



MEMO

To: CBRM Council

FROM: Michael Ruus and Karen Neville

SUBJECT: CBRM Forward

DATE: July 17th, 2023

Please find attached a series of written comments for your consideration related to the adoption of new Municipal Planning Strategy, Land Use By-law, and Subdivision By-law. In total eleven written submissions were received.

Comments of support for:

- Two one-unit dwellings on a lot parcel outside of the Service Area Boundary
- Accessory dwelling units
- Flexibility for commercial uses
- Elimination of parking requirements
- Standards for development in identified floodplains
- Supportive Housing
- Promotion of Affordable Housing
- Approach to Climate Change
- Complete Communities

Comments of opposition for:

- The dramatic changes from the existing plans
- Approach to housing
 - Six-unit apartment buildings as of right in many Residential zones
 - Allowing mobile homes in most Residential zones
 - Shared dwellings
- Development along the Sydney Glace Bay Highway
- Lack of architectural standards for the south end neighbourhood of Sydney
- Application of the UR1 Zone
- Sydney Harbour Viewplanes
- Mobile Home Park Zone
- Community Consultation of all Development Proposals

Staff have prepared further information to these thematic comments for Council's consideration of the issues:

Drastic Change

The CBRM has experienced significant changes since the adoption of the Regional Municipal Planning Strategies in 2004 and the adoption of a Secondary Municipal Planning Strategy for the North End of Sydney in 2006. In particular, the intention of the adoption of the current Regional Municipal Planning Strategy was to replace the planning documents from the former municipalities with a unified document applying a regional perspective. Since its adoption, annual reviews were conducted, but until now, a comprehensive planning exercise with a regional focus has not been done for the CBRM.

The proposed planning documents, along with the Economic Development Strategy and Growth Management Strategy, represent a coordinated approach to sustainable growth. CBRM Forward is a targeted approach to create a flexible framework that will also be adaptable to new opportunities within our region.

Approach to Housing

Housing has been identified by Council, Staff, and the public as a major issue to be addressed in the new planning documents. In response to this, the new planning documents have increased the housing density options to allow for six-unit apartments buildings as of right in most residential zones, while maintaining the predominant building form within neighbourhoods. This will mean various density options will now be permitted as of right, reducing the need for zone amendments and other discretionary approvals that add time and risk to developers. The permitted density increases the closer to development is to one of our former traditional downtown cores. The proposed Residential zones reflect this by containing setbacks, maximum height requirements, and lot percentage coverage which aim to regulate the scale and form of development in urban residential zones.

There are very few zones where mobile homes are not permitted in the proposed Land Use By-law. The proposed planning documents do not specifically limit mobile homes or construction types, but rather limits all one storey dwellings in areas where high density residential developments are encouraged. The inclusion of a minimum storey height in these areas, is intended to encourage developers to build up and support higher densities in areas of the municipality most suited to support them.

There is policy in the current Municipal Planning Strategy, that indicates Council shall allow for wide range of development options for mobile homes because:

- they are becoming a dwelling unit style of choice for more and more Cape Bretoners;
- mobile home construction standards have now reached the minimum standards of the Provincial Building Code; and
- mobile homes are a style of construction, and not a unique land use.

The proposed planning documents have simply expanded on this policy. Mobile homes are not a unique land use, but rather another style of construction; therefore, should be permitted in areas where one storey residential buildings are permitted.

One commenter stated that housing is a Provincial responsibility and allowing shared dwellings seems like the Municipality Strategy is capitulating to the student housing crises resulting from student population expansion at Cape Breton University. While housing is a Provincial issue, the municipality has a role when

it comes to enabling a range of housing typologies and densities that are best suited to the residents of our communities.

