1	4
	Outdoor library space (at grade minimum 1,000 sf)	1	4
	Sustainable design potential (district energy)	1	4
	High Vehicle Traffic	1	3
	Within 200m of a public park or boardwalk	1	2
	Views of the waterfront	1	1
	Positive Total	58	
	Negative Criteria		
	Building must be demolished or adaptive reuse	1	5
	Requires temporary library relocation during construction	1	4
	Site remediation will create undue extra costs	1	4
	Creates negative impacts for surrounding single detached homes	1	2
	Land Cost	1	3
	Bedrock close to surface	1	3
	Negative Micoclimate (sunlight, wind, smell)	1	2
	Site within 100m of > 2-car/pedestrian accidents in 5 years	1	2
	Negative Micoclimate (sunlight, wind, smell)	1	2
	Known encumbrances: legal, environmental, physical, climatic	1	2
	Negative Total	-30	
	Total Best Score	58	
	Best Score out of 100%	100%	
	Weights		
	Large Impact	1	
	Positive Impacts	2	
	Negative Impacts	3	
		4	
		5	

1.1 JAMES MCCONNELL MEMORIAL LIBRARY, 50 FALMOUTH ST (PID 150655618)

CBRM-owned site - 20,616 sf + 3600 sf CBRM lot = 25,116 sf

Potential to purchase 1 PID 15065543 to expand?
1 storey (10-12') drop from Bentinck to Charlotte.

Fronts on Charlotte Main Street, Falmouth and Bentinck so highly visible

Location is already known as the library site

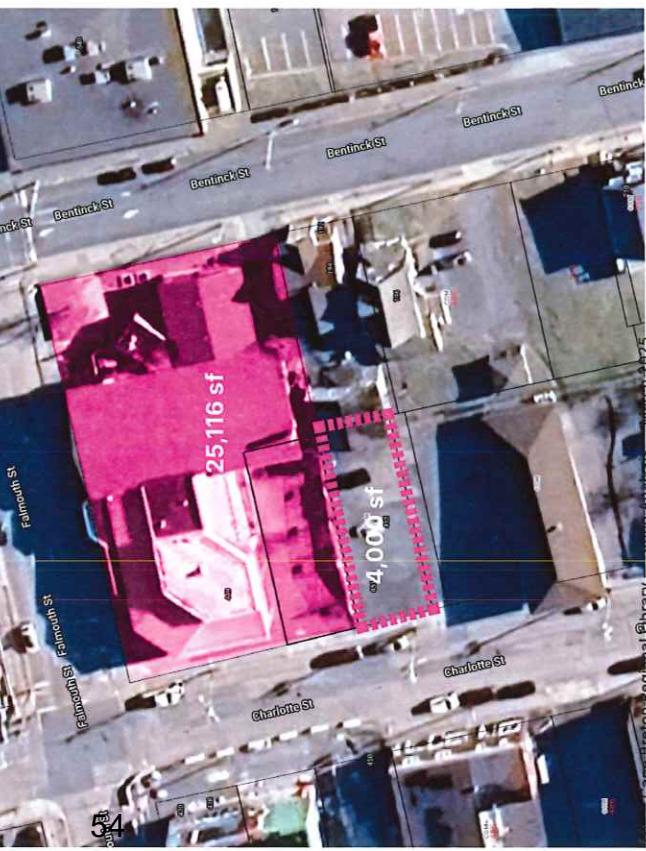
Would require temporary (2 year) relocation during demolition and reconstruction
Close to YMCA and NSCC

CBRM-owned site - 20,616 sf + 3600 sf CBRM lot = 25,116 sf

Potential to purchase 1 PID 15065543 to expand?
1 storey (10-12') drop from Bentinck to Charlotte.

Fronts on Charlotte Main Street, Falmouth and Bentinck so highly visible

Location is already known as the library site



McConnell Memorial Library Site
Site Suitability Scoring

		Yes/No		Weight		Score	
Positive Criteria				1	5	5	5
Within BDC Downtown Core	✓			1	5	5	5
Site can accommodate 45,000 sf	✓			1	5	5	5
Within 200m of a bus stop	✓			1	5	5	5
Site accommodates 3 loading bays	✓			1	4	4	4
Fronts on 2 or more streets	✓			1	4	4	4
High Pedestrian Traffic	✓			1	4	4	4
Within 200m of planned Alt Bike Lanes	✓			1	4	4	4
Accommodates at least 25 parking spaces	✓			1	4	4	4
Close to additional parking (>100 vehicles)	✓			1	4	4	4
Close to ancillary facilities (YMCA, NSCC, Newcomee agencies, CBU satellite sites etc)	✓			1	4	4	4
Outdoor library space (at grade minimum 1,000 sf)	✓			1	4	4	4
Sustainable design potential (district energy)	✓			1	4	4	4
Hill Vehicle Traffic	✓			1	3	3	3
Within 200m of a public park or boardwalk	✓			1	2	2	2
Views of the waterfront	✓			1	1	1	1
Positive Total							58
Negative Criteria							
Building must be demolished or adaptive reuse	✗						
Requires temporary library relocation during construction	✗						
Site remediation will create unique extra costs	✗						
Creates negative impacts for surrounding single detached homes	✗						
Land Cost	✗						
Bedrock close to surface	✗						
Negative Micoclimate (sunlight, wind, smell)	✗						
Site has potential negative cultural references	✗						
Known encumbrances: legal, environmental, physical, climatic	✗						
Negative Total							-9
Total Score							49
Score out of 200%							84%
Weights	1	2	3	4	5		
Large Impact	Positive Impacts	Negative Impacts					
Low Impact							



Score 84%

1.2 WENTWORTH COURT, 70 CRESSENT ST (PD 15068612)

- ✓ 2.2 acre site with ample parking
- ✗ Would require adaptive reuse of existing building
- ✗ Not in the BIDC and not close to any spin-off facilities
- ✗ Close to Wentworth Park and AT Route/transit
- ✗ Low visibility
- ✗ Past use as a courthouse may have negative connotations to some communities.

