

**Cape Breton Regional Municipality**

**Council Meeting**

**AGENDA**

**TUESDAY, AUGUST 23, 2022**

**8:30 A.M.**

*\*Note Start Time*

Council Chambers  
2<sup>nd</sup> Floor, City Hall  
320 Esplanade, Sydney, NS

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# Cape Breton Regional Municipality

## Council Meeting

Tuesday, August 23, 2022

8:30 a.m.

### AGENDA ITEMS

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Land Acknowledgement

8:30 a.m.

Roll Call

O' Canada

Moment of Silent Reflection

1. APPROVAL OF AGENDA: (Motion Required)
2. APPROVAL OF MINUTES: (Previously Distributed)
  - May 17, 2022 – Special Council
  - June 14, 2022 – Council
  - July 12, 2022 – Council

3. PROCLAMATIONS:

8:40 a.m.

- 3.1 Burn Care Week (for ratification):  
Deputy Mayor Earlene MacMullin (See page 7 )
- 3.2 Arthritis Month 2022:  
Councillor Darren O'Quinn (See page 8 )
- 3.3 Dystonia Awareness Month:  
Councillor Steve Gillespie (See page 9 )
- 3.4 World Suicide Prevention Day:  
Councillor Glenn Paruch (See page 10 )

Continued...

**Council Meeting Agenda  
August 23, 2022 (Cont'd)**

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4. **CORPORATE SERVICES ISSUES:** **8:50 a.m.**
- 4.1 **North Sydney Historical Society / 309 Commercial Street, North Sydney - Library Lease Renewal:** Demetri Kachafanas, QC, Regional Solicitor (See page 11)
- 4.2 **Appointment of Development Officer:** Marie Walsh, Chief Administrative Officer (See page 20)
- 4.3 **Resolution for Pre-Approval of Debt Issuance:** Jennifer Campbell, Chief Financial Officer (See page 21)
5. **PLANNING ISSUES:** **9:00 a.m.**
- 5.1 **PUBLIC PARTICIPATION PROGRAM UPDATE:**
- a) **Municipal Planning Strategy Amendment - Case 1087 (Dwayne Fudge):** Karen Neville, Senior Planner (See page 24)
- 5.2 **FINAL APPROVAL: PUBLIC HEARING:** **9:30 a.m.**
- a) **Case 1089 – Zone Amendment Request to Develop a Campground at PID 15885932 (Hornes Road, Albert Bridge; District 8):** Karen Neville, Senior Planner (See page 32)
- 5.3 **APPROVAL TO ADVERTISE:**
- a) **Zone Amendment Application – Case 1088:** Karen Neville, Senior Planner (See page 47)
- **Future Growth Co-op Ltd. for a 22-Unit Apartment Building at 224 Pitt Street, Sydney Mines (PID 15505282 & PID 15725591)**
  - **Request for Partial Street Closure - MacIsaac Street, Sydney Mines (PID 15725591)**
- b) **Updated Information for Zone Amendment Request - (Case 1090) Thomas Street, Sydney (PID 15082407):** Karen Neville, Senior Planner (See page 60)

Continued...

**Council Meeting Agenda  
August 23, 2022 (Cont'd)**

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**PLANNING ISSUES: Approval to Advertise (Cont'd)**

- c) **Case 1091 - Zone Amendment Request for a Mixed-Use Commercial Development at PID 15046535 (1957 Kings Road, Howie Center):** Karen Neville, Senior Planner (See page 65 )

**6. DELEGATION:** **10:45 a.m.**

**6.1 S & L Railway Historical Society:**

- **Request for Funding:** Chris Bellemore, President (See page 83 )
- **Staff Memo:** Marie Walsh, Chief Administrative Officer (See page 84 )

**7. PRESENTATIONS:** **11:15 a.m.**

- 7.1 CBRM in Motion – AT Plan 2022:** Rob LeBlanc, Partner/Founder - Fathom Studio (See page 87 )  
*Note: CBRM Active Transportation Plan (Executive Summary) attached separately*

***LUNCH BREAK: 12:00 noon to 1:00 pm***

**PRESENTATIONS (cont'd):** **1:00 p.m.**

- 7.2 CBRM Forward: Five-Year Economic Development Strategy (2022-2026):** Aileen Murray, President - Mellor Murray Consulting (See page 104 )  
*Note: Economic Development Strategy attached separately*

**8. BUSINESS ARISING:** **1:45 p.m.**

**8.1 In-Camera Council: August 11, 2022:**

- a) **Food & Beverage Operations – Miner’s Forum, Glace Bay:** Paul MacDonald, Manager of Facilities (See page 116 )

**Council Meeting Agenda  
August 23, 2022 (Cont'd)**

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**Business Arising (Cont'd):**

**8.2 In-Camera Council: August 22, 2022:**

- a) **Report on Expressions of Interest (EOI) – Waterfront Proposals:**  
Marie Walsh, Chief Administrative Officer

**9. COMMITTEE REPORTS:**

N/A

**10. FINANCIAL STATEMENTS:**

Jennifer Campbell, Chief Financial Officer

**2:30 p.m.**

**10.1 CBRM to June 30, 2022:** (See page 117)

**For Information Only.**

**10.2 Port of Sydney Development Corporation to June 30, 2022:**

(See page 142)

**For Information Only.**

**11. Review of Action Items from this Meeting:** Mayor Amanda M. McDougall

**ADJOURNMENT**

# **CBRM PROCLAMATION**

## **“Burn Care Week”**

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- Whereas:** Being a burn victim is a painful and traumatic experience that is witnessed by emergency responders across the province each year;
- And Whereas:** While there are exceptions, many burn patients have suffered their injury either in their home or at their workplace;
- And Whereas:** Atlantic Burn Camp is an exceptional program that is designed for children who have received burn injury and is one of only six camps in Canada and the first of its kind in Atlantic Canada;
- And Whereas:** Severely burned-injured children between the ages of six and seventeen from Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland and Labrador come together in this unique environment to share stories, coping mechanisms and to simply have fun with children who have faced similar circumstances;
- And Whereas:** Atlantic Burn Camp is free of charge and includes transportation, to the children, thanks to community and corporate support;
- And Whereas:** The Camp is staffed by well trained professionals including, firefighters, police and medical personnel as well as other qualified staff who fill positions including counselor, food service manager and activities coordinator, all of whom are carefully screened and selected before being accepted as camp staff;
- Be it Therefore Resolved:** That CBRM Mayor Amanda M. McDougall and Council proclaim the week of August 7<sup>th</sup> to 14<sup>th</sup>, 2022 as “Burn Care Week” in the Cape Breton Regional Municipality, in recognition of the importance of supporting the Cape Breton Firefighters Burn Care Society in raising public awareness and promotion of community education in regard to burns and burn care.

*Deputy Mayor Earlene MacMullin - CBRM District #2*

*August 23<sup>rd</sup>, 2022*

**Cape Breton Regional Municipality**  
**PROCLAMATION**  
***“Arthritis Month 2022”***

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- Whereas:** More than 210,000 Nova Scotians of all ages live with the devastating effects of arthritis. Most people are unaware that children as young as one year old can be struck with this disease or that 60% of those diagnosed are still in the workforce and struggling to balance work, family, and their pain;
- And Whereas:** Arthritis will continue to limit lives unless there are dramatic changes in attitude, research, and treatment. The Arthritis Society is working to overcome Canada’s most pervasive chronic health condition;
- And Whereas:** Arthritis is a collection of conditions affecting joints and other tissues. It causes pain, restricts mobility, and diminishes quality of life. It is serious and presently there is no cure. 6 million – 1 in 5 Canadians (1 in 4 Nova Scotians) live every day with arthritis. Without a greater spotlight on this growing issue, the number of Canadians with arthritis will rise to 9 million by 2040;
- And Whereas:** September is Arthritis Awareness Month across Canada, and encourage everyone who lives with arthritis to stand up and boldly declare *“Arthritis Won’t Stop Me”*;
- And Whereas:** We seek to raise voices and awareness – one million voices for the 6 million Canadians whose lives have been significantly impacted by arthritis, including 210,000 Nova Scotians. Together we can meet our vision to live in a world where people are free from the devastating effects of arthritis;
- Be It Therefore Resolved:** That CBRM Mayor Amanda M. McDougall and Council proclaim the month of September 2022 as *“Arthritis Month”* and encourage all residents of the CBRM to support the efforts of the Arthritis Society helping to reach Nova Scotians with their message and to support those living with the disease.

*Councillor Darren O’Quinn – CBRM District #11*

*August 23<sup>rd</sup>, 2022*

## *CBRM Proclamation*

### **Dystonia Awareness Month**

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- Whereas:** Dystonia is a neurological movement disorder that is characterized by involuntary muscle contractions, which force parts of the body into abnormal as well as painful movements or positions;
- And Whereas:** It is a condition that knows no age, ethnic or racial boundaries – it can affect young children to older adults of all races and ethnicities. It is estimated that 50,000 people in Canada have dystonia. It is the third most common movement disorder following essential tremor and Parkinson’s disease;
- And Whereas:** Patients with dystonia may experience uncontrollable twisting, repetitive movements or abnormal postures and positions. These can affect any part of the body, including the arms, legs, trunk, face and vocal cords;
- And Whereas:** A recent survey conducted in 2019 indicated that for 63% of dystonia patients, it took more than one year to receive a proper diagnosis. Of those patients, 45% took over four years to receive a diagnosis and 16% took over ten years. This is due to low awareness of the condition, as well as the fact that there are a limited number of physicians who are familiar and well versed with dystonia;
- And Whereas:** In addition, individuals who have dystonia continue to report difficulty in finding physicians trained in movement disorders, particularly in more remote communities. In many cases they may have to wait months, or even years to get an appointment to be treated;
- Be it therefore Resolved:** That CBRM Mayor Amanda M. McDougall and Council join the call for better education, understanding and research about dystonia and proclaim the month of September 2022, to be “**Dystonia Awareness Month**” in the Cape Breton Regional Municipality.

*Councillor Steve Gillespie – CBRM District #4*

August 23, 2022

# **PROCLAMATION**

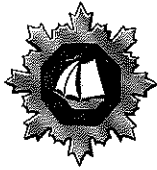
## **World Suicide Prevention Day – September 10, 2022**

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- WHEREAS** World Suicide Prevention Day is an annual initiative to promote awareness and foster understanding of suicide and the impact it has on individuals and communities; and
- WHEREAS** World Suicide Prevention Day also serves as a call to action and a reminder that suicides are preventable, and much can be done to prevent suicide at individual, community, and national levels; and
- WHEREAS** The issue of suicide is incredibly complex, but we know that improving overall mental health through access to the social determinants of health can reduce the risk of suicide in this province; and
- WHEREAS** We affirm our support for families and friends who have lost a loved one to suicide and commit to improving intervention and prevention initiatives as a community that cares; and
- BE IT RESOLVED** That Mayor Amanda M. McDougall & Council of the Cape Breton Regional Municipality proclaim September 10, 2022, as “World Suicide Prevention Day” in the Cape Breton Regional Municipality.

*Councillor Glenn Paruch – CBRM District #6*

August 23<sup>rd</sup>, 2022



## **ISSUE PAPER**

**TO:** Council

**FROM:** Demetri Kachafanas

**SUBJECT:** North Sydney Historical Society / 309 Commercial Street,  
North Sydney Library Lease Renewal

**DATE:** August 16, 2022

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### **BACKGROUND:**

The Lease between CBRM and the North Sydney Historical Society for the North Sydney Library located at 309 Commercial Street, North Sydney is up for renewal. The Historical Society has requested an increase in the rent for the new lease. The previous lease expired on January 21, 2021 and we have been continuing to pay the rental rate set out in that lease since that time.

### **RECOMMENDATION:**

That a new five-year agreement be authorized for September 1<sup>st</sup>, 2022 to August 31, 2027 with the terms and conditions unchanged from the current Lease. The Rental rate will initially be increased by 4% over the previous lease for the first year and will be increased by 2% in each subsequent year as follows:

Sept. 1, 2022 – Aug. 31, 2023: \$54,371.20 per year (\$4,356.66 per month) plus HST.  
Sept. 1, 2023 – Aug. 31, 2024: \$55,458.62 per year (\$4,530.93 per month) plus HST.  
Sept. 1, 2024 – Aug. 31, 2025: \$56,567.79 per year (\$4,713.98 per month) plus HST.  
Sept. 1, 2025 – Aug. 31, 2026: \$57,699.15 per year (\$4,808.26 per month) plus HST.  
Sept. 1, 2026 – Aug. 31, 2027: \$58,853.13 per year (\$4,904.42 per month) plus HST.

Submitted by:

**Demetri Kachafanas**  
Regional Solicitor

## **AGREEMENT FOR THE LEASING OF PREMISES**

### **BETWEEN:**

**NORTH SYDNEY HISTORICAL SOCIETY**, a Society incorporated under the Laws of the Province of Nova Scotia, with head office in North Sydney, in the County of Cape Breton, Province of Nova Scotia

hereinafter called the "**LESSOR**"

-and-

**CAPE BRETON REGIONAL MUNICIPALITY**, a body corporate and politic in and for the Province of Nova Scotia

hereinafter called the "**LESSEE**"

WHEREAS the LESSOR owns the premises, located at **309 Commercial Street, North Sydney, NS**, hereinafter called the PREMISES available for the use of the LESSEE.

AND WHEREAS the LESSEE agrees to rent **2614 square feet** of the PREMISES for the purpose of operating a Library, hereinafter called "the BUSINESS" with the understanding that the physical condition of the PREMISES has been ascertained by the LESSEE or its authorized representatives, and upon further understanding that the LESSEE assumes all risks which may arise from the fact that the BUSINESS is conducted on the PREMISES.

WITNESSESETH NOW THEREFORE that in consideration of the rents hereby reserved and the covenants herein contained on the part of the LESSEE, the LESSOR hereby leases to the LESSEE the PREMISES at **309 Commercial Street, North Sydney, Cape Breton Regional Municipality, Province of Nova Scotia** for the sale purpose of operating a **Library** (the Business) and the parties hereby agrees as follows:

### **RENT AND TERM**

To hold the PREMISES for the term of five (5) years from September 1, 2022 – August 31, 2027 inclusive, under the following terms:

1. Rent is payable in advance on the first working day of each month for the term of this lease. Interest is charged at a rate of 1.5% per month or any part of a month.
2. The rent shall be in the amount set out in Appendix "A" hereto.

### **EVENTS OF DEFAULT AND REMEDIES**

PROVIDED that if the LESSEE shall default in any payment of rent when due, or if the LESSEE shall fail to comply with any of the other covenants herein, or if during the term any of the goods or chattels of the LESSEE shall be seized or taken in execution or in attachment by a creditor of the LESSEE, or if a writ or execution shall be issued against the goods and chattels of the LESSEE and remain unsatisfied for ten (10) days, or if the LESSEE shall execute any sale not in the ordinary course of the LESSEE'S BUSINESS, or if the LESSEE shall make any assignment for the benefit of Creditors or any bulk sale or shall be adjudged bankrupt or insolvent or shall attempt to abandon the PREMISES, or to sell or dispose of its goods and chattels so that there would not remain after such sale or disposal a sufficient distress on the PREMISES in the opinion of the LESSOR for the then accruing rent, then the current month's rent, together with the rent for the three (3) months next ensuing shall immediately become due and payable and the term shall at the option of the LESSOR, forthwith be determined and in each of the above cases such accelerated rent, additional rent, and taxes shall be recoverable by the LESSOR as if it were rent in arrears.

The LESSOR also shall have the right to terminate this LEASE, to re-let the PREMISES, to take possession of any property of the LESSEE on the PREMISES and store such property at the expense and risk of the LESSEE and to recover from the LESSEE all damages, costs, and expenses incurred by the LESSOR, as a result of any default by the LESSEE.

The LESSEE shall pay to the LESSOR all damages, costs, and expenses (including, without limitation, all legal fees on a solicitor and client basis) incurred by the LESSOR in enforcing the terms of this LEASE.

### **SURRENDER OF PREMISES**

At the expiration or earlier termination of this LEASE, the LESSEE shall peaceably surrender and give up to the LESSOR vacant possession of the premises in the same condition and state of repair as the LESSEE is required to maintain the premises throughout the term of this LEASE.

**THE PARTIES DO HEREBY AGREE AND COVENANT AS FOLLOWS:**

(1) The LESSOR agrees to provide the LESSEE with quiet enjoyment of the premises hereby demised during the term of the Lease.

(2) The LESSOR agrees to provide and maintain the services outlined in Appendix "A" hereto (which the Lessor hereby agrees to provide, but shall not guarantee), in accordance with the terms stipulated for each service in Appendix "A."

(3) That the LESSEE assumes all responsibility in connection with the unloading, handling, storage and subsequent removal of stores, equipment, materials and product to, and from the PREMISES in connection with the conduct of the BUSINESS.

(4) That the LESSEE assumes all responsibility for any damages to its stores, equipment, material and product which may result from leakage, ground moisture or any other causes whatsoever while such items are located on the PREMISES whether the same shall arise because of the state or condition of the PREMISES or otherwise.

(5) That the LESSEE assumes all responsibility for the security, safety and protection of its stores, equipment, materials and products from theft and pilferage, as well as all responsibility for the checking and verifying of all equipment lists, materials and other documents.

(6) The LESSEE agrees that the LESSOR does not in any legal or other sense, accept custody and control of the LESSEE'S stores, equipment material or product and that the LESSOR shall have no responsibility in respect of these items, whether as warehouseman, bailee, or otherwise.

(7) The LESSEE shall make all arrangements it deems necessary in respect to insuring against loss or damages to its stores, material, equipment and product. The cost of watchmen or other security personnel engaged for its protection shall be borne by the LESSEE.

(8) That the LESSEE shall in all respects abide by and comply with all lawful rules, regulations and by-laws of Municipalities, and other governing bodies in any manner affecting the demised PREMISES and will pay all lawful taxes, licences, fees and charges associated with the conduct of his BUSINESS in all demised PREMISES and the LESSEE covenants that it will promptly and consistently comply with all statutory, regulatory, and by-laws requirement of Municipal, Provincial, and Federal authorities and governing bodies with respect to the manner in which it uses and maintains the demised premises, and the manner in which it conducts its business and operations thereon, including (but not so as to restrict the generality of the foregoing) compliance with all such requirements with respect to protection of the environment surrounding the PREMISES.

(8) That the LESSOR, or its official representatives, shall at all reasonable times upon prior written notice (72 hours) have the right to enter the demised PREMISES for the purpose of inspecting the state of repair of the demised PREMISES and carrying out necessary maintenance and servicing and for exhibiting PREMISES to prospective mortgagees and/or purchasers.

(9) That the LESSEE shall not during the term of this lease do, suffer or permit to be done any act or thing which may impair the demised PREMISES or any part thereof, beyond the damage occasioned by normal usage and shall at the LESSEE'S own cost, repair and/or renew all portions of the demised PREMISES which may at any time be damaged by the LESSEE or its agents, other than that which may occur through normal usage.

(10) That the LESSEE shall, before making any leasehold improvements to the demised PREMISES or facilities connected therewith, obtain the approval of the LESSOR of plans showing the design and nature of the proposed leasehold improvements to the said buildings or facilities connected therewith, such leasehold improvements shall be made and thereafter maintained by and at the cost of the LESSEE to the satisfaction of the LESSOR. It must be distinctly understood and agreed that any leasehold improvements made by the LESSEE to or upon the demised PREMISES shall, upon the termination of the lease, in any matter whatsoever forthwith be and become vested in title in the LESSOR without any payment of compensation to the LESSEE in respect of the said leasehold improvements. Leasehold improvements mean all fixtures, improvements, installations, alterations or additions from time to time made, erected, or installed by or on behalf of the LESSEE.

(11) That the LESSEE SHALL at all times during the term of this lease maintain a high standard of housekeeping inside and outside of the demised PREMISES - all at the cost of the LESSEE and to the satisfaction of the LESSOR, whose decision shall be final. The LESSEE shall keep the PREMISES in a good and reasonable state of repair consistent with the general standards applicable to buildings of a similar nature in the vicinity of the PREMISES but excluding the responsibility of the LESSOR for any structural repairs and maintenance.

(12) That if the demised PREMISES or any part thereof shall at any time during the term of the lease be destroyed by fire or any other cause so as to be unfit for use, then the term of this lease shall automatically expire as of the date of such damage or destruction, and the LESSOR and LESSEE shall, as of said date, be released from the further performance of all covenants, provisions, conditions and reservations herein set forth contained.

(13) That the LESSEE shall abide by and comply with all regulations regarding fire precaution, sanitation and all other regulations relating to the management and operation of the Library.

(14) The LESSEE agrees to indemnify and save harmless the LESSOR from and against all claims, demands, costs, charges, loss, damage, suit, actions or costs of action and any other liability whatsoever which may be asserted against the LESSOR by any party claiming to have an interest in the stores, equipment, material, or product, the handling thereof or otherwise and which may arise by reason of the BUSINESS being conducted by the LESSEE on the PREMISES.

(15) Any notice or delivery to be given hereunder shall be sufficiently given if mailed to the LESSOR at,

**North Sydney Historical Society  
PO Box 163  
North Sydney, NS B2A 3M3**

And to the LESSEE at,

**Cape Breton Regional  
Municipality**

**320 Esplanade, Sydney, NS  
B1P 7B9**

**ATTN: Chief Administrative  
Officer**

(16) The parties hereto shall be released from their respective obligations under this Agreement when and to the extent that such performance is delayed or prevented by Acts of God, Acts of public enemies, civil disobedience or insurrection, earthquake, fire, explosion, riots, strikes, lockouts or any labour shortage or regulations of any competent Governmental authority or any other cause whatsoever beyond the reasonable control of the parties hereto and their respective successors and assigns.

(17) **OPTION TO RENEW**

The LESSOR hereby grants to the LESSEE an option to renew this lease (upon the completion of the term herein set out) for a further term of ten (10) years upon the same terms and conditions as hereby granted. The LESSEE shall provide prior 90 (ninety) day written notice to the LESSOR of its intention to exercise its option prior to the expiration of the term hereby demised.

(18) The premises or any portion thereof shall not be sub-let, assigned, mortgaged, or granted without the written consent of the LESSOR.

(19) Any waiver or forbearance by the LESSOR in enforcing its rights under this LEASE shall not be deemed to be a waiver of any subsequent breach of the LESSOR.

(20) If any article or section of this LEASE is held to be illegal or unenforceable, it or they shall be considered separate and severable from the LEASE and the remaining provisions of the LEASE shall remain in full force and effect.

(21) There are no covenants, representations, warranties, agreements or other conditions, expressed or implied, collateral or otherwise, forming part of this LEASE save as expressly set out or incorporated by reference herein in this LEASE and Appendix "A" attached thereto.



## APPENDIX "A"

Appendix "A" to Lease Agreement covering PREMISES located at **309 Commercial Street, North Sydney, in the Cape Breton Regional Municipality, Province of Nova Scotia**, the North Sydney Historical Society (the LESSOR) and the Cape Breton Regional Municipality (the LESSEE). The period of the Lease is from February 1, 2011 – January 31, 2021 inclusive.

The rental and charges for services (which are subject to review in accordance with the terms of the said Lease) and special terms pertaining to such are as detailed below.

### Rent

1. Rent is payable in advance on the first working day of each month for the term of this lease. Interest is charged at a rate of 1.5% per month or any part of a month. Rental rate of \$20.00 per square foot per annum plus HST on 2614 square feet.
2. Rent shall be in the following amount:
  - Sept. 1, 2022 – Aug. 31, 2023: \$54,371.20 per year (\$4,356.66 per month) plus HST.
  - Sept. 1, 2023 – Aug. 31, 2024: \$55,458.62 per year (\$4,530.93 per month) plus HST.
  - Sept. 1, 2024 – Aug. 31, 2025: \$56,567.79 per year (\$4,713.98 per month) plus HST.
  - Sept. 1, 2025 – Aug. 31, 2026: \$57,699.15 per year (\$4,808.26 per month) plus HST.
  - Sept. 1, 2026 – Aug. 31, 2027: \$58,853.13 per year (\$4,904.42 per month) plus HST.
3. Maintenance - Lessor to maintain the structure - Lessee to maintain the premises in a good and reasonable state of repair, ordinary wear and tear expected.
4. Insurance:

LESSOR to maintain insurance on the building against loss, damage or destruction caused by fire and extended perils under a standard extended fire insurance policy.

LESSEE to insure their equipment and activity and to take out general liability and property damage insurance which coverage shall include the business operations conducted by the LESSEE, such policies to be written on a comprehensive basis with reasonable coverage for anyone occurrence or claim.

## Services

1. Water - Included in the lease rate;
2. Heat - Included in the lease rate;
3. Site Services snow plowing, grass cutting - included in the lease rate;
4. Power - Included in the lease rate;
5. Boardroom available subject to scheduling.



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## **MEMO**

**TO:** CBRM Council

**DATE:** August 15, 2022

**FROM:** Chief Administrative Officer

**RE:** APPOINTMENT OF DEVELOPMENT OFFICER

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### **BACKGROUND**

To ensure service continuity, the Planning Department requires an additional appointment to perform duties for the administration of the CBRM land use bylaw and subdivision bylaw.

### **DISCUSSION**

Section 243 of the *Municipal Government Act* requires Council to appoint a Development Officer to administer its land use bylaw and subdivision bylaw. CBRM's Development Officer is responsible for the day-to-day administration of its Land Use Bylaws and Subdivision Bylaw. This includes processing development permits and subdivision approval in compliance with these bylaws.

### **RECOMMENDATION**

That Council appoint Michael Ruus as a Development Officer for CBRM.

Respectfully submitted by:

Marie Walsh  
Chief Administrative Officer



# CBRM

*A Community of Communities*

**Cape Braton Regional Municipality**

## MEMO

**Date:** August 12, 2022

**To:** Mayor and Council

**From:** Jennifer Campbell, CPA, CA Chief Financial Officer

**Re:** Resolution for Pre-Approval of Debt Issuance

CBRM requires a renewed pre-approval for Debenture Issuance for Municipal Finance Corporation's 2022 Fall Debenture. The amount of borrowing required is \$7,593,205. This borrowing is for capital projects approved and completed in the fiscal year March 31, 2021. A summary of the projects and related borrowing is included for reference:

CBRM Capital Program 2020/21	Budget	Cost	Funding	Borrowing	Budgeted Borrowing
Land and buildings	\$ 1,710,000	\$ 1,758,815	\$ 555,926	\$ 1,202,889	\$ 610,000
Sydney Fire Station	-	3,271,708	3,271,708	-	-
Miners Forum	4,500,000	2,971,627	1,690,936	1,280,691	1,500,000
Sydney Cruise Berth	-	2,510,238	1,475,857	1,034,381	-
Fire Equipment/Apparatus	1,183,980	1,211,061	-	1,211,061	1,183,980
Streets and Sidewalks	7,636,000	7,757,198	7,671,002	86,196	100,000
Fleet Replacement	1,600,000	1,487,560	781,960	705,600	950,000
Waste Water/Storm Water	29,008,676	15,581,096	13,929,939	1,651,157	3,466,667
Parks, Grounds and Arenas	5,000,000	492,617	71,387	421,230	1,000,000
Active Transportation	1,000,000	-	-	-	333,333
Transit	2,200,000	1,481,814	1,481,814	-	-
<b>Total</b>	<b>\$53,838,656</b>	<b>\$ 38,523,734</b>	<b>\$ 30,930,529</b>	<b>\$ 7,593,205</b>	<b>\$ 9,143,980</b>

The approved capital budget of \$57,838,656 includes \$4.0M in capital projects funded by the Water Utility which is excluded from the summary above.

Due to the fact that longer than 12 months have elapsed since the original borrowing resolution approval, a current resolution must be passed to meet MFC's debenture participation requirements.

The original resolution was passed on April 22, 2020 during 2020/21 Capital Budget deliberations for \$9,143,980 (see attached motion). You will note that the required borrowing is approximately \$1.5M less than Council's motion. This is due to the timing of costs associated with the Wastewater projects which span over multiple fiscal years. Actual costs up to March 31, 2021 were less than forecasted, therefore the borrowing for the 2022 Fall debenture was less than the original resolution passed for that year. The remaining costs of construction and related borrowing for these projects merely shift to future years as work progresses on the projects.

Requested Motion:

Council approve the amended resolution for the pre-approval of debt issuance in the amount of \$7,593,205 for capital projects completed up to March 31, 2021.

Sincerely,

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Jennifer Campbell, CPA, CA Chief Financial Officer

Original Council resolution – Capital Budget 2020/21

**Motion:**

Moved by Councillor George MacDonald, seconded by Councillor Bruckschwaiger, to approve the:

- Capital Budget for 2020/21 totaling \$57,838,656
- Associated required borrowing resolutions for \$9,143,980

**Discussion:**

- Doubling of Gas tax funding
- Infrastructure project updates
- Gilholmes Lake update
- Re-use of former Glace Bay Police Station
- Updates to the Lyceum Building
- C200 upgrades and revitalization
- Transit
- J-class Roads

**Motion Carried.**



**TO:** CBRM Mayor & Council  
**FROM:** Karen Neville  
**SUBJECT:** Municipal Planning Strategy Amendment – (Case 1087)  
**DATE:** July 18, 2022

### Introduction

On May 24<sup>th</sup>, Council passed a motion to proceed with a Public Participation Program to obtain input on Dwayne Fudge’s request to amend the Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) to allow motorcycle inspections and repair at 1526 Keltic Drive, Leitches Creek. Council’s motion required the Public Participation Program seek feedback on policy amendments regarding the Keltic Drive Business Corridor Zone, setback requirements, and definitions. Please consider this issue paper a response to Council’s motion.

### Public Participation Program

An online survey was prepared in consultation with CBRM’s Communication Officer. Notice of this Public Participation Program was posted on CBRM’s Facebook page and placed in the June 18<sup>th</sup> and June 25<sup>th</sup> editions of the Cape Breton Post. In addition, notice was also mailed to property owners along the portion of Keltic Drive zoned Rural CBRM (Attachment A). A copy of the survey can be found in Attachment B.

### Who did we hear from?

In total, 62 individuals responded to the survey. Of the respondents, 61% identified themselves as living in a rural community (i.e. living in a home that does not have municipal water or sewer). 65% of respondents identified themselves as living on the affected portion of Keltic Drive as illustrated on Attachment A. Only 2% of respondents owned a business related to motor vehicles.