The request for shared dwellings is becoming more common within the CBRM. It should be noted that, not all of the shared dwellings being requested within the CBRM are directed towards university students. To ensure this type of land use is occurring in a safe manner, the proposed Land Use By-law permits this type of land use in all Residential zones subject to obtaining a Building Development Permit. Issuing permits for these structures will ensure they are inspected for compliance with the Building Code and improve public safety. Along with the application of the Minimum Standards By-law, the possibility of licensing this type of land use could result an annual inspection which would mean the requirement for annual compliance for all shared dwellings.

Development along the Sydney Glace Bay Highway

As Council is aware, an Economic Development Strategy was developed as part of the CBRM Forward process. Often, the creation of an Economic Development Strategy and planning documents are done in isolation of each other. However, CBRM and the Cape Breton Partnership saw the value in these strategies being developed in coordination with each other to further our efforts to reduce red tape and proactively remove barriers for economic opportunity. The Economic Development Strategy was developed during the early stages of the CBRM Forward process and was used as a foundation for the creation of policy in the Municipal Planning Strategy.

The Economic Development Strategy, which was endorsed by Council, identified CBU as an economic driver for the municipality. In turn, the proposed Municipal Planning Strategy and Land Use By-law permits are range of land uses in proximity to CBU. The Sydney Glace Highway a street owned by the Province which means the Department of Public Works (formerly Department of Transportation) is the Traffic Authority. Any lot parcel requesting permission to develop along the Sydney Glace Bay Highway will be required to provide approval from the Department of Public Works with all applications for a Building Development Permit. As the Traffic Authority, the Department of Public Works should be responsible for determining the appropriate level of access along the Sydney Glace Bay Highway.

Lack of Architectural Standards for the South End Neighbourhood of Sydney

In addition to increased flexibility for housing development, during the engagement process, the public has stated they want to see a more streamlined approach to the development process. One way to achieve this, is the removal the architectural form requirements in the south end of Sydney. The current Land Use By-law contains the Residential Heritage Dwelling zone, which is applies to a neighbourhood in the south end of Sydney, that includes performance zoning provisions for new construction (applying a point system to various architectural features). Development must obtain a minimum point value to be eligible for a permit. When applied, the result is not necessarily a building that is in keeping with the surrounding neighbourhood. If heritage value is something a neighbourhood wishes to maintain, the adoption of a Heritage Conversation District may be a more appropriate option for Council's consideration in the future.

Application of the UR1 Zone

The One and Two Unit Residential (UR1) zone applies in an area of New Victoria, Lingan, Reserves Mines, Grand Lake Road, and Prime Brook where partial services are in place. While the proposed policy does not include the specific community location, the application of this zone classification complies with the proposed policy as these areas are partially serviced. The UR1 zone is applied in areas where higher density development is not encouraged.

Sydney Harbour Viewplanes

The Waterfront Overlay has been updated to ensure development on the Sydney Waterfront does not inhibit views to the water from the streets originally identified in the North End Sydney Secondary Plan. This approach is based on the design principles from the Sydney Harbourfront Conceptual Vision & Design.

Mobile Home Park Zone

The proposed Land Use By-law does not permit the construction of one unit dwellings in the Mobile Home Park Zone. The proposed Mobile Home Park Zone permits mobile homes, restaurants, retail uses, and a business office related to the management of the mobile home park. The current Municipal Planning Strategy does not permit the establishment of new mobile home parks or the expansion of existing mobile home parks without Council first adopting a Mobile Home Park By-law which limits mobile home park development and expansion. The proposed planning documents do not include the requirement for a Mobile Home By-law and provides more opportunities for mobile homes to be placed within the CBRM.

The commenter states they wish to construct one unit dwellings with an existing mobile home park as affordable housing units outside of the Serviced Area Boundary. The proposed Municipal Planning Strategy would discourage this level of development outside the Serviced Area Boundary where there is no access to municipal water and sewer. The proposed Municipal Planning Strategy encourages affordable housing be located within the Service Area in proximity of services such as employment areas and transit. It is our understanding this is the approach taken by funding providers when looking at affordable housing projects. If Council wishes entertains this request, further consideration and consultation would be required as it has wider implications.