Wentworth Court Site
Site Suitability Scoring

Positive Criteria	Score				
	Yes/No	Weight	Score	Comments	
Within BIDC Downtown Core	1	5	5		
Site can accommodate 45,000 sf	1	5	5		
Within 200m of a bus stop	1	5	5		
Site accommodates 2 loading bays	1	5	5		
Fronts on 2 or more streets	1	4	4		
High Pedestrian Traffic	1	4	4		
Within 200m of a planned AT like lanes	1	4	4		
Accommodates at least 25 parking spaces	1	4	4		
Close to additional parking (>200 vehicles)	0	0	0		
Close to ancillary facilities (YMCA, NSCC, Newcomer Agencies, CBU satellite sites etc)	1	4	4		
Outdoor library space (at grade minimum 1,000 sf)	0	0	0		
Sustainable design potential (district energy)	1	4	4		
High Vehicle Traffic	1	3	3		
Within 200m of a public park or boardwalk	1	2	2		
Views of the waterfront	1	1	1		
Positive Total	37				
Negative Criteria	Score				
	Yes/No	Weight	Score	Comments	
Building must be demolished or adaptive reuse	1	5	5		
Requires temporary library relocation during construction	0	4	0		
Site remediation will create undue extra costs	1	2	2		
Creates negative impacts for surrounding single detached homes	1	3	3		
Land Cost	0	0	0		
Bedrock close to surface	1	3	3		
Site has potential negative cultural references	1	2	2		
Negative Microclimate (sunlight, wind, smell)	0	2	0		
Site within 100m of 2 car/pedestrian accidents in 5 years	0	2	0		
Known encumbrances: legal, environmental, physical, climatic	0	2	0		
Negative Total	-10				
Total Score	27				
Score out of 100%	47%				



Score 47%

1.3 THE BARGAIN SHOP - 335/337 CHARLOTTE ST. (PID 15062953)

- Privately-owned List price \$960 k
- Require underground parking to support 18-25 spaces
- Requires 3 storeys to support 45,000 sf
- Requires building demolition
- Located on Charlotte Street
- Close to YMCA and NSCC
- Fronts on 2 streets

Bargain Shop Site

Site Suitability Scoring

Positive Criteria		Negative Criteria		Weights	
Score out of 100%	Impact	Score out of 100%	Impact	Score	Impact
Within B1C Downtown Core	Positive	Buildings must be demolished or adaptive reuse	Negative	1	Large Impact
Site can accommodate 45,000 sf	Positive	Temporary library relocation during construction	Negative	5	Positive Impacts
Within 200m of a bus stop	Positive	Site remediation will create undue extra costs	Negative	4	Neutral
Site accommodates 2 loading bays	Positive	Creates negative impacts for surrounding single detached homes	Negative	2	Negative Impacts
Fronts on 1 or more streets	Positive	Buildings close to surface	Negative	3	Low Impact
High Pedestrian Traffic	Positive	Site has potential negative cultural references	Negative	3	
Within 200m of planned At Bike Lanes	Positive	Negative Microclimate (sunlight, wind, smell)	Negative	2	
Accommodates at least 25 parking spaces	Positive	Known encumbrances: legal, environmental, physical, climatic	Negative	2	
Closes to auxiliary facilities (YMCA, NSCC, Newconner agencies, CBU satellite sites etc)	Positive	Negative Total	Negative	2	
Outdoor library space (at grade minimum 1,000sf)	Positive	Total Score	Score out of 100%	13	
Additional parking >20 vehicles	Positive				36
High Vehicle Traffic	Positive				62%
Within 200m of a public park or boardwalk	Positive				
Views of the waterfront	Positive				
Positive Total					
Negative Criteria		Weights		Score	
Construction Cost Impacts	Negative	1	Weight	5	Score
Maintenance Cost Impacts	Negative	1	Weight	5	Score
Visitor Experience	Negative	1	Weight	5	Score
Cultural Impacts	Negative	1	Weight	5	Score
Environmental Impacts	Negative	1	Weight	5	Score
Start Quality of Life	Negative	1	Weight	5	Score
Site accommodates 2 loading bays	Negative	1	Weight	5	Score
Fronts on 1 or more streets	Negative	1	Weight	5	Score
High Pedestrian Traffic	Negative	1	Weight	5	Score
Within 200m of planned At Bike Lanes	Negative	1	Weight	5	Score
Accommodates at least 25 parking spaces	Negative	1	Weight	5	Score
Closes to auxiliary facilities (YMCA, NSCC, Newconner agencies, CBU satellite sites etc)	Negative	1	Weight	5	Score
Outdoor library space (at grade minimum 1,000sf)	Negative	1	Weight	5	Score
Additional parking >20 vehicles	Negative	1	Weight	5	Score
High Vehicle Traffic	Negative	1	Weight	5	Score
Within 200m of a public park or boardwalk	Negative	1	Weight	5	Score
Views of the waterfront	Negative	1	Weight	5	Score
Negative Total					
Total Score					
Score out of 100%					



Score 62%

1.4 PRINCE & GEORGE LOT (PID 15395346)

Owned by CBRM

✗ Won't support 45,000 sf building

Located on busy street corner with AT and Transit

Parking entry close to intersection

Can support 30 underground spaces

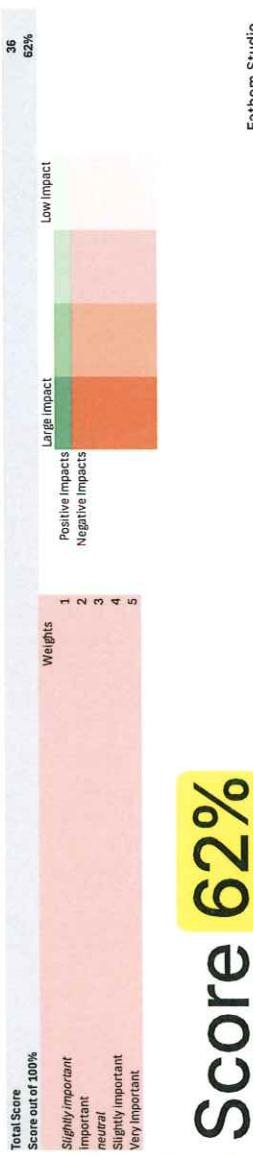
Close to Centre 200

✗ Unknown underground environmental



George and Prince Lot Site Suitability Scoring

Positive Criteria	Construction Cost Impacts					Maintenance Cost Impacts					Staff Quality of Life					Visitor Experience					Cultural Impacts					Environmental Impacts					Yes/No					Weight	Score								
	Construction Cost	Construction Cost	Construction Cost	Construction Cost	Construction Cost	Maintenance Cost	Maintenance Cost	Maintenance Cost	Maintenance Cost	Maintenance Cost	Staff Quality of Life	Visitor Experience	Cultural Impacts	Cultural Impacts	Cultural Impacts	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No																									
Within BIDC Downtown Core	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5													
Site can accommodate 45,000 sf	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0													
Within 200m to a bus stop	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	5													
Site accommodates 2 loading/bays	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Fronts on 2 or more streets	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
High Pedestrian traffic	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Within 200m of a planned bike lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Accommodates at least 25 parking spaces	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Close to additional parking (>100 vehicles)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Close to ancillary facilities (Centre 200, etc etc)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Outdoor library space (at grade minimum 1,000 sf)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Sustainable design potential (district energy)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
High Vehicle Traffic	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Within 200m of a public park or boardwalk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Views of the waterfront	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Positive Total	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	44	44											
Negative Criteria																																													
Building must be demolished	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Requires temporary library relocation during construction	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Site remediation will create undue extra costs	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Creates negative impacts for surrounding single detached homes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Land Cost	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Bedrock close to surface	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Site has potential negative cultural references	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Negative Microclimate (sunlight, wind, smell)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Site within 200m of >2 cct/bedroom accidents in 5 years	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Known encumbrances: legal, environmental, physical, climatic	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Negative Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	4													
Total Score	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36						
Score out of 100%																																													
Weights	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
Positive Impacts	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
Negative Impacts	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5