### What We Heard

#### Policy Option 1 Definition of Repair Business

*Do you feel that motorcycle repair should be regulated similarly to vehicles, small engine repair, or as a unique category?*

	Total Survey Response	Affected Area of Keltic Drive
Similarly to vehicles	40%	55%
Similarly to small engines	35%	22.5%
As a unique category	15%	10%
Not sure / No opinion	10%	12.5%

*Should motorcycle repair be allowed as a home business?*

	Total Survey Response	Affected Area of Keltic Drive
Yes	37%	20%
No	50%	65%
Not Sure	13%	15%

Forty percent of the overall respondents indicated motorcycle repair should be regulated similarly to vehicles, while 35% felt they should be regulated similar to small engine repair. However, when compared to respondents from the affected area of Keltic Drive, 55% indicated motorcycle repair should be treated similar to vehicle repair.

The majority of responses in both categories indicated that motorcycle repair should not be considered a home business. Under the Land Use By-law, repair service is identified as a permitted use for a home business.

Policy Option 2 Setback Reduction

*Do you feel that requiring a 300-foot separation for vehicle repair to a residential building in rural areas is too restrictive, about right, or not restrictive enough?*

	Total Survey Response	Affected Area of Keltic Drive
Too Restrictive	35%	10%
About Right	37%	52.5%
Not Restrictive Enough	23%	30%
Not sure / No opinion	10%	7.5%

*Do you feel that requiring a 300-foot separation for motorcycle repair to a residential building in rural areas is too restrictive, about right, or not restrictive enough?*

	Total Survey Response	Affected Area of Keltic Drive
Too Restrictive	40%	0%
About Right	34%	50%
Not Restrictive Enough	19%	25%
Not sure / No opinion	6%	10%

When it comes to the separation requirements for vehicle repair and motorcycle repair, the results of the overall survey are similar, with a slightly higher percentage of respondents supporting the reduction of the setback for motorcycle repair. 60% of the overall respondents indicated the 300-foot separation distance for vehicle repair was about right or not restrictive enough and 53% percent of the overall respondents indicated the 300-foot separation distance for motorcycle repair was about right or not restrictive enough. However, when compared to the results of respondents along the affected area of Keltic Drive, 82.5% of respondent felt the 300-foot separation was about right or not restrictive enough for vehicle repair and 75% felt the current separation distance was about right or not restrictive enough for motorcycle repair. Based on the results of the survey, there appears to be support to maintain the current separation requirement.

Policy Option 3 Extension of the Keltic Drive Business Corridor

*Do you feel that the Keltic Drive Business Corridor zone should be extended as outlined on the map above?*

	Total Survey Response	Affected Area of Keltic Drive
Yes	35%	15%
No	63%	85%
Not Sure	2%	0%

The majority of overall respondents and those respondents from the affected area of Keltic Drive did not want the Keltic Drive Business Corridor Zone to be expanded.

Additional Comments

There was an opportunity for respondents to provide additional comments. The points below, is a summary of the comments raised:

- Site specific consideration
- Hours of operation should be limited
- CBRM should be supporting business
- Should be discouraging business in residential areas
- Do not extend the Keltic Drive Business Corridor
- Business should be directed to appropriate areas
- Traffic on Keltic Drive
- Property tax
- Maintain the rural character

**Next Steps - Options**

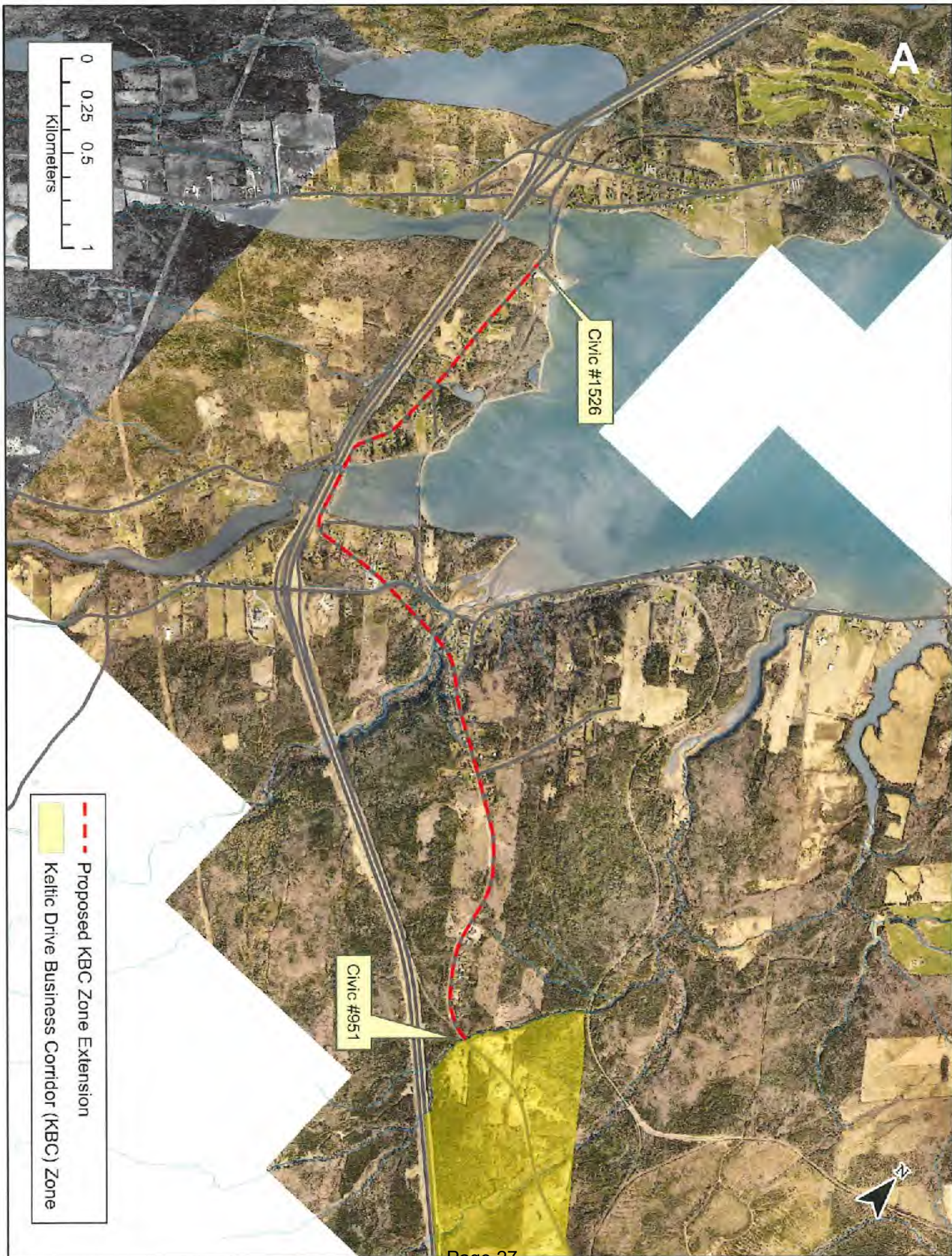
1. Uphold the Municipal Planning Strategy and Land Use Bylaw.
2. Direct consideration of this issue to the comprehensive review of the MPS and LUB, and direct Mr. Fudge to contact Dillon Consulting to discuss the proposed development.
3. Direct staff to prepare Amending By-laws to support the applicant's request and proceed with a Public Hearing.

If option 3 is selected, Council's motion should direct staff as to the content of the Amending By-laws.

**Submitted by,**

**Originally Signed by**

Karen Neville  
Planning and Development Department



## Introduction

The CBRM has received a request to establish a motorcycle inspection and repair business within the Rural CBRM (RCB) Zone. Under the CBRM Municipal Planning Strategy and Land Use Bylaw, motor vehicle repair is permitted in the RCB Zone, provided it is separated by a minimum of 300 feet from a dwelling. The applicant is unable to meet the setback requirement.

Council has passed a motion to consider amending planning policy to allow the business to proceed. There are three options being considered, as outlined in the questions below. It's important to note that a change to policy will apply to areas other than just the requested property. The purpose of this survey is to obtain your input on various options, which will help shape the possible revised requirements.

### Basic Information

\*Name

Address

Do you live in an urban or rural area?

- a) Urban (Home receives municipal water and/or sewer service)
- b) Rural (Home receives neither municipal water nor sewer service)

Do you own a business?

- a) Yes
- b) No

If yes, is the business related to motor vehicles (ex. Repair, sales, etc.)

- a) Yes
- b) No

If yes, where is the business located?

- a)

### Option 1: Redefining motorcycle repair

The Land Use Bylaw categorizes land uses so that they can be effectively grouped and separated in order to reduce adverse impacts and land use conflict. CBRM's regulations include two related categories:

- Repair, including small engine repair (Ex. lawn mowers, snow blowers, etc.)
- Motor vehicle repair (Ex. Cars, recreational vehicles, motorcycles, etc.)

Motorcycles are currently categorized as motor vehicle repair. The minimum 300-foot separation applies to motor vehicle repair only.

If motorcycles were categorized as small engine repair, repair would be permitted with only the standard building setbacks. In most cases, a building must be located a minimum of 10 feet away from the front boundary (shared with the street) and as close as 2 feet from all other property boundaries. It's important to note that repair is currently permitted as a home business, subject to standard

restrictions. This means that if there is a recategorization, motorcycle repair may be permitted as a home business throughout the CBRM.

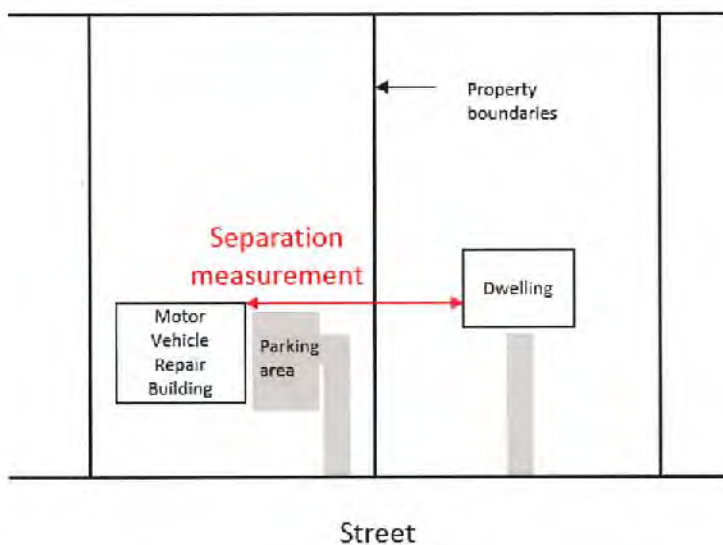
Motorcycles could also be categorized and regulated uniquely. In this case, motorcycle repair may be permitted to establish closer to a dwelling than the 300-foot separation required for motor vehicle repair.

### Questions

1. Do you feel that motorcycle repair should be regulated similarly to motor vehicles, small engine repair, or as a unique category?
2. Should motorcycle repair be allowed as a home business? Y/N (no opinion?)

### Option 2: Reduce the minimum setback requirement

Currently, motor vehicle repair is allowed in rural zones if the building and any storage areas are separated by a minimum of 300 feet from a residential home (other than a business owner's home). For context, three hundred feet is roughly the length of a football field. The purpose is to allow flexibility for establishing vehicle repair businesses, while protecting surrounding residents from adverse impacts.



### Questions

1. Do you feel that requiring a 300-foot separation for motor vehicle repair to a residential building in rural areas is too restrictive, about right, or not restrictive enough?
2. Do you feel that requiring a 300-foot separation for motorcycle repair to a residential building in rural areas is too restrictive, about right, or not restrictive enough?

3. If the separation requirement is reduced, are there aspects of the development that you feel should be regulated?

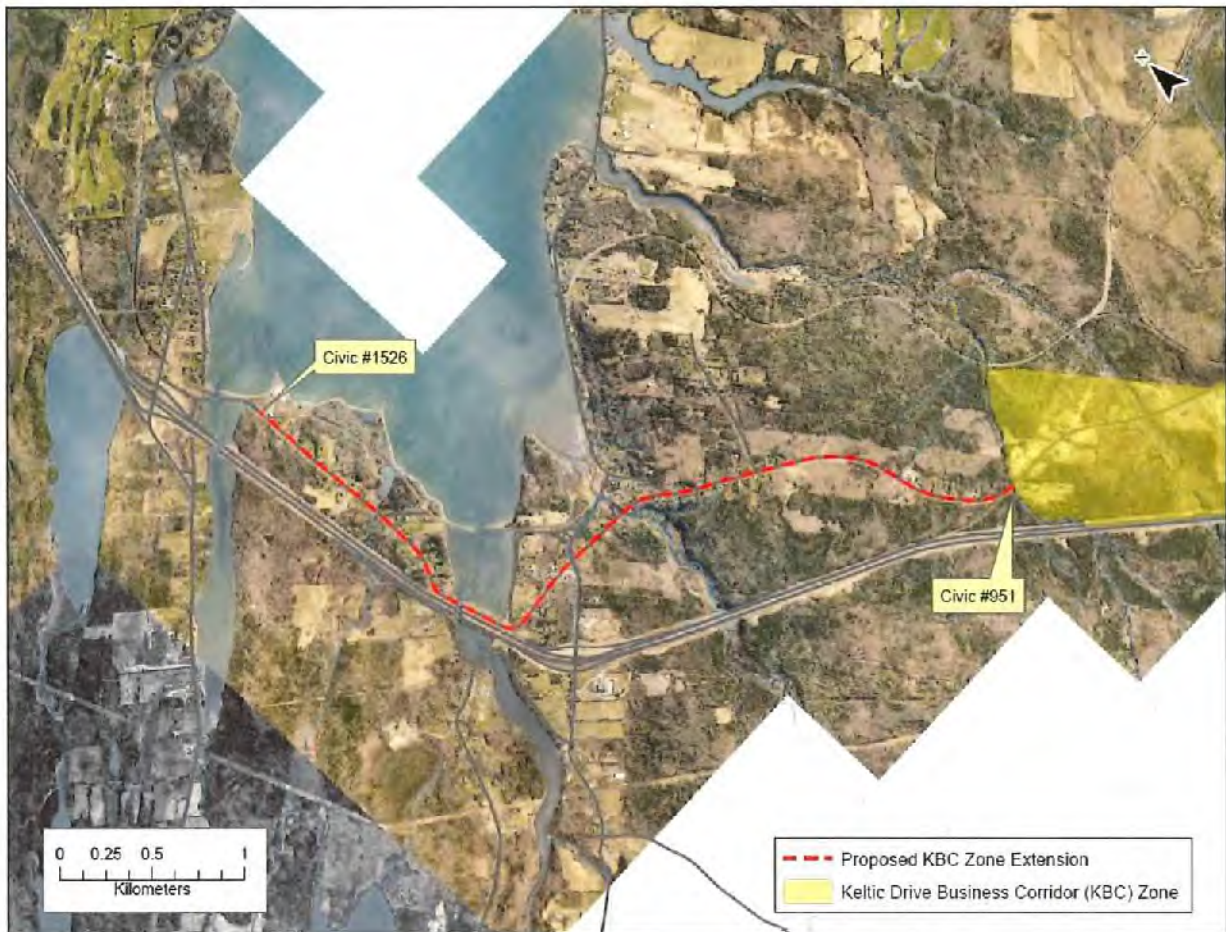
### **Option 3: Extend the Keltic Drive Business Corridor Zone**

The portion of Keltic Drive which is made up of predominantly business development is currently zoned Keltic Drive Business Corridor (KBC). The KBC Zone allows for a range of businesses, including motor vehicle repair subject to standard building setback requirements:

KBC Zone permitted uses include:

- Business service and sales uses
- Manufacturing uses
- Recreation, culture, and entertainment uses
- Transportation service terminals and depots
- Rural residential uses

The KBC Zone could be extended approximately 5 kilometers to include the subject property (see map below). Under this option, all properties fronting onto the dashed red line on the map would be rezoned to KBC.

**Questions**

1. Do you feel that the Keltic Drive Business Corridor zone should be extended as outlined on the map above?

**Wrap-up**

1. Is there anything else regarding this proposed amendment that you would like to add?
2. Should CBRM Council wish to proceed with a proposed amendment, a public hearing must be scheduled. If you would like to receive an email notice of a public hearing, please provide your email address.

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**Approval to Advertise: Case 1089 – Zone Amendment Request to Develop a Campground at PID 15885932 (Hornes Road, Albert Bridge; District 8)**

**Motion:**

Moved by Councillor Edwards, seconded by Councillor Paruch, approval to advertise Notice of a Public Hearing for an upcoming meeting of Council, to consider the application by Gerard MacAdam to amend the Land Use By-law to permit the development of a campground at PID 15885932, located along Hornes Road, Albert Bridge, as outlined in the staff Issue Paper dated June 21, 2022.

**Discussion:**

In response to questions from Council, Senior Planner Neville clarified the reason the site-specific zone was permitted as well as the process that would be followed if expansion of the campground was requested.

**Motion Carried.**



**TO:** CBRM Mayor & Council

**FROM:** Karen Neville

**SUBJECT:** Case 1089 – Zone Amendment Request to Develop a Campground at PID 15885932 (Hornes Road, Albert Bridge)

**DATE:** August 15<sup>th</sup>, 2022

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**Background**

The Planning & Development has received a request from Gerard MacAdam to develop a campground at PID 15885932, which is located along Hornes Road, Albert Bridge (see Attachment A). The proposal includes 10 recreational vehicle (RV) sites with the possibility of adding 6 yurts as a future expansion. Additional structures and uses will include washroom and laundry facilities, a recreational area, a boat launch, and an office/single residential unit. The applicant's site plan can be found on Attachment B.

The property itself is comprised of approximately 17 acres located between Hornes Road and the Mira River. An approximately 1.5-acre portion of the property is cleared along the southern half of the eastern boundary, where the campground area is proposed (see Attachment C). There is approximately 1.5 acres of swampland along the western side of the riverbank.

Mr. MacAdam also owns lands occupied by a small family cemetery located on a separate property (PID 15885924). The cemetery lands are surrounded by the subject property. The applicant has indicated that they intend to use the existing driveway as the access to the campground and will undergo a boundary adjustment to provide an alternate entrance to the cemetery.

The zone in effect is the Rural Gravel Deposit (GDR) Zone. The GDR zone is established in areas where there are significant known aggregate deposits. The municipality does not have jurisdiction to regulate aggregate extraction. The zone provisions require that the Development Officer notify applicants for residential uses that a known deposit is in the vicinity and extraction activity may take place.

**Municipal Planning Strategy**

Campgrounds congregate groups of unrelated people in a relatively densely concentrated landscape. A poorly sited campground amid rural residential development could adversely affect the privacy of, and cause nuisance to, permanent residents in the area. It is for this reason that campgrounds are not permitted as-of-right in rural zones.

The Municipal Planning Strategy contains policy which allows business developments in rural areas which are not permitted under the Land Use Bylaw to be considered by zone amendment (see Attachment D). The purpose of the amendment is to ensure that the site itself, the site plan, and management of the development mitigate any adverse effects on residential development in proximity.

In considering the zone amendment, the proposal must be evaluated from the perspectives of:

**1. Visual compatibility and noise**

The nearest dwellings are located between 450 and 550 feet to the northwest, northeast, and southeast of the campground property boundaries (see Attachment C). The nearest dwelling is 6289 Hornes Road, which is located about 450 feet from the southern area designated for yurts and recreational area on the proposed site plan.

The campsites and recreational area will be located on the southeastern portion of the property, where it is cleared to the property boundary (see Attachment C). The abutting property to the east (PID 15366396) is currently undeveloped. Much of the land adjacent to the RV campsite area is identified as marsh. The proposed site plan depicts that the structures on site will be setback 30 feet from the property boundary. Zone provisions can include a minimum setback requirement for structures and campsites.

There is a substantial vegetative buffer (approximately 500 feet wide) located between the proposed campground area and Hornes Road. Zone provisions can be included to require that this buffer is retained.

**2. Dust or fumes emanating from the site**

The driveway leading to the campground area will be gravel. During hot, dry periods in summer, the gravel driveway may generate some dust. However, it's reasonable to expect that dust would become intolerable to campers before it would be noticeable to residents several hundred feet from the site. There is no reason to expect fumes to be an issue.

**3. Traffic attracted to, and leading from, the site**

The campground property fronts onto Hornes Road, which is a level 4 rural community through road in the MP5 public street/road network hierarchy. Hornes Road is owned and maintained by the Nova Scotia Department of Public Works (DPW). This application was referred to DPW for comment. At the time this report was written, no comments were received.

If the zone amendment is approved, the driveway servicing the cemetery would be used to access the campground. The driveway and parking areas servicing the campground would be assessed for compliance with provisions of the CBRM Land Use Bylaw upon an application for a Building and Development Permit.

Provided that the scale of the campground is limited by the zone provisions, and approval required from DPW for both subdivision approval and the issuance of a Building Development Permit, this criterion is not a justifiable reason to refuse this application.

**Provincial Approvals for Campground Development**

Should CBRM Council approve the campground development, several provincial approvals may also be required as outlined below.

Nova Scotia Department of Public Works (DPW)

The DPW is responsible for approving access locations along provincially owned roads. Hornes Road is a provincially owned road. Therefore, the access location will need to be approved by DPW.

Nova Scotia Department of Environment and Climate Change (NSECC)

The construction and installation of on-site sewage disposal systems must be approved by the NSECC. A groundwater withdrawal approval is only required if the draw exceeds 23,000 litres per day for a period of more than two weeks.

In addition, there may be wetland habitat located on the subject property. Activity that impacts a wetland may require an alteration approval pursuant to the *Environment Act*.

Nova Scotia Department of Natural Resources (DNR) and Canada Department of Fisheries and Oceans (DFO)

Any activity below the ordinary high water mark requires review and approval from the DNR. Work protruding into the Mira River may also be subject to approval from the DFO under the Navigation Protection Program.

Tourism Nova Scotia

Pursuant to the *Tourist Accommodations Act*, campgrounds must register if they offer roofed accommodations such as yurts.

Part 2, Policy 17.e of the MP5 states that if zone provisions cannot be established that provide reasonable protection to residential development, the application shall be denied. In this case, site-specific zone provisions have been drafted which would limit the scale and associated traffic generated by the campground development. The level of noise can be mitigated due to the existing vegetation and the location of the existing residential development in relation to the proposed campground. Vegetation will also buffer the development visually and ensure that it is compatible with the surrounding area.

**Notice of Public Hearing**

Notice of the Public Hearing was advertised in accordance with the *Municipal Government Act*. In addition, notices were mailed to property owners in the vicinity of the site and posted to the CBRM Facebook Page. At the time this report was prepared, two written comment was received by the Planning and Development Department. A copy of these comments can be found in Attachment F and Attachment G.

Any additional comments will be provided to Council prior to the Council meeting.

**Recommendation**

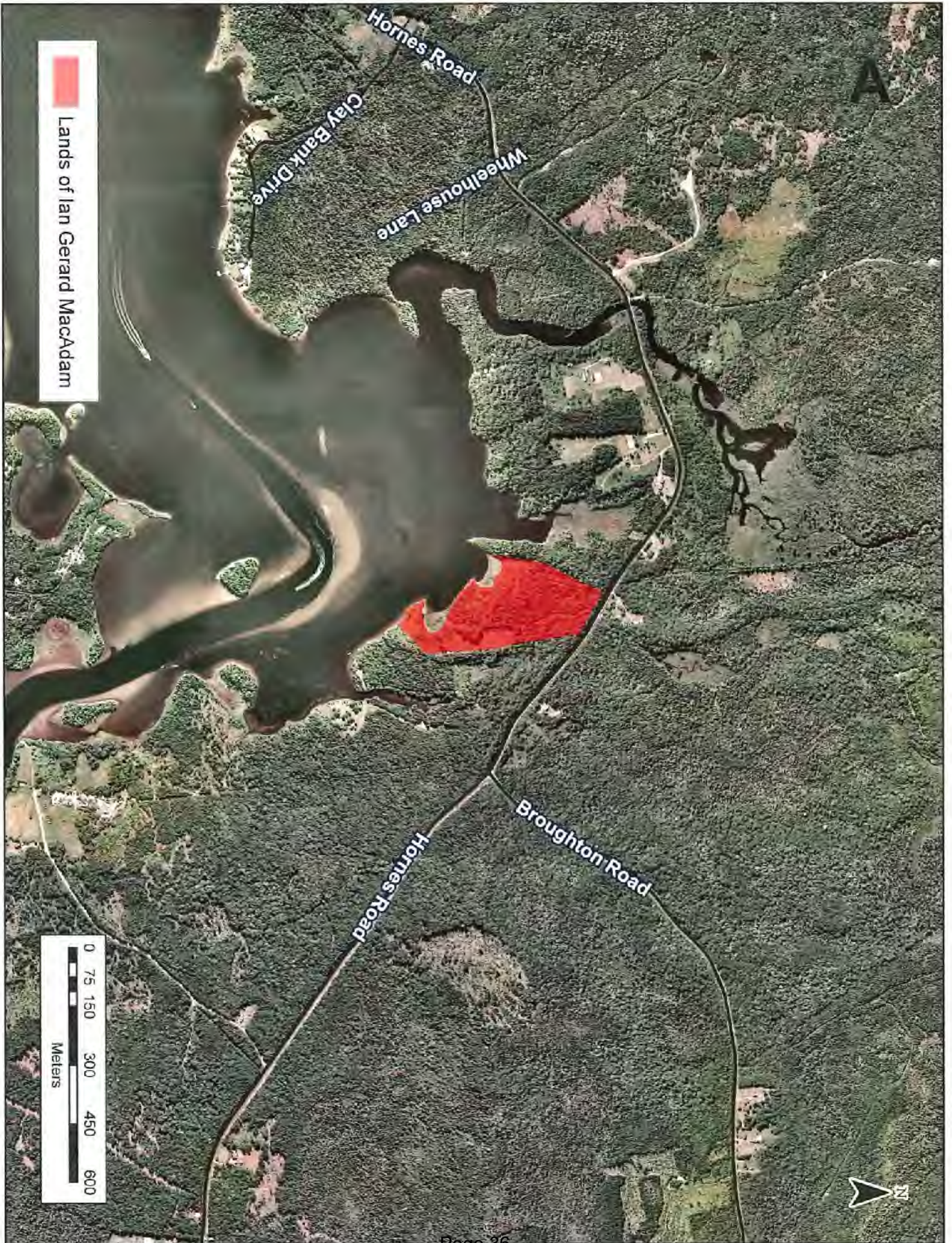
Given the content of Part 2, Policy 17e. of the Municipal Planning Strategy, it is reasonable for Council to amend the Land Use By-law to permit a campground at PID 15885932. Therefore, staff recommends Council approve the By-law amending the zoning for 15885932 from Rural CBRM (RCB) Zone to Hornes Road Campground (HRC) Zone.

The Amending By-law can be found in Attachment E.

**Submitted by:**

**Originally Signed by**

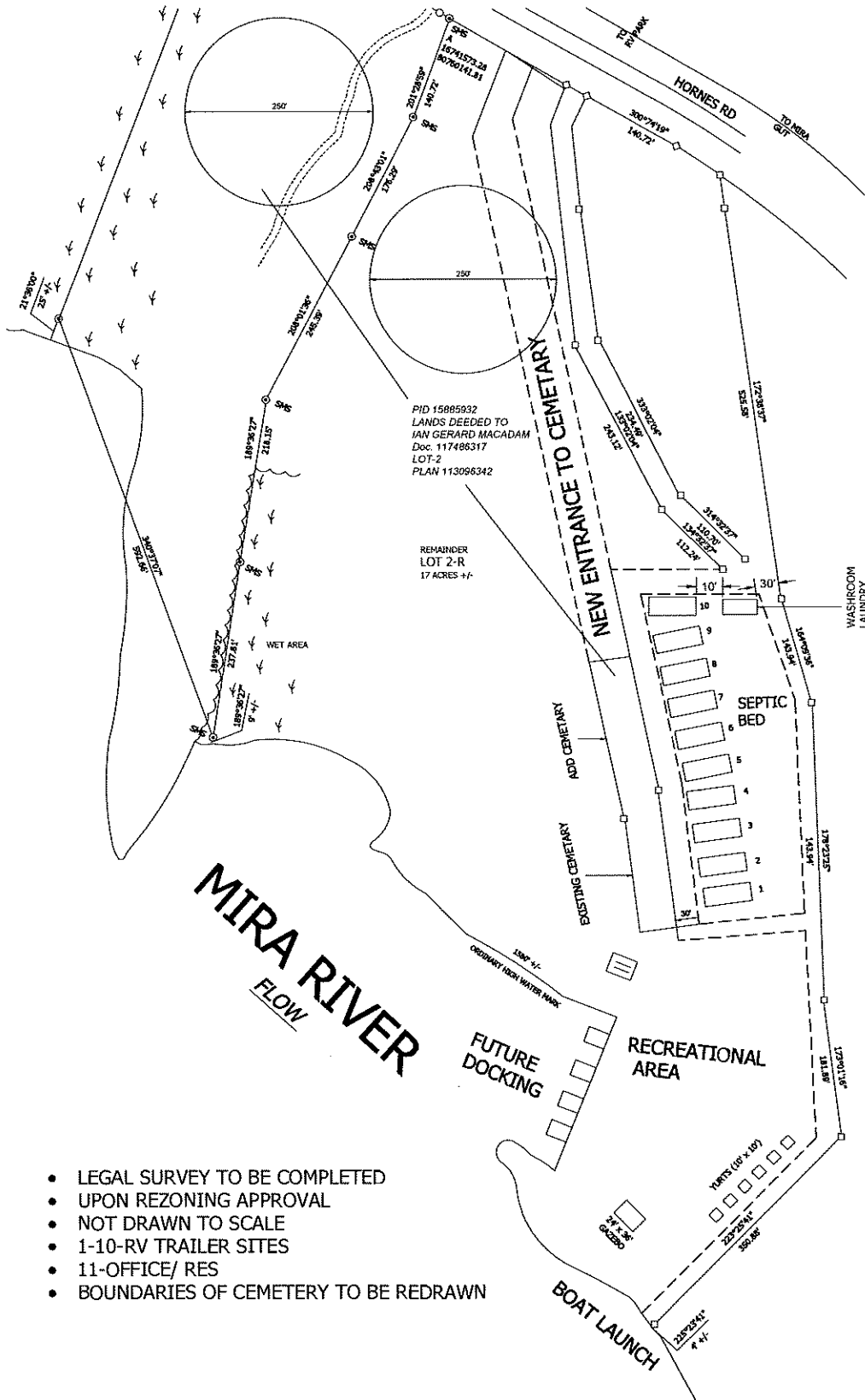
**Karen Neville  
Planning and Development Department**



 Lands of Ian Gerard MacAdam

0 75 150 300 450 600  
Meters

**B**



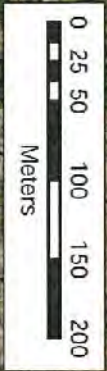
- LEGAL SURVEY TO BE COMPLETED
- UPON REZONING APPROVAL
- NOT DRAWN TO SCALE
- 1-10-RV TRAILER SITES
- 11-OFFICE/ RES
- BOUNDARIES OF CEMETARY TO BE REDRAWN

**SITE PLAN**

A.1	DATE MAY 14 2022	SHEET #	SITE PLAN	REV   DATE   DESCRIPTION	PLOT PLAN ROUTE 25S (AKA HORNES ROAD)
				CHECKED BY:	
				Page 37	



1. Proposed RV campsite area
  2. Proposed yurts and recreational area
  3. Existing cemetery
  4. Swampland area
  5. Marsh
- Single Unit Dwelling



## Municipal Planning Strategy, Part 2, Policy 17.e

- 17.e Unless there is specific policy direction regarding a type and scale of business development elsewhere in this Municipal Planning Strategy, it shall be a policy of Council to permit all other business developments not allowed by policy statements elsewhere in this Part throughout rural CBRM by zoning amendment, *except in neighbourhoods subject to Policy 18 of this Part and planned residential subdivisions.*

A site specific, use specific, zone shall be considered for each zoning amendment application. The purpose of the zone shall be to ensure:

- the site itself;
- the site plan; and
- management of the business development,

mitigate any adverse affects the development will have on low density residential development in proximity. If zone provisions cannot be established that provide reasonable protection to residential development in proximity, the application shall be denied. More specifically, this means evaluating the proposal from the perspective of:

- visual compatibility;
- dust or fumes emanating from the site;
- traffic attracted to, and leading from, the site; and
- noise emanating from the development.