Community Consultation of all Development Proposals

Two respondents are suggesting that local communities should be more involved in the decision-making process. It would appear they are advocating for Community Councils. This is an option for Council's consideration under the *Municipal Government Act*. This option would increase the process time associated with each development request, which is contradictory to input received from the public to streamline the development process.

Submitted by:

Original Signed by

Michael Ruus
Director, Planning and Development

Original Signed by

Karen Neville
Planning and Development Department

From: [John MacKay](#)
To: [PlanningConsult](#)
Subject: CBRM Forwarding
Date: July 11, 2023 12:38:02 PM

We fully support the plan proposed by CBRM forwarding especially the flexibility it will give our business. It is definitely a move in the right direction.

Sincerely

Damian and John MacKay

332 Main-A-Dieu Road

Catalone NS

B1C 1S6

Sent from my iPad

From: [Jennie McKibbon](#)
To: [PlanningConsult](#)
Subject: Letter of Support for Staff Advice
Date: July 16, 2023 7:15:25 PM

Hello,

I'm writing today to support staff's advice to allow two independent dwellings on a single PID in rural suburban areas and supporting accessory dwelling units throughout the jurisdiction of the municipality. I feel that this is an essential step towards dealing with the current housing crisis in our area.

Thank you for your time,
Jennie McKibbon
202 Whitney Avenue
Sydney

Malcolm Gillis
64 Ankerville Street
Sydney, N.S.

Mayor and Council of the CBRM:

I take no joy in writing this. However, I feel compelled to critique the draft Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) submitted for Council adoption.

The current CBRM MPS and LUB are long overdue for a thorough review, so I laud you for that and I commend you for implementing some refreshing ideas e.g. elimination of parking for residential uses throughout the downtowns, specific provisions regulating development in known and identified areas most susceptible to flooding e.g. prohibition of basements in the floodplain.

There are some policies and implementing provisions I don't necessarily agree with, but I am accepting of the new direction and respectful of the public consultation process which apparently led to their inclusion in these legal documents. However, I believe some policies and implementing provisions really should be re-considered.

I believe the policies and implementing provisions apparently intended to address the housing issue here are too unrestrained for the scale of the communities and residential neighbourhoods of CBRM. The majority of CBRM's tax revenue is generated by taxes on residential properties; not commercial taxes, not grants from other levels of governments as you know only too well. Assessment values are estimated real estate values. The residential real estate market relies on stability because property is a financial asset. Just like the stock market, if there is instability in the real estate market it will be reflected in assessment values. This proposed MPs and LUB **will permit apartment buildings up to 6 units as of right on parcels of land as small as 3,000 square feet** in any fully serviced area e.g. Whitney Avenue in Sydney out to Ridgevale Estates in Westmount. I believe strongly the policies and implementing provisions allowing for this should be re-considered. The largest concentration of population in all of Canada is in the Toronto Metropolitan area. And no other place comes close. It has 2 million more people than the 2nd largest, i.e. Montreal. That difference alone is twice the population of Nova Scotia. In an effort to address its housing problem, the City of Toronto is bragging that it just amended its Plan and implementing land use bylaw to **allow apartment buildings with up to 4 units** anywhere within the urban core encompassing just 10% of its metropolitan area. The area under the jurisdiction of Toronto's amendment is just ¼ the geographic area of CBRM yet its population is 30 times greater than CBRM's. That means **its population density is 116 times the population density in the CBRM**. In comparison, the approach taken in the new CBRM MPS seems like unnecessary overkill.

Another major shift will be provisions to allow one storey manufactured homes comprised of one main modular part (a.k.a. mobile homes) anywhere where residential development is

permitted in the CBRM. Once again, to use an above referenced example, it will include Whitney Avenue in Sydney with its streetscape of beautiful Edwardian age old homes out to Ridgevale Estates in Westmount.

