

Cape Breton Regional Municipality

Special Council Meeting

Public Hearing

AGENDA

TUESDAY FEBRUARY 20, 2018

1:30 P.M.

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

SPECIAL COUNCIL MEETING

Public Hearing

Tuesday February 20, 2018

1:30 p.m.

Council Chambers, City Hall

1. **Introductory Remarks:** Mayor Cecil P. Clarke

2. **Final Approval – Public Hearing:**
 - 2.1 **Zoning Amendment Application – 1037 Chris Skidmore, East Bay Highway, Big Pond (PIDs 15327539, 15327547, 15327554, and 15327562:**
 - a) **Staff Report:** Karen Neville, Planner (See page 6)
 - b) **Applicant:** Chis Skidmore (See page 45.)

 - 2.2 **Speakers List:**
 - 1) **Roy MacInnis**
 - 2) **Paula MacInnis** (See page 51)
 - 3) **Eddy MacIntyre**
 - 4) **Ann MacIntyre**
 - 5) **Debbie Moffatt** (See page 106)
 - 6) **David Moffatt** (See page 110)
 - 7) **Mike Britten** (See page 111)
 - 8) **Rita MacDonald**
 - 9) **Keith MacDonald**

Continued...

Speakers List (Cont'd):

- 10) Jay Bell Redbird
- 11) Halina Stopyra
- 12) Allan Morley
- 13) Theresa Morley
- 14) Dolores MacLellan
- 15) Terry MacPherson
- 16) Bruce Hatcher
- 17) Dan MacArthur

2.3 Written Submissions:

- 1) Leslie Hicks and Betty Belmer (See page 117)
- 2) Martha Justice Ministry & Antigonish Diocese (See page 121)
- 3) John Gentles (See page 128)
- 4) Gordon Sutherland (See page 130)
- 5) Helen Doherty (See page 133)
- 6) Kelvin & Anne Digout (See page 135)
- 7) Paula & Greg MacNeil (See page 136)
- 8) Betty Bishop (See page 137)
- 9) Phillip Laundriault (See page 138)
- 10) Ann Marie MacNeil (See page 139)
- 11) Corinne MacNeil (See page 140)
- 12) Rod Beresford (See page 141)

Continued...

Written Submissions (Cont'd)

- 13) **Tony Hajjar** (See page 145)
- 14) **Valerie Britten** (See page 146)
- 15) **Paul Patterson** (See page 149)
- 16) **Andy MacLellan** (See page 152)
- 17) **Elizabeth MacLeod** (See page 154)
- 18) **Ed MacLellan** (See page 156)
- 19) **Ashley Britten** (See page 157)
- 20) **Lorna MacNeil** (See page 159)
- 21) **Big Pond Community Council** (See page 164)
- 22) **Bernadette Campbell** (See page 173)
- 23) **Kevin Linden** (See page 178)
- 24) **Diane Aucoin** (See page 180)
- 25) **Debbie Mullins** (See page 181)
- 26) **Robin Tress** (See page 183)
- 27) **Debbie and Russ Gowan** (See page 186)
- 28) **Martin MacInnis** (See page 187)

3. **Adjournment**



TO: CBRM Council

FROM: Karen Neville

**SUBJECT: ZONING AMENDMENT APPLICATION – 1037
Chris Skidmore
East Bay Highway, Big Pond
(PIDs 15327539, 15327547, 15327554, and
15327562)**

DATE: February 15th, 2018

Introduction

Chris Skidmore has submitted a request to the Planning and Development Department to amend the Land Use By-law to allow for the development of an RV campground in Big Pond. The site occupies approximately 109 acres and is located on portions of four separate lot parcels on both sides of the East Bay Highway (Attachment A).

Description of the Proposed Campground

It is the applicant's intention to develop the campground in phases, the overall concept plan can be found in Attachment B. The first phase will include 211 serviced RV sites (Attachment C) and phase two and three have the potential to include an additional 330 RV sites with 64 tenting sites. In total, the applicant is proposing 541 RV sites, 64 tenting sites, and a variety of amenities.

Amenities could include:

- Office for administration
- Convenience store
- Liquor store
- Restaurant
- Propane depot
- Recreational activities (such as ziplines, mini golf, mountain bike trails, water play area, ATV trails, snowmobile trails, cross country ski trails/snowshoeing, and hiking and walking trails)
- Amphitheatre

The applicant aims to design the campground to respect the existing natural conditions with clusters of campsites to create a sense of community. The site will contain significant open space and communal gathering places to encourage a variety of passive and active recreational pursuits, an example of which is a contiguous pathway for pedestrians and bicycles.