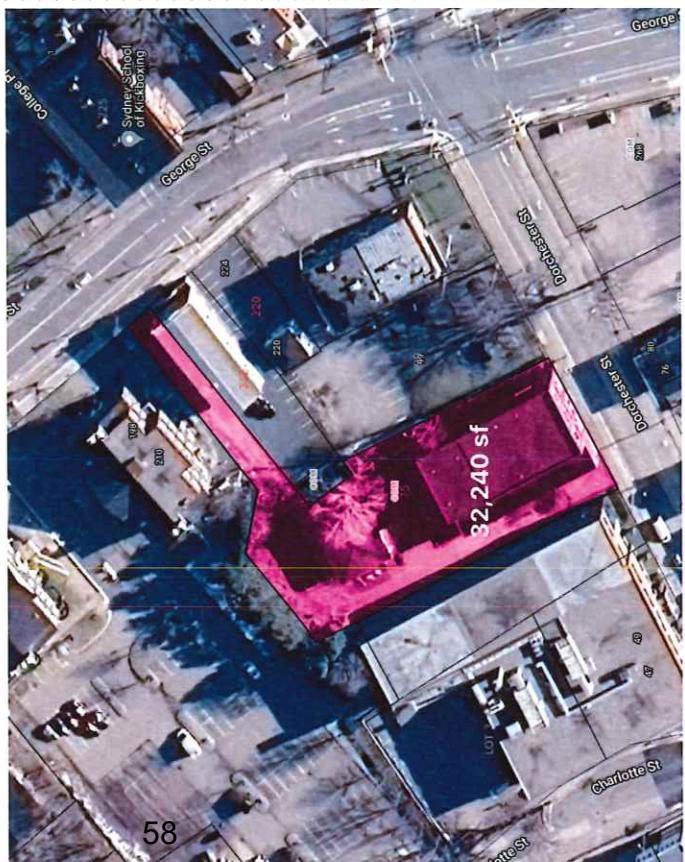
Score 62%

1.5 ORIGINAL CAPE BRETON POST BUILDING, 75 DORCHESTER ST (PID 15061120)

- ✗ Privately-owned List price unknown
- ✗ Would not support 25 parking
- ✓ Requires adaptive reuse of heritage building
- ✓ Located on Dorchester and George Street
- ✓ Close to main bus route
- ✓ Close to waterfront

Original Cape Breton Post Site
Site Suitability Scoring

Positive Criteria		Negative Criteria		Score	
Within BIDC Downtown Core	Within 200m of a bus stop	High Pedestrian traffic	Within 200m of planned AT bike lanes	1	5
Site can accommodate 45,000 sf	Site accommodates 2 loading bays	High Vehicle Traffic	Accommodates at least 25 parking spaces	1	5
Within 200m to a bus stop	Fronts on 2 or more streets	Within 200m to a public park or boardwalk	Close to additional parking (>100 vehicles)	1	5
Site accommodates 2 loading bays	High Pedestrian traffic	Views of the waterfront	Close to ancillary facilities (YMCA, NSCC, Newcomer agencies, CBU satellite sites etc)	0	5
Fronts on 2 or more streets	High Pedestrian traffic	Positive Total	Outdoor library space (at grade minimum 1,000 sf)	1	4
High Pedestrian traffic	High Pedestrian traffic		Sustainable design potential (district energy)	0	4
High Pedestrian traffic	High Pedestrian traffic		High Vehicle Traffic	1	3
High Pedestrian traffic	High Pedestrian traffic		Within 200m to a public park or boardwalk	1	2
High Pedestrian traffic	High Pedestrian traffic		Views of the waterfront	1	1
High Pedestrian traffic	High Pedestrian traffic		Positive Total	1	46
Construction Cost Impacts		Maintenance Cost Impacts		Score	
Construction Cost Impacts	Maintenance Cost Impacts	Cultural Impacts	Environmental Impacts	1	5
Score out of 100%		Weights		Score	
32,240 sf	32,240 sf	1	1	36	62%
		2	2		
		3	2		
		4	2		
		5	2		



58

Weights		Impact		Score	
1	Positive impacts	1	Low impact	36	62%
2	Negative impacts	2	Medium impact		
3	Neutral	3	High impact		
4	Slightly important	4	Very high impact		
5	Very important	5			

Score 62%

Top Site Rankings

The following Scores were attained by each site using the criteria developed by the Steering Committee:

The highest ranked site was the existing McConnell Library site (84%), and the lowest ranked site was the Wentworth Court site (55%).