The policies and implementing provisions that will permit shared dwellings (a.k.a. rooming houses owned by absentee landlords with no limit on the number of rooms to let) in all urban service residential neighbourhoods with only a promise to consider adopting a licencing bylaw seems like capitulation because of the student housing crises resulting from the student population expansion at Cape Breton University. Remember housing is a Provincial responsibility. A municipality shouldn't take on the sole responsibility of tackling this complex issue by implementing a narrow, one-dimensional solution. In attempting to solve one problem I believe this MPS will inadvertently create another.

The policy and provisions restricting ribbon development along the Sydney – Glace Bay highway should not be abandoned. The two largest concentrations of population in Nova Scotia outside of metro Halifax are Sydney and Glace Bay. There is not an urban community ¼ the size of Glace Bay in Nova Scotia not serviced directly by a controlled access highway. The serious accident rates occurring along this corridor because of the high traffic volumes and contradictory interests of commuters versus residents attempting to access their property led to a traffic study jointly commissioned by CBRM and the Nova Scotia Department of Transportation. The study recommended that traffic safety should trump development rights. That will be abandoned with the new MPS.

I also believe the policy and provisions in effect intended to respect the uniform architectural forms in the south end neighbourhood of Sydney where most dwellings were constructed more than a century ago should not be eliminated. Yes, the public consultation process gave people opportunity to engage but I wonder if the residents and property owners of this neighbourhood were more directly engaged about this change in policy that they would have been at all receptive to it. Actually, there is an excellent argument these provisions should also be in effect in similar neighbourhoods of other communities e.g. Queen Street in North Sydney and Brown Street in Sydney Mines.

Finally, I must critique what appears to be in some instances a puzzling gap in the link between Plan policy and what is implemented in the Bylaw. Take for example the quote explaining the purpose of the Residential UR1 Zone.

“The UR1 zone is applied to serviced or partially serviced development in the Service Area Boundary generally taking a traditional suburban format with one and two storey dwellings on orderly streets with consistent front and side yard setbacks. The consistent suburban format is encouraged through the permitting of lower density housing forms.”

Reads like an introduction to a zone that would be in effect in a suburban subdivision like Cantley Village. It isn't. Two of the only 3 areas of the CBRM I could find on the Zoning map

where this zone will be in effect are Reserve Mines and a part of New Victoria. These are two very old communities built around coal mines that were in existence before JB McLaughlin came over here from Scotland. According to the consultant the real purpose of the zone is to restrict development because of piped servicing capacity issues. But I couldn't find any policy statement to support such an explanation.

I will end it here. For those councillors who had the patience to read this thank you. I will of course respect whatever your final decision is. During the public consultation process I completed a survey and attended a couple of open houses, but I did not attempt to overly exert any influence directly to the consultant or staff.

Respectfully submitted by

Malcolm Gillis

From: [Rick McCready](#)
To: [PlanningConsult](#)
Subject: New CBRM MPS
Date: July 17, 2023 9:41:43 AM

To the Mayor and Council, CBRM

July 17, 2023

Although I filled out the survey that was carried by the consultants preparing CBRM Forward, and read the documents that were placed on the website in 2021 and 2022, I did not expect the new MPS which was released late this spring to contain such dramatic changes from the existing plans. Many of these changes are very positive, and clearly support Council's wish to prioritize population growth and economic development in the region, and to simplify the development process.

The new MPS is a lengthy document and I have not had the time to review it in its entirety, and I had not planned to make any comments to Council. However, I did look through the document (July 14 version) recently and noticed changes from the old plans that concerned me. As a result, I would like to bring two issues to Council's attention.