**By-law**  
of the Cape Breton Regional Municipality  
amending the

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

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

**THAT:** Council Renumbers Part 103 Definitions to Part 104

**THAT:** Council amends the text of the Land Use By-law by creating the following Zone.

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**PART 103 HORNES ROAD CAMPGROUND (HRC)**

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**Section 1 HRC Uses Permitted**

Development Permits shall only be issued in the HRC Zone for the following uses in compliance with any relevant section of the General Provisions Part, and any specific section of this Part devoted to the use.

- campground
  - all uses permitted in the RCB Zone subject to the RCB Zone requirements
- 

**Section 2 Site Plan Requirements**

- a. No Development Permit for a campground shall be issued without a site plan drawn to scale illustrating the following information:
- (i) Delineation of the property to be developed on a legal survey
  - (ii) Location and size of campsites
  - (iii) Internal roads and accesses
  - (iv) Parking areas
  - (v) Accessory uses (not limited to but including laundry facilities, storage areas, washrooms, showers, convenience store, and outdoor and indoor recreation facilities)
  - (vi) Landscaping
  - (vii) Buffers and screening between the site and other nearby land uses, and
- 

**Section 3 Campsite Development Standards**

- a. Tenting and yurt sites must have a minimum area of 111.5 m<sup>2</sup> (1202ft<sup>2</sup>)
  - b. Recreational vehicle sites must have a minimum area of 223 m<sup>2</sup> (2400ft<sup>2</sup>)
  - c. The maximum number of recreational vehicle sites shall be 10.
  - d. The maximum number of tenting or yurt sites shall be 6.
  - e. No campsites shall be located closer than 10 metres (33 feet) from any property boundary.
-

**Section 4 Buffer Area and Landscaping**

- a. A landscaped buffer area not less than 30 metres (100 feet) wide adjacent to Hornes Road shall be retained except for driveways.
- b. In addition to the buffer area required in (a), all existing significant vegetation shall be retained except where its removal is necessary for the construction of the development.
- c. All exposed ground on the site not occupied by a building, a campsite, or the parking area shall comply with the definition of this By-law for landscaped open area.
- d. Any buffering or landscaped area shall be properly maintained by the owner, and not allowed to fall into disrepair or become unsightly.

**Section 5 Parking Area and Internal Driveway**

- a. Each campsite shall contain one conveniently located parking space adjacent to the internal driveway network.
- b. Parking areas and internal driveways shall be treated so as to prevent the raising of dust and loose particles.

-----  
**THAT:** Part 103 Definitions of the Land Use Bylaw is hereby amended by deleting campground and replacing it with the following:

    Campground means a recreational business establishment, which is licenced under the Tourist Accommodations Act and Regulations, where designated spaces/plots are provided for tents, yurts, and recreational vehicles for overnight accommodation or seasonal accommodations and where the accessory uses could include an administrative office, assembly hall, convenience store, swimming pool, and recreational facilities. A campground provides sanitary and waste disposal facilities, laundry facilities.

**THAT:** Part 103 Definitions of the Land Use Bylaw is hereby amended by deleting campsite and replacing it with the following:

    Campsite means a part of a recreational business establishment (e.g. campground) designed for the exclusive use of guests in a camping unit (e.g. recreational vehicles, tents, and yurts).

**THAT:** Part 103 Definitions of the Land Use Bylaw is hereby amended by adding the following:

    Yurt means a round, domed shelter of cloth or canvas on a collapsible frame with that does not contain kitchen and sanitary facilities.

**THAT:** Council amends the Land Use Bylaw map by deleting the Rural CBRM (RCB) Zone in effect for PID 1S88S932 and replacing it with the Hornes Road Campground (HRC) Zone.

**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 omendments and Land Use Bylow mop amendments on the next page referencing this Amending Bylow ore o true ond correct copy of the Amending By-law of the Cape Bretan Regional Municipality odopted by Regianal Council during o meeting held on \_\_\_\_\_ to amend the Cape Breton Regional Municipality's Lond Use By-law.

\_\_\_\_\_  
Deborah Campbell Ryan, CLERK

**From:** [Tina Smith Gautier](#)  
**To:** [PlanningConsult](#)  
**Subject:** New campground  
**Date:** August 14, 2022 8:48:31 PM

---

Hi there

Just wanted to comment and say I hope to see a new campground for Cape Breton .  
We camp most weekends in summer with our children and would love to see another  
campground opening in Albert Bridge.

Thank you,

Christina Smith Gautier

Sent from [Outlook](#)

**From:** [Lisa Donovan](#)  
**To:** [Karen M. Neville](#)  
**Subject:** Re: Request for Information-Proposed Campground, Hornes Road  
**Date:** August 16, 2022 9:06:19 AM

---

Ok. Thank you for the help Karen. I appreciate it. Hopefully the landowner complies with the rules but as mentioned before, I am concerned where this development was well started before anyone was spoken to.

Take care,  
Lisa Donovan

On Tuesday, August 16, 2022 at 08:42:40 a.m. ADT, Karen M. Neville <[kmneville@cbrm.ns.ca](mailto:kmneville@cbrm.ns.ca)> wrote:

Lisa,

Water consumption is regulated by Nova Scotia Environment. A groundwater withdrawal approval is only required if the draw exceeds 23,000 litres per day for a period of more than two weeks. It is the land owner's responsibility to comply with all Provincial requirements.

Karen

**Karen Neville, MCIP**

Senior Planner

Planning and Development Department

Cape Breton Regional Municipality

Suite 200, 320 Esplanade

Sydney, Nova Scotia B1P 7B9

Phone: 902-563-5088

**From:** Lisa Donovan  
**Sent:** August 16, 2022 8:28 AM  
**To:** Karen M. Neville <[kmneville@cbrm.ns.ca](mailto:kmneville@cbrm.ns.ca)>  
**Subject:** Re: Request for Information-Proposed Campground, Hornes Road

Thank you for this Karen. Would you also be able to respond to my previous inquiry regarding consultant engagement for water usage?

Take care,

Lisa

On Tuesday, August 16, 2022 at 08:11:28 a.m. ADT, Karen M. Neville <[kmneville@cbrm.ns.ca](mailto:kmneville@cbrm.ns.ca)> wrote:

Good Morning,

The wrong version of the Amending By-law was sent to you in my previous email. Please see attached the correct version.

Karen

**Karen Neville, MCIP**  
Senior Planner  
Planning and Development Department  
Cape Breton Regional Municipality  
Suite 200, 320 Esplanade  
Sydney, Nova Scotia B1P 7B9

Phone: 902-563-5088

**From:** Karen M. Neville  
**Sent:** August 12, 2022 10:32 AM  
**To:** Lisa Donovan  
**Subject:** RE: Request for Information-Proposed Campground, Hornes Road

Good Morning,

Please find attached a copy of the draft amending by-law. If you are unable to attend the Public Hearing, you can provide your comments in writing and they will be provided to Council for their consideration.

Karen

**Karen Neville, MCIP**  
Senior Planner  
Planning and Development Department  
Cape Breton Regional Municipality  
Suite 200, 320 Esplanade  
Sydney, Nova Scotia B1P 7B9

Phone: 902-563-5088

**From:** Lisa Donovan  
**Sent:** August 12, 2022 10:22 AM  
**To:** PlanningConsult <[PlanningConsult@cbrm.ns.ca](mailto:PlanningConsult@cbrm.ns.ca)>  
**Subject:** Request for Information-Proposed Campground, Hornes Road

Hi,  
I would like to request whatever information is available including a copy of the proposed amendment for the public hearing that is scheduled for 9:30am on August 23rd regarding the amendment to the land use by-law for the campground that is being proposed on Hornes Road, Mira Gut. I live very close to this proposed development and am unsure if I will be able to attend the public hearing as it is scheduled during my working hours.  
Thank you in advance for the help,  
Lisa Donovan



**TO:** CBRM Mayor & Council

**FROM:** Karen Neville

**SUBJECT:** Zone Amendment Application - Case 1088  
Future Growth Co-op Ltd. for a 22-Unit Apartment Building at 224 Pitt Street, Sydney Mines (PID 15505282 & PID 15725591)

Request for Partial Street Closure - MacIsaac Street, Sydney Mines (PID 15725591)

**DATE:** August 12, 2022

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**Background**

The Planning & Development Department has received a zoning amendment application from Future Growth Co-op Ltd. (Future Growth) to construct a 22-unit apartment building on the property located 224 Pitt Street (PID 15505282) and a portion of the undeveloped road reserve for MacIsaac Street in Sydney Mines (PID 15725591) [Attachment A].

PID 15505282 is an irregularly shaped lot comprised of approximately 3.5 acres. The site is accessed from a narrow portion of the parcel fronting along Pitt Street. The property opens to a width of approximately 275 feet behind the residential properties fronting along Pitt Street. It tapers to approximately 100 feet wide at the south property boundary. The applicant is requesting to acquire a portion of the undeveloped section of MacIsaac Street to increase their lot area and increase the proposed building setback from the low density residential properties on Crescent Street.

**Why is a zone amendment necessary for this development**

The property is currently zoned 224 Pitt Street Apartment Building (224AB). In 2005, CBRM Council approved the site-specific zone in response to a zone amendment request. The provisions of the 224AB Zone only permit a maximum of 20 apartment units (Attachment B); therefore, a zone amendment is required for Future Growth to construct any additional units on the property.

The Municipal Planning Strategy (MP5) identifies areas where apartment building development should be encouraged. The allowable density and scale is correlated to the following criteria:

- the level of the public street/road accessing the site;
- the variety of land use types in the vicinity; and
- the existing development densities in a given neighbourhood;

Higher density development is generally encouraged along streets which rank highly in the MP5 public street network hierarchy. The site in question fronts onto Pitt Street, which is classified as a

neighbourhood through street (Level 4). While the surrounding area is predominantly low-density residential there are large undeveloped parcels of land in the surrounding area. The above criteria clearly rationalize why the MPS does not encourage additional apartment building development as-of-right on the subject site. However, in urban service areas, higher-density development proposals can be considered by means of a zone amendment.

Part 2, Policy 1.d.9 of the MPS (Attachment B) includes six criteria that Council is obliged to consider when deciding upon such a zone amendment request. The purpose of the criteria is to ensure that the apartment building development does not adversely affect low density residential development in the vicinity. Each criterion is discussed below.

- **The development proposal must include a landscaping plan to buffer and screen low density residential uses from the starker ancillary components of the site (e.g. parking spaces, driveways, utility facilities, etc.).**

The site plan includes a proposed privacy fence along the entire western property boundary which would screen both the proposed and existing apartment buildings and the driveway and parking areas from the view of the dwellings along Crescent Street. The proposal includes a storage building on the south end of the site which is buffered by about 50 feet of landscaped open space (Attachment C).

- **An on-site parking and vehicular maneuvering plan which does not exacerbate traffic movement problems along any public street/road abutting the site shall be included.**

The site will continue to be accessed via the existing driveway from Pitt Street. The proposal includes a one-way loop around the building with the possibility of parallel parking spaces in front of the apartment units. Seven additional spaces are provided in the area between the existing and proposed buildings. Parking standards and number of spaces will be reviewed upon submission of a Building Development Application for compliance with the Land Use By-law.

- **Traffic emanating to and from the site shall not significantly increase the volume of traffic along any public street/road it will be accessing.**

The Future Growth property fronts onto Pitt Street. This section of Pitt Street is classified as a level 4 neighbourhood through street under the MPS street network hierarchy. In addition to the immediate area, it also serves the entire Cranberry neighbourhood. The traffic emanating from the 22-unit apartment building is not expected to significantly increase the traffic volume along Pitt Street. In addition, this application was referred to the Traffic Authority for comment. No concerns were raised.

- **The development proposal must mitigate the potential adverse affects any significant buildings will have on much smaller scale low density residential buildings.**

The proposed building is a single story with approximately 14,000 sq. ft (Attachment D). Height is not a concern – the building will not loom over adjacent single detached dwellings. Other than the existing apartment building on site (224 Pitt Street), the floor area of the building is of a much greater scale than dwellings in the area.

The applicant is proposing to mitigate the scale of the building by the installation of a privacy fence. In addition, with the possible purchase of CBRM land, the building setback from the property boundary

shared with the residential development on Crescent Street can be increased. At the narrowest point, the site plan depicts a setback of 27.43m (90 feet) to the property boundary. The current provisions of the 224AB zone requires a building of this size to be setback a minimum of 90 feet, which is in keeping with the proposed site plan (Attachment C).

- **The site plan and building design must respect any aesthetic aspects of the streetscape that are easily discernable;**

Given that the building is located behind the dwellings on Crescent Street, this criterion is not really relevant. Further, the site will be screened by privacy fencing. It is the roofline of the building that will be visible. The proposed building is setback significantly from the dwellings on Pitt Street and will be almost entirely screened from view by the existing apartment building.

- **Any adverse affects such as bulk and height resulting from a significantly greater scale than existing residential development in proximity shall be mitigated.**

The bulk and height of the building are discussed under the fourth criteria above.

#### **Next Steps**

The *Municipal Government Act* requires that Council hold a public hearing prior to considering an amendment. If Council agrees to proceed to a public hearing, notices would be placed 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 vicinity of the subject property.

#### **CBRM Property**

To mitigate potential impacts of the proposed building on the adjacent low density residential development, the applicant is requesting to purchase a portion of the undeveloped section of MacIsaac Street (Attachment A). The lot parcel associated with MacIsaac Street (PID 15725591) is identified as essential to the needs of the municipality and must be deemed surplus before it can be sold. A departmental circulation was completed related to this request and no concerns were raised.

In addition to declaring the affected portion of the property as surplus, CBRM is required to formally close the requested portion of the road reserve. Pursuant to the *Municipal Government Act*, Council is required to hold a Public Hearing prior to the closing of a public street.

#### **Recommendation**

For this application, three Motions are required from Council; therefore, there are three staff recommendations:

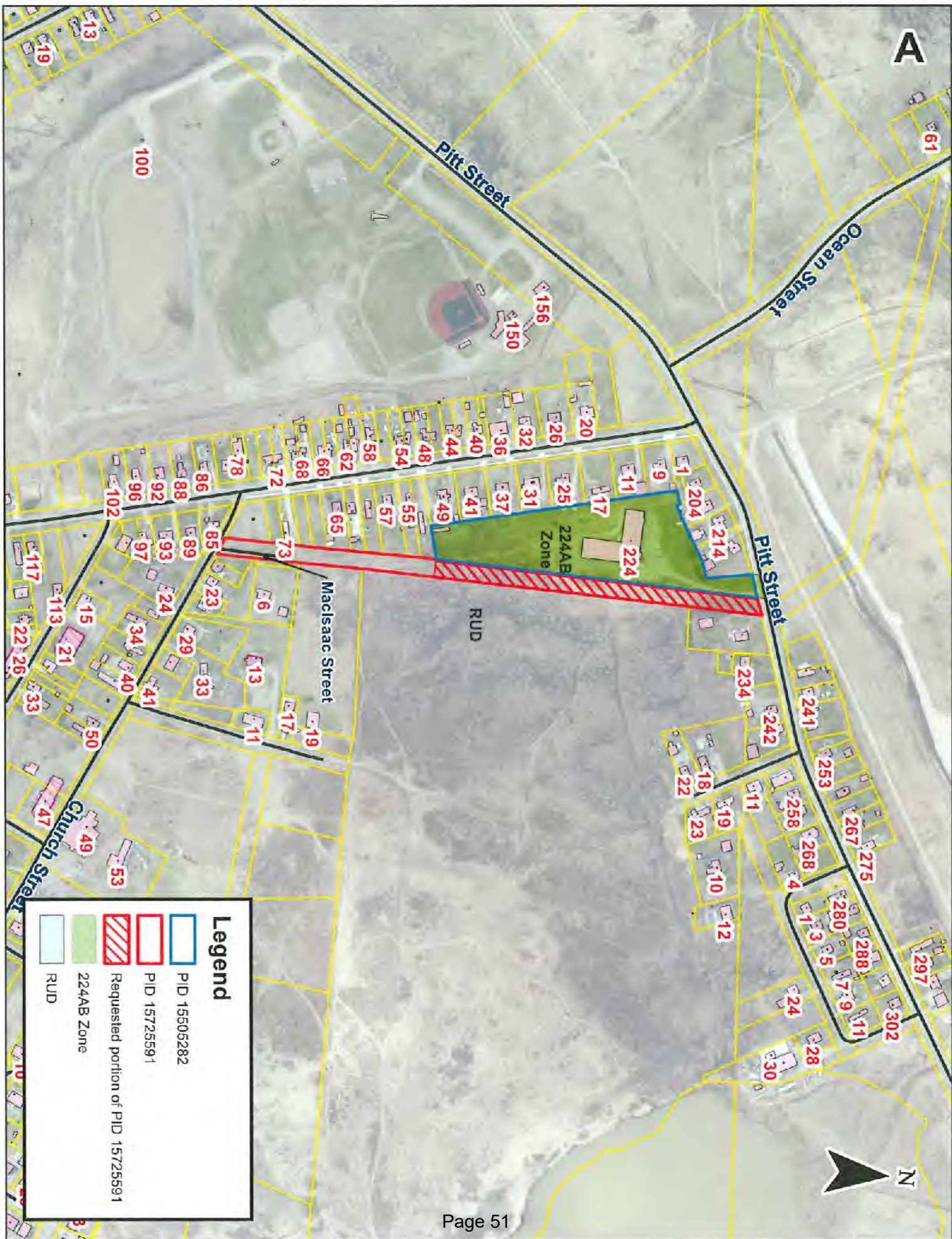
1. Based on Part 2, Policy 1.d.9, of the Municipal Planning Strategy Policy, it is reasonable for Council to consider the proposed amendment. Staff recommends Council pass a motion to schedule a Public Hearing to consider this zone amendment application during an upcoming meeting of Council.
2. Staff recommends Council pass a motion declaring the portion of PID 15725591 identified in Attachment A as surplus to the needs of the Municipality

3. Staff recommends Council to pass a motion directing staff to initiate a formal street closure pursuant to Section 13S of the *Municipal Government Act* for the portion of road parcel identified as PID 1S72S591 (Attachment A).

**Submitted by:**

**Originally Signed by**

Karen Neville  
Planning and Development Department



A

N

Pitt Street

Ocean Street

Pitt Street

MacIsaac Street

Church Street

RUD

224AB Zone

**Legend**

- PID 15505282
- PID 15725591
- Requested portion of PID 15725591
- 224AB Zone
- RUD

## Municipal Planning Strategy Policies

1.a It shall be a policy of the CBRM to recognize apartment buildings as a legitimate form of housing providing accommodation for a significant segment of the population. The degree to which they are to be accepted shall range from:

- outright permission with little or no regulatory provisions;
- permitted with regulatory provisions;
- a requirement to get specific permission from Council by means of a public hearing process;
- to near prohibition.

The degree of acceptance within any given neighbourhood shall be based on four broad suppositions:

- apartment building developments are essentially an urban type of land use with urban service needs (the rare exceptions are primarily public housing for seniors or the conversion of former community service buildings);
- the majority of apartment building tenants often have different service needs than those of our constituency who own their own homes;
- the larger scale of apartment building development has a likely potential to conflict with smaller scale low density residential development in cloistered neighbourhoods (*i.e. residential neighbourhoods only accessible via local streets that are overwhelmingly used by neighbourhood traffic*); and
- apartment building development can contribute to the vitality of our downtowns if allowed to proliferate within, in proximity to, or along the major routes leading to, our central business districts.

These four suppositions shall be applied in the form of criteria to be used as pre-requisites to specifically determine where apartment building development should occur, the scale at which it is to be permitted, and the site design provisions to be imposed.

1.b The following hierarchy of site and situation criteria shall influence where apartment building development is most encouraged to occur, and to what degree it is to be regulated:

- within the central business districts of the major urban concentrations of the CBRM;
- within neighbourhoods in proximity to the central business districts;
- along the higher level public street/roads linking our central business districts with the surrounding neighbourhoods and communities (*refer to Charts on pages 7.3 and 7.4*);
- in proximity to other concentrations of sales/service business developments;
- in other locales where they are already prevalent; and
- all other urban service areas.

1.c The criteria shall correlate a link between the density and scale of the allowable apartment building development and the site design provisions to be imposed with:

- the level of the public street/road accessing the site (*refer to Charts on pages 7.3 and 7.4*);
- the variety of land use types in the vicinity; and
- the existing development densities in a given neighbourhood; that allows for increasingly higher densities as:
  - the level of the public street/road increases in the CBRM's road network hierarchy; combined with

- the higher the existing density of the neighbourhood; and
- the variety of land use types in the vicinity.

1.d A scale of acceptability is established based on the suppositions and criteria above.

1.d.1 To facilitate residential development back into our downtowns, throughout the central business districts of the major urban concentrations, apartment building development shall be permitted at the highest densities and largest scale with the least restrictive lot development provisions. More specifically this means:

- significantly reduced parking requirements that recognize the need for automobiles is not as important to residents of a central business district as it is in other neighbourhoods;
- more flexible regulations that recognize the difficulty in providing such amenities on-site because of the density of development;
- significantly reduced landscaping provisions;
- no building setbacks from property boundaries; and
- no lot size standards correlated to scale of development. The only exceptions to this policy direction shall be:
  - along any public street/roads primarily serving local traffic, the streetscape of which is comprised primarily of low density residential uses and little or no business sales/service development exists, where they are to be permitted at a much reduced scale and density with more stringent lot development provisions intended to lessen the impact on adjacent low density residential developments by buffering and screening the starker aspects of the apartment building development; and
  - along any waterfront dominated by recreational/tourist/service-retail commercial developments, where the starker aspects of the apartment building development shall be buffered and screened by landscaping provisions from the view along any public recreational pedestrian way.

1.d.2 In the central urban neighbourhoods, apartment building development shall be permitted at the highest densities and largest scale with the least restrictive lot development provisions:

- along streetscapes served by Level 1 and Level 2 public streets/roads in the CBRM's road network hierarchy where low density residential development (i.e. 1 and 2 unit dwellings) does not represent the majority of buildings;
- along any other public street/road where low density residential development is a small minority.

1.d.3 Apartment building development shall be permitted, by site plan approval, at densities approaching twice the average density in the neighbourhoods that meet the criteria below in:

- the central urban neighbourhoods where single detached dwellings are not a significant majority of the buildings, and
- along primary urban arterials and major urban collectors serviced directly by the CBRM's public transit where the streetscape is comprised of a substantial mix of residential and non-residential developments and dwelling units in low density residential developments do not represent the majority of dwelling unit development.

The Land Use By-law provisions specific to such developments and/or the site plan approval provisions shall stipulate that:

- The scale and bulk of any new, or expanded building, and how it is to be sited and aligned, be regulated to alleviate obnoxious effects on adjacent low density residential development and the streetscape;
- adjacent low density residential uses are buffered and screened from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*);
- building façade provisions be included to prevent unattractive ancillary and protuberant structures attached to any main building from locations directly exposed to the streetscape;
- an on-site parking and vehicular maneuvering plan be included that does not exacerbate traffic movement problems along any public street/road abutting the site;
- an on-site landscaping plan be included that improves the development's compatibility with the streetscape and adjacent low density residential development.

1.d.4 In all other urban neighbourhoods either:

- directly accessed by a neighbourhood through street (Level 4) or higher level in the CBRM's road network hierarchy (*refer to Charts on pages 7.3 and 7.4*) where a majority of the dwellings are low density and the average land density per dwelling unit is significantly greater than the average throughout the urban central neighbourhoods; or
- along any public street/road where the average land density per dwelling unit is significantly higher than the neighbourhoods referenced above;

apartment building development shall be permitted, by site plan approval that allows:

- renovation conversions from low density residential to higher which generally correlates the number of apartments with the number of floors in the building; and
- new construction at densities approximating 1/3 higher than the average density in the neighbourhoods that meet the criteria above.

The Land Use By-law provisions specific to such developments and/or the site plan approval provisions shall stipulate that:

- the scale and bulk of any new, or expanded building, and how it is to be sited and aligned, be regulated to alleviate obnoxious effects on adjacent low density residential development and the streetscape;
- adjacent low density residential uses are buffered and screened from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*);
- building façade provisions be included to prevent unattractive ancillary and protuberant structures attached to any main building from locations directly exposed to the streetscape;
- an on-site parking and vehicular maneuvering plan be included that does not exacerbate traffic movement problems along any public street/road abutting the site;
- an on-site landscaping plan be included that improves the development's compatibility with the streetscape and adjacent low density residential development.

1.d.5 While normally not encouraged on local urban public streets/roads, apartment building development shall be permitted at established densities along any local urban public street/road where such developments already predominate in the streetscape, or at the site of abandoned mobile home parks. Three separate zones exclusively designed to permit and regulate apartment building development are in the Land Use By-law text, each

with a unique maximum density threshold, and 16 separate areas are zoned using one of the three zones, depending on which zone most closely fits the actual density of a given area.

1.d.6 Apartment building development shall also be a permitted optional use at the site of abandoned mobile home parks by site plan approval. The density of the development may be as much as three times the dwelling unit per acre density of the mobile home park. The site plan approval provisions should stipulate that:

- The development proposal include a landscaping plan to buffer and screen low density residential uses from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*)
- an on-site parking and vehicular maneuvering plan which does not exacerbate traffic movement problems along any public street/road abutting the site shall be included;
- The development proposal mitigates the potential adverse affects any significant buildings will have on much smaller scale low density residential buildings.
- The site plan and building design must respect any aesthetic aspects of the streetscape that are easily discernable;
- Any adverse affects such as bulk and height resulting from a significantly greater scale than existing residential development in proximity shall be mitigated.

1.d.7 Apartment building development shall also be a permitted optional use for abandoned community, educational, or municipal service buildings. In rural areas such conversions are permitted pursuant to Policy 1.d.10 below. In urban/suburban neighbourhoods outside business districts/corridors the building and site of these former facilities may be so converted by site plan approval. The site plan approval provisions should stipulate that:

- adjacent low density residential uses are buffered and screened from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*);
- an on-site parking and vehicular maneuvering plan which does not exacerbate traffic movement problems along any public street/road abutting the site be included;
- an on-site landscaping plan be included that improves the development's compatibility with the streetscape.

1.d.8 It is the intention of this Municipal Planning Strategy to acknowledge the legitimacy of all existing apartment buildings as a general provision in the Land Use By-law unless specifically identified as being either non-conforming or illegally established. Therefore, it shall be a policy of the CBRM to consider all existing apartment buildings as permitted uses at their existing scale and density at their present site, regardless of the zoning provisions affecting apartment buildings generally throughout the jurisdiction of the zone in effect at each site. However, where apartment buildings are generally not permitted, existing apartment buildings may only be replaced by site plan approval. Any expansion of the dwelling unit density shall also be permitted by Site Plan Approval provided the density does not exceed the maximum density threshold of the one apartment building Zone established pursuant to Policy 1.d.5 that has the least dense threshold of the three zones established pursuant to that policy. Any other expansion of the dwelling unit density shall be subject to the directive of Policy 1.d.9.

The Land Use By-law provisions specific to such developments and/or the site plan approval provisions shall stipulate that:

- The scale and bulk of any new building, and how it is to be sited and aligned, be regulated to improve (*in comparison to the building to be replaced*) any obnoxious effects on adjacent low density residential development and the streetscape provided the improvements imposed do not reduce the services provided to the tenants of the apartment building;
- adjacent low density residential uses are buffered and screened from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*);
- unattractive ancillary and protuberant structures attached to any main building are kept from locations directly exposed to the streetscape;
- an on-site parking and vehicular maneuvering plan be included that does not exacerbate traffic movement problems along any public street/road abutting the site;
- an on-site landscaping plan be included that improves the development's compatibility with the streetscape and adjacent low density residential development.

1.d.9 In all other urban neighbourhoods or scenarios not referenced in Policy 1.d.1 through 1.d.8 apartment building development shall only be permitted by zoning amendment.

The purpose of the zoning amendment process shall be to ensure the apartment building development does not adversely affect low density residential development in the vicinity. With each successful application, a site specific zone shall be established. Therefore, performance standards or bonus zoning incentives may be used to blend the apartment building development into the neighbourhood. Council shall use the following criteria to evaluate such zoning amendment applications:

- The development proposal must include a landscaping plan to buffer and screen low density residential uses from the starker ancillary components of the site (*e.g. parking spaces, driveways, utility facilities, etc.*)
- an on-site parking and vehicular maneuvering plan which does not exacerbate traffic movement problems along any public street/road abutting the site shall be included;
- traffic emanating to and from the site shall not significantly increase the volume of traffic along any public street/road it will be accessing;
- The development proposal must mitigate the potential adverse affects any significant buildings will have on much smaller scale low density residential buildings.
- The site plan and building design must respect any aesthetic aspects of the streetscape that are easily discernable;
- Any adverse affects such as bulk and height resulting from a significantly greater scale than existing residential development in proximity shall be mitigated.