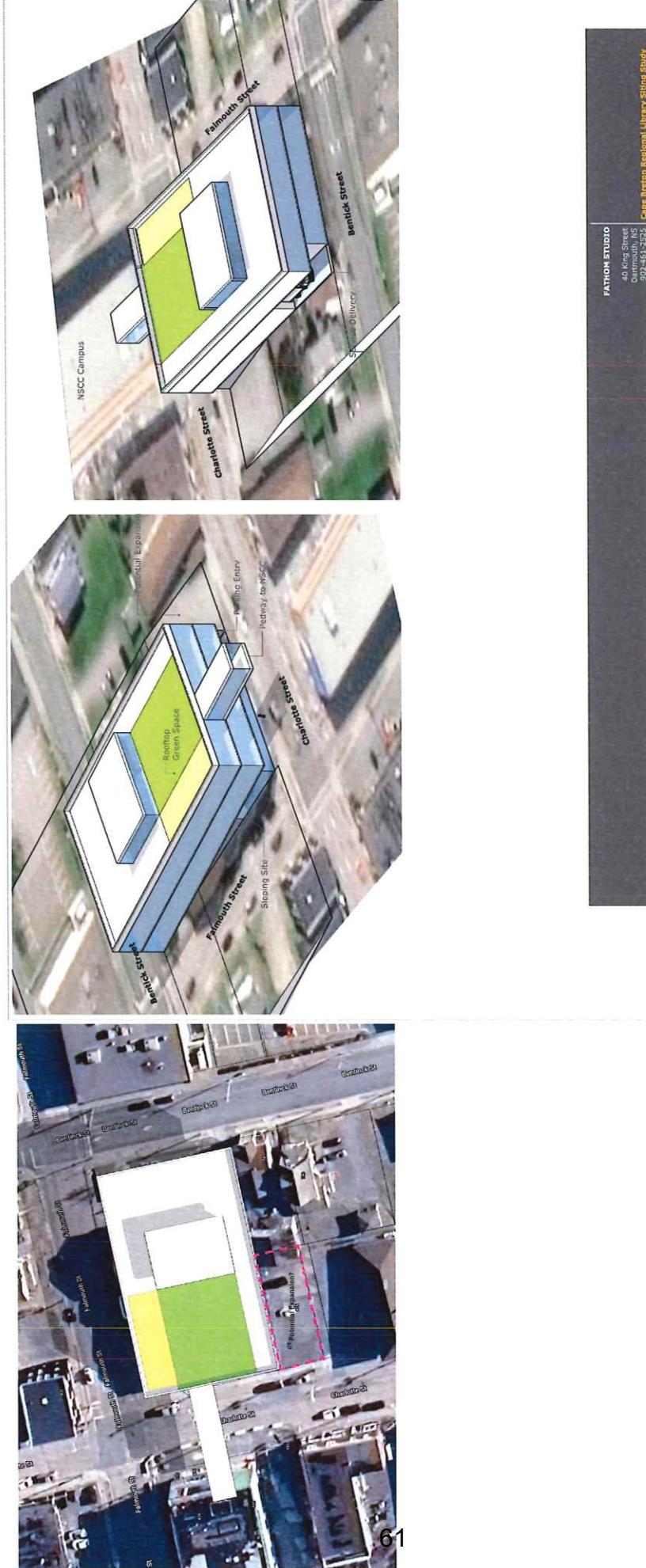
Final Scores

Site	Score	Rank
McConnell Memorial Library Site	84%	1
Original Cape Breton Post Site	62%	2
Bargain Shop Site	62%	2
George and Prince	62%	2
Wentworth Court Site	47%	3