1. Grand Lake Road - In response to several tragic collisions, CBRM and the Province partnered on a comprehensive study by CBCL in the early 2000s in an effort to identify ways to improve traffic safety along this corridor. I was on the study's steering committee. The study recommended a number of changes to the actual roadway, which were the Province's responsibility as owner of the road, and recommended CBRM incorporate access management provisions in its land use bylaw to minimize potential future conflict points / encourage new development to use signalized intersections, improve action transportation infrastructure, and step up policing. CBRM acted on all three recommendations, but the access management provisions in the old plan do not appear in any form in the new MPS. As Grand Lake Road still experiences high levels of traffic, high levels of speeding, and frequent collisions, I do not understand the rationale for removing these provisions. I should note that the Province has not implemented all of the original study's recommendations, but in fairness they did, following another study of the traffic situation by Hatch Mott MacDonald in 2014, spend millions of dollars installing signals at Kyte's Hill, and purchasing/ removing dozens of properties to reduce conflict points.

2. Sydney Harbour Viewplanes - I was pleased to see that the new MPS attempts to protect views of Sydney Harbour from several locations on the Esplanade. However, some of the views protected in the old North End plan are no longer protected. In particular, Viewplane 1, which protects the view from the Esplanade entrance to the Joan Harris Cruise Pavilion, is not in the new MPS. This viewplane only restricts development on a small piece of land north of the Portside Restaurant, so it would have only a minor impact, if any, on Council's plans for large scale residential development on the waterfront lands. I know many may feel this is an insignificant issue but the reality is that so many of the views from the Esplanade have already been blocked by buildings (or even trees), that it seems appropriate to preserve existing views wherever practical.

Thank you.

Rick McCready, BA, MURP

Apt. 903
500 Kings Road
Sydney, N.S.
B1S 1B1

[Sent from Yahoo Mail on Android](#)

From: [Carol MacDougall](#)
To: [PlanningConsult](#)
Subject: Dwelling units
Date: July 17, 2023 10:27:00 AM

To whom it may concern;

I'm writing today to support staff's advice to allow two independent dwellings on a single PID in rural suburban areas and supporting accessory dwelling units throughout the jurisdiction of the municipality. I feel that this is an essential step towards dealing with the current housing crisis in our area.

Thank you for your time,
Carol Ann MacDougall
33 Bromley Ave.
Coxheath, N.S.

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Sent from Gmail Mobile

July 17, 2023



To: Cape Breton Regional Municipality

Please find below our written submission to the July 20, 2023 Public Hearing on the adoption of the new Municipal Planning Strategy (MPS) and Associated Land Use By-law and Subdivision By-law.

New Dawn commends the CBRM Forward process, and we want to express our full support around the proposed MPS and associated by-laws. It was clear that this was a thorough and robust engagement effort, and the recommendations from staff in the proposed planning documents reflect the desires expressed by the community for their vision of the future.

As a property owner in the CBRM for over forty-five years, servicing both residential and commercial tenants, we see the removal of the minimum parking requirement (M-63 in section 7.10.1 of the MPS) as a critical step forward for the municipality.

This amendment will be integral in helping to meet growing housing needs throughout the CBRM by dramatically increasing the affordable housing units that can be developed. For example, this proposed MPS change would enable more non-market units to be built in 11 out of 12 key developable sites currently owned by New Dawn. We estimate that the MPS changes will facilitate up to 200 – 250 more units across these sites, with additional opportunities to add units at established sites owned by New Dawn, as well. Reducing the approval process required in new developments will also translate directly to more benefits offered to our tenants and more affordable housing in the New Dawn portfolio.

The parking amendment also means more affordable housing units can be developed in locations that are already well serviced. The densification of residents and services, and redevelopment of urban core communities throughout the CBRM, will help us achieve a more accessible, connected community that facilitates greater walkability and increased transit use for all. We see a future in which more priority populations will be housed in a growing number of appropriately-designed affordable units in locations that suit their needs. And our core communities, and the services that support them, will strengthen for all residents.

We thank the CBRM for their thoughtful perseverance in managing this large effort and look forward to seeing the approval of the MPS and by-laws come to fruition and applied in our community.