## **Land Use By-law Zone Provisions**

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### **PART 55                      224 PITT STREET APARTMENT BUILDING (224AB) ZONE**

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#### **Section 1    224AB Uses Permitted**

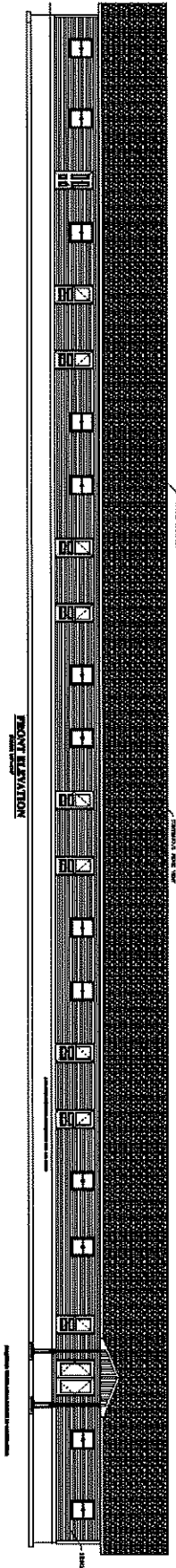
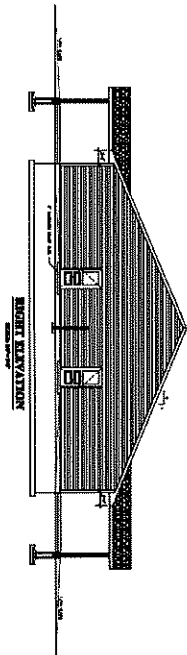
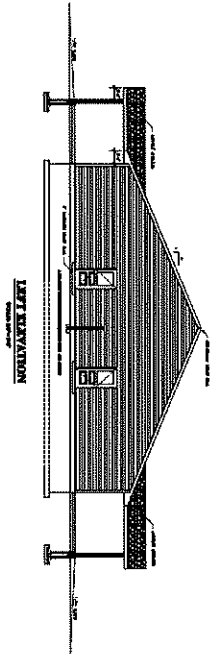
Development Permits shall only be issued in the 224AB Zone for one or more of the following uses in compliance with any relevant section of the General Provision Part, and any specific section of this Part devoted to the use.

- apartment buildings
  - townhouses
- 

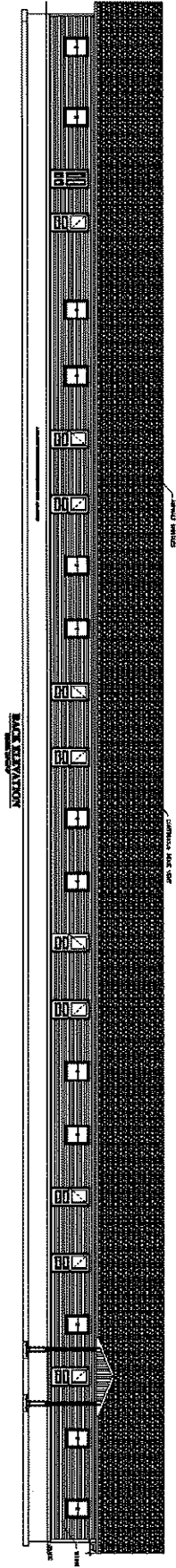
**Section 2 224AB Lot Parcel Development Requirements**

Maximum height of apartment building or townhouse	1 storey
Maximum number of dwelling units (apartments)	20
Apartment building/townhouse setback from adjacent lot parcel occupied by a single detached dwelling	10 ft. for any exterior wall less than or equal to 60 ft. wide 90 ft. for any exterior wall greater than 60 ft.
Parking area setback from adjacent lot parcel	15 ft.
Landscaping	The apartment building/townhouse and parking area shall be framed within a landscaped open area at least 30 ft. wide or to the edge of the lot parcel boundary
Accessory buildings	Any buildings or structures accessory to the apartment building/townhouse shall be within the landscaped open area





NOTE: ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.



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**Approval to Advertise: Amendment Request – (Case 1090) Thomas Street, Sydney (PID 15082407)**

**Motion:**

Moved by Councillor Eldon MacDonald, seconded by Councillor O’Quinn, approval to advertise Notice of a Public Hearing for an upcoming meeting of Council, to consider the application by Ray Embree to amend the Land Use By-law to permit a 3-unit apartment building on Thomas Street, Sydney, (PID 15082407) as outlined in the staff Issue Paper dated July 5, 2022.

**Motion Carried.**



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# MEMO

**To:** CBRM Council

**FROM:** Karen Neville

**SUBJECT:** Updated Information for Zone Amendment Request – (Case 1090)  
Thomas Street, Sydney (PID 1S082407)

**DATE:** August 16, 2022

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Staff presented a zone amendment request from Ray Embree to allow the development of a three-unit apartment building on PID 1S082407 located on Thomas Street in Sydney to Council on July 12<sup>th</sup> (Attachment A). At that time, Council passed a motion to proceed with a Public Hearing to consider the applicant's request. However, upon the conclusion of the meeting, the applicant has requested to alter the site plan and building façade from what was originally presented to Council on July 12<sup>th</sup>. As a result, Staff would like to present the updated information to Council for their consideration prior to scheduling a Public Hearing.

The applicant has plans on altering the building façade and has submitted a new site plan to address for final criterion Part 4 Policy 1. d. 9 of the Municipal Planning Strategy. The criterion states:

- The site plan and building design must respect any aesthetic aspects of the streetscape that are easily discernable

The dwellings on Thomas Street do not have a discernable aesthetic aspect of the streetscape. However, each of the main buildings constructed on the street are oriented with an entrance facing the Thomas Street. The applicant's original building design was oriented so that all the main entrances faced the house on at 222 Alexandra Street (Attachment A). The applicant is now proposing one main entrance will face Thomas Street. Building plans had not been completed upon the deadline for the August 23<sup>rd</sup> agenda, but provisions will be included in the Amending By-law requiring an entrance facing Thomas Street.

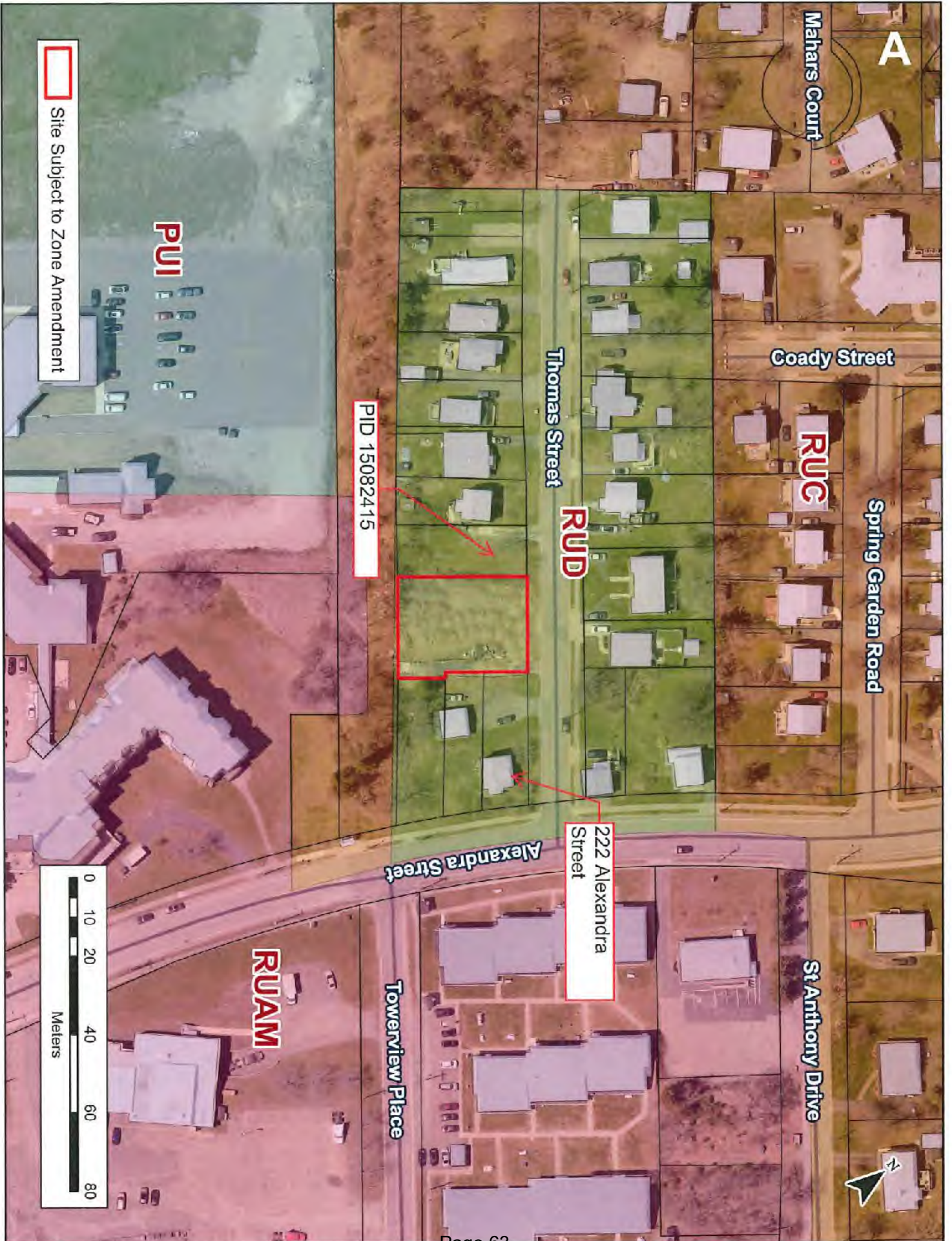
The applicant is also proposing the parking areas be amended to reflect the change in building design. The new site plan also addresses the need for a turnaround area which was raised to Council on July 12<sup>th</sup>. A copy of the applicant's updated site plan can be found in Attachment B. The Land Use By-law outlines minimum parking space requirements according to land use type. For a three-unit apartment, the property owner would be required to provide three on-site parking spaces which is shown on the site plan. Parking areas will be reviewed in compliance with the parking standards as outlined in the Land Use By-law upon receipt of a Building Development Permit Application.

The proposed changes are in keeping with the Part 4 Policy 1. d. 9 of the Municipal Planning Strategy; therefore, for Council's original motion can stand. If Council is agreement, Staff will proceed with creating an Amending By-law and scheduling a Public Hearing for an upcoming meeting of Council based on the updated information.

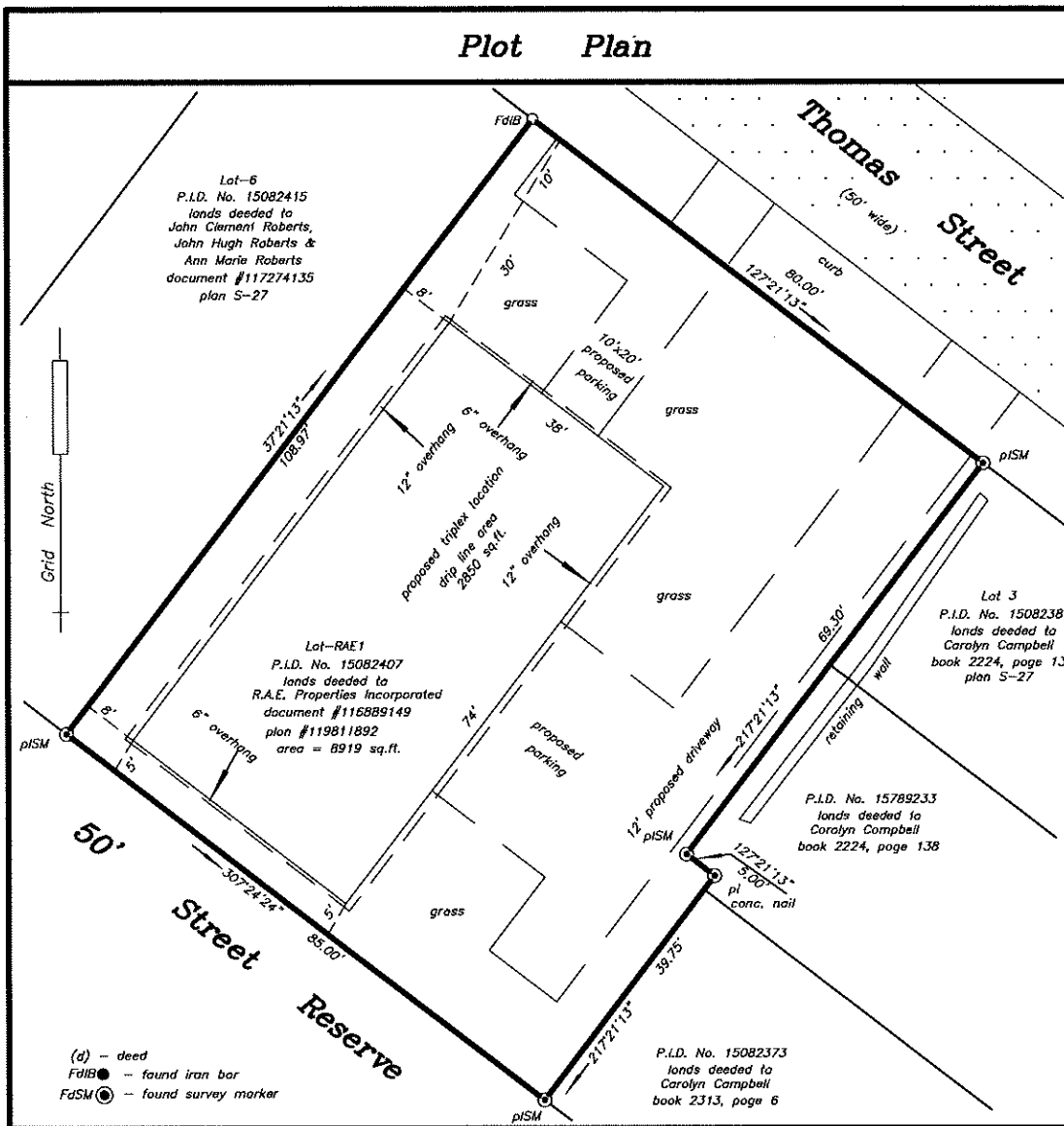
**Submitted by:**

**Originally Signed by**

**Karen Neville  
Planning and Development Department**



# Plot Plan



Certified to: R.A.E. Properties Incorporated  
13 Thomas Street, Sydney  
Cape Breton Regional Municipality, Nova Scotia

NOTE: Clearances shown are perpendicular to the boundary and are to the closest corners of the facing of the structure. Clearances are defined to a tolerance of 1/8".

I, David Attwood, Nova Scotia Land Surveyor, hereby certify that this Surveyor's Location Certificate was prepared under my supervision and in accordance with the Land Surveyors Act, Regulations and Standards made there under.

Dated Nov. 12, 2021

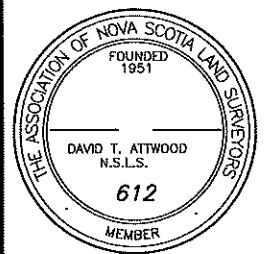
I have supervised an inspection of the subject lands and have caused such measurements to be made as I deemed necessary to certify that:

(1) The proposed triplex shown hereon is located entirely within the boundaries of the subject lands as said boundaries are defined by deed; see document #116889149

(2) Cultural features shown hereon are located to plotting accuracy unless specifically dimensioned.

(3) All easements, documented in the deed recorded in n/e in the County of Cape Breton, are reflected hereon.

No further certification or assurance is implied by or to be inferred from this document. This Surveyor's Location Certificate is not to be used for boundary definition or as a reference document for the preparation of legal descriptions.



**Attwood**  
Surveys  
Limited

100 KNIGHTSWOOD LANE, COXHEATH  
CAPE BRETON, NS B1R 2H3  
PHONE: 564-9163 FAX: 564-9066  
E-mail: attwoods-surveys@gmail.com

field:  
DATE: office: Nov. 12/21

SCALE: 1"=20'

SLC#: 8788



**TO:** CBRM Mayor & Council

**FROM:** Karen Neville

**SUBJECT:** Case 1091 – Zone Amendment Request for a Mixed Use Commercial Development at PID 15046535 (1957 Kings Road, Howie Center)

**DATE:** August 15<sup>th</sup>, 2022

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**Background**

The Planning & Development has received a request from Red Farm Project and Development Inc to develop a mixed use commercial development on PID 15046535, which is located at 1957 Kings Road, Howie Center (see Attachment A). The applicant’s full development proposal can be found in Attachment B and their proposed site plan can be found in Attachment C. While the current zoning of Rural CBRM (RCB) permits a range of sales and service uses, not all the uses being proposed are permitted. For this reason, the applicant is requesting Council consider a zone amendment. The zone provisions for the RCB zone can be found in Attachment D.

The chart on the next page identifies the proposes uses as listed by the applicant, classification of the proposed uses under the Land Use By-law, how each use relates to the current zoning, and new or existing structure. Those uses that are highlighted in yellow require an amendment of Council.

Proposed Use	Classification Under the Land Use By-law	Current Zoning	New or Existing Structure
Restaurant	Restaurant	Permit subject to Site Plan Approval	Permit Application under review
Beer Garden	Alcohol Beverage Service Establishment	Not permitted as a stand-a-lone use	Associated with the restaurant Permit Application
Playground	Recreational Use	Permitted	New
Event Barns	Assembly Space	Not Permitted	Existing
Big Hall	Assembly Space	Not Permitted	Existing
Indoor Climbing	Recreational business establishment	Permitted	Existing
Café	Restaurant	Permit subject to Site Plan Approval	Existing
Curling Field	Indoor Recreational Business Establishments	Permitted	New
Greenhouse	Agricultural Use	Permitted	New
Grocery Shop	Retail	Not Permitted if selling off-site products	New
Brewery	Alcohol Processing	Not Permitted	Existing
Butchery	Agricultural products processing or Accessory to an Agricultural Use	Permitted	New
Keeping of Livestock (Chicken and Turkeys)	Agricultural Use	Permitted	New
Storage Space	Accessory Use	Permitted	Existing
Storage of Vehicles	Commercial self-storage facility	Not Permitted	Existing
Motel	Motel	Permit subject to Site Plan Approval	New
Holiday Cabins	Tourist Cottages	Permitted up to 10 More than 10 Permit subject to Site Plan Approval	New
Fruit Growing	Agricultural Use	Permitted	New

### **Municipal Planning Strategy**

The Municipal Planning Strategy contains policy which allows business developments in rural areas which are not permitted under the Land Use Bylaw to be considered by zone amendment (see Attachment D). The purpose of the amendment is to ensure that the site itself, the site plan, and management of the development mitigate any adverse effects on residential development in proximity.

In considering the zone amendment, the proposal must be evaluated from the perspectives of:

### **1. Visual compatibility and noise**

When it comes to visual compatibility and noise, the proposed development consists of uses permitted as-of-right, permitted subject to site plan approval, and uses subject to an amendment approved by Council. Of those uses subject to the zone amendment, the retail use (grocery shop) is the only use not proposed to be located in an existing building on the property. The proposed site plan shows the addition of vegetation on the eastern side of the property adjacent to the proposed restaurant (Attachment C). Additional screening provisions could be included in the Amending By-law to address the residential development at 1951 and 1967 Kings Road (Attachment A). The Noise By-law can address noise generated from those use permitted by the Land Use By-law as well as those that would be subject to an Amending By-law.

### **2. Dust or fumes emanating from the site**

The driveway leading to the proposed development and its associated parking areas will be gravel. During hot, dry periods, the gravel driveway and parking areas may generate some dust. In accordance with the Land Use By-law, the driveway and parking area of a lot parcel serviced by a municipal sanitary sewer main shall be maintained with a permanent hard service (pavement or similar material). In this case, the lot parcel is not serviced by municipal sanitary sewer main; therefore, the applicant is not required to pave the parking area. Council could require the parking area to be paved by directing Staff to include paving requirements in the Amending By-law.

### **3. Traffic attracted to, and leading from, the site**

King Road (Route 4) is a Level 1 regional route in the CBRM public street/road hierarchy which is used to access the Canso Causeway. The volume of motor vehicle traffic emanating to and from the proposed development will be low in comparison to the volume of traffic traversing Kings Road already. That being said, because the Kings Road is a Provincially owned road, access locations will need to be approved by Department of Public Works. (DPW). A traffic study was submitted to DPW staff for their review related to the Building Development Application for the restaurant. DPW Staff has indicated there are no concerns with the proposed restaurant and each additional use on the property will require their review and approval.

Part 2, Policy 17.e of the MPS states that if zone provisions cannot be established that provide reasonable protection to residential development, the application shall be denied. In this case, site-specific zone provisions could be drafted which would recognize the permitted uses and development provisions within the RCB zone while including provisions for those uses currently not permitted in the RCB zone.

### **CBRM Forward**

As Council is aware, Dillon Consulting is currently in the process of a comprehensive review the CBRM's Municipal Planning Strategy and Land Use By-law. The draft documents are expected to be considered by Council by the end of 2022 or early 2023. It is important to note that while the current planning documents give Council the authority to consider the applicant's amendment request, it is not clear how the new planning documents will address development in this area moving forward. If Council approves this amendment requests, the applicant will need to receive Building and Development Permits prior to the adoption of any new planning documents to ensure all the proposed uses could proceed. Staff has informed that applicant of this and have instructed them to reach out to the consultants working on CBRM Forward.

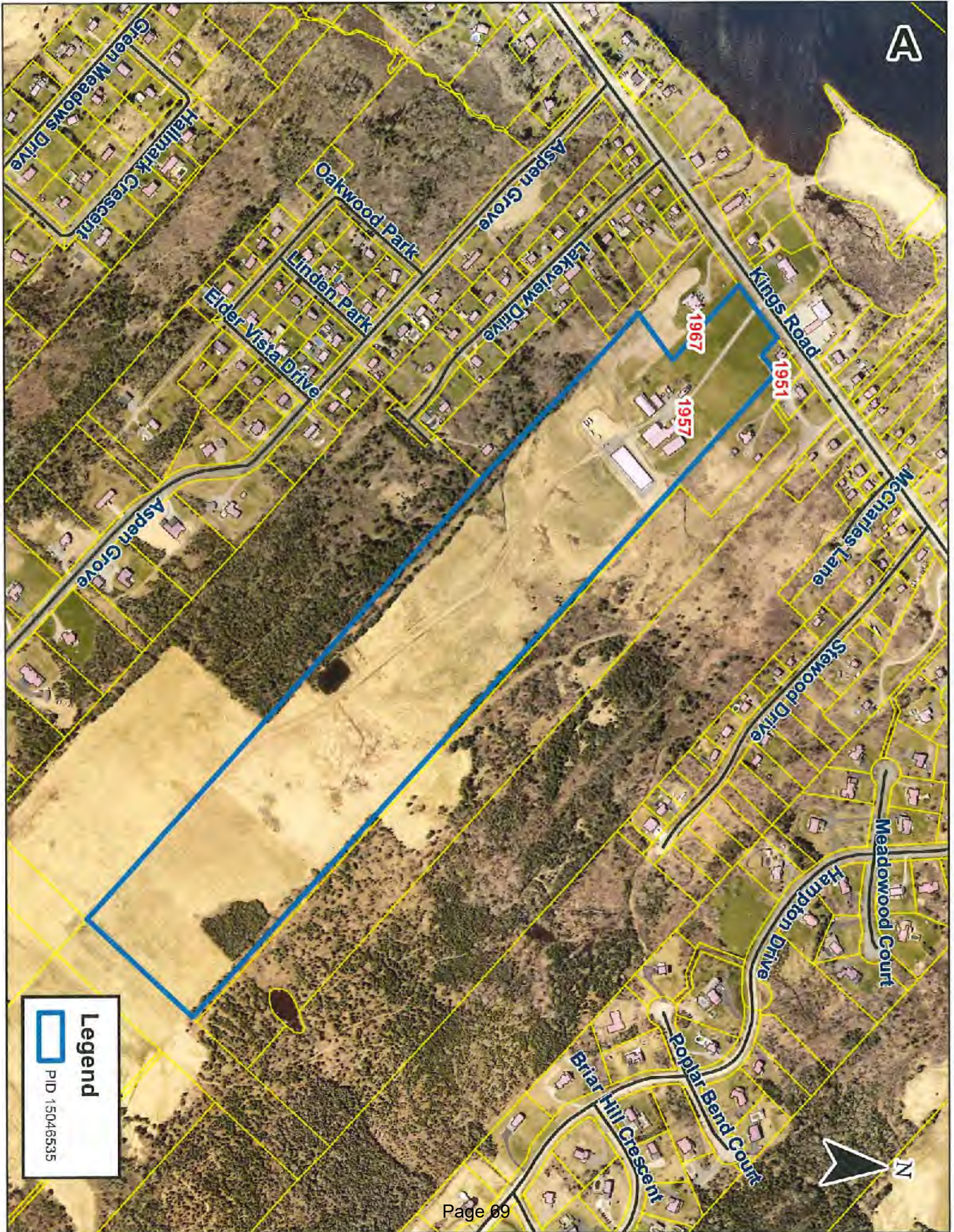
**Next Steps**

The *Municipal Government Act* requires that Council hold a public hearing prior to considering an amendment to the Land Use Bylaw. If Council agrees to proceed to a public hearing, notices would be placed 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 proposed development.

**Recommendation**

Given that zone provisions can be adopted which would be in keeping with Part 2, Policy 17.e of the Municipal Planning Strategy, I recommend that Council proceed to schedule a public hearing for an upcoming meeting of Council.

**Submitted by:****Originally Signed by****Karen Neville****Planning and Development Department**



A

**Legend**

 PID 15046535

7/18/22

## RED FARM PROJECT AND DEVELOPMENT INC. -5 YEARS PROJECT DEVELOPMENT PLAN-

### The Idea of -The RED FARM-

Families and people want to have a good time together with high quality organic food and drinks, a relaxing and cozy ambience and options for their kids to have fun. The **RED FARM** will combine all this and more.

A warm **RESTAURANT** where the quality of the service is just as much a part of the concept as the uncompromising organic quality of all ingredients. The planned **SUMMER BEERGARDEN** with barbecue in the classic Bavarian style will be a unique asset, that is outstanding for the region. For our young guests we are planning an exciting **ADVENTURE OUTDOOR PLAYGROUND** to make the Red Farm experience unforgettable for them.

Aside from the standard offer in the restaurant and beer garden, we find on the farm ground an existing huge **EVENT TENT WITH 1400 m<sup>2</sup>** that we built already in 2020, where we will celebrate a huge seasonal events four times a year: **SPRING FEST, CANADA DAY PARTY, SUMMER FEST** and **OCTOBER FEST**. The tent has the capacity to let up to **1000 guests** celebrate these events together, independently from the influence of bad or good weather. During the rest of the summer season, the tent can be rented for private events like marriages, big family birthdays or company events. During the winter it can be used as a storage for cars, boats and caravans for local people.

Of course, not every event is a major event. That's why part of the Red Farm concept is the conversion of a **BEAUTIFUL OLD BARN**, located in the back of the restaurant, into an event location for up to **350 guests**. This location will be ideal for weekly events such as small concerts, corporate events, weddings and birthdays. The charming ambience will characterize the events. In order to make the location more attractive for events, **GUEST ROOMS** and **HOLIDAY APARTMENTS** are part of the concept.

The entire concept is not only based on pure hospitality and entertainment for guests. The project is a holistic concept with **FARM TO TABLE** components that creates a place based on sustainable action that is intended to promote the development of the entire Sydney region. The **BIODYNAMIC CULTIVATION OF**



Red Farm Project and Development Inc.

1957 Klngs Road  
Sydney NS B1L 1C6  
Canada

E-MAIL [contact@red-farm.ca](mailto:contact@red-farm.ca)

WEBSITE [www.rd-farm.ca](http://www.rd-farm.ca)

**VEGETABLES** and herbs for the restaurant and possibly an **ORGANIC GROCERY SHOP** is one of the intended goals. Another component of the concept is a **house brewery**, which is intended to complement the local beer range and primarily supply the events and the restaurant with local beer. Alternatively, we are also open to **cooperation with one of the local craft breweries** who could brew the house beer for us. Realizing this concept, we will create up to **20 permanent and up to 52 seasonal jobs over 5 years** and promote Sydney as a tourism destination.

To sum up, we see an almost inexhaustible potential in the locality and location. In the course of planning the concept, we carried out a comprehensive location analysis, taking into account the local income structure, tourism figures and competition, and came to the conclusion that the project will be a success and be a new draw for regional tourism from the mainland.

### The investments in a nutshell:

	Restaurant	Barn	Big Hall	Grocery Store	Food production	Motel / Apart.	Total
Taxable annual turnover (3rd Y after start)	\$2,025,000.00	\$1,125,000.00	\$816,000.00	\$ 472,500.00	\$306,000.00	\$ 264,000.00	\$ 5,008,500.00
Employees (permanent)	8	4	1	2	4	2	21
Employees Seasonal	12	6	26	0	6	2	52
Investment by VERAG Inc. and Red Farm Inc.	\$ 2,500,000.00	\$ 170,000.00	\$350,000.00	\$ 150,000.00	\$ 70,000.00	\$ 650,000.00	\$ 3,890,000.00

Roughly 95% of the infrastructural investment will come from VERAG Logistics Inc. and RED FARM will lease the assets from them. The starting cash flow liquidity will be provided by RED FARM with roughly 350,000 CAD.



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---

## Market Potential of Tourism:

There is an overall increase in demand for the products and services we plan to provide in the Local market.

Typically, we service or sell products mainly to customers located close to your business. In addition to accommodation and transportation, restaurants are the top revenue generators in the Nova Scotia tourism industry.

### Breakdown of 2019 Tourism Revenues by Category

- Sports, culture and entertainment >> 5%
- Vehicle rental and local transport >> 5%
- Restaurants >> 19%
- Vehicle operations >> 10%
- Accommodations >> 21%
- Transportation >> 18%
- Shopping >> 13%
- Groceries >> 9%
- >> Total >> 100%

In 2017, around 2,413,000 foreign overnight guests came to Nova Scotia. To determine how many of them are coming to Cape Breton Island, a good indicator of the general market potential of the area, is the number of visitors to Cape Breton Highlands National Park. We see continuous growth over the past 10 years to a stable level of 300,000+ visitors annually. The pandemic situation does not seem to have any significant influence on this number either (see statistics below).