Site Massing Models

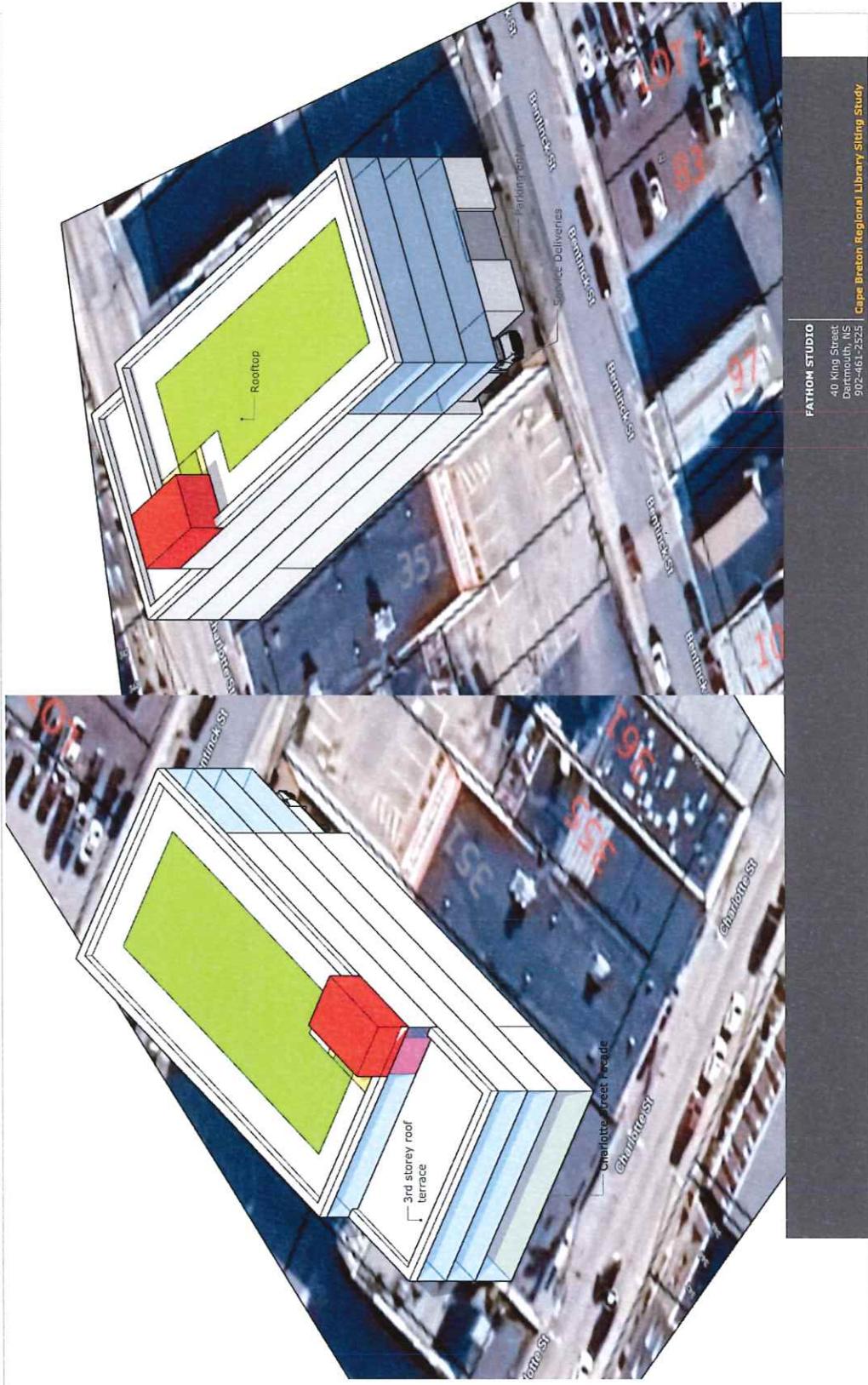
McConnell Library Site



McConnell Library Site

GFA = 48,033 sf
Parking = 39
Storeys 2.5





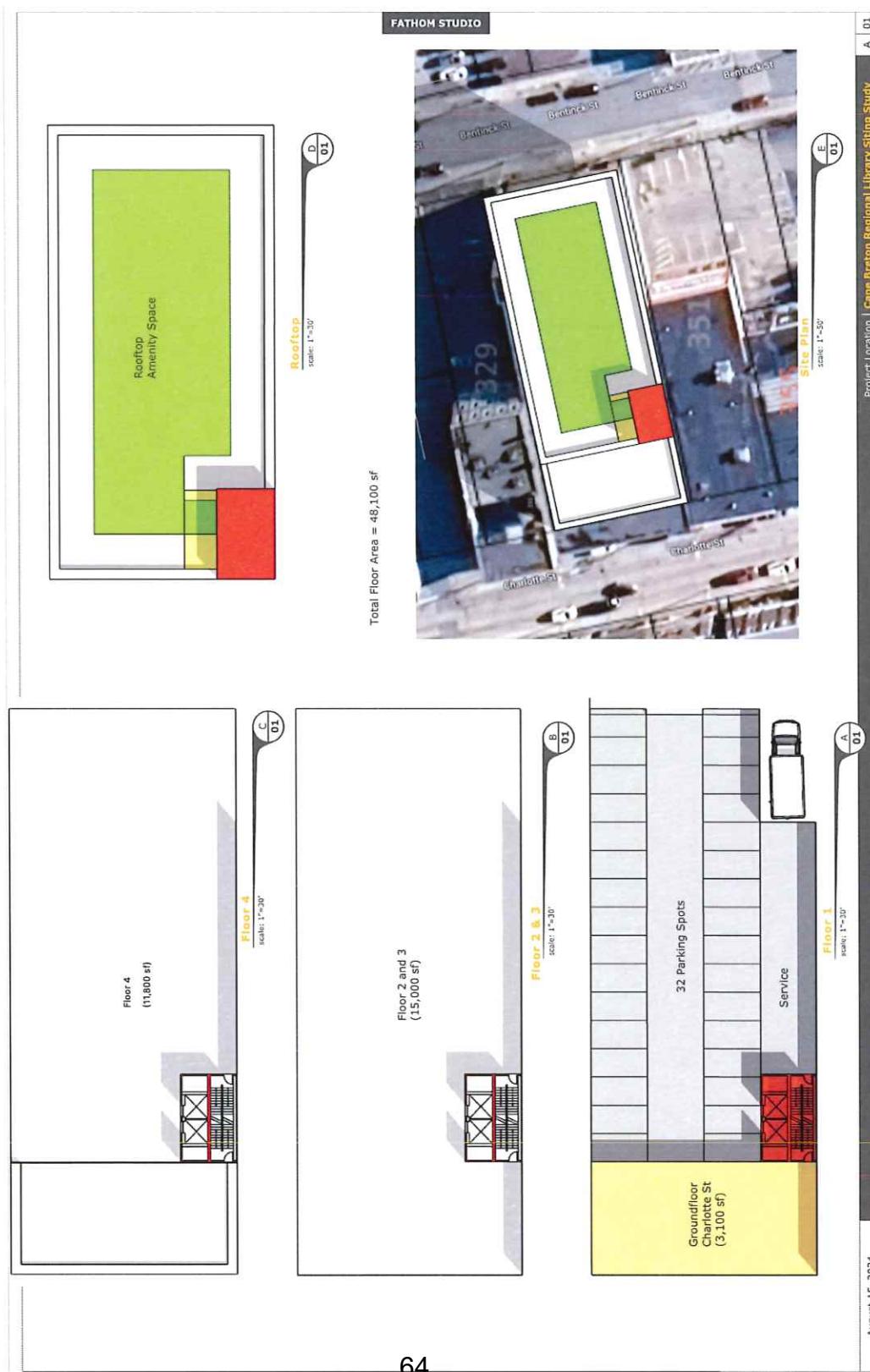
FATHOM STUDIO

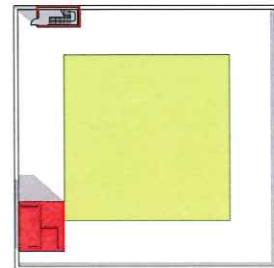
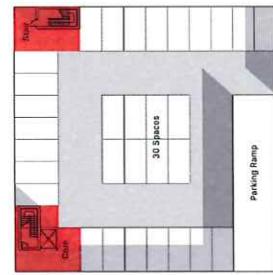
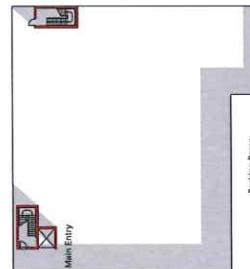
40 King Street
Dartmouth NS
902-461-2525

Cape Breton Regional Library Siting Study

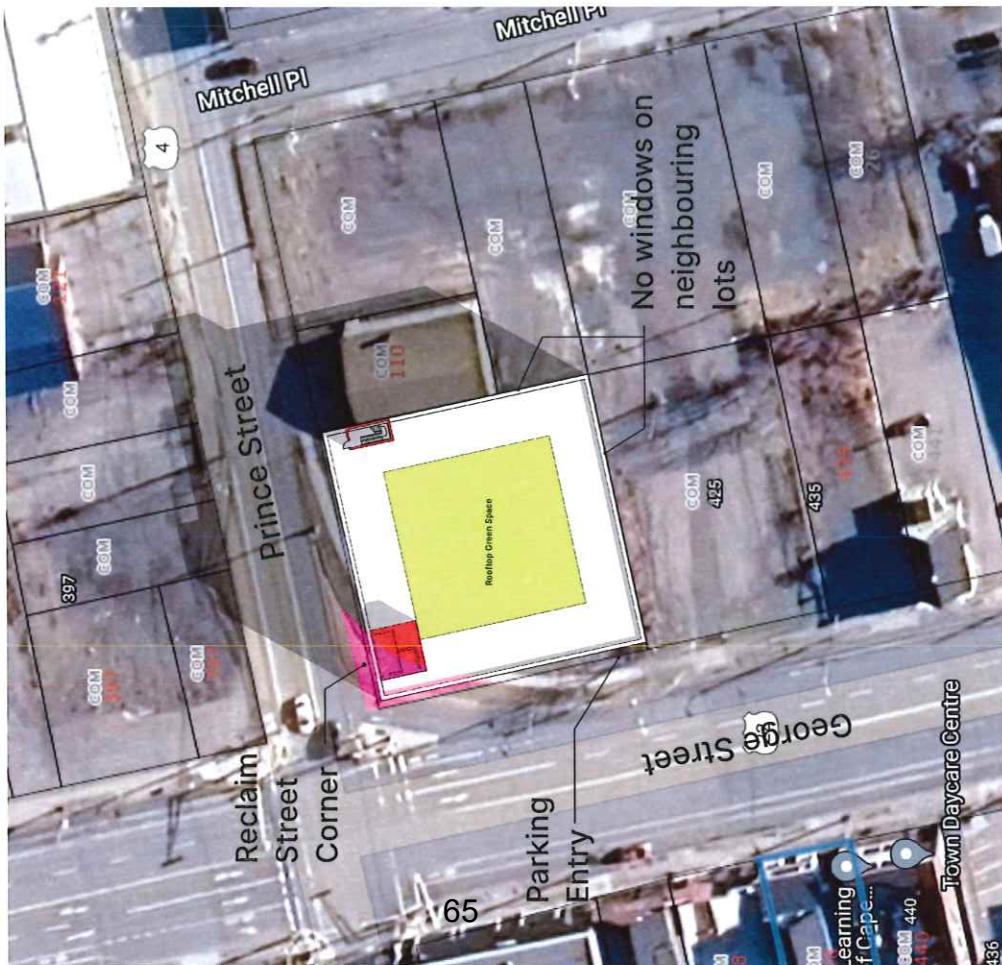
Bargain Site

GFA = 44,900 sf
Parking = 32
Storeys 4





George and Prince Site



Thank you!



Cape Breton Regional Municipality

STAFF REPORT

April 1, 2025

To: Mayor and Council

Subject: Land Expropriation - PID 155006901, New Waterford

Background

The attached map illustrates a section of the existing cross-country sanitary sewer collector main running between Stanley Street and King Street in New Waterford, Nova Scotia. This sewer main, which parallels the shoreline and serves approximately 960 households, is currently threatened by severe coastal erosion. To ensure the continuation of sanitary sewer service and compliance with federal effluent regulations, relocation further inland is necessary.