Sincerely,

Original Signed by

Alyce Maclean

Project Manager, Housing Development

37 Nepean Street, Sydney, Nova Scotia



From: [Holley Grant](#)
To: [PlanningConsult](#)
Subject: Notes on Planning strategy July
Date: 17, 2023 3:45:10 PM
Attachments: [Municipal planning strategy.docx](#)

July 17, 2023

Mayor and CBRM Council

I am writing with regards to the Municipal Planning Strategy and Land Use By Law. My concerns are not based in expertise but are those of a long-time resident of CBRM. I have objections to the following:

- Allowing the construction of apartment buildings up to 6 units on small parcels of land in any serviced area. While I recognize the need for housing in CBRM, this policy could negatively affect – in many ways - the character of neighbourhoods. This may seem to smack of NIMBY but the fact of the matter is, the aesthetics of neighbourhoods is essential to quality of life, to stimulate ongoing investment in housing, and ensuring CBRM is an attractive place to live.
- The above argument may be applied to the policy allowing one storey manufactured homes anywhere that residential development is permitted in the CBRM.
- The lack of policy regarding the limits to the number of rooms to let in a residence is extremely problematic. We have heard stories of the less than desirable conditions that international students are living in because of overcrowding. Some of these residences are owned by absentee landlords who are either oblivious to or have little interest in the problems that may arise which can range from garbage disposal, parking issues, property maintenance, etc.

Frankly and maybe unfairly, I don't have a lot of faith in the efforts of CBRM to ensure architectural integrity with new builds and the Planning Strategy does not address this. A blatant example of this is the building erected across from City Hall on the Esplanade. It is a toad among the nearby historical buildings as well as City Hall itself.

As stated above, I have no expertise in Municipal Planning but I hope you will give serious consideration to the issues I have raised.

Sincerely,

Holley Grant
63 Ankerville St.
Sydney, NS

Sent from my iPad


From: [Bobby Dubeau](#)
To: [PlanningConsult](#)
Cc: [Lan Zheng](#); [Mario Vetro](#)
Subject: CBRM Forward feedback
Date: July 17, 2023 3:48:17 PM
Attachments: [By The Bay Properties CBRM Forward - vs2 \(3\).pptx](#)

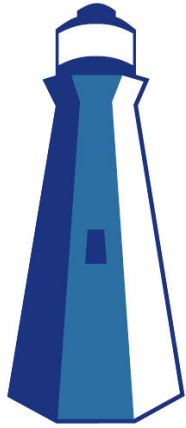
Hi there,

I've attached a PPT presentation, explaining why changing the MHP zoning is not a good idea. We would like the existing zoning to stay in place, so we can continue to move forward with the province to build affordable homes.

If you prefer it in a different format, please let me know and I can extract the text.

Thanks for your time,

Bobby Dubeau
By the Bay Properties Ltd
163 Fairhaven Dr, Sydney NS B1R1N4




BY THE BAY

PROPERTIES

Questions and comments on CBRM Forward

By the Bay Properties

Professionally manages and develops commercial and residential properties

Applies practical knowledge and adhere to the highest professional standards

Improves the quality of life for the people we serve and drive economic growth locally

Mario Vetro: Investor and financier, specializing in raising growth capital

Bobby Dubeau: Real estate specialist, with experience in audit and operations management

Who are we?

We see a city whose population has started to grow again. Trends are changing and the rapid growth needs to be addressed

We have a unique perspective: witnessing first hand, undesirable areas in Vancouver become some of the best in the city

We have other businesses that sustain us. We don't need to cut corners or hesitate to invest in better housing

Who are we?

We want to increase affordable, long-term housing stock as quickly as possible

- Created housing for 40 new people in our first six months (2022) in Cape Breton

We have invested in modernizing existing housing stock

- 9% of housing stock is in urgent need of repair, and unlivable
- Re-homed tenants after Hurricane Fiona destroyed their homes

We have donated all of our profits back into the community

- Emergency housing fund, CBU food bank, other local non-profits

We are ready to build affordable homes:

Bayview Street Development, East Bay (PID 15319122)

- Infrastructure to build the first 40 on existing serviced lots already in place
- Investments are ready to upgrade power, water and septic
- Building plans are complete for modern and energy efficient homes

We are committed to moving CBRM forward for more than just 10-20 years

Bayview Street Development - existing serviced lots



Bayview Street Development - room for 40 homes



Bayview Street Development - future expansion potential

After the initial 40 infill development, there is potential to expand housing options on the site.