Why a zoning amendment is necessary for this development

Policy direction regarding business development in most of rural CBRM is more relaxed in comparison to urban/suburban locales. Because of this, a wide variety of business developments are permitted in most of rural CBRM based on a range of regulatory provisions from as-of-right permission to the requirement for a zoning amendment. Campgrounds are not permitted as-of-right in rural CBRM, but are eligible to be considered by Council by zone amendment.

The Authority to consider this application

Part 2, Policy 17e. of the Municipal Planning Strategy indicates Council may consider a zone amendment to permit business developments throughout rural CBRM. In this case, the property is located in a rural zone, and therefore the request is in keeping with the Municipal Planning Strategy.

What Council has to Consider

Part 2, Policy 17e. of the Municipal Planning Strategy states that a site specific/use specific zone should be created that ensures the site itself, the site plan, and management of the business development will mitigate any adverse effects on low density residential development in the vicinity. The criteria from the Municipal Planning Strategy that must be considered are:

1. Visual Compatibility and Noise
2. Dust or Fumes Emanating from the Site
3. Traffic attracted to, and leading from, the site

Provincial Approval for Campground Development

Nova Scotia Department of Transportation and Infrastructural Renewal

Under the *Public Highway Act*, Nova Scotia Department of Transportation and Infrastructural Renewal (TIR) is responsible for approving the access location(s) along provincially owned roads. East Bay Highway is a provincially owned road; therefore, any access off of it requires approval from TIR. In order to make a determination on access for this proposed development, TIR staff have indicated that they will be requiring a traffic impact study. The applicant has made arrangements to undertake the traffic impact study, but will not proceed unless and until Council approves this zoning amendment application.

Nova Scotia Department of Environment

Sewage from the recreational vehicles and various utility facilities to be provided by the park must be treated on-site. Construction and installation of an on-site sewage disposal system must be approved by Nova Scotia Department of Environment (NSE). In addition, the site may contain wetland habitat, this means approval from NSE would be required prior to alteration. As well, any alteration of a freshwater course requires notification or approval from NSE. NSE has suggested that the applicant not submit an application for their approval until the applicant can provide a final site plan. The final configuration of the site plan is contingent on Council's approval.

The park will be required to provide potable water to its tenants. Under the *Environment Act*, activities require a water withdrawal approval if groundwater withdrawal exceeds 23,000 litres per day, for a period of more than two weeks. This park will exceed that amount on a daily basis. As a part of that approval the location of nearby groundwater users must be identified and the potential interference effects on these wells must be assessed. The campground also needs to be registered as a public drinking water supply.

Nova Scotia Department of Natural Resources

Any work that occurs within, along or below the ordinary high water mark of the Bras d'Or Lakes requires approval from Nova Scotia Department of Natural Resources. Because the Bras d'Or Lake is really an inland sea of the Atlantic Ocean, this work may also be subject to review by the Federal Department of Fisheries and Oceans.

Tourism Nova Scotia – Campground Accommodations Licence

Accommodation businesses, including campgrounds, are licenced under the *Tourist Accommodations Act and Regulations*. The establishment of a campground must be approved by Tourism Nova Scotia before work begins. An application to operate a campground requires the applicant submit a variety of information, including, but not limited to:

- Copy of business name certificate from the Registry of Joint Stock Companies
- Zoning approval letter
- Copy of approved Building Development Permit
- Copy of approval from the Office of the Fire Marshal
- Copy of approval from the Department of Environment

Comparison with other Campgrounds in the CBRM

The nearest residence will be approximately 125 feet from the lot parcel boundary of the proposed development. Within a 600 ft. radius of the subject properties there are four single unit dwellings and one seasonal recreational vehicle. To provide a sense of perspective, it is approximately 600 ft. from the entrance of the Civic Centre to Mercer's Service Station on the Esplanade.

As a comparison, there are 49 single unit dwellings and four two unit dwellings within 600 ft. of the very popular Arm of Gold Campground in Little Bras d'Or. Both the Ben Eoin Campground Beach and Picnic Park and the Lake View Treasures Campground in Catalone have 13 and 11 single unit dwellings respectfully within a 600 ft. radius. In 2012, Council approved a zone amendment for a campground development off the Grand Narrows Highway in Ironville which has four single unit dwellings within 600 ft. of the subject property.