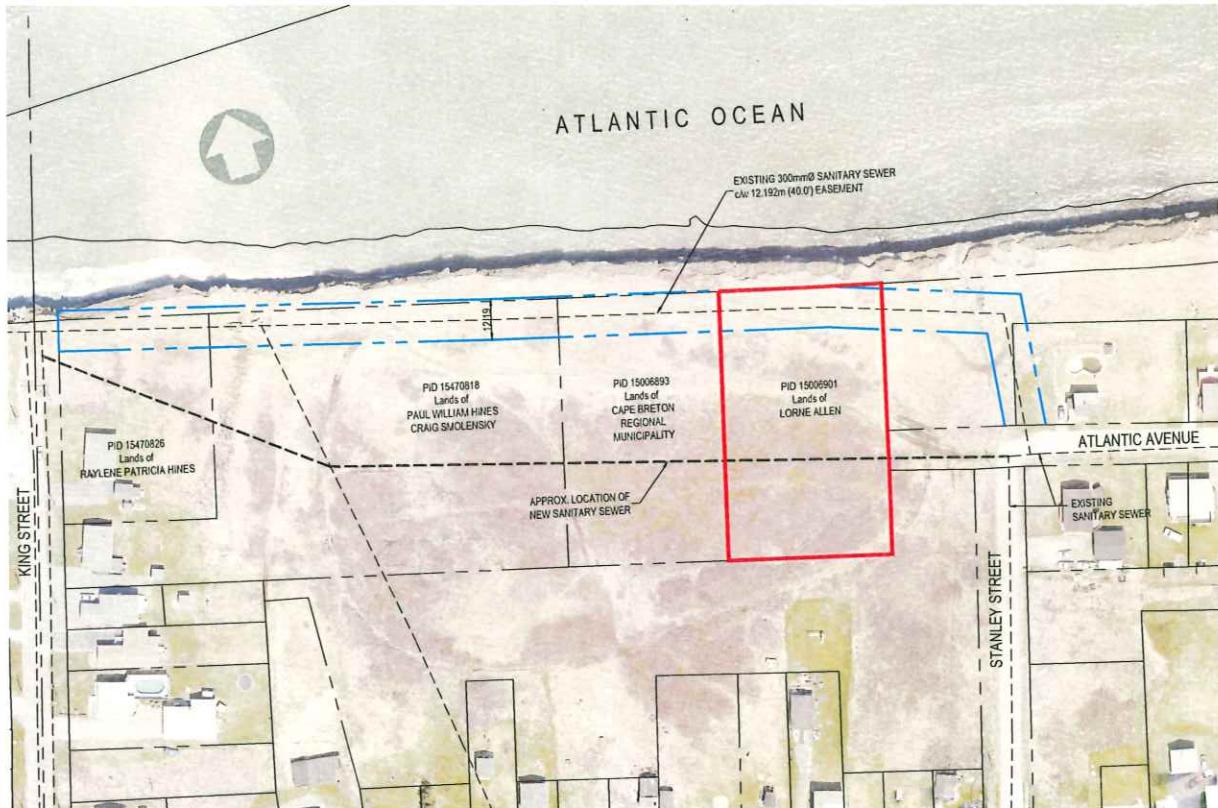
The replacement of this sanitary sewer is partially funded by the Municipal Capital Growth Program and is scheduled for construction within this fiscal year. To proceed, the Cape Breton Regional Municipality (CBRM) requires property rights to PID 155006901, currently owned by Mr. Lorne Allen. Despite efforts to negotiate the relocation of the existing easement further inland, the property owner has refused to grant an easement. Consequently, an appraisal report was completed on February 16, 2025, by McCharles AuCoin Appraisals, which determined the fair market value of the property to be \$15,000. Mr. Allen has declined to sell the property at this appraised fair market value and has requested to proceed with the expropriation process.

Recommendation

It is recommended by staff that the Committee of the Whole direct Council to pass a motion directing staff to proceed with the expropriation of PID 155006901. This action is necessary to advance the construction of the collector sewer project and ensure uninterrupted service delivery.

Respectfully submitted,

Cory Youden, P.Eng.
Manager, Engineering Services



Y:\EPW\ES PROJECTS\2024\ESP-24-0034-NEW WATERFORD CROSS COUNTRY SEWER REPLACEMENT\ATTACHMENT 'A'.DWG



City Hall
320 Esplanade
Sydney, NS B1P 7B9

Councillor Agenda Request Form

<input checked="" type="checkbox"/> Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
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Date of Council Meeting: April 1st ,2025

Subject: Boundary review for reinstalment of French Road Area in CBRM District 7

Motion for Council to Consider:

I would like to motion that the area of French Rd, that was recently realigned before the last municipal election be considered and reviewed by the URB for reinstatement back into CBRM District 7.

Rational:

The area in question affects approximately 40 homes and seventy residents. During the most recent elections communication of said change was not totally understood by residents who at the time had to drive by 3 polling stations in CBRM District 7 to vote in CBRM District 8 as identified on their polling information. As you can appreciate, residents who voted in the community of Gabarus for years , now had to drive upwards to 23 kilometres in order to partake in the election of 2024.