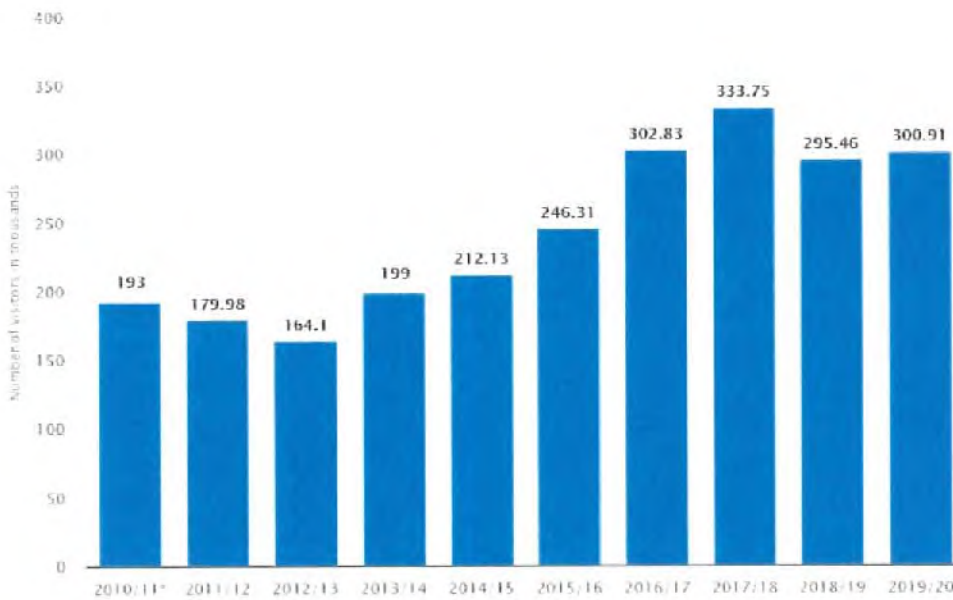


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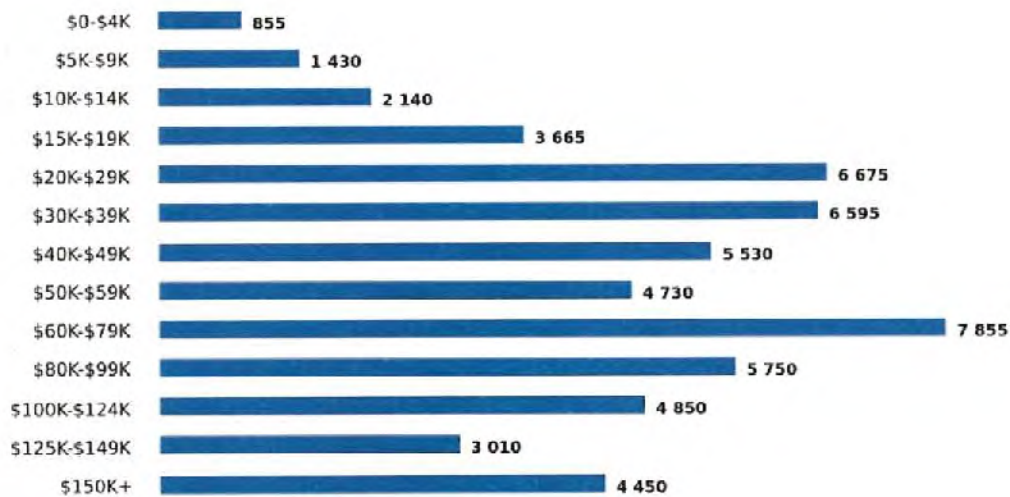


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[Additional Information](#)

[Show source](#)

We have an income structure that suggests good potential for households that can afford to eat out regularly.



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---

## Concept scope of the entire project:

List of project components (some are optional):

- a. Restaurant
- b. Beergarden
- c. Adventure playground for kids attached to the restaurant and beer garden
- d. Event location in the Events Barn (Marriages, Concerts, Comedy, etc, up to 350 people)
- e. Event location for big events (up to 1000 people) in the "Big Hall"
- f. Indoor Climbing Hall with small Café (rear portion of Events Barn)
- g. Curling field close to the restaurant and barn
- h. Up to 4 greenhouses for farm to table (Restaurant) and local organic grocery shop on the farm
- i. Organic grocery shop to sell overproduction of the greenhouses and meat and brewery
- j. Brewery just for in-house demand and maybe the shop
- k. Small butchery for Chicken, Turkey, Pork and Beef to supply the demand of the Restaurant and the shop
- l. Chicken breeding for meat processing and egg production
- m. Turkey breeding for meat processing and egg production
- n. Small organic grocery shop close to the Kings Road
- o. Additional storage space
- p. Storage of cars boats caravans in the buildings when not used for events
- q. Motel Style Guest Rooms (10 - 15 rooms for up to 50 Guests)
- r. Holiday Cabins for Families (4 Units for up to 16 Guests -> 4/unit)
- s. Fruit Growing for Farm to Table concept and selling in the organic grocery shop



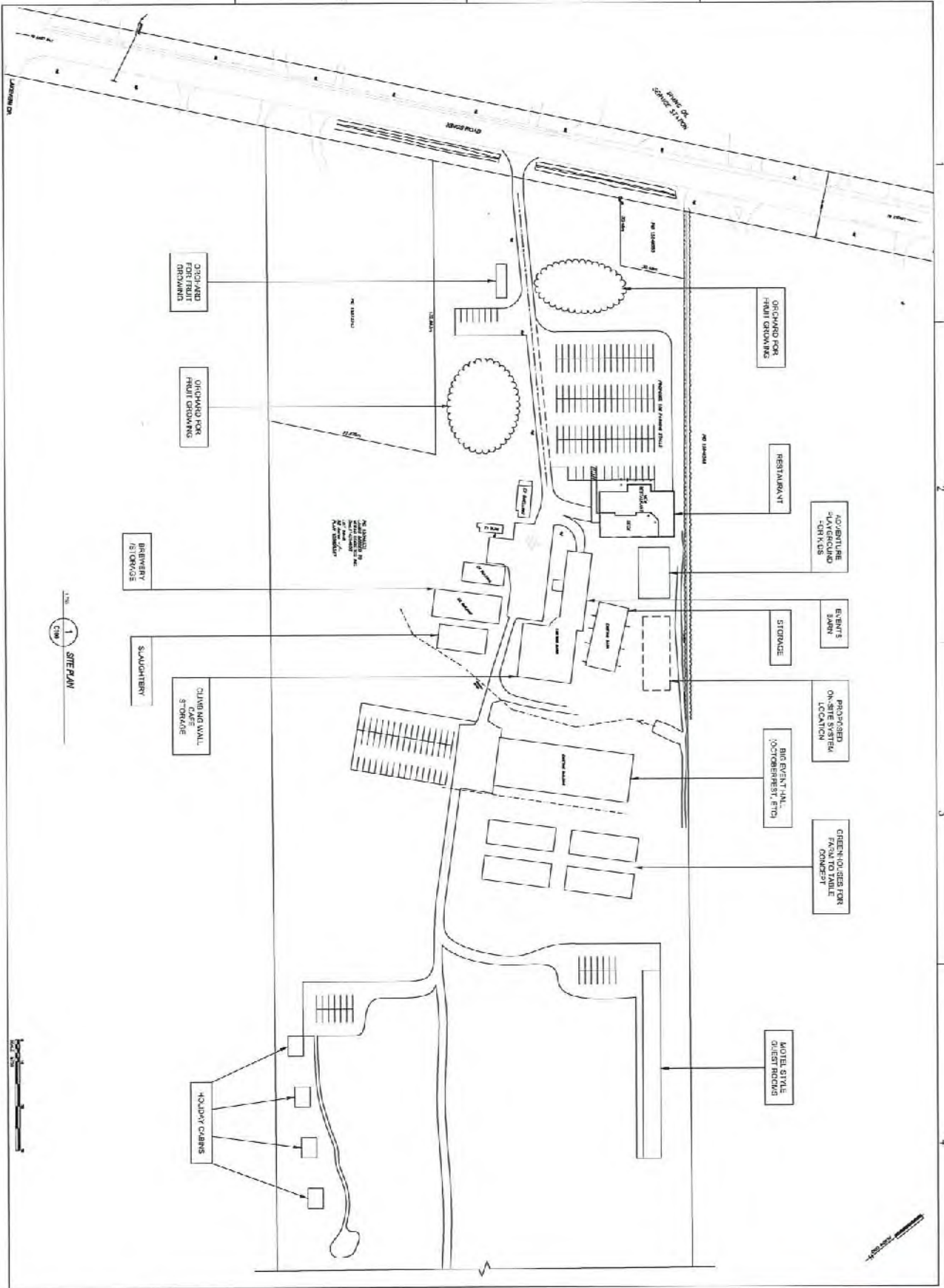
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1 SITE PLAN  
C100

PROJECT: RED FARM 5 YEAR PLAN

1875 KINGS ROAD, HOWLAND CENTER, MS

5 YEAR SITE PLAN

C100

Page 75

DATE: 10/11/11

BY: [Signature]

SCALE: 1" = 100'

### Municipal Planning Strategy Policy

- 17.a Because of the relative sparsity of development in comparison to urban/suburban locales, coupled with the generally less apprehensive attitude of rural constituents about land use and development issues in comparison to urban/suburban residents, policy direction regarding business development in most of rural CBRM is more relaxed. It shall be a policy of Council to permit a wide variety of business developments in most of rural CBRM based on a range of regulatory provisions from as-of-right permission to the requirement for a zoning amendment.
- 17.b It shall be a policy of Council to permit personal service businesses, business office and health care, small scale accommodations businesses, arts and artisan establishments, and maintenance and repair services to sectors other than the automobile, as-of-right throughout rural CBRM, *except in neighbourhoods subject to Policy 18 of this Part and planned residential subdivisions.*
- 17.c It shall be a policy of Council to permit automotive repair service businesses throughout rural CBRM, *except in neighbourhoods subject to Policy 18 of this Part and planned residential subdivisions*, provided all buildings and structures associated with the business are well setback from any residential dwelling and outdoor storage is setback even further with screening provisions in effect to protect residential development, as specified in the Land Use By-law.
- 17.d It shall be a policy of Council to permit larger accommodations businesses other than campgrounds, food service establishments, and boutiques throughout rural CBRM by site plan approval, *except in neighbourhoods subject to Policy 18 of this Part and planned residential subdivisions.*
- The site plan approval provisions should stipulate that:
- adjacent low density residential uses are buffered and screened from the starker ancillary components of the site (e.g. parking spaces, driveways, utility facilities, etc.);
  - an on-site parking and vehicular maneuvering plan which does not exacerbate traffic movement problems along any public street/road abutting the site be included;
  - an on-site landscaping plan be included that improves the development's compatibility with the landscape in the vicinity.
- 17.e Unless there is specific policy direction regarding a type and scale of business development elsewhere in this Municipal Planning Strategy, it shall be a policy of Council to permit all other business developments not allowed by policy statements elsewhere in this Part throughout rural CBRM by zoning amendment, *except in neighbourhoods subject to Policy 18 of this Part and planned residential subdivisions.*

A site specific, use specific, zone shall be considered for each zoning amendment application. The purpose of the zone shall be to ensure:

- the site itself;
  - the site plan; and
  - monogement of the business development,
- mitigate any adverse affects the development will have on low density residential development in proximity. If zone provisions cannot be established that provide reasonable protection to residential development in proximity, the application shall be denied. More specifically, this means evaluating the proposal from the perspective of:
- visual compatibility;
  - dust or fumes emanating from the site;
  - traffic attracted to, and leading from, the site; and
  - noise emanating from the development.

## Land Use By-law Provisions

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### PART 41                      RURAL CBRM (RCB) ZONE

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#### Section 1                      RCB Uses Permitted

Development Permits shall only be issued in the RCB Zone for one or more of the following uses in compliance with any relevant section of the General Provisions Part, and any specific section of this Part devoted to the use, **provided the development is not capable of being serviced by a CBRM sanitary sewer main.** Developments to be serviced by a sanitary sewer main shall be subject to the provisions of the Zone in effect from where the sanitary sewer main is being extended, or subject to any General Provision that would otherwise come into effect.

- **agricultural uses – (all)**
- **fishery uses – (all)**
- **forestry** all forestry uses *including*
  - sawmills
  - splitting, chunking and retailing or wholesaling of forestry products *in compliance with Section 8*
- **manufacturing – only the following**
  - assembly *as an optional use at the site of an abandoned fishery products processing establishment or agricultural building*
  - forestry products manufacturing *in compliance with Section 4*
  - mining products manufacturing *in compliance with Section 9*
- **recreational – only the following**
  - all except racetracks for motor vehicles and campgrounds (existing campgrounds are listed as permitted below)
  - existing campground at PID# 15330996, 15330947, 15701568, 15331036, 15331028, and 15330947 (6136 – 6140 East Bay Highway, Ben Eoin)
  - existing campground at PID # 15072598 (10 Johnson Road Extension, Little Bras D'Or)
  - existing campground at PID# 15270234 (5781 Union Highway)
  - existing campground at PID # 15354285 (5785-5789 Highway 22, Catalone)
  - existing campground at PID # 15841273 (3241 Grand Mira North Road, Sandfield)
  - existing campground at PID# 15542848 (168 Waterpark Drive, Marion Bridge)

- **residential – only the following**
  - apartments in a converted community, educational or municipal service building at a ratio of 1 apartment per 1,000 sq. ft. of floor space
  - mobile homes
  - residential resort complex
  - single detached dwellings
  - recreational vehicles
  - two unit dwellings
- **sales – only the following**
  - bakery sales
  - boutiques
  - convenience stores *in compliance with the site plan approval provisions of Section 5*
  - sale of fishery produce *as an accessory use to a fishery use*
  - warehouse *as an optional use at the site of an abandoned fishery products processing establishment or agricultural building*
  - wholesale *as an optional use at the site of an abandoned fishery products processing establishment or agricultural building*
- **service – only the following**
  - animal (domestic) care facilities
  - artist/artisan establishment
  - arts/entertainment studio
  - boat charter
  - business offices
  - community service
  - community service residences
  - crematoriums
  - cultural service
  - day care facilities
  - educational service
  - health care
  - heavy equipment depots *in compliance with the provisions of Section 7 and the setback provisions of Section 3*
  - hotels up to a maximum of 10 rental units
  - hotels with more than 10 rental units *in compliance with the site plan approval provisions of Section 6*
  - inns
  - long term care facilities
  - marina at PID 15190614 (Long Island Road, Georges River) and PIDs 15634462 and 15289390 (Hillside Road, Albert Bridge)
  - motels *in compliance with the site plan approval provisions of Section 6*
  - motor vehicle repair service *subject to the outdoor storage provisions of Section 2 and the setback provisions of Section 3*
  - personal service businesses
  - protective *only the following*

- coast guard stations
- fire
- judicial
- military
- police
- repair services
- residential care dwellings
- restaurants *in compliance with the site plan approval provisions of Section 5*
- self-storage facilities *as an optional use at the site of an abandoned fishery products processing establishment or agricultural building*
- tourist cottage complex up to a maximum of 10 tourist cottages
- tourist cottage complex with more than 10 tourist cottages *in compliance with the site plan approval provisions of Section 6*

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## **Section 2                    Outdoor Display and Storage**

Outdoor display is permitted.

Outdoor storage of motor vehicles displaying a valid Province of Nova Scotia Vehicle Permit or displaying a valid safety inspection sticker awaiting repair at a motor vehicle and related service shall be permitted.

Outdoor storage of derelict motor vehicles not displaying a valid Province of Nova Scotia Vehicle Permit or displaying a valid safety inspection sticker, used bodies or parts of motor vehicles, or used bodies or parts of other vehicles, machinery or equipment, shall not be permitted.

When a motor vehicle repair business development is operated at the same site as a heavy equipment operation there still cannot be more than 3 pieces of heavy equipment on site.

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## **Section 3                    Setback Provisions from dwellings**

All land uses, buildings and structures subject to this Section shall be a minimum of 300 feet from a dwelling, other than the dwelling of the proprietor of the business.

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## **Section 4                    Forestry Products Manufacturing**

- Any buildings or structures associated with a forestry products manufacturing use shall be a minimum of 1,000 feet from any dwelling other than the dwelling of the proprietor.
  - The site of the forestry products manufacturing use shall front along a public street/road *owned and maintained* by the Cape Breton Regional Municipality or the Province of Nova Scotia.
-

**Section 5 Convenience Stores and restaurants – site plan approval**

All convenience stores and restaurants are subject to approval of a site plan (pursuant to Sections 231 and 232 of the Municipal Government Act). The Development Officer shall approve a site plan where the following matters have been addressed. The Development Officer shall measure the degree of stringency in interpreting the criteria so that it correlates with the scale of the development and each and every feature of the development (e.g. buildings, parking area etc.), and the proximity of the development, or any specific feature of it, to any other development or streetscape intended to be protected by the criteria.

- a. Utility structures and the parking spaces of a new parking area to be constructed shall be screened from a public street/road and any single detached dwellings to soften their starkness by a combination of vegetation and fencing. Where there is land available, landscaping that meets the definition of landscaped open space in this Bylaw, or fencing improvements, shall be introduced between existing parking spaces and any abutting yard on an adjacent property occupied by a residential use to soften the starkness of the parking spaces from that yard.
  - b. Any outdoor lighting must be directed away from adjacent properties.
  - c. All existing significant vegetation shall be retained except where its removal is necessary for the construction of the development.
  - d. Measures, including lot parcel grading, shall be required to adequately dispose of storm and surface water.
  - e. All of the items required by this Section shall be adequately maintained.
  - f. Only one ground sign shall be permitted.
  - g. Ingress and egress points where the parking area is to be accessed from any public/street/road shall be designed to ensure that any known significant traffic problem identified by the Traffic Authority is not further exacerbated.
- 

**Section 6 Hotels and Motels – site plan approval**

All land uses that reference this Section are subject to approval of a site plan (pursuant to Sections 231 and 232 of the Municipal Government Act). The Development Officer shall approve a site plan where the following matters have been addressed. The Development Officer shall measure the degree of stringency in interpreting the criteria so that it correlates with the scale of the development and each and every feature of the development (e.g. buildings, parking area etc.), and the proximity of the development, or any specific feature of it, to any other development or streetscape intended to be protected by the criteria.

- a. Utility structures and the parking spaces of a new parking area to be constructed shall be screened from a public street/road and any single detached dwellings to soften their starkness by a combination of vegetation and fencing. Where there is land available, landscaping that meets the definition of landscaped open space in this Bylaw, or fencing improvements, shall be introduced between existing parking spaces and any abutting yard on an adjacent property occupied by a residential use to soften the starkness of the parking spaces from that yard.

- b. All existing significant vegetation shall be retained except where its removal is necessary for the construction of the development.
- c. Measures, including lot parcel grading, shall be required to adequately dispose of storm and surface water.
- d. Setbacks shall be correlated to the scale of the hotel building, the amount of existing vegetation that is capable of lessening its impact on adjacent single detached dwellings.
- e. Signs shall be limited to one per public street/road access point.
- f. Ingress and egress points where the parking area is to be accessed from any public/street/road shall be designed to ensure that any known significant traffic problem identified by the Traffic Authority is not further exacerbated.

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**Section 7                    Heavy equipment depots**

Heavy equipment depots as a home business are permitted in compliance with the following provisions.

The maximum number of pieces of heavy equipment shall be 3 per depot.

No more than 1 depot per lot parcel.

Each depot must be located on the same lot parcel as the dwelling of the owner/operator.

Noise producing equipment (e.g. refrigeration units) cannot be operated.

When a trailer is not attached to a truck it is considered a separate piece of equipment.

When a motor vehicle repair business development is operated at the same site as a heavy equipment operation there still cannot be more than 3 pieces of heavy equipment on site.

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**Section 8                    Splitting, Chunking and Retailing/wholesaling Forestry uses**

Splitting, chunking and retailing/wholesaling forestry uses shall only be permitted at the harvested site unless at another location setback from any dwelling a minimum distance of 1,000 feet.

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**Section 9                    Mining Products Manufacturing at a Construction Site**

Manufacturing using raw minerals at a construction site shall be permitted only as a temporary ancillary use to the project provided:

the manufacturing occurs within 200 feet of the construction site; and

the manufacturing is at least 200 feet from a dwelling.

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**Section 10                  Provisions when development is serviced by CBRM sewer**

A Development Permit to permit any of the uses listed as permitted in Section 1 of this Zone shall only be issued if the use proposed is not serviced by a CBRM sanitary sewer main. Any proposed

development in this Zone intended to be serviced by a CBRM sanitary sewer main must also be a permitted use in the adjacent urban zone from which the sanitary sewer main is being extended, or it is permitted as a General Provision in all zones.

### **Section 11 Special Provision for Grand Lake Road/Sydney Road**

- a. The existing business developments and the properties they are located on which are mutually:
- in this Zone; and
  - along the sectors of Grand Lake Road and Sydney Road where the speed limit is greater than 60 kilometers per hour;
- are listed in Part 51 of this Bylaw under the title "Grand Lake Road/Sydney Road Greater than 60 Kilometres Per Hour". Pursuant to Policy 5.b.3 of Part 2 of the Municipal Planning Strategy, Development Permits for the expansion of these business developments, or change in the use of the property, shall only be permitted in compliance with the provisions in Part 51 specific to each site. However, no Development Permits shall be issued for any of the types of land uses listed below on lot parcels on which are not identified in Part 51 as referenced above:
- all sales
  - all service
  - recreational business establishment
  - all manufacturing
  - sales as an accessory use to an agricultural use, forestry, or fishery.
- b. **Minimum lot parcel frontage** = 150 ft. *unless* the lot parcel existed on the effective date of this Bylaw provision (i.e. May 28<sup>th</sup>, 2012), or was approved by the Development Officer in compliance with the Subdivision Bylaw to alter boundaries or consolidate lot parcels.
- c. In a plan of subdivision approved by the Development Officer after May 28<sup>th</sup>, 2012 that provides access to lot parcels by means of a public street/road (which became a public street/road when the plan of subdivision was approved) intersecting with either Grand Lake Road or Sydney Road, the maximum number of dwelling units shall be 5.
-



Sydney & Louisburg Railway Historical Society  
7330 Main St. Louisbourg, NS B1C 1P5

**To whom it may concern.**

**Re. CBRM funding request for the S&L Railway Museum facilities owned by CBRM**

On behalf of the volunteers of the Sydney & Louisburg Railway Historical Society I am requesting an opportunity to speak at the August 23<sup>rd</sup> meeting of Council related to funding critical infrastructure work to two designated heritage buildings under ownership of Cape Breton Regional Municipality that make up part of our operations – the station and freight shed. Our request is for \$35,000 of a \$110,000 project approved by ACOA and publicly announced by MP Mike Kelloway on January 11, 2022.

This project has been an ongoing collaboration with CBRM dating back to 2016, with considerable involvement and input from CBRM staff, council and the community. With this funding we are able to address the fundamental infrastructure needs (eg. building foundation, roofing) identified within two CBRM funded engineering reports, while improving accessibility for museum operations and visitor information centre functions as part of efforts to consolidate services as a result of the CBRM sale of the Town Hall. This funding ensures the sustainability of our operations for years to come. I look forward to discussing the project further in person.

We appreciate your continued partnership with our operations and support for our community.

Sincerely,

Chris Bellemore  
President, S&L Railway Historical Society

# CBRM

## M·E·M·O

---

320 Esplanade

Sydney, Nova Scotia, B1P 7B9

902-563-5009

**To:** Mayor Amanda M. McDougall & Council  
**From:** Marie Walsh, CPA, CGA – Chief Administrative Officer  
**Date:** August 17, 2022  
**Subject:** S & L Railway

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Just to provide some background to the request from the group today I offer the following: As per the attached motion, Council declared the Louisbourg Town Hall as surplus to the needs of the Municipality on March 12, 2019 (as recommended by the General Committee on March 5, 2019 – copy attached) and it was sold to Parks Canada in April 2020. Proceeds from the sale were \$334,595 which is being held in a reserve, of which Council recently approved \$78,910.70 for the George D Lewis School. During the discussion at the March 5<sup>th</sup> General Committee meeting, Council discussed the potential of the money being leveraged for other projects in the Community of Louisbourg. One of those projects was the S & L Railway which is owned by CBRM. Council approved an application for funding from ACOA for this project in 2021.

If approved, staff require a motion of Council to release the money from Reserve. The portion requested from CBRM is \$35,000.

Thank you.

**Yours truly,**

*Original signed by:*

---

**Marie Walsh, CPA, CGA**  
**Chief Administrative Officer**

Attachments

**Excerpt – Approved March 12, 2019 Council Minutes**

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**Louisbourg CSC:**

Mr. Bill Murphy, Director Recreation, Parks, Grounds, Buildings & Facilities, introduced the issue.

**Motion:**

Moved by Councillor McDougall, seconded by Councillor Coombes, that the property at 7495 Main Street, Louisbourg, be deemed as surplus to the needs of CBRM and to accept the offer to purchase at the assessed value plus HST for the building and property, as directed by existing Council Policy.

**Motion Carried.**

Louisbourg CSC

**Motion:**

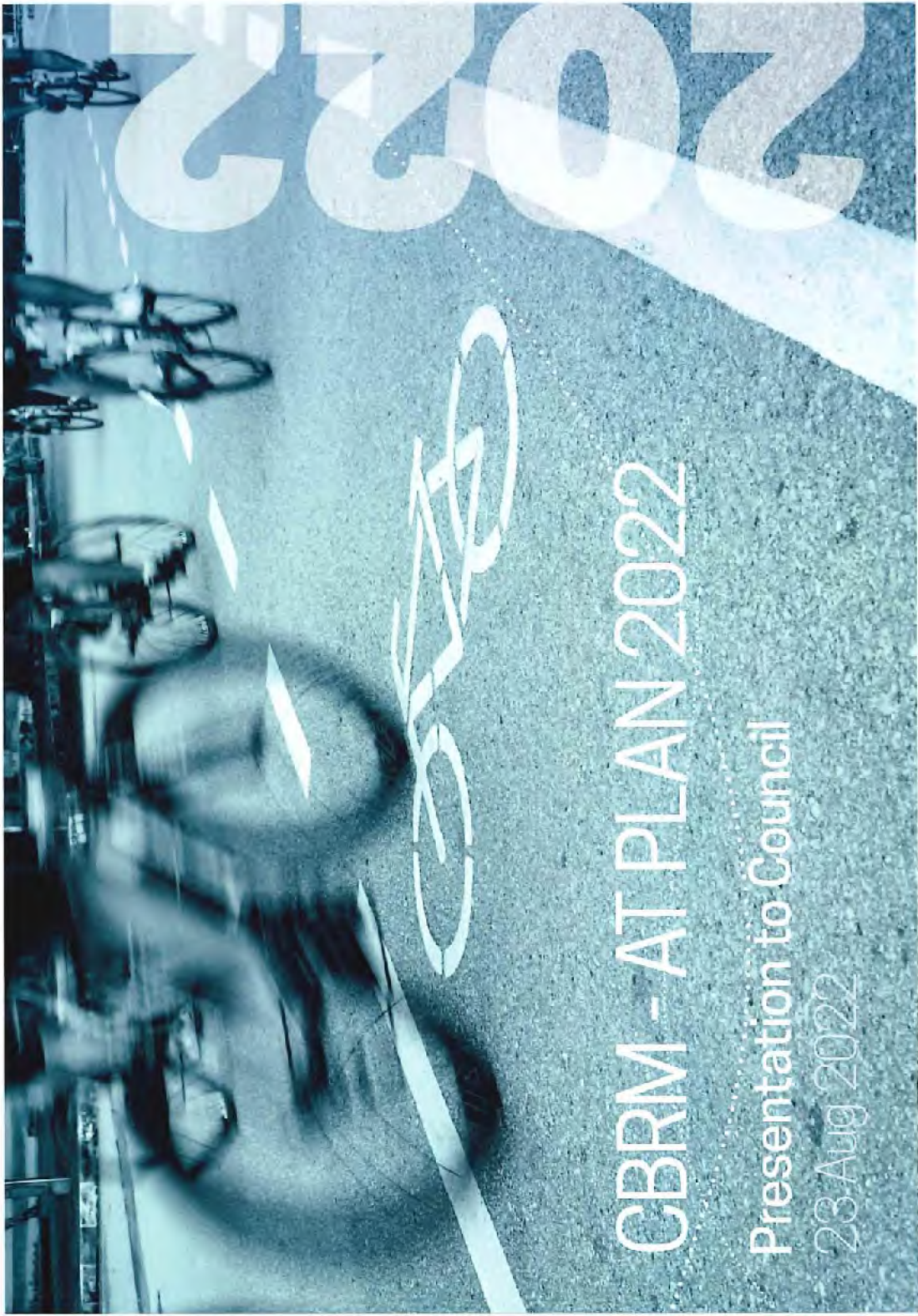
Moved by Councillor McDougall, seconded by Deputy Mayor Doncaster, that a recommendation be made to Council to deem the property at 7495 Main Street, Louisbourg, as surplus to the needs of CBRM and to accept the offer to purchase at the assessed value plus HST for the building and property, as directed by existing Council Policy.

**Discussion:**

During discussion, Council members discussed:

- The benefits of the sale of this property to the community of Louisbourg and how money from the sale could be leveraged to provide upgrades to the former George D. Lewis Hub School and S & L Railway building.
- Mayor Clarke clarified that the current motion authorizes the sale of the property and if approved, the recommendation for use of the net proceeds will be brought back to Council with further details including rent and operating costs by the Director Recreation, Parks, Grounds, Buildings & Facilities;
- The possibility of police and recreation moving to space at the George D. Lewis Hub School.

**Motion Carried.**



# CBRM - AT PLAN 2022

Presentation to Council

23 Aug 2022



**fathom**  
In Association with:  
EXP  
Dr. John Gillis



## What is active transportation?

- Active transportation (AT) focuses on **human-powered transportation** such as bicycles, scooters, wheelchairs, skateboarding, in-line skates, cross-country skiing, and kayaking.
- Beyond the use of human-powered transportation, **AT focuses on using the most efficient route possible** to connect a user from residential areas to community features (e.g. school, work)
- AT routes are the most effective when they **connect to other modes of transportation** - such as public transit - to create integrated mobility networks
- AT typically **does not include recreational or scenic trails**, unless these routes connect to key destinations within the community.