- [2025] – phase 2 (26 homes)
- [2027] – phase 3 (14 homes)



Current Funding Partners

- Private capital ready to invest immediately (Both personal and investors)
- Builders ready to start immediately (Atlantic Mini Homes)
- Affordable Housing Development Program, but will not fund if MHP zoning is changed

Canadian Experience

- 15 years investing in, improving, and managing real estate across the country
- Proven track record with access to private capital
- Improved 30+ distressed rental units in Cape Breton over the past year
- Currently building multi-family residential in Cape Breton

Local Challenges to Date

Unfortunately, many of our first experiences as we work to develop housing in the CBRM have not been positive.

- Local property manager stole rent from our new tenants
- Local contractors have disappeared with payment and keys
- Local media published every purchase we made
- Nova Scotia imposed an out-of-province tax for people who rent to locals
- Local slumlords create fake leases so their family can squat after we purchase
- CBRM Forward prevents us from building up to 200 modern affordable homes

CBRM Forward Proposed Changes

And what we see as hurdles to our project, unanswered questions and concerns about new affordable housing development in the CBRM.

- New Regulations prohibit the construction of single family homes in Mobile Home Park zoning
 - This is further compounded by the fact that the province of Nova Scotia will only help build affordable single family homes in MHP zoning (mobile homes are ineligible for AHDP funding)
- CBRM Forward references MHP, but calls it Mini Home Park. Is this a mistake? If not, the proposed changes seem to prevent mini homes from being built on MHP zoning which is confusing.
- Questions to the CBRM Planning Department and Dillon Consulting regarding these concerns have been ignored
 - After dozens of phone calls, we finally got ahold of CBRM, who referred us to Dillon Consulting
 - Dillon Consulting has yet to reply to our June 19 request for one phone call (was told to wait up to one week)
 - We have tried our best, but it looks like we will always be considered outsiders

CBRM Forward's Purpose

From **CBRMForward.ca**

“Update the Land Use by-law to modernize land use policies and regulations to facilitate development”

If this is true, why is CBRM going above and beyond to stop an affordable home builder who has never asked them for a penny?

CBRM Forward's Objectives

From CBRMForward.ca

1. Modernize rules, language and approach:
→ *By preventing people from building what could have built in the past?*
2. Find consistencies between policy and regulations:
→ *By killing affordable housing projects, while still claiming affordable housing is a concern?*
3. Facilitate a less complicated development process:
→ *We have found this process to be very frustrating and complicated with no clear path forward, and our questions have gone unanswered.*
4. Establish a robust and enduring land use framework that can adapt well into the future:
→ *By removing affordable housing options in the middle of a crisis?*
5. Redesign regulations to promote clarity:
→ *The regulations surrounding our project are not clear.*

Our Ask

We ask that the CBRM to **not change the MHP zoning**, enabling us to continue to work with local builders and the province.

CBRM Forward studies revealed people want greater choice, more housing affordable options, and better access to amenities.

Where we come from, ***you've got to give the people what they want.***



July 17, 2023

CBRM Mayor and Members of Council
c/o the Office of the Municipal Clerk
320 Esplanade
Sydney, NS
B1P 7B9

Dear Mayor McDougall-Merrill and Council Members,

Public Health Eastern Zone (EZ) Nova Scotia Health is writing to offer our support for the proposed Municipal Planning Strategy and associated Land Use By-law and Subdivision By-law. We wish to congratulate the Planning Department and all the committees who worked on the Plan for their significant contributions to advancing a more equitable and health promoting plan that will serve the residents of Cape Breton Regional Municipality for years to come.