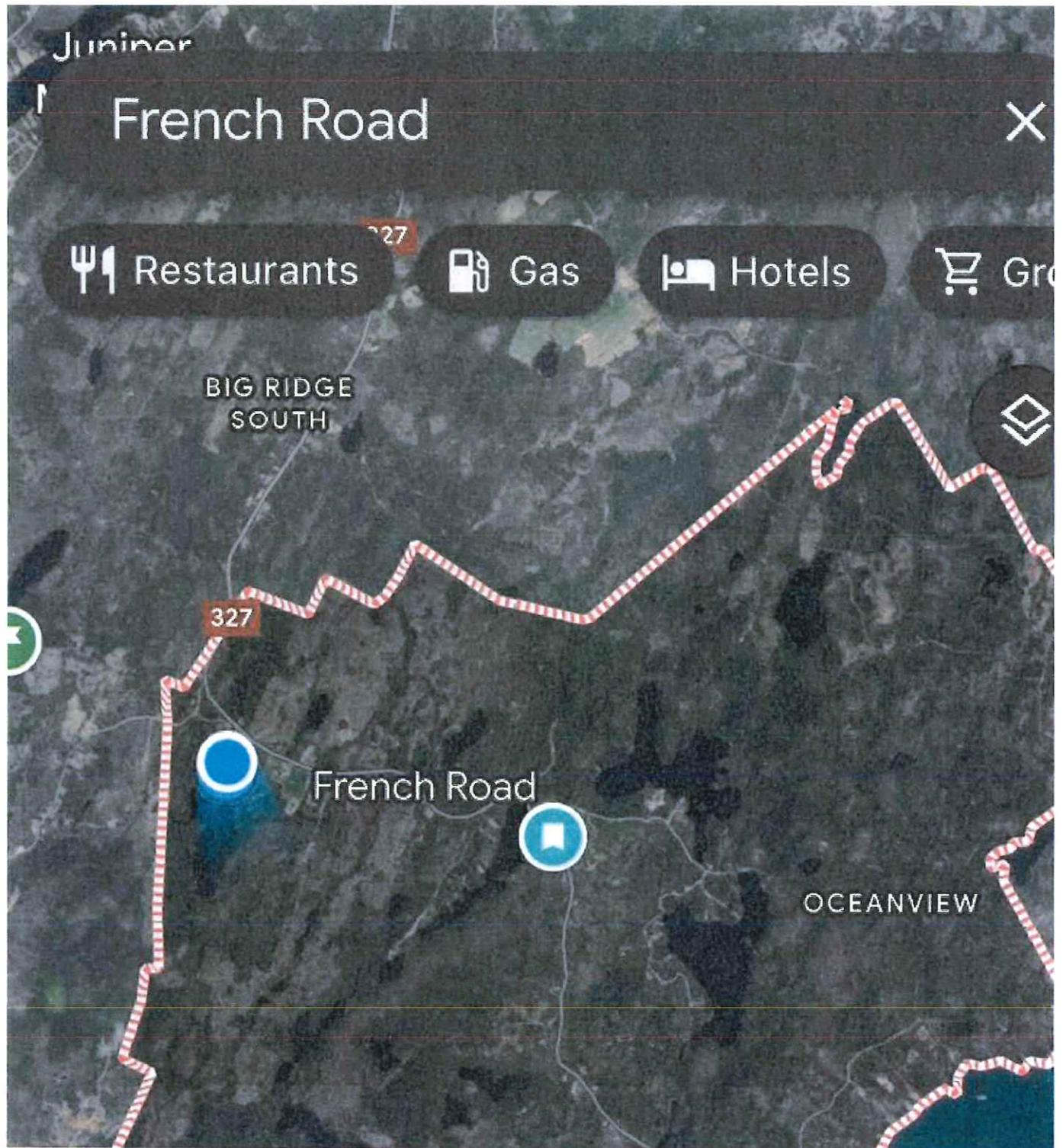
Outcome Sought:

The residents of this area (Map attached) would like to go back being a Part of CBRM District 7 given their proximity and the fact that they feel from a geographical and voting standpoint the probability of sitting up a polling station for 70 voters would not be practical in any sense.

<i>Councillor Steve Parsons Date March 07/2025</i>	<i>Received by Clerk's Department (date):</i>
--	---

Steve Parsons

From: Steve Parsons
Sent: March 27, 2025 1:01 PM
To: Steve Parsons
Subject: Pic





City Hall
320 Esplanade
Sydney, NS B1P 7B9

Councillor Agenda Request Form

<input checked="" type="checkbox"/> Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) <ul style="list-style-type: none">- Announcement- Referral- Submit Petition- Notice of Motion
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Date of Council Meeting: April 1st, 2025

Subject: Snow clearing of provincial roadways in Suburban areas

Motion for Council to Consider:

Would like to Motion that when the time arrives that CBRM staff opens up the discussions surrounding a new Service Agreement with the Province, that Standards of Snow Clearing and maintenance be enforced as they are for all provincial roads regardless who is awarded the contract by provincial Public Works Department .

Rationale: The latest major snowfall in February Howie Center and area streets (pics submitted to Area manager and MLA Brian Comer and Minister Fred Tillie), where snow covered along with a build up of 6-8 inches of ice on all roadways in this suburb for over THREE full days – long pass the twenty Four Hour standard by the province. In comparison streets in the neighbouring district not 4 kilometers away maintained by the same contractor in comparison where bare pavement the night of the storm. This lack of service has been continuous as long as I have been on council and for years prior according to residents and ironically since the new contractor has been engaged.

Outcome Sought:

On behalf of these tax payers I would expect nothing less that the province Public Works Department hold accountable their contractors in all rural and suburban areas roads that they are responsible for . These roadway standards should be reflected in a new Service Agreement that is to be agreed upon moving forward.

Councillor Steve Parsons
Date March 27 | 2025

Received by Clerk's Department (date):



City Hall
320 Esplanade
Sydney, NS B1P 7B9

Councillor Agenda Request Form

<input checked="" type="checkbox"/> Included on Agenda (Submitted to Municipal Clerk's Office by 4:30 pm seven days before the meeting)	Late Item (Submitted to Municipal Clerk's Office by Noon the day before the meeting)	Request from the Floor: (New Business) - Announcement - Referral - Submit Petition - Notice of Motion
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Date of Council Meeting: April 1, 2025

Subject: Improved Cellular Service

Motion for Council to Consider:

That CBRM Mayor and Council request Build Nova Scotia to improve cellular service connectivity and capacity within the Municipality (Cape Breton County), including the three highest traffic volume roadways with unreliable service:

1. Sydney-Glace Bay Highway – Reserve Mines/Sydney Airport; and
2. Route 4 – the Meadows/Kings Road; and
3. Highway 125 – Campbell's Hill/Balls Creek/Leitches Creek

Rationale:

Build Nova Scotia is conducting the “Cellular for Nova Scotia Network Map Survey” encouraging citizens across Nova Scotia to provide their feedback. Attached to this Agenda Request Form is Build Nova Scotia’s survey details.

Outcome Sought:

Direct advocacy to Build Nova Scotia to enhance cellular service and reduce connectivity, disruptions, and reliability concerns. Also, for Council to encourage citizens to visit the “Cellular for Nova Scotia Program Network Map” site and complete the survey at: www.networkmap.cfnsp.ca

Mayor Cecil P. Clarke
Date – March 27, 2025

Received by Clerk's Department (date):



Cape Breton Regional Municipality

**Office of Christa Dicks
Municipal Clerk**

320 Esplanade
Sydney, Nova Scotia
B1P 7B9
Tel: 902-563-5010
Fax: 902-564-0481
email: clerksoffice@cbrm.ns.ca
www.cbrm.ns.ca

March 25, 2025

Mr. Paul LaFleche
Deputy Minister
Department of Municipal Affairs and Housing
PO Box 216
Halifax, NS B3J 2M4

Re: Request for Review of PVSC Assessment Criteria for Residential Properties

Dear Deputy Minister LaFleche:

On behalf of the Cape Breton Regional Municipality Council, it is requested the Department of Municipal Affairs conduct a review of the Act as it relates to the Property Valuation Services Corporation (PVSC), and to include a review to reduce overall costs of assessment burden in the province.

Thank you for considering this request. We look forward to your response and are hopeful for a collaborative effort to address this important matter.

Yours sincerely,

**Christa Dicks
Municipal Clerk**

cc:
Mayor Cecil P. Clarke
Demetri Kachafanas, K.C., CAO
CBRM Council

From: Manon Provost [REDACTED]

Sent: Monday, March 17, 2025 10:58 AM

To: Mayor's Office <mayor@cbrm.ns.ca>

Subject: [EXTERNAL]- Cape Breton Regional Municipality - Sydney, NS - Mayor Cecil Clarke Re: Request that Cape Breton Adopt A Bylaw To Control Hateful Protests

Importance: High

Dear Mayor Clarke,

On behalf of Marvin Rotrand, Director General, United Against Hate Canada, I would like to bring to your attention the attached letter.