# CBRM **IN MOTION**

## CBRM ACTIVE TRANSPORTATION PLAN ENGAGEMENT WEEK ACTIVITIES

Cape Breton Regional Municipality (CBRM) is creating a new Active Transportation Plan. The Plan will outline infrastructure upgrades and new routes required to improve the walkable and wheelable network across the Municipality.

We welcome everyone to participate in A7 week activities throughout September 13-17, at the locations, dates, and times below. The design consultants for this project, Fathom Studio, will lead the sessions to gather feedback from the community.

fathom

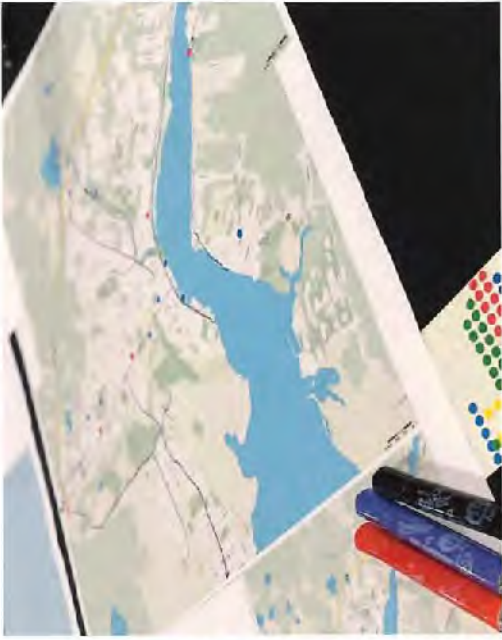
# CBRM **IN MOTION**

Community  
Engagement

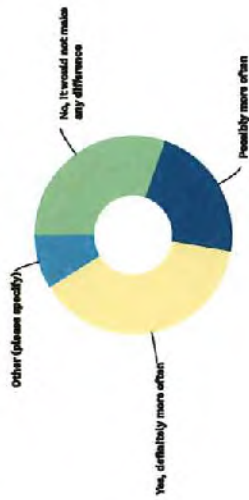
fathom

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
<b>SEP 13</b> 	<b>SEP 14</b> 	<b>SEP 15</b> 	<b>SEP 16</b> 	<b>SEP 17</b> 
<b>LOUISBOURG</b> 1-3PM MEETINGS WITH CBRM STAFF AT CITY HALL 3:30-6PM CONSULTANTS TOUR OF COMMUNITY 6-8:30PM PUBLIC WORKSHOP IN LOUISBOURG  <b>LOUISBOURG</b> SEPTEMBER 13, 6 PM LOUISBOURG FIRE HALL 7485 MAIN ST. LOUISBOURG	<b>SYDNEY &amp; SURROUNDING AREA</b> SEPTEMBER 14, 6 PM ROYAL CAPE BRETON ROOM, JOAN HARRISS CRUISE PAVILION 74 ESPLANADE, SYDNEY	<b>GLACE BAY, DOMINION &amp; NEW WATERFORD</b> SEPTEMBER 15, 6 PM GLACE BAY MINERS FORUM 151 LOWER N ST, GLACE BAY	<b>NORTH SYDNEY &amp; SYDNEY MINES</b> SEPTEMBER 16, 6 PM JOHN J. NUGENT FIREMEN'S CLUB 1 ELLIOT STREET, SYDNEY MINES	8-11AM GROUND TRUTHING IN NORTH SYDNEY & SYDNEY MINES 11-12:30 PM WRAP UP WITH STAFF

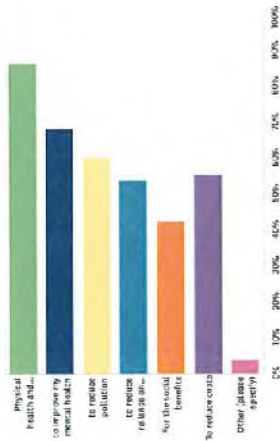
ALL PARTICIPANTS ARE ENCOURAGED TO BRING A MASK TO THE EVENTS TO WEAR AT YOUR DISCRETION.



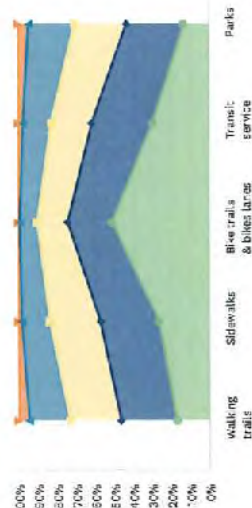
Q14) If the walking/biking/transit infrastructure was improved in your community, would you use it more frequently to get to work/school?



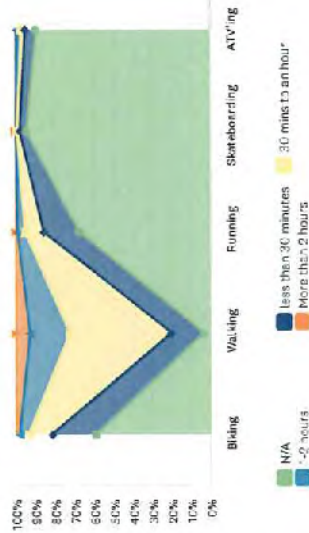
Q16) If yes, why? (Please check all that apply)



Q7) How would you rate the following in CBRM?

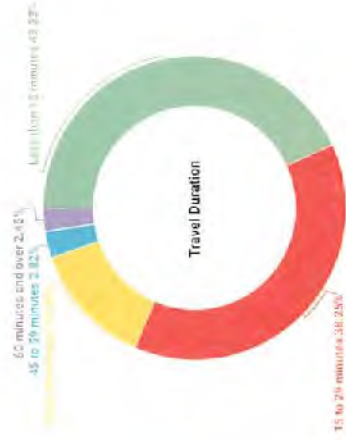


Q8) On average, how much time per day do you spend on the following activities

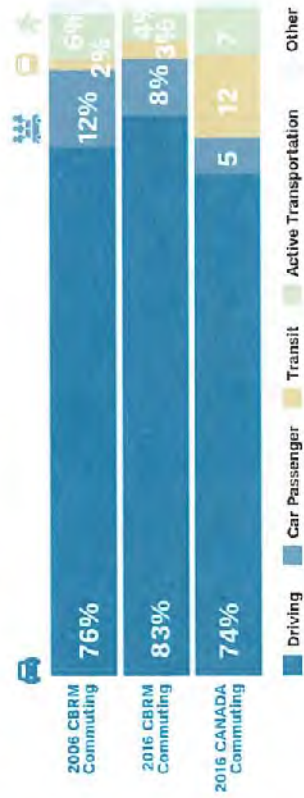


### CBRM Average Commuting Duration

Mode of Commuting	Commuting Duration in CBRM						Avg mins
	< 15 mins	15 - 29 mins	30 - 44 mins	45 - 59 mins	> 60 mins		
Car, truck or van	43%	39%	13%	3%	2%	17.6	
Driver, alone	43%	40%	13%	2%	2%	17.5	
Ride-share to work	47%	34%	13%	3%	3%	18.2	
Sustainable transportation	45%	26%	18%	6%	5%	20.1	
Public transit	14%	26%	37%	12%	11%	31.6	
Active transport	64%	26%	7%	1%	2%	12.8	
Other method	36%	24%	18%	6%	15%	34.7	



### CBRM - 2006 and 2016 Commuting Methods



- 43% of CBRM's residents travel less than 15 minutes to work, equating approximately 10-15km distance in urban areas
- 10-15 represents the ideal distance for a commuter using AT to travel, suggesting almost half of CBRM's commuter population lives within a suitable distance for favourable commuting.
- CBRM should promote intensifying through densification rather than sprawl to save the municipality money and protect the region's natural assets.
- Denser urban centres enable shorter travel times, thereby incentivizing residents to use AT methods to access amenities and workplaces throughout their communities.

## 2042 ACTIVE TRANSPORTATION AND INTEGRATED MOBILITY TARGETS

	MINIMUM TARGETS				MAX. TARGETS			
	WALKING/ RUNNING	CYCLING OR ASSISTED AT	TRANSIT	RIDESHARE AS PASSENGER	PRIVATE VEHICLE			
2016	4.1%	0.3%	2.7%	8.4%	82%			
2022	4.5%	0.5%	3%	9%	<82%			
2032	6%	4%	5%	10%	<75%			
2042	8%	6%	7%	12%	<70%			

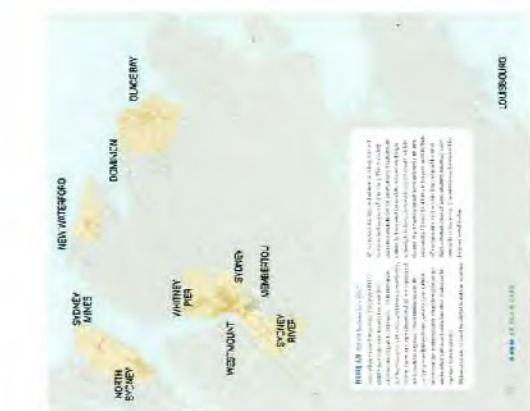
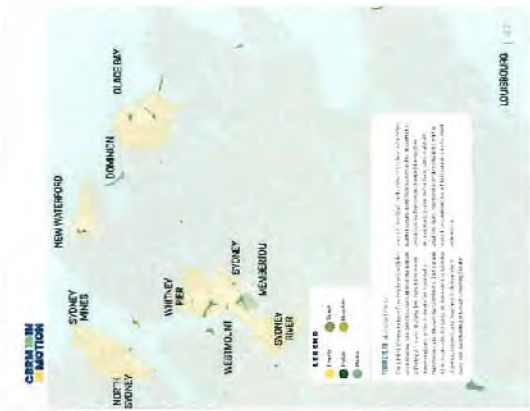
Each 1% change represents 340 people in CBRM shifting their behaviour from one mode of transportation to another

This plan lays out the next 20 years of AT investment within the municipality, focusing on locations able to:

- Increase AT participation and reduce residents' reliance on cars
- Create greater social equity and improve peoples lives in measurable ways
- Leverage the economic benefits and reduce municipal costs of traditional transportation network expands on and maintenance
- Improve safety for vulnerable populations like youth and seniors.

### Work Commuting Targets for the AT Plan

- The commuting targets of this 20-year plan aim to change the modal split in CBRM by:
- Doubling the walking commuting from 4.1% in CBRM to 8%
- Increasing cycling or assisted mobility commuting from 0.2% to 6%
- Increasing transit commuting from 2.7% to 7%
- Increasing the % ride share from 8.4% to 12% of all private vehicle trips
- Decreasing private vehicle trips from 82% to no more than 70%



# CBRM >>> IN MOTION

RGB 20 31 86 HEX 141F97

RGB 103 164 121 HEX 66A07D

RGB 252 204 52 HEX FDC03C



Waymarking



Turn Fingerboards



Decision



Multi-use Trail



Trailhead



Confirmation



Park System



Reserved Bicycle Lane

**Proposed AT Project Name :**

Criteria	Criteria Score	Sub-Criteria Score	Sub-Total
Projects should be able to assure a high degree of use by the local community (e.g. hundreds of users per day vs dozens of users per day) by finding dense population centers to high desire destinations (work, school, parties, etc).	10		
		1	10
		0.9	
		0.8	
		0.5	
Projects that can be coordinated with future public works capital investments to create new complete streets should be prioritized.	9		
		1	9
		1	9
		0.8	0.8
Each project should be able to measurably reduce people's reliance on motor vehicle transportation in CBRM. The intent is to reduce vehicle commuting and increasing AT use or transit use for commuting to work, school, or to complete day-to-day activities that might otherwise require travel by car. Projects should decrease traffic congestion and promote a modal shift to transit and active transportation in CBRM.	8		
		1	
		0.5	4
		0.7	5.0
		0.4	
		0.4	
Projects should promote social equity amongst CBRM's vulnerable populations (youth, seniors, those in poverty, those with disabilities) reducing the requirement for car ownership to participate in society, education or the local economy.	7		
		1	7
		0.3	3.3
		0.3	
		0.3	2.8
		0.25	1.75
Projects that extend or improve upon the existing AT network to increase the connectivity of the network should be a priority.	6		
		1	6
		0.3	
Projects should improve upon the design of complete communities in CBRM.	5		
		2	5
		0.3	1.5
Projects should focus on the needs of local residents first, but if the goals complement tourism, that would be considered an added bonus.	3		
		0.3	1.3
Projects should improve the design of complete communities in CBRM.	2		
		1	2
		0.8	
<b>Total</b>			<b>78.80</b>

**AT Scoring Matrix**

- To prioritize the placement of AT networks, a scoring matrix was created
- The matrix ranks different community assets and their distance to community amenities and important characteristics, such as:
  - proximity to education centers
  - land ownership, if the route is located on a rail line
  - population density
  - distance to downtown
- The higher the ranking, the greater priority the project receives

**Steps**

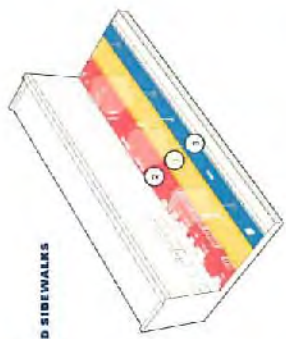
- Multiply the criteria score by the sub-criteria score
- If multiple sub-criteria apply, perform step 1 for each sub-criteria
- Add up the subtotal scores

**AT Priorities Based on Score**

- High priority: > 75 points
- Medium priority: 50-75 points
- Low priority: 20-50 points
- <20 should not be built without a logical rationale



**5.6 SEPARATED SIDEWALKS**



Separated sidewalks represent the most popular, well-documented sidewalk typology. They are characterized by a raised curb on the street side, which provides a physical barrier between the sidewalk and the street. This typology is often used in urban environments where high pedestrian volumes and the need for a dedicated transit lane are present. The diagram shows a cross-section of the sidewalk with a raised curb on the street side. The sidewalk surface is divided into three distinct zones: a red zone for pedestrians, a yellow zone for a bicycle lane, and a blue zone for a transit lane. A green zone is also visible on the far side of the transit lane. The diagram is labeled with '1' through '5' to indicate different components or materials.

**TABLE 5.47** Preferred Sidewalk

FRONTYARD SIDEWALK	SEPARATED SIDEWALK		PREFERRED SIDEWALK
	Frontyard Sidewalk	Separated Sidewalk	
Width (ft)	5-7	10	7-10
Material	Asphalt	Asphalt	Asphalt
Surface	Smooth	Smooth	Smooth
Color	Grey	Grey	Grey
Height (ft)	0-1	1-2	1-2
Notes	Asphalt	Asphalt	Asphalt

123

**Sidewalk Typologies**

**5.7 BIKE LANE WITH TRANSIT**



FIGURE 5.24 Shared Street Lane at Transit Stop



FIGURE 5.25 Shared Street Lane at Transit Stop

123

**Bike Lane Treatments**

**5.8 BIKE LANE WITH TRANSIT**

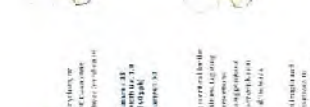


FIGURE 5.26 Shared Street Lane at Transit Stop

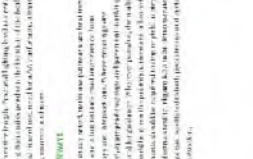


FIGURE 5.27 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.9 BIKE LANE WITH TRANSIT**



FIGURE 5.28 Shared Street Lane at Transit Stop

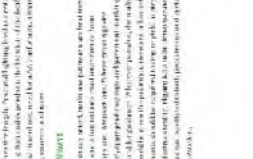


FIGURE 5.29 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.10 BIKE LANE WITH TRANSIT**



FIGURE 5.30 Shared Street Lane at Transit Stop

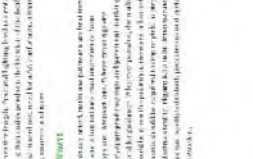


FIGURE 5.31 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.11 BIKE LANE WITH TRANSIT**



FIGURE 5.32 Shared Street Lane at Transit Stop

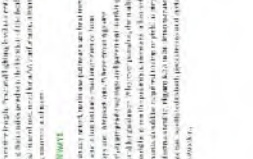


FIGURE 5.33 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.12 BIKE LANE WITH TRANSIT**



FIGURE 5.34 Shared Street Lane at Transit Stop

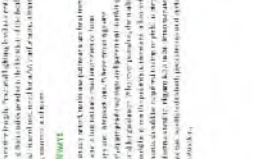


FIGURE 5.35 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.13 BIKE LANE WITH TRANSIT**



FIGURE 5.36 Shared Street Lane at Transit Stop

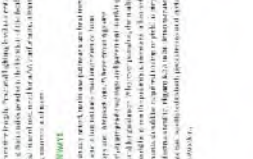


FIGURE 5.37 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.14 BIKE LANE WITH TRANSIT**



FIGURE 5.38 Shared Street Lane at Transit Stop

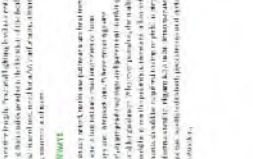


FIGURE 5.39 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.15 BIKE LANE WITH TRANSIT**



FIGURE 5.40 Shared Street Lane at Transit Stop

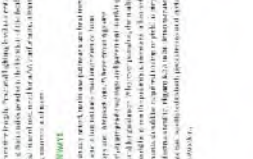


FIGURE 5.41 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.16 BIKE LANE WITH TRANSIT**



FIGURE 5.42 Shared Street Lane at Transit Stop

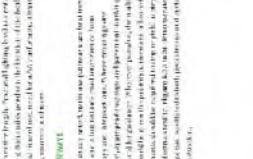


FIGURE 5.43 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.17 BIKE LANE WITH TRANSIT**



FIGURE 5.44 Shared Street Lane at Transit Stop

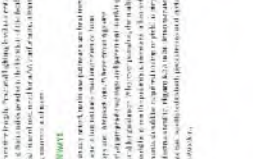


FIGURE 5.45 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.18 BIKE LANE WITH TRANSIT**



FIGURE 5.46 Shared Street Lane at Transit Stop

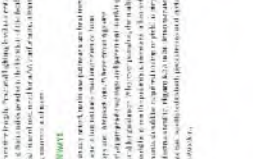


FIGURE 5.47 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.19 BIKE LANE WITH TRANSIT**



FIGURE 5.48 Shared Street Lane at Transit Stop

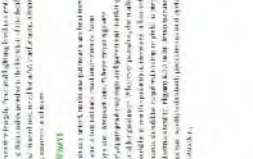


FIGURE 5.49 Shared Street Lane at Transit Stop

123

**Multi-use Pathways**

**5.20 BIKE LANE WITH TRANSIT**



FIGURE 5.50 Shared Street Lane at Transit Stop

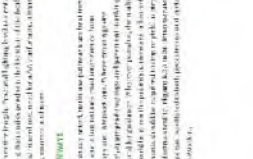


FIGURE 5.51 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.21 BIKE LANE WITH TRANSIT**



FIGURE 5.52 Shared Street Lane at Transit Stop

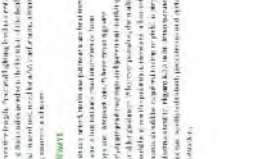


FIGURE 5.53 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.22 BIKE LANE WITH TRANSIT**



FIGURE 5.54 Shared Street Lane at Transit Stop

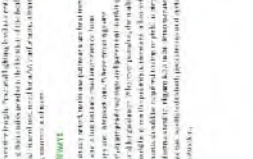


FIGURE 5.55 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.23 BIKE LANE WITH TRANSIT**



FIGURE 5.56 Shared Street Lane at Transit Stop

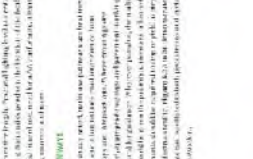


FIGURE 5.57 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.24 BIKE LANE WITH TRANSIT**



FIGURE 5.58 Shared Street Lane at Transit Stop

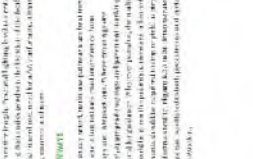


FIGURE 5.59 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.25 BIKE LANE WITH TRANSIT**



FIGURE 5.60 Shared Street Lane at Transit Stop

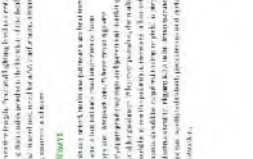


FIGURE 5.61 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.26 BIKE LANE WITH TRANSIT**



FIGURE 5.62 Shared Street Lane at Transit Stop

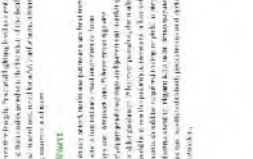


FIGURE 5.63 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.27 BIKE LANE WITH TRANSIT**



FIGURE 5.64 Shared Street Lane at Transit Stop

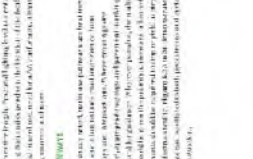


FIGURE 5.65 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.28 BIKE LANE WITH TRANSIT**



FIGURE 5.66 Shared Street Lane at Transit Stop

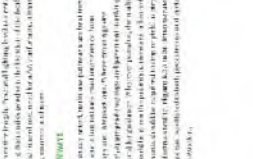


FIGURE 5.67 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.29 BIKE LANE WITH TRANSIT**



FIGURE 5.68 Shared Street Lane at Transit Stop

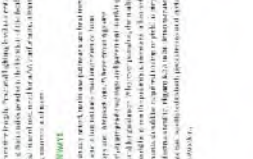


FIGURE 5.69 Shared Street Lane at Transit Stop

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**Multi-use Pathways**

**5.30 BIKE LANE WITH TRANSIT**



FIGURE 5.70 Shared Street Lane at Transit Stop

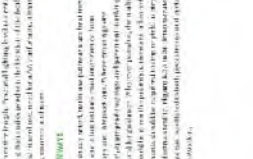


FIGURE 5.71 Shared Street Lane at Transit Stop

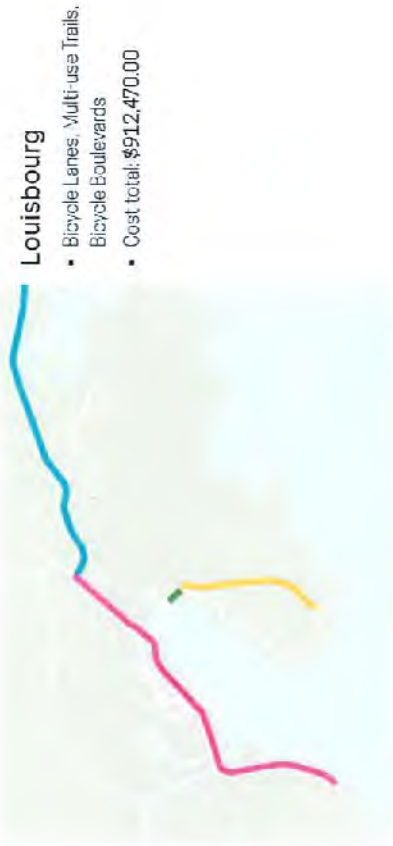
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**Multi-use Pathways**

**5.31 BIKE LANE WITH TRANSIT**



FIGURE 5.72 Shared Street Lane at Transit Stop



**Louisbourg**

- Bicycle Lanes, Multi-use Trails, Bicycle Boulevards
- Cost total: **\$912,470.00**

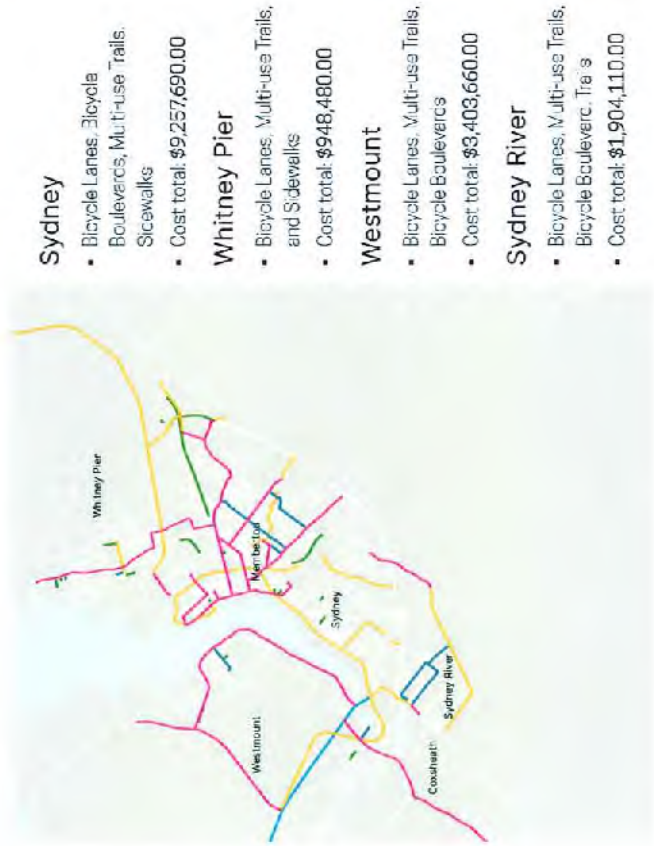


**Sydney Mines**

- Bicycle Boulevard, Bike Lane
- Cost total: **\$498,160.00**

**North Sydney**

- Bicycle Lanes, Sidewalk, Multi-use Trails, and Bicycle Boulevards
- Cost total: **\$1,777,698.00**



**Sydney**

- Bicycle Lanes, Bicycle Boulevards, Multi-use Trails, Sidewalks
- Cost total: **\$9,257,690.00**

**Whitney Pier**

- Bicycle Lanes, Multi-use Trails, and Sidewalks
- Cost total: **\$948,480.00**

**Westmount**

- Bicycle Lanes, Multi-use Trails, Bicycle Boulevards
- Cost total: **\$3,403,660.00**

**Sydney River**

- Bicycle Lanes, Multi-use Trails, Bicycle Boulevards, Trails
- Cost total: **\$1,904,110.00**



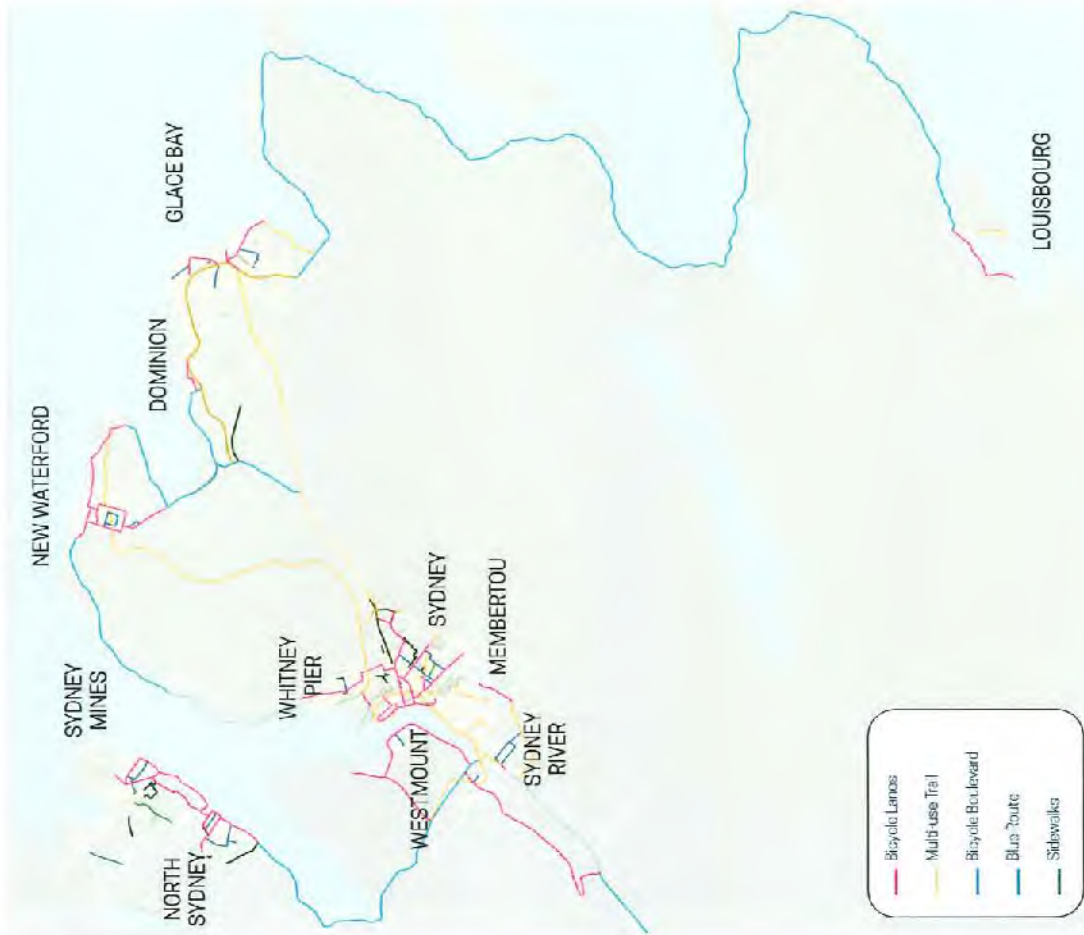
**New Waterford**

- Bicycle Lanes, Bicycle Boulevards
- Cost total: **\$685,750.00**



**Glace Bay and Dominion**

- Multi-use Trail, Bicycle Lane, Bicycle Boulevard, Sidewalk
- Cost total: **\$3,813,360.00**



### 2008-2042 AT Composite Plan

- This plan shows the anticipated build-out of the network in 2042. The 2008 "as-built" lines are thinner and transparent to illustrate the old plan and new plan combined.

### Priority Projects

1. The Sydney River Multi-Use Chapter
2. The Prince and Upper Prince Bike Lanes
3. The King Street Bike Lanes
4. The Grand Lake Road Sidewalk
5. Lingar/Han-kard/Victoria Bike Lane in Whitney Pier
6. The Kings Road Multi-use Trail
7. The Maryann Corbett Trail
8. The Ellsworth/Heelan/Emerald/Union Bike Lanes
9. Esplanade/King/George Bike Lanes
10. The Washbrook Greenway

### Phase Estimates (No Tax)

- High Priority: \$14,127,258.20
- Medium Priority: \$5,200,780.00
- Low Priority: \$3,868,280.00

Total Estimate (No Tax): **\$23,206,318.20**

Cost per Year (20 years): **\$1,160,315.91**

Thank you



fathom



1



2



3

## The time is right for a **BOLD, NEW economic development strategy in the CBRM**

4

-  The CBRM has experienced **significant economic upheaval** over the last 20-30 years.
-  But **new opportunities** are emerging.
-  People are **discovering the CBRM**  
>1,700 people moved to the municipality in 2020 and  
>2,500 more came to study.
-  Maclean's annual Best Communities in Canada  
**CBRM has risen** from bottom 10 (#407) to the top quartile (#66)  
in just 5 years

4

## The time is right for a BOLD, NEW economic development strategy

5

The CBRM needs:



- **Thousands of new residents** to meet workforce demand.
  - There has never been a higher job vacancy rate.