We would like to offer some high-level supportive comments on the potential public health outcomes on a few key areas of the Plan that align with healthy public policy.

H10, H11, H12 – Policies that encourage the provision of Supportive Housing for people who experience barriers to safe, secure, and affordable housing.

Supportive housing significantly reduces homelessness and improves the mental health of those with severe mental health conditions¹; it reduces hospitalizations and emergency room visits, decreasing workload and waiting time in the healthcare system and cost savings². Supportive housing helps stabilize individuals. It increases the chances of maintaining employment³. Permanent supportive housing models are key to helping vulnerable populations find and keep housing⁴.

H14, H15, H16 – Policies that promote Affordable Housing, and housing which is appropriate for a population of all ages and abilities.

Affordable housing improves children's health and educational outcomes, and mental health; it reduces the risk of intergenerational poverty among communities⁵; it improves overall health outcomes by reducing the stress of the risk associated with overcrowding and environmental hazards⁶, it has significant economic benefits which result in improvement of quality of life⁷.

Acceptable housing that meets basic standards is necessary for preventing ill health and building healthy social and physical environments, communities, and populations. In high-income countries, people spend around 70% of their time inside their household, so it is a setting that can significantly impact all aspects of our health and wellbeing⁸.



E-8, E-9, E-10, E-11, E-12 – Policies to work with provincial and federal governments on implementing and reviewing the Climate Change Action Plan.

Increasing climate events create challenges for the livability of communities, and health and wellness of residents. Vulnerable populations are disproportionately affected by the impacts of climate change⁹.

Overall, climate change is significantly emission related. Clean and renewable energy reduces healthcare costs associated with improving air quality¹⁰. Flooding, disasters, heat waves, emergency preparation and response, and changing global weather patterns will impact overall agriculture, marine life and health, increasing heatstroke, food storage, migration, and unemployment. It will increase the burden on health care^{11,12}.

M-23, M-24, M-29, M-48, M-50 – Policies that support the development and growth of complete communities, including transit-oriented policies, active transportation, and accessibility.

Active transportation, such as walking and cycling, has substantial health benefits, including reducing chronic diseases and mental health, and increasing life expectancy¹³; it helps to reduce the rising rate of obesity and sedentary lifestyle, leading to long-term health cost savings¹⁴. Pedestrian-friendly streets and bike lanes are proven to increase physical activities, leading to healthy communities and active lifestyles¹⁵. Accessibility can increase opportunity for residents to have equal access to community and health resources¹⁶.

We look forward to ongoing collaboration to support the Municipal Planning Strategy and help create a more equitable, resilient, and healthy CBRM. We welcome the opportunity to meet with you in person to discuss how Public Health can work collaboratively to advance common goals.

Signed by:

Original Signed by

Dr. Jesse Kancir MD CCFP FRCPC
Regional Medical Officer of Health, Eastern Zone
Nova Scotia Health
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Original Signed by

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Prepared by:
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From: [norman macneil](#)
To: [PlanningConsult](#)
Subject: CBRM forward
Date: July 17, 2023 3:57:09 PM

Dear council

I am not in favour of CBRM forward document.

Primarily because it eliminates citizens opinions and allows no recourse to consult with communities.

Never have I ever heard of anyone relinquishing their autonomy.

My relatives fought to preserve the democratic process and this document will eliminate it with a single vote.

Please pause and truly inform Cape Breton citizens. This process was poorly poorly Explained and difficult to read and comprehend with posted notes and codes.

Norm MacNeil

Sydney

From: [Evelyn MacNeil](#)
To: [PlanningConsult](#)
Subject: CBRM Forward
Date: July 17, 2023 3:59:34 PM

I request that council pause acceptance of the new CBRM Forward Proposal.
Perhaps development within communities could be decided by the citizens within that community through consultation.

Evelyn MacNeil
61 Esplanade
Sydney, NS

Sent from my iPad