Best regards,

Manon Provost

Assistant

Marvin Rotrand

Director General

United Against Hate Canada



UNITED AGAINST HATE CANADA

BY EMAIL

March 17, 2025

Cecil Clarke
Mayor
Cape Breton Regional Municipality
320 Esplanade - Suite 400
Sydney, NS B1P 7B9

Re: Request that Cape Breton Regional Municipality Adopt a Bylaw to Control Hateful Protests

Dear Mayor Clarke,

This letter follows up our general email sent to municipalities across Canada in February and expands on the information in that note. We are today requesting that you consult your colleagues and examine the possible adoption of a bylaw that would control hateful rallies.

A new strategy to foment hate in Canada has been the targeting of religious institutions and faith-based schools. Protesters chanting hateful slogans have on numerous occasions blocked access and egress to such institutions with the aim of disrupting worship, social activities and teaching. Most frequently targeted have been synagogues and Jewish private schools but there have also been many cases of protesters at Sikh gurdwaras and Hindu temples.

There have been some arrests, but police response has been tentative, despite many cases of overt hate that likely contravened the criminal code. The rules governing protests are. For many police departments, simply not clear enough.

That has caused municipalities to consider a new type of legislation which would create a "bubble" or safe zone around such institutions. This would prevent protesters from coming within a certain distance of the institutions while preserving their right to protest.

Mayor Steven Del Duca brought such a bylaw to Vaughan City Council in June 2024 making it the first municipality to adopt such a municipal initiative. Entitled "*The Protecting Vulnerable Social Infrastructure Bylaw*", Vaughn Council legislated that:

.../2

"Organizing or participating in a nuisance demonstration within 100 metres of the property line of any vulnerable social infrastructure (such as a place of worship, school, childcare centre, hospital or congregate care facility) is prohibited in Vaughan."

Vaughan describes its reasoning for the bylaw as follows:

The by-law is not intended to prohibit peaceful gatherings, protests or demonstrations, including any such activities that occur as part of a labour union strike. The by-law is intended to protect everyone in Vaughan – all while balancing the fundamental importance of freedom of expression and freedom of assembly, with the safety and well-being of community members accessing vulnerable social infrastructure.

Vaughan's bylaw may be read here:

<https://www.vaughan.ca/residential/by-laws-and-enforcement/protecting-vulnerable-social-infrastructure-by-law>

Vaughan's example was followed by the City of Brampton. Together, these two major communities north of Toronto are home to a combined population of over 1.1 million persons. Brampton adopted its own "bubble zone bylaw" in November 2024. It too aimed at preventing nuisance demonstrations outside place of worship and was provoked by clashes at gurdwaras and temples within the municipality.

Last December 18, Toronto City Council took a very important step toward preventing hateful rallies that target minority groups. The Council adopted a thoughtful document entitled *Policy Framework - City Response to Demonstrations* and mandated the City Manager to initiate consultations that will lead, in the words of the motion, to a:

.... "by-law, with an emphasis on protecting vulnerable institutions such as places of worship, faith-based schools and cultural institutions, that supports the City's commitment to keeping Torontonians safe from hate and protects Charter rights that address impacts of demonstrations that target people based on their identity."

Canada's current anti-hate laws are cumbersome and not always effective. Legislation such as bubble zone bylaws can immediately help prevent the worst cases of intimidation of religious minorities. We anticipate such a motion in Toronto in April or May and should that be adopted, the question will arise as to whether Canada's other large cities should follow suit.

Canada already has a form of "bubble legislation" in place as there are laws outlawing protests at clinics. Several provinces have long had laws protecting the space around abortion clinics.

Ontario passed its own abortion clinic bubble zone law in 2017, to prevent harassment outside abortion clinics, hospitals, doctors' homes and offices. That law bars protesters from standing within 50 metres from the clinics while distributing pro-life pamphlets, harassing patients, or carrying graphic posters. British Columbia has had similar rules for decades.

Courts have ruled these laws are constitutional.

Moreover, during the pandemic, provinces expanded the no protest zones by including hospitals and even schools to prevent anti-vaccine protesters from harassing health care workers.

We are seeking bubble legislation at the federal level and in the interim seeking that similar protection be adopted by provincial and municipal governments.

That is why at the Quebec Regional Meeting of the National Forum to Combat Antisemitism held February 24, that United Against Hate Canada urged that Mayoralty candidates in this November's Montreal municipal election commit to the adoption by the City of Montreal of such a bubble bylaw to protect vulnerable institutions and faith-based schools. We also urged the National Forum that meets in Ottawa on March 6 to endorse the bubble legislation strategy and invited all levels of Government to quickly act to put such laws and bylaws in place.

United Against Hate Canada endorses the remarks of Michelle Stock, Vice President, Ontario, Centre for Israel and Jewish Affairs, who made the following statement in a news release issued last December 19 in regard to the Toronto Council debate the day before. These remarks are as pertinent in most Canadian cities as in Toronto:

"For more than a year, demonstrations marked by antisemitic chants, hateful signs, and physically intimidating behaviour have targeted synagogues, schools, and community centres in Toronto and the GTA. By setting up their protests near these specific institutions, protesters are preventing seniors from attending synagogue. They are yelling vile words at children trying to learn math or English and harassing those accessing services for developmental disabilities. Their actions are intended to intimidate the Jewish community, leaving many fearful of gathering and going about daily life. No child should have to experience this. No reasonable person can argue that a school is an appropriate venue for such demonstrations."

Such bylaws would afford protection for all religious minorities. We invite organizations representing different minorities to ally. A combined demand of Muslims, Sikhs, Hindus, Christians, Jews and others will certainly be heard. We are hopeful that cities across the country will be sensitive to the needs of targeted communities and rapidly enact bubble bylaws.

We are asking Cape Breton Regional Municipality to consult its legal department and begin to move toward such a bylaw. Your city has always been front and centre in denouncing hate and intolerance and we believe your leadership would spur other Nova Scotia municipalities to move in the same direction.

We thank you for your consideration and would be pleased to work with your staff should further information be needed.

Yours truly,



Marvin Rotrand
Director General
United Against Hate Canada



c.c. Members of Council

From: Mayor's Office
Sent: Thursday, March 20, 2025 11:48 AM
To: Manon Provost [REDACTED]
Subject: RE: [EXTERNAL]- Cape Breton Regional Municipality - Sydney, NS - Mayor Cecil Clarke Re: Request that Cape Breton Adopt A Bylaw To Control Hateful Protests

Dear Mr. Rotrand:

This email acknowledges receipt of your request. The CBRM is currently developing an EDI strategy and a position has been created for its implementation. Officials will incorporate this request for policy/bylaw consideration.

Kind and warm regards,

Cecil P. Clarke

Mayor