- A new generation of **entrepreneurs**.



- **New economic opportunities**  
Leveraging CBRM's land and sea, key assets such as the Verschuren Centre & leading industries such as tourism.



- To position CBRM as **the urban hub** for Cape Breton Island and beyond.

5

## The time is right for a BOLD, NEW economic development strategy

6



The provincial government has **an ambitious plan for** Nova Scotia including doubling the population by 2060.



As the second largest municipality in NS by a wide margin, the **CBRM is well positioned** to attract its share of that growth.

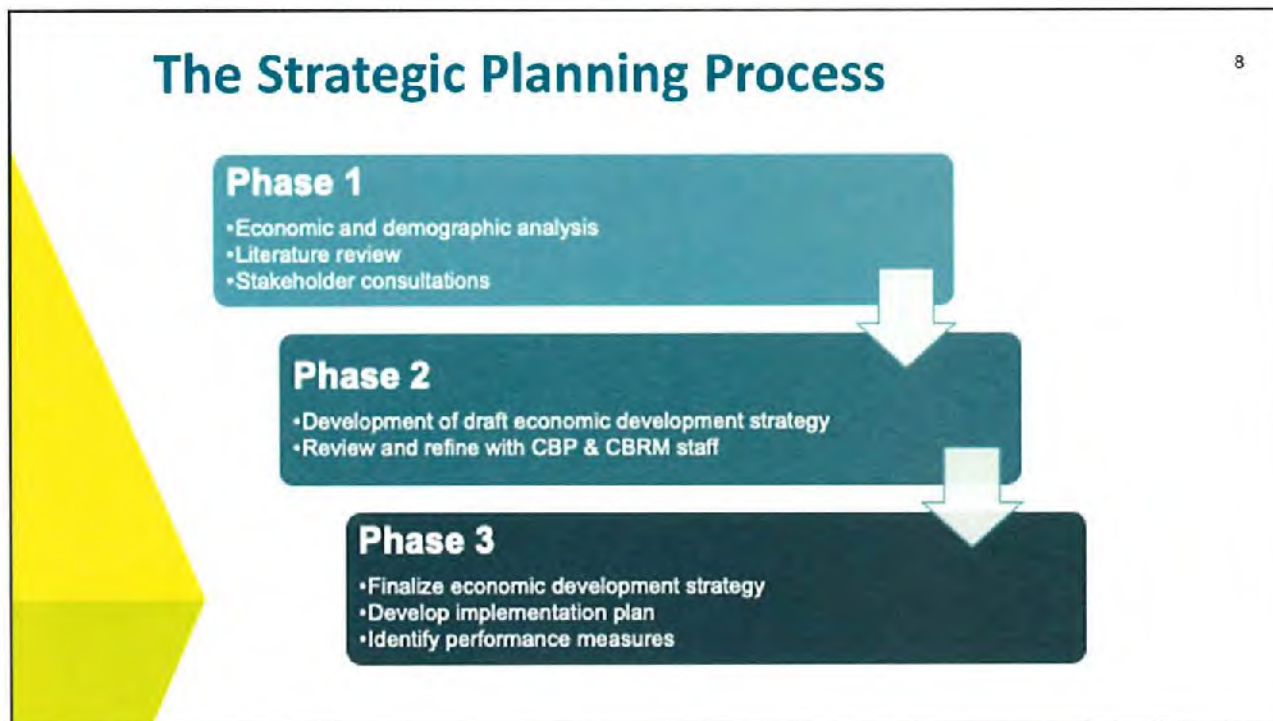


A **strong partnership** between the 3 levels of **government**, **post-secondary education** and the **business community** is the foundation needed for the economic development strategy to succeed.

6



7



8



9

 <b>Strategic Priorities</b>		10
	<b>Economic development capacity</b>	<ul style="list-style-type: none"> <li>• Human &amp; financial resources</li> <li>• Municipal support</li> <li>• Planning policies</li> <li>• Balancing local and regional needs</li> </ul>
	<b>Leveraging local strengths</b>	<ul style="list-style-type: none"> <li>• Post-secondary education</li> <li>• Tourism assets</li> <li>• Marine assets</li> <li>• Culture</li> <li>• Entrepreneurship</li> <li>• Cape Breton's urban hub</li> </ul>
	<b>Population growth</b>	<ul style="list-style-type: none"> <li>• Attracting and retaining residents</li> <li>• Workforce development</li> </ul>
	<b>Strategic partnerships</b>	<ul style="list-style-type: none"> <li>• Province</li> <li>• First nations</li> <li>• Post-secondary education</li> <li>• Cruise companies &amp; other private sector businesses</li> </ul>
	<b>Regional projects</b>	<ul style="list-style-type: none"> <li>• Port</li> <li>• Downtown/waterfront</li> <li>• Transportation hub</li> <li>• Energy projects</li> </ul>

10



**Vision**

The CBRM is a hub of economic opportunity and prosperity.

**Mission**

Together, we are building community, growing economic opportunity, and fostering an environment where business and residents thrive.

**CBRM** Collaborative  
Community  
Planning  
**FORWARD**

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**To achieve the mission and work towards the vision, there are:**

**5** Goals & Objectives



**58** Strategic Actions

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Community  
Planning  
**FORWARD**

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		<h2>Goals &amp; Objectives</h2>		13
		Goal	Objective	
	1	<b>Economic Development Capacity</b>	Ensure the CBRM has the necessary tools, processes, and resources to attract and retain investment	
	2	<b>Leveraging local economic strengths</b>	Grow the economic potential of the CBRM's strategic advantages Foster opportunities in tourism, marine development, culture, entrepreneurship, post-secondary education, and as Cape Breton's urban hub	
	3	<b>Economic opportunity through population growth</b>	Address workforce development needs, grow the local consumer base and ensure a sustainable tax base	
	4	<b>Strategic partnerships</b>	Collaborate on areas of mutual benefit to maximize impact and return	
	5	<b>Optimizing regional projects</b>	Support and maximize the economic return to the local economy for regional projects	


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		<h2>Strategic Actions</h2>		14
	1	<b>Economic Development Capacity</b>	Ensure the CBRM has the necessary tools, processes, and resources to attract and retain investment	
<p><b>Strategic action examples (18 in total)</b></p> <ul style="list-style-type: none"> <li>• <b>No wrong door</b> approach.</li> <li>• Increase <b>investment</b> in economic development.</li> <li>• Available <b>sites and buildings</b> inventory.</li> <li>• <b>Training</b> for relevant municipal planning staff.</li> <li>• Business <b>visitation</b> (BR&amp;E).</li> <li>• <b>Marketing</b> (including website enhancements).</li> <li>• <b>Updates to CBRM Council</b> on economic development trends, activities and metrics.</li> <li>• Ensure the CBRM <b>Official Plan and Bylaws</b> reflect best practices in economic development.</li> </ul>				

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## Goals & Objectives

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	<b>2</b>	<b>Leveraging local economic strengths</b>	Grow the economic potential of CBRM's strategic advantages in tourism, marine development, culture, entrepreneurship, post-secondary education and regional urban hub
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### Strategic action examples (22 in total)

- **Tourism:** Attract investment, foster entrepreneurship, and address workforce development.
- Invest in tourism product development.
- **Urban hub:** Identify local service gaps and attract investment to fill the gaps.
- **Shop local:** retail and commercial services, air transportation and entertainment.
- Support major infrastructure projects in CBRM's urban core leveraging the local population density.

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## Goal 2: Leveraging Local Strengths Cont'd

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### Strategic action examples

- **Entrepreneurship:**
  - Annual update on the state of entrepreneurship and related actions.
  - Expose young people to entrepreneurship as a potential career path.
- **Post-Secondary Education (PSE):**
  - Adequate housing for PSE students.
  - PSE institutions to align programs with workforce demand.
  - Support efforts to retain PSE graduates.
- **Bio-economy and Marine Industries:**
  - Plan to build & grow bio-economy cluster with Verschuren Centre and other partners.
  - Harbour strategy to maximize port's ec dev potential – review ownership/governance models.
- **Arts and Culture:**
  - Foster a vibrant and thriving arts and cultural economy through tourism development, promotion and entrepreneurship development (supply and demand).

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## Goals & Objectives

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	3	<b>Economic opportunity through population growth</b>	Address workforce development needs, grow the local consumer base and ensure a sustainable tax base
---	---	---	---

**Strategic action examples (7 in total)**

- **Consult** with businesses on **workforce needs** with workforce development organizations.
- **Population** retention and attraction plan.
- **Encourage tourists to move** to the CBRM.
- Promote CBRM as a **desirable destination for migrants** (Canadians and immigrants).
- Leverage the **Welcome to Cape Breton** marketing campaign.
- Establish an ambitious **housing development plan**.

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## Goals & Objectives

18


	4	<b>Strategic partnerships</b>	Collaborate on areas of mutual benefit to maximize impact and return
---	---	-------------------------------	--

**Strategic action examples (7 in total)**

- Identify **key provincial initiatives** where CBRM can support and benefit.
- Host an **annual economic development forum** with local, regional and provincial stakeholders.
- Explore opportunities to share resources with **Eskasoni and Membertou First Nations** for entrepreneurship development and other economic development programming.
- Explore opportunities to create additional tourism offerings, experiences and excursions with **private sector and industry groups, Destination Cape Breton and other tourism stakeholders**.

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## Goals & Objectives

	<p><b>5</b></p>	<p><b>Optimizing regional projects</b></p>	<p>Support and maximize the economic return to the local economy for regional projects</p>
---	-----------------	--	--

### Strategic actions (5 in total)


- Support larger regional projects through **economic impact analyses, inputs to the business case**, etc.
- **Advocate** for the projects with other levels of government and other stakeholders.
- Identify opportunities for **local businesses** to benefit from the large projects.
- Work with **post-secondary education** providers to address workforce needs.
- Provide support not only to large projects in CBRM but **across Cape Breton**.





# Implementation Plan

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**Goal 1: Economic Development Capacity**

Action	Key Partners	Time Frame	Budget \$ <sup>1</sup>	Priority
1.1 Establish a 'no wrong door' approach where all prospective investors and existing businesses are directed to the Cape Breton Partnership. This includes City Hall, the Chamber of Commerce and all other partner organizations.	CBP, CBRM, Chamber, BIA	Short term & ongoing	NA	High
1.2 Establish a minimum three-year agreement with the Cape Breton Partnership to deliver economic development services on behalf of the CBRM.	CBRM, CBP, Province	Short-term	TBD	High
1.3 Seek opportunities to access additional funding to augment economic development investment.	CBP, CBRM, Province, ACCA	Ongoing	NA	Medium
1.4 Expand the CBRM website to address existing businesses, prospective investors and provide links to the Cape Breton Partnership corporate website, people attraction and investment attraction microsites and job board.	CBRM, CBP	Short-term	\$5,000	Critical
1.5 Ensure the Cape Breton Partnership website provides links to the CBRM website for specific municipal information (e.g., build permit processes, tender and RFPs, etc.)	CBP, CBRM	Short-term	NA	Critical
1.6 Increase the investment in economic development budget and resources to implement the economic development strategy.	CBRM	Short term and ongoing	TBD	High
1.7 Maintain and regularly update the data needed to facilitate investment decisions (economic and demographic, business activity, labour force, taxation, retail market analysis, capitalization rate report, etc.)	CBP, CBRM	Ongoing	\$10,000	High
1.8 Compile and promote an inventory of available sites and buildings for new business investment and expansion.	CBP, CBRM, developers, property owners	Immediate & Ongoing	NA	Critical

<sup>1</sup> Estimated budget


## Includes:

- Key partners
- Time frame (Immediate, short, medium & long term)
- Estimated budget
- Priority (Critical, high & medium)



# Potential Performance Measures

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What we invest
What we do
What we provide
What we achieve

**Goal 1 Potential Related Performance Measures**

Output/Outcome	Aligned Performance Measure
Processes to refer inquiries to CBP	• # of referrals (by referral organization)
Weblinks from CBRM to CBP	• Agreement established
Multi-year agreement between CBRM and CBP	• \$ in additional funding received
Funding applications	• # of unique website visits to economic development information • # of clicks, referrals to CBP
CBRM website expanded	• Total \$ invested in economic development service delivery • Economic development investment per capita
Partnership agreement between CBRM and CBP	• Data compiled • Annual update to CBRM on new data, findings
\$ invested in economic development service delivery	• # of properties listed • # of inquiries, web visits, referrals
Expanded economic development data	
Inventory of available properties/buildings created	



## Next Steps

- Cape Breton Partnership & CBRM staff will determine and report on impact for workplans and budgets
- Economic Development Strategy findings & recommendations will be incorporated into the CBRM Municipal Planning Strategy

**CBRM** Collaborative  
**FORWARD** Community  
Planning

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## Thank you

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# **CBRM**

*A Community of Communities*

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**Cape Breton Regional Municipality**

## **Issue Paper**

**Date:** August 18, 2022  
**To:** Mayor and Council  
**From:** Paul MacDonald, Manager of Facilities  
**Re:** Food & Beverage Operations – Miner’s Forum, Glace Bay

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At the August 11, 2022 In Camera Council meeting, Council directed staff to proceed with drafting of a five-year Lease Agreement with 3280756 Nova Scotia Limited commencing September 1, 2022 for the Food and Beverage Operations of the Miner’s Forum in Glace Bay based on the terms presented, which were similar to the Agreement with the former operator.

The Lease Agreement is now ready for execution by both parties and a motion is required authorizing the Mayor and Clerk to sign on behalf of CBRM.

**Recommendation:**

That the Mayor and Clerk be authorized to execute the five-year Lease Agreement on behalf of CBRM as negotiated with 3280756 Nova Scotia Limited commencing September 1, 2022 for the Food and Beverage Operations at the Glace Bay Miners Forum.

Respectfully submitted,

Paul MacDonald, Manager of Facilities

Summary

Statement of Revenue

June 30, 2022

Revenue	Year To Date Assigned	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
Total Taxes	\$ 29,795,459	\$ 29,355,336	\$ 440,123	\$ 117,421,345	\$ 87,625,886
Total Federal Government	770,885	770,885	-	3,083,539	2,312,654
Total Federal Government Agencies	181,713	181,713	-	726,854	545,141
Total Provincial Government	501,953	501,953	-	2,007,810	1,505,858
Total Provincial Government Agencies	890,707	846,685	44,022	3,386,739	2,496,032
Total Services to Other Local Government	244,977	244,977	-	979,909	734,932
Total Transit	288,995	278,500	10,495	2,100,000	1,811,005
Total Environmental Development Services	107,598	62,625	44,973	250,500	142,902
Total Licenses & Permits	43,188	37,750	5,438	151,000	107,812
Total Fines & Fees	196,448	215,606	(19,157)	862,422	422,960
Total Rentals	147,544	146,544	1,000	586,177	438,633
Total Concessions & Franchises	206,872	155,000	51,872	702,000	243,014
Total Interest on Taxes	542,014	378,750	163,264	1,515,000	972,986
Total Finance Revenue	10,950	7,500	3,450	30,000	19,050
Total Solid Waste Revenue	577,673	612,500	(34,827)	2,825,000	2,247,327
Total Recreation & Cultural Service Programs	152,396	141,688	10,709	1,118,500	1,461,232
Total Water Utility Charges	1,237,877	1,237,877	-	4,951,510	3,713,633
Total Unconditional Transfers	3,962,995	3,958,960	4,035	15,835,838	11,872,843
Total Conditional Transfers	871,211	922,480	(51,250)	3,689,842	2,818,632
Total Extraordinary Revenue	-	-	-	-	-
<b>Year To Date Assigned</b>	<b>\$ 40,731,456</b>	<b>\$ 40,057,309</b>	<b>\$ 674,147</b>	<b>\$ 162,223,985</b>	<b>\$ 121,492,529</b>

Departmental

Reviewed

Summary

Statement of Expenditures

June 30, 2022

Expenditures	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
Legislative	\$ 359,550	\$ 386,542	\$ 26,992	\$ 1,611,016	\$ 1,251,466
Administration	83,845	94,365	10,520	481,819	397,974
Finance	509,780	605,439	95,659	3,413,905	2,904,125
Legal	1,776,230	1,811,123	34,893	2,353,597	577,367
Human Resources	301,580	354,475	52,895	1,393,597	1,092,017
Technology & Communications	945,409	1,039,605	94,196	3,984,042	3,038,633
Municipal Clerk	95,680	114,122	15,886	571,000	472,764
Fiscal Services	6,998,588	6,949,793	(48,796)	32,363,405	25,364,817
Police Services	6,830,470	6,986,008	155,538	27,870,130	21,039,660
Fire Services (Incl EMO)	5,007,161	5,154,588	147,427	18,642,740	13,281,184
Engineering & Public Works	12,589,747	12,391,160	(198,587)	52,927,051	40,337,304
Planning	766,454	864,403	97,948	3,560,909	2,794,455
Facilities C200 & Arenas	854,624	877,925	23,302	3,496,799	2,642,175
Parks & Grounds	887,767	903,081	35,313	3,210,874	2,343,107
Buildings	775,595	857,360	84,740	3,489,843	2,714,248
Recreation	627,377	724,945	97,568	2,853,260	2,225,883
<b>Total expended to date</b>	<b>\$ 39,389,856</b>	<b>\$ 40,114,931</b>	<b>\$ 725,495</b>	<b>\$ 162,223,987</b>	<b>\$ 122,477,179</b>

Departmental

Reviewed

Legislative	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 241,302	\$ 250,530	\$ 9,229	\$ 1,085,632	\$ 844,330
6010 BENEFITS	40,090	44,800	4,710	194,134	154,044
6030 TRAVEL/CONFERENCES	38,041	38,050	9	121,000	82,959
6040 PROF MEM/DUES & FEES	22,195	22,565	370	88,000	65,805
6050 OFFICE SUPPLIES	1,267	3,100	1,833	12,400	11,133
6060 OFFICE EQUIPMENT	951	1,034	83	5,500	4,549
6080 ADVERTISING	-	3,625	3,625	14,500	14,500
6100 COURIER	-	63	63	250	250
6110 TELEPHONE/FAX	5,928	7,800	1,872	31,200	25,272
6120 PUBL./SUBSCRIPTIONS	939	1,125	186	2,300	1,361
6130 COMPUTER HARDWARE	225	1,475	1,250	6,600	6,375
6150 MEETING EXPENSES	4,273	6,875	2,602	27,500	23,227
6170 PROMOTION	4,338	5,500	1,162	22,000	17,662
<b>Total expended to date</b>	<b>\$ 359,550</b>	<b>\$ 386,542</b>	<b>\$ 26,992</b>	<b>\$ 1,611,016</b>	<b>\$ 1,251,466</b>

Departmental

Finance

CAO	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 66,419	\$ 71,214	\$ 4,794	\$ 289,192	\$ 222,773
6010 BENEFITS	10,870	12,938	2,068	51,752	40,882
6020 TRAINING/EDUCATION	201	825	624	3,300	3,099
6030 TRAVEL/CONFERENCES	3,298	3,750	452	15,000	11,702
6040 PROF MEM/DUES & FEES	1,695	1,695	-	1,800	105
6050 OFFICE SUPPLIES	-	700	700	2,800	2,800
6080 ADVERTISING	-	-	-	-	-
6110 TELEPHONE/FAX	468	750	282	3,000	2,532
6120 PUBL./SUBSCRIPTIONS	-	119	119	475	475
6130 COMPUTER HARDWARE	37	-	(37)	-	(37)
6150 MEETING EXPENSES	858	1,125	267	4,500	3,642
6170 PROMOTION	-	1,250	1,250	5,000	5,000
8100 PROFESSIONAL SERVICE	-	-	-	105,000	105,000
<b>Total expended to date</b>	<b>\$ 83,845</b>	<b>\$ 94,365</b>	<b>\$ 10,520</b>	<b>\$ 481,819</b>	<b>\$ 397,974</b>

Departmental

Finance

Finance		Year to date	3 Month	3 Month	3 Month	Annual	Annual
		Expended	Budget	Budget	Budget	Budget	Budget
				Variance			Remaining
6000	WAGES/SALARIES	\$ 426,823	\$ 489,480	\$ 62,657	\$ 1,960,939	\$ 1,534,116	
6010	BENEFITS	98,203	102,960	4,757	411,841	313,638	
6020	TRAINING/EDUCATION	201	3,625	3,424	14,500	14,299	
6030	TRAVEL/CONFERENCES	1,786	1,786	-	13,000	11,214	
6040	PROF MEM/DUES & FEES	1,747	3,056	1,309	5,025	3,278	
6050	OFFICE SUPPLIES	3,422	3,225	(197)	12,900	9,478	
6060	OFFICE EQUIPMENT	723	2,625	1,902	10,500	9,777	
6080	ADVERTISING	9,229	9,375	146	37,500	28,271	
6090	POSTAGE	70,159	73,750	3,591	181,000	110,841	
6100	COURIER	11,244	11,244	-	33,350	22,106	
6110	TELEPHONE/FAX	3,830	4,463	632	17,850	14,020	
6130	COMPUTER HARDWARE	9,734	9,713	(22)	13,650	3,916	
6140	COMPUTER SOFTWARE	-	-	-	50,000	50,000	
6180	COST RECOVERY	(147,511)	(130,000)	17,511	(325,000)	(177,489)	
8010	OPERATIONAL MAT/SUPP	1,523	1,525	2	4,500	2,977	
8100	PROFESSIONAL SERVICE	122	-	(122)	55,500	55,378	
8110	CONTRACTS/AGREEMENTS	15,141	15,200	59	43,200	28,059	
8120	LEASES	3,404	3,413	8	13,650	10,246	
8180	TAX EXEMPT/WRITE OFF	-	-	-	860,000	860,000	
<b>Total expended to date</b>		<b>\$ 509,780</b>	<b>\$ 605,439</b>	<b>\$ 95,659</b>	<b>\$ 3,413,905</b>	<b>\$ 2,904,125</b>	

Departmental

Finance

**Legal**

**Statement of Expenditures**

**June 30, 2022**

	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Legal</b>					
6000 WAGES/SALARIES	\$ 99,064	\$ 107,831	\$ 8,766	\$ 431,323	\$ 332,259
6010 BENEFITS	24,071	23,218	(852)	92,874	68,803
6020 TRAINING/EDUCATION	602	1,625	1,023	6,500	5,898
6030 TRAVEL/CONFERENCES	1,983	1,983	-	4,500	2,517
6040 PROF MEM/DUES & FEES	11,307	11,307	-	14,000	2,693
6050 OFFICE SUPPLIES	508	875	367	3,500	2,992
6060 OFFICE EQUIPMENT	22	1,050	1,028	4,200	4,178
6070 PHOTOCOPIER LEASE	406	875	469	3,500	3,094
6080 ADVERTISING	1,398	1,398	-	2,000	602
6100 COURIER	311	300	(11)	800	489
6110 TELEPHONE/FAX	816	850	34	3,400	2,584
6120 PUBL/STATUTES	5,061	5,061	-	13,000	7,939
6130 COMPUTER HARDWARE	121	1,000	879	4,000	3,879
6150 MEETING EXPENSE	-	125	125	500	500
6160 LIABILITY INSURANCE	1,629,169	1,615,000	(14,169)	1,615,000	(14,169)
8100 PROFESSIONAL SERVICE	3,022	38,625	35,603	154,500	151,478
<b>Total expended to date</b>	<b>\$ 1,776,230</b>	<b>\$ 1,811,123</b>	<b>\$ 34,893</b>	<b>\$ 2,353,597</b>	<b>\$ 577,367</b>

**Departmental**

**Finance**

Human Resources

Statement of Expenditures

June 30, 2022

	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Human Resources</b>					
6000 WAGES/SALARIES	\$ 206,197	\$ 227,155	\$ 20,958	\$ 908,619	\$ 702,422
6010 BENEFITS	52,232	49,407	(2,825)	197,628	145,396
6020 TRAINING/EDUCATION	752	2,463	1,711	9,850	9,098
6030 TRAVEL/CONFERENCES	4,803	4,800	(3)	17,500	12,697
6040 PROF MEM/DUES & FEES	652	650	(2)	2,000	1,348
6050 OFFICE SUPPLIES	2,511	3,750	1,239	15,000	12,489
6060 OFFICE EQUIPMENT	-	625	625	2,500	2,500
6080 ADVERTISING	-	750	750	3,000	3,000
6110 TELEPHONE/FAX	1,876	2,500	624	10,000	8,124
6120 PUBL./SUBSCRIPTIONS	-	750	750	3,000	3,000
6130 COMPUTER HARDWARE	4,791	4,800	9	6,000	1,209
6140 COMPUTER SOFTWARE	-	125	125	500	500
6150 MEETING EXPENSE	3,381	3,325	(56)	4,500	1,119
8100 PROFESSIONAL SERVICE	23,163	51,500	28,337	206,000	182,837
8110 CONTRACTS/AGREEMENTS	1,223	1,875	652	7,500	6,277
<b>Total expended to date</b>	<b>\$ 301,580</b>	<b>\$ 354,475</b>	<b>\$ 52,895</b>	<b>\$ 1,393,597</b>	<b>\$ 1,092,017</b>

Departmental

Finance

**Technology Including  
911 Comm Centre**

**Statement of Expenditures**

**June 30, 2022**

Technology/Communications	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 551,048	\$ 580,214	\$ 29,166	\$ 2,320,857	\$ 1,769,809
6010 BENEFITS	121,774	123,928	2,154	495,710	373,936
6020 TRAINING/EDUCATION	1,281	6,125	4,844	24,500	23,219
6030 TRAVEL/CONFERENCES	6,798	7,156	358	12,625	5,827
6040 PROF MEM/DUES & FEES	1,367	1,350	(17)	1,800	433
6050 OFFICE SUPPLIES	3,484	3,485	1	5,800	2,316
6060 OFFICE EQUIPMENT	-	3,250	3,250	13,000	13,000
6080 ADVERTISING	-	375	375	1,500	1,500
6110 TELEPHONE/FAX	30,202	37,550	7,348	150,200	119,998
6130 COMPUTER HARDWARE	39,266	45,000	5,734	180,000	140,734
6140 COMPUTER SOFTWARE	154,368	183,379	29,011	425,000	270,632
6150 MEETING EXPENSE	445	445	-	1,000	555
7010 ELECTRICAL	1,802	2,413	611	9,650	7,848
7070 BLDG/FACILITY RENTAL	14,945	16,225	1,280	64,900	48,955
8040 COMM EQUIPMENT LINES	82	1,875	1,793	7,500	7,418
8100 PROFESSIONAL SERVICES	571	2,500	1,929	10,000	9,429
8110 CONTRACTS/AGREEMENTS	17,975	24,335	6,360	62,000	44,025
8120 LEASES SAP	-	-	-	95,000	95,000
8130 LICENSES/PERMITS	-	-	-	103,000	103,000
<b>Total expended to date</b>	<b>\$ 945,409</b>	<b>\$ 1,039,605</b>	<b>\$ 94,196</b>	<b>\$ 3,984,042</b>	<b>\$ 3,038,633</b>

Departmental

Finance

Municipal Clerk

Statement of Expenditures

June 30, 2022

	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Municipal Clerk</b>					
6000 WAGES/SALARIES	\$ 66,582	\$ 73,769	\$ 7,186	\$ 295,075	\$ 228,493
6010 BENEFITS	16,658	15,600	(1,057)	62,400	45,743
6020 TRAINING/EDUCATION	1,862	1,862	-	5,500	3,638
6030 TRAVEL/CONFERENCES	833	1,625	792	6,500	5,667
6040 PROF MEM/DUES & FEES	636	636	-	725	89
6050 OFFICE SUPPLIES	247	750	503	3,000	2,753
6060 OFFICE EQUIPMENT	-	1,000	1,000	4,000	4,000
6070 PHOTOCOPY SUPPLIES	2,627	6,000	3,373	24,000	21,373
6080 ADVERTISING	-	188	188	750	750
6100 COURIER	69	188	118	750	681
6110 TELEPHONE/FAX	1,090	1,090	-	3,000	1,910
6120 PUBL./SUBSCRIPTIONS	1,607	1,600	(7)	1,800	193
6130 COMPUTER HARDWARE	-	1,625	1,625	6,500	6,500
6140 COMPUTER SOFTWARE	4,565	4,565	-	42,500	37,935
6150 MEETING EXPENSES	1,460	3,625	2,165	14,500	13,040
8110 CONTRACTS/AGREEMENTS	-	-	-	100,000	100,000
<b>Total expended to date</b>	<b>\$ 98,236</b>	<b>\$ 114,122</b>	<b>\$ 15,886</b>	<b>\$ 571,000</b>	<b>\$ 472,764</b>

Departmental

Finance

**Fiscal Services**

**Statement of Expenditures**

**June 30, 2022**

Fiscal Services	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
9010 INT SHRT TERM BORROW	\$ 154,927	\$ 97,066	\$ (57,862)	\$ 388,262	\$ 233,335
9020 INT ON DEBT	612,660	612,660	-	1,223,689	611,029
9051 PRINC ON DEBT	880,814	880,814	-	8,416,443	7,535,629
9052 DEBT/CAP BOND DISC	-	-	-	98,000	98,000
9090 BANK CHARGES	16,736	15,000	(1,736)	60,000	43,264
9200 ALLOWANCE FOR UNCOL. TAXES	-	-	-	800,000	800,000
9420 APPROP TO CAPITAL FUND	22,500	22,500	-	90,000	67,500
9430 APPROP TO B.I.D.C.	44,477	42,913	(1,564)	171,651	127,174
9600 PROV. CORRECTIONS	263,637	276,004	12,367	1,104,014	840,377
9610 CB REG. HOUSING	600,995	600,995	-	2,403,981	1,802,986
9620 REGIONAL LIBRARY	175,950	175,950	-	703,800	527,850
9630 CB/MC. SCHOOL BOARD	3,883,626	3,883,627	-	15,534,507	11,650,881
9640 PROPERTY ASSESSMENT	342,265	342,265	-	1,369,058	1,026,793
<b>Total expended to date</b>	<b>\$ 6,998,588</b>	<b>\$ 6,949,793</b>	<b>\$ (48,796)</b>	<b>\$ 32,363,405</b>	<b>\$ 25,364,817</b>

Departmental

Finance

Police Services		Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
GL 8000, 6010, & 6011 WAGES & BENEFITS NET OF COST RECOVERY	\$	6,066,934	\$ 6,157,076	\$ 90,143	\$ 24,628,305	\$ 18,561,371
6020 TRAINING/EDUCATION		60,993	66,780	5,787	100,000	39,007
6030 TRAVEL/CONFERENCES		6,581	17,500	10,919	70,000	63,419
6040 PROF MEM/DUES & FEES		2,248	2,500	252	2,500	252
6050 OFFICE SUPPLIES		6,897	10,000	3,103	40,000	33,103
6060 OFFICE EQUIPMENT		22,920	22,920	-	45,000	22,080
6070 PHOTOCOPY SUPPLIES		1,438	4,000	2,562	16,000	14,562
6080 ADVERTISING		661	1,250	589	5,000	4,339
6090 POSTAGE & 6100 COURIER		2,890	3,750	860	15,000	12,110
6110 TELEPHONE/FAX		49,128	52,500	3,372	210,000	160,872
6120 PUBL./SUBSCRIPTIONS		126	1,500	1,374	6,000	5,874
6130 COMPUTER HARDWARE		58,095	58,095	-	195,000	136,905
6140 COMPUTER SOFTWARE		54,768	54,750	(18)	130,000	75,232
6150 MEETING EXPENSES		3,740	3,740	-	11,500	7,760
6170 PROMOTION		570	2,750	2,180	11,000	10,430
7000 HEAT		8,722	8,650	(72)	25,000	16,278
7010 ELECTRICAL		19,094	27,588	8,493	110,350	81,256
7020 WATER		1,675	2,500	825	10,000	8,325
7030 BLDG/FACILITY MAINT		25,217	25,250	33	83,000	57,783
7040 BLDG/FACILITY REPAIR		2,459	3,750	1,291	15,000	12,541
7060 BLDG/FACILITY RENOV		6,070	6,050	(20)	15,000	8,930
7070 BLDG/FACILITY RENTAL		8,215	8,215	-	25,000	16,785
7110 SECURITY		-	500	500	2,000	2,000
7500 VEH/EQUIP MAINT		6,297	6,305	8	23,020	16,723
7505 GASOLINE & DIESEL		143,633	101,250	(42,383)	405,000	261,367
7510 VEH/EQUIP REPAIRS		93,723	93,728	6	287,717	193,994
7530 VEH/EQUIP REPLACEMENT		5,425	5,425	-	580,000	574,575
7540 VEH/EQUIP RENTAL		-	500	500	2,000	2,000
7550 VEH/EQUIP TOWING		1,085	1,250	165	5,000	3,915
8000 OPERATIONAL EQUIP		24,451	33,750	9,299	135,000	110,549
8010 OPERATIONAL MAT/SUPP		70,506	70,500	(6)	135,000	64,494
8020 MAINTENANCE EQUIP		1,647	1,893	246	7,570	5,923
8090 UNIFORMS/CLOTHING		20,042	43,750	23,708	175,000	154,958
8100 PROFESSIONAL SERVICE		18,011	33,750	15,739	135,000	116,989
8110 CONTRACTS/AGREEMENTS		2,174	7,500	5,326	30,000	27,826
8125 MAJOR INVESTIGATIONS		21,534	32,292	10,758	129,168	107,634
8150 GRANTS/SUBS TO ORG		12,500	12,500	-	50,000	37,500
<b>Total expended to date</b>	<b>\$</b>	<b>6,830,470</b>	<b>\$ 6,986,008</b>	<b>\$ 155,538</b>	<b>\$ 27,870,130</b>	<b>\$ 21,039,660</b>

Departmental

Finance

**Police Services**

**Statement of Revenue**

**June 30, 2022**

<b>Police Services Revenue</b>	<b>Year to date Assigned</b>	<b>3 Month Budget</b>	<b>3 Month Budget Variance</b>	<b>Annual Budget</b>	<b>Annual Budget Remaining</b>
4751 RECORDS INQUIRIES	\$ 41,247	\$ 26,250	\$ 14,997	\$ 105,000	\$ 63,753
5151 FINES	50,046	56,250	(6,204)	225,000	174,954
<b>Total Revenue to date</b>	<b>\$ 91,293</b>	<b>\$ 82,500</b>	<b>\$ 8,793</b>	<b>\$ 330,000</b>	<b>\$ 238,707</b>

Departmental

Finance

Fire Services Including EMO	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 1,505,050	\$ 1,592,095	\$ 77,045	\$ 6,328,382	\$ 4,823,332
6010 BENEFITS	364,236	343,691	(20,544)	1,374,765	1,010,529
6011 MISC. BENEFITS	255	6,748	6,491	26,982	26,727
6020 TRAINING/EDUCATION	22,524	42,347	19,824	169,389	146,865
6030 TRAVEL/CONFERENCES	16,064	16,090	(14)	43,600	27,536
6040 PROF MEM/DUES & FEES	3,722	3,725	3	12,299	8,577
6050 OFFICE SUPPLIES	4,736	4,713	(23)	11,650	6,914
6060 OFFICE EQUIPMENT	4,371	4,338	(33)	12,950	8,579
6080 ADVERTISING	-	1,338	1,338	5,350	5,350
6110 TELEPHONE/FAX	9,152	10,094	941	40,374	31,222
6120 PUBL./SUBSCRIPTIONS	23	675	652	2,700	2,677
6130 COMPUTER HARDWARE	5,595	5,577	(18)	11,507	5,912
6140 COMPUTER SOFTWARE	159	10,602	10,443	42,406	42,247
6150 MEETING EXPENSES	3,472	3,426	(46)	4,104	632
6170 PROMOTION	7,784	7,775	(9)	23,900	16,116
7000 HEAT	26,756	26,725	(31)	102,500	75,744
7010 ELECTRICAL	16,184	17,162	978	68,647	52,463
7020 WATER	7,966	7,851	(116)	31,403	23,437
7030 BLDG/FACILITY MAINT	32,829	32,832	3	53,729	20,900
7040 BLDG/FACILITY REPAIR	35	5,563	5,529	22,253	22,218
7060 BLDG/FACILITY RENOV	-	1,250	1,250	5,000	5,000
7500 VEH/EQUIP MAINT.	89,088	89,000	(88)	200,000	110,912
7505 GASOLINE/DIESEL	28,069	14,541	(13,529)	58,163	30,094
7530 VEH/EQUIP REPLACEMENT	1,249	21,875	20,626	87,500	86,251
7560 VEH/EQUIP GEN SUPPLY	1,292	4,000	2,708	16,000	14,708
8000 OPERATIONAL EQUIP	24,323	101,060	76,736	404,238	-
8010 OPERATION MAT/SUPPLU	71,859	11,585	(60,274)	46,340	-
8020 MAINTENANCE EQUIP	-	12,829	12,829	51,316	51,316
8040 COMM EQUIPMENT LINES	1,095	1,095	-	4,380	3,285
8090 UNIFORMS/CLOTHING	23,462	23,344	(119)	77,375	53,913
8100 PROFESSIONAL SERVICE	264	2,135	1,871	8,538	8,274
8110 CONTRACTS/AGREEMENTS	59,054	58,985	(69)	91,938	32,684
8120 LEASES	30,693	30,661	(33)	113,842	83,149
8130 LICENSES/PERMITS	15,280	18,387	3,107	18,387	3,107
8150 GRANTS/SUBS TO ORG	861,423	861,426	3	1,984,449	1,133,027
8195 WATER SUPPLY & HYDR	1,769,098	1,769,096	(2)	7,076,384	5,307,286
<b>Total expended to date</b>	<b>\$ 5,007,161</b>	<b>\$ 5,154,588</b>	<b>\$ 147,427</b>	<b>\$ 18,642,740</b>	<b>\$ 13,281,184</b>

Departmental

Finance

**Municipal Services Agreement**

**Statement of Revenue**

**June 30, 2022**

	Year to date Assigned	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Fire Services Revenue</b>					
4776 PROV NS FIRE PROTECTION GRANT	\$ 44,692	\$ 44,692	\$ -	\$ 178,769	\$ 134,076
4776 MEMBERTOU MUNICIPAL SERVICES AGRMNT	200,285	200,285	-	801,140	600,855
<b>Total Revenue to date</b>	<b>\$ 244,977</b>	<b>\$ 244,977</b>	<b>\$ -</b>	<b>\$ 979,909</b>	<b>\$ 734,932</b>

Departmental

Finance

Engineering and Public Works Actuals to June 30, 2022

REVENUE	Actual & Committed Y-T-D June 30, 2022	Budget Y-T-D June 30, 2022	Variance Y-T-D June 30, 2022	Total Annual Budget	Annual Budget Remaining	% of Annual Budget
TRANSIT	288,995	278,500	10,495	2,100,000	1,811,005	13.76%
SOLIDWASTE TIP FEES	577,673	612,500	34,827	2,450,000	1,872,327	23.58%
SOLIDWASTE COST RECOVERIES			-	375,000	375,000	0.00%
SEWER PERMIT FEES	29,535	25,000	4,535	100,000	70,465	29.53%
WATER UTILITY ADMIN FEE	1,237,877	1,237,877	-	4,951,510	3,713,633	25.00%
<b>TOTAL PW REVENUES</b>	<b>\$2,134,081</b>	<b>\$2,153,877</b>	<b>\$19,796</b>	<b>\$9,976,510</b>	<b>-\$7,842,429</b>	<b>21.39%</b>
<b>EXPENDITURES</b>						
ADMINISTRATION	856,445	867,405	10,960	4,418,960	3,562,515	19.38%
ENGINEERING	183,439	203,853	20,414	787,624	604,185	23.29%
CENTRAL DIVISION	2,002,566	1,936,496	66,070	8,343,710	6,341,144	24.00%
EAST DIVISION	1,522,451	1,521,152	1,299	7,423,644	5,901,193	20.51%
NORTH DIVISION	827,212	856,193	28,982	3,431,328	2,604,117	24.11%
SOLID WASTE	3,727,737	3,762,420	34,682	14,431,318	10,703,581	25.83%
MECHANICAL FLEET	1,017,832	903,101	114,731	4,172,889	3,155,057	24.39%
TRANSIT	1,765,512	1,624,627	140,885	6,855,813	5,090,301	25.75%
QUALITY CONTROL	686,552	715,913	29,361	3,061,764	2,375,212	22.42%
<b>TOTAL PW EXPENDITURES</b>	<b>\$12,589,747</b>	<b>\$12,391,160</b>	<b>-\$198,587</b>	<b>\$52,927,051</b>	<b>\$40,337,304</b>	<b>23.79%</b>

Signature:

Director of Engineering & Public Works

Chief Financial Officer

Planning Department	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 324,171	\$ 381,288	\$ 57,117	\$ 1,525,151	\$ 1,200,980
6010 BENEFITS	81,276	86,294	5,018	345,177	263,901
6020 TRAINING/EDUCATION	401	4,375	3,974	17,500	17,099
6030 TRAVEL/CONFERENCES	4,912	5,875	963	11,500	6,588
6040 PROF MEM/DUES & FEES	1,582	2,825	1,243	8,900	7,318
6050 OFFICE SUPPLIES	5,639	7,275	1,636	15,500	9,861
6060 OFFICE EQUIPMENT	2,585	3,625	1,040	14,500	11,915
6080 ADVERTISING	1,263	5,375	4,112	21,500	20,237
6110 TELEPHONE/FAX	3,763	4,875	1,112	19,500	15,737
6120 PUBL./SUBSCRIPTIONS	-	200	200	800	800
6130 COMPUTER HARDWARE	1,011	3,125	2,114	12,500	11,489
6140 COMPUTER SOFTWARE	-	500	500	14,500	14,500
6150 MEETING EXPENSE	1,007	1,188	180	1,950	943
6170 PROMOTION	13,182	15,300	2,118	40,000	26,818
7130 DEMOLITIONS	-	-	-	120,000	120,000
8000 OPERATIONAL EQUIPMENT	639	8,250	7,611	33,000	32,361
8010 OPERATIONAL MAT/SUPP	1,311	1,300	(11)	4,000	2,690
8090 UNIFORMS / CLOTHING	451	2,000	1,549	8,000	7,549
8100 PROFESSIONAL SERVICE	-	1,500	1,500	211,000	211,000
8110 CONTRACTS/AGREEMENTS	96,600	102,483	5,883	444,931	348,331
8130 LICENSES/PERMITS	70,497	70,000	(497)	85,000	14,503
8135 REGULATORY FEES	29,913	30,500	587	41,000	11,087
8150 GRANTS /SUBS TO ORG	126,251	126,250	(1)	565,000	438,749
<b>Total expended to date</b>	<b>\$ 766,454</b>	<b>\$ 864,403</b>	<b>\$ 97,948</b>	<b>\$ 3,560,909</b>	<b>\$ 2,794,455</b>

Departmental

Finance

	Year to date Assigned	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Bylaw Revenue</b>					
5112 Vendor Licenses	\$ 6,900	\$ 3,625	\$ 3,275	\$ 14,500	\$ 7,600
5113 Animal Licenses	1,060	2,750	(1,690)	11,000	9,940
5114 Taxi Licenses	5,694	4,500	1,194	18,000	12,307
5115 Vending Machine Licenses	-	1,875	(1,875)	7,500	7,500
5301 Parking Meter Revenue	36,986	70,000	(33,014)	280,000	243,014
<b>Total Bylaw Revenue</b>	\$ 50,639	\$ 82,750	\$ (32,111)	\$ 331,000	\$ 280,361
<b>Development / Planning Revenue</b>					
5496 Mapping Sales	\$ -	\$ 250	\$ (250)	\$ 1,000	\$ 1,000
5495 Other Sales	2,260	1,125	1,135	4,500	2,240
5497 Lun Amendment Fees	1,870	1,250	620	5,000	3,130
5101 Building Permits	89,854	50,000	39,854	200,000	110,146
5102 Subdivision Fees	13,615	10,000	3,615	40,000	26,385
<b>Total Develop / Planning Rev</b>	\$ 107,598	\$ 62,625	\$ 44,973	\$ 250,500	\$ 142,902
<b>Total Bylaw / Dev / Planning Revenue</b>	\$ 158,237	\$ 145,375	\$ 12,862	\$ 581,500	\$ 423,263

Departmental

Finance

	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
6000 WAGES/SALARIES	\$ 386,874	\$ 380,179	\$ (6,695)	\$ 1,520,717	\$ 1,133,843
6010 BENEFITS	77,318	76,646	(673)	306,582	229,264
6020 TRAINING	2,258	2,225	(33)	4,500	2,242
6030 TRAVEL/CONFERENCES	4,940	4,940	-	6,000	1,060
6040 PROF MEM/DUES & FEES	489	750	261	3,000	2,511
6050 OFFICE SUPPLIES	1,085	1,500	415	6,000	4,915
6060 OFFICE EQUIPMENT	-	500	500	2,000	2,000
6080 ADVERTISING	2,994	3,000	6	5,000	2,006
6110 TELEPHONE/FAX	5,418	5,250	(168)	21,000	15,582
6130 COMPUTER HARDWARE	611	625	14	2,500	1,889
6140 COMPUTER SOFTWARE	-	250	250	1,000	1,000
6150 MEETING EXPENSES	1,093	500	(593)	2,000	907
7000 HEAT	33,207	33,125	(82)	68,500	35,293
7010 ELECTRICAL	119,009	119,000	(9)	585,000	465,991
7020 WATER	12,000	10,000	(2,000)	40,000	28,000
7030 BLDG/FACILITY MAINT	20,807	20,625	(182)	82,500	61,693
7040 BLDG/FACILITY REPAIR	10,571	15,000	4,429	60,000	49,429
7080 PLANT MAINTENANCE	22,279	22,275	(4)	80,000	57,721
7110 SECURITY	24,040	27,500	3,460	110,000	85,960
7510 VEH/EQUIP REPAIRS	9,050	9,050	-	11,000	1,950
8000 OPERATIONAL EQUIPMENT	7,030	7,030	-	8,500	1,470
8010 OPERATIONAL MAT/SUPP	26,937	45,250	18,313	181,000	154,063
8050 COST OF SALES	58,872	53,330	(5,542)	300,000	241,128
8090 UNIFORMS/CLOTHING	1,009	1,875	866	7,500	6,491
8100 PROFESSIONAL SERVICE	26,105	22,500	(3,605)	22,500	(3,605)
8110 CONTRACTS/AGREEMENTS	629	15,000	14,371	60,000	59,371
<b>Total expended to date</b>	<b>\$ 854,624</b>	<b>\$ 877,925</b>	<b>\$ 23,302</b>	<b>\$ 3,496,799</b>	<b>\$ 2,642,175</b>

Departmental

Finance



**Parks and Grounds  
Operations**

**Statement of Expenditures**

**June 30, 2022**

Parks & Grounds	Year to date Expended	3 Month Budget	3 Month		Annual Budget	Annual Budget Remaining
			Budget	Variance		
6000 WAGES/SALARIES	\$ 395,961	\$ 422,456	\$ 26,495	\$	\$ 1,689,825	\$ 1,293,864
6010 BENEFITS	92,950	97,162	4,212		388,649	295,699
6011 MISC BENEFITS	3,744	625	(3,119)		2,500	(1,244)
6020 TRAINING/EDUCATION	-	1,625	1,625		6,500	6,500
6030 TRAVEL/CONFERENCES	421	3,188	2,766		12,750	12,329
6040 PROF MEM/DUES & FEES	-	50	50		200	200
6050 OFFICE SUPPLIES	58	300	242		1,200	1,142
6060 OFFICE EQUIPMENT	-	250	250		1,000	1,000
6080 ADVERTISING	-	50	50		200	200
6110 TELEPHONE/FAX	2,263	2,125	(138)		8,500	6,237
6130 COMPUTER HARDWARE	1,709	250	(1,460)		250	(1,459)
7000 HEAT	2,521	1,375	(1,146)		5,500	2,979
7010 ELECTRICAL	17,252	19,375	2,123		77,500	60,248
7020 WATER	3,500	6,250	2,750		25,000	21,500
7030 BLDG/FACILITY MAINT	4,114	4,050	(64)		5,000	886
7110 SECURITY	-	-	-		10,200	10,200
7510 VEH/EQUIP REPAIRS	-	275	275		1,100	1,100
7530 VEH/EQUIP REPLACEMENT	-	-	-		25,000	25,000
7540 VEH/EQUIP RENTAL	4,239	3,750	(489)		15,000	10,761
8000 OPERATIONAL EQUIP	14,427	14,425	(2)		35,000	20,573
8010 OPERATIONAL MATS/SUPP	193,866	193,500	(366)		390,000	196,134
8020 MAINTENANCE EQUIP	18,918	18,875	(43)		57,500	38,582
8040 COMM EQUIP LINES (GPS)	2,672	2,500	(172)		10,000	7,328
8080 STREET LIGHTS	1,937	1,375	(562)		5,500	3,563
8090 UNIFORMS/CLOTHING	1,455	3,000	1,545		12,000	10,545
8100 PROFESSIONAL SERV	402	1,250	849		5,000	4,599
8110 CONTRACTS & AGRMNT	105,360	105,000	(360)		420,000	314,640
<b>Total expended to date</b>	<b>\$ 867,767</b>	<b>\$ 903,081</b>	<b>\$ 35,313</b>	<b>\$</b>	<b>\$ 3,210,874</b>	<b>\$ 2,343,107</b>

Departmental

Finance

	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
<b>Buildings</b>					
6000 WAGES/SALARIES	\$ 342,653	\$ 369,402	\$ 26,749	\$ 1,477,608	\$ 1,134,955
6010 BENEFITS	84,448	86,696	2,248	346,785	262,337
6020 TRAINING/EDUCATION	117	1,375	1,259	5,500	5,384
6030 TRAVEL/CONFERENCES	-	313	313	1,250	1,250
6050 OFFICE SUPPLIES	535	250	(285)	1,000	465
6060 OFFICE EQUIPMENT	-	500	500	2,000	2,000
6110 TELEPHONE/FAX	3,479	3,488	8	13,950	10,471
6130 COMPUTER HARDWARE	-	750	750	3,000	3,000
6140 COMPUTER SOFTWARE	-	1,625	1,625	6,500	6,500
7000 HEAT	44,062	26,250	(17,812)	105,000	60,938
7010 ELECTRICAL	99,976	126,875	29,875	507,500	407,524
7020 WATER	6,250	7,125	875	28,500	22,250
7030 BLDG/FACILITY MAINT	1,375	10,625	9,250	42,500	41,125
7060 BLDG/FACILITY RENOV	774	774	-	100,000	99,226
7070 BLDG/FACILITY RENTAL	48,859	51,275	2,416	205,100	156,241
7080 PLANT MAINTENANCE	-	3,875	3,875	15,500	15,500
7100 MAINT. TOOLS/EQUIP	1,548	875	(673)	3,500	1,952
7110 SECURITY	4,849	13,750	8,901	55,000	50,151
7120 PROPERTY TAXES	14,263	18,250	3,987	36,500	22,237
7540 VEH/EQUIP RENTAL	519	625	106	2,500	1,981
8000 OPERATIONAL MATS/SUPP	-	625	625	2,500	2,500
8010 OPERATIONAL EQUIP	22,657	30,125	7,468	120,500	97,843
8020 MAINTENANCE EQUIP	-	750	750	3,000	3,000
8040 COMM EQUIP LINES (GPS)	939	1,100	161	4,400	3,461
8090 UNIFORMS/CLOTHING	318	1,625	1,307	6,500	6,182
8100 PROFESSIONAL SERVICE	18,146	20,000	1,854	80,000	61,854
8110 CONTRACTS/AGREEMENTS	64,829	62,500	(2,329)	250,000	185,171
8120 LEASES	-	625	625	2,500	2,500
8130 LICENSES/PERMITS	-	250	250	1,000	1,000
8150 GRANTS/SUBS TO ORG	15,000	15,000	-	60,000	45,000
<b>Total expended to date</b>	<b>\$ 775,595</b>	<b>\$ 857,360</b>	<b>\$ 84,740</b>	<b>\$ 3,489,843</b>	<b>\$ 2,714,248</b>

Departmental

Finance

Recreation Cultural Services

Statement of Expenditures

June 30, 2022

Recreation/Cultural Services	Year to date Expended	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
GL 6000, 6010, & 6011 Wages & Benefits Including Summer Students	\$ 233,531	\$ 318,375	\$ 84,844	\$ 1,273,498	\$ 1,039,967
6020 TRAINING/EDUCATION	4,979	5,000	21	16,000	11,021
6030 TRAVEL/CONFERENCES	2,562	6,250	3,688	25,000	22,438
6040 PROF MEM/DUES & FEES	-	875	875	3,500	3,500
6050 OFFICE SUPPLIES	1,596	1,500	(96)	6,000	4,404
6060 OFFICE EQUIPMENT	1,573	2,000	427	8,000	6,427
6080 ADVERTISING	11,331	17,500	6,169	70,000	58,669
6110 TELEPHONE/FAX	2,494	2,750	256	11,000	8,506
6120 PUBL./SUBSCRIPTIONS	31	50	19	200	169
6130 COMPUTER HARD/SOFTWARE	4,069	4,050	(19)	7,000	2,931
7070 BLDG/FACILITY RENTAL	10,012	11,500	1,488	46,000	35,988
8000 OPERATIONAL MAT/SUPPLY	44,716	44,750	34	175,000	130,284
8025 COMMUNITY EVENTS	94,869	94,750	(119)	335,000	240,131
8150 SCHOLARSHIPS	20,000	20,000	-	20,000	-
8160 SPECIAL EVENTS & FESTIVALS	184,410	184,391	(20)	356,562	172,152
8170 OPERATING GRANTS POLICY	11,205	11,205	-	500,500	489,295
<b>Total expended to date</b>	<b>\$ 627,377</b>	<b>\$ 724,945</b>	<b>\$ 97,568</b>	<b>\$ 2,853,260</b>	<b>\$ 2,225,883</b>

Departmental

Finance

Recreation /  
Cultural Services

Statement of Revenue

June 30, 2022

Recreation/Cultural Services	Year to date Assigned	3 Month Budget	3 Month Budget Variance	Annual Budget	Annual Budget Remaining
5031 PROGRAM REVENUE	\$ 7,500	\$ 7,500	\$ -	\$ 30,000	\$ 22,500
5034 FACILITY RENTALS	1,065	1,875	(810)	7,500	6,435
<b>Total Revenue To Date</b>	<b>\$ 8,565</b>	<b>\$ 9,375</b>	<b>\$ (810)</b>	<b>\$ 37,500</b>	<b>\$ 28,935</b>

Departmental

Finance

Cape Breton Regional Municipality Water Utility  
Statement of Operations - period ending June 30, 2022

	Actual June 30, 2022	Budget June 30, 2022	Variance June 30, 2022	Total Annual Budget 2022-2023
<b>Revenue</b>				
Operating:				
Metered Sales	4,743,183	4,804,655	(61,472)	19,218,619
Public Fire Protection	1,769,098	1,769,098	-	7,076,391
Interest on Overdue Accounts	179,329	87,500	91,829	350,000
Other Operating Revenue	1,897	16,500	(14,603)	66,000
<b>Total Operating Revenue</b>	<b>6,693,507</b>	<b>6,677,752</b>	<b>15,754</b>	<b>26,711,010</b>
<b>Expenditures</b>				
Operating Expenses				
Source of Supply	96,177	134,385	38,209	537,541
Power and Pumping	513,200	495,641	(17,559)	1,982,563
Water Treatment	1,062,034	1,224,818	162,784	4,899,272
Transmission & Distribution	1,269,798	1,228,092	(41,706)	4,912,368
Administration & General	697,031	840,528	143,497	3,362,110
Depreciation	962,500	962,500	-	3,850,000
Taxes	496,807	510,202	13,394	2,040,806
<b>Total Operating Expenses</b>	<b>5,097,547</b>	<b>5,396,165</b>	<b>298,619</b>	<b>21,584,660</b>
<b>Operating Profit/(Loss)</b>	<b>1,595,960</b>	<b>1,281,587</b>	<b>314,373</b>	<b>5,126,350</b>

Cape Breton Regional Municipality Water Utility  
Statement of Operations - period ending June 30, 2022

	Actual June 30, 2022	Budget June 30, 2022	Variance June 30, 2022	Total Annual Budget 2022-2023
<b>Non Operating Revenue</b>				
Debt Charge Income	-	-	-	-
Interest Income	-	-	-	-
Amortization of Deferred Capital contribution	74,626	74,626	(0)	298,504
<b>Total Non Operating Revenue</b>	<u>74,626</u>	<u>74,626</u>	<u>(0)</u>	<u>298,504</u>
<b>Non Operating Expenses</b>				
Short term interest charges	21,020	51,020	30,000	204,081
<b>Debt Charges</b>				
Principal	891,125	891,125	-	3,564,500
Interest	266,461	266,461	-	1,065,842
Amortization of Debt Discount	9,278	9,278	0	37,112
Capital Expenditures out of operations	312,500	312,500	(0)	1,250,000
<b>Total Non Operating Expenses</b>	<u>1,500,384</u>	<u>1,530,384</u>	<u>30,000</u>	<u>6,121,535</u>
<b>Non- Operating Profit/(Loss)</b>	<u>(1,425,758)</u>	<u>(1,455,758)</u>	<u>30,000</u>	<u>(5,823,031)</u>
TOTAL UTILITY REVENUES (OPERATING & NON-OPERATING)	6,768,133	6,752,378	15,754	27,009,514
TOTAL UTILITY EXPENSES (OPERATING & NON-OPERATING)	6,597,930	6,926,549	328,618	27,706,195
<b>CBRM WATER UTILITY PROFIT/(LOSS)</b>	<b>170,203</b>	<b>(174,170)</b>	<b>344,373</b>	<b>(696,681)</b>

## Port of Sydney Development Corporation

June 30, 2022 Income Statement

	This Year Actual	This Year Budget	Variance to Budget	Annual Budget
Wharfage and Berthage	123,764.87	110,727.13	13,037.74	601,293.38
Event Revenue	25,659.40	10,550.00	15,109.40	46,750.00
Miscellaneous Revenue	3,837.00	2,700.00	1,137.00	54,600.00
Storage and Rental	66,007.63	60,624.34	5,383.29	290,694.04
Passenger tax	80,259.25	76,636.87	3,622.38	785,622.75
Security/Traffic Control	48,170.50	40,943.21	7,227.29	219,642.21
Government Grants	0.00	0.00	0.00	10,000.00
Craft Market Revenue	8,526.09	7,012.50	1,513.59	36,473.25
	<u>356,224.74</u>	<u>309,194.05</u>	<u>47,030.69</u>	<u>2,045,075.63</u>
Wages	132,377.30	154,155.67	(21,778.37)	656,961.00
Benefits	42,095.49	30,463.16	11,632.33	129,873.21
Professional Fees	5,075.00	8,875.00	(3,800.00)	47,328.00
Advertising & Promotions	4,496.28	5,250.00	(753.72)	17,750.00
Cruise Activities	13,218.09	13,000.00	218.09	32,000.00
Dues & Membership Fees	12,405.08	12,896.64	(491.56)	23,539.96
Event Expense	0.00	972.48	(972.48)	6,519.44
Insurance	15,530.97	13,700.00	1,830.97	56,800.00
Interest & Bank Charges	851.08	950.00	(98.92)	3,870.00
Office & Admin	(1,563.63)	4,933.00	(6,496.63)	11,287.00
Office Rent	13,080.00	13,080.00	0.00	52,320.00
Miscellaneous	974.21	1,950.00	(975.79)	55,100.00
Repairs & Maintenance	40,708.33	94,957.95	(54,249.62)	177,311.80
Repairs -JHCP	0.00	20,000.00	(20,000.00)	80,000.00
Travel	1,974.71	3,000.00	(1,025.29)	10,500.00
Utilities	33,552.70	42,375.00	(8,822.30)	169,320.00
Bad Debts	0.00	500.00	(500.00)	2,000.00
Security Expense	31,285.57	32,128.00	(842.43)	160,435.86
Leasehold Improvements	4,525.35	2,000.00	2,525.35	2,000.00
	<u>350,586.53</u>	<u>455,186.90</u>	<u>(104,600.37)</u>	<u>1,694,916.27</u>
	5,638.21	(145,992.85)	151,631.06	350,159.36
Less Amortization	(100,000.00)	(100,000.00)	0.00	(400,000.00)
	<u>(94,361.79)</u>	<u>(245,992.85)</u>	<u>151,631.06</u>	<u>(49,840.64)</u>