Additionally, along the Bras d'Or Lakes there are two other large recreational developments in proximity of residential development. Within 600 ft. of the Ben Eoin Ski Hill there are 25 single unit dwellings and 11 single unit dwellings are within 600 ft. of the Ben Eoin Yacht Club.

Waterfront Residential Dwelling Density

The density of residential dwellings varies from community to community along the Bras d'Or Lakes. The table in Attachment F shows the density of residential dwelling units (full time and seasonal) from the boundary of the Bras d'Or Lakes to the major travel way (East Bay Highway, Eskasoni Road, Grand Narrows Highway, Hillside Boularderie Road etc.) and back 500 feet from the major travel way. The communities of Big Pond and Big Pond Centre are in the top ten of the thirty communities along the Bras d'Or Lakes with the highest residential dwelling unit density.

How Other Municipalities Regulate Campgrounds

There is no consensus on how best to regulate campgrounds; how they are regulated varies by jurisdiction. Some municipalities regulate campgrounds by density while others regulate them by minimum lot size and setbacks. There are even some jurisdictions that do not regulate land use at all (i.e. have no zoning). In Nova Scotia, the *Municipal Government Act* provides municipalities with a range of regulatory options when it

comes to campgrounds developments. The regulatory options range from being permitted as of right, being subject to site plan approval, being permitted via a development agreement, or being permitted by zone amendment (Attachment D). As you can see in Attachment D, for those municipalities that permit campgrounds as of right there is a range of development standards.

Although not common in Nova Scotia, other jurisdictions in Canada regulate campgrounds by a density. Attachment E includes examples of provisions from other jurisdictions outside of Nova Scotia, some of which include a density requirement. Table 1 outlines the density of some of the existing campgrounds in the CBRM along with the density of Phases of this proposed project.

Table 1 Campground Density

Campground	Number of RV Site	Campground Area (approximately)	Density [Site Per Acre (a)]	Density [Site Per Hectare (ha)]
Phase 1 of the proposal	211	23.14 a (9.4 ha)	9.1	22.4
Phase 2 and 3 of the proposal	330	86.5 a (35 ha)	3.8	9.4
Ben Eoin Campground, Ben Eoin	207	18.13 a (7.3 ha)	11.4	28.4
Lake View Treasures, Catalone	116	14.16 a (5.7 ha)	8.2	20.4
Arm of Gold, Little Bras d'Or*	140	13.38 a (5.4 ha)	10.5	25.9
Ironville Campground, Ironville	35	8.15 a (3.3 ha)	4.3	10.6

* Arm of Gold also has two cabins that were not included in the density.

The Ironville campground, which was approved by zone amendment in 2012, has not developed because the developer determined such a low density was not feasible.

UNESCO Biosphere Reserve

The United Nations Educational, Scientific and Cultural Organization (UNESCO) declared the Bras d'Or Lake Canada's 16th Biosphere Reserve in June, 2011. The Bras d'Or Lake Biosphere includes the Bras d'Or Lake and its watershed. It comprises some 3,600 km² in the centre of Cape Breton Island. According to the Bras d'Or Lake Biosphere Reserve Association's *People and Nature Better Together Brochure* (2016), a Biosphere Region:

- Is NOT a World Heritage Site
- Is NOT a new level of bureaucracy
- Does NOT create new regulations
- Does NOT create new protected areas
- Does NOT limit the rights of anyone

Inter-Municipal Plan for the Bras d'Or Lakes

The Municipal Planning Strategy contains a policy which states the following:

It shall be a policy of Council that the preservation for public use of beaches and shoreline along the shore of the Bras d'Or Lakes and Sydney Harbour, as well as prominent peninsulas along the shore of the Atlantic Ocean, be a recreational priority for the CBRM. This recreational priority shall be implemented by:

- the CBRM continuing to support the concept of an inter-municipal plan for the Bras d'Or Lake focused on its environmental remediation by continuing to participate in the joint planning endeavours of the three levels of government and the First Nations Reserves;

The above policy is addressing the preservation of beaches and shorelines for public use. In addition, it speaks to the continued support of an inter-municipal plan for the Bras d'Or Lakes, however, no such plan has been adopted.

The Bras d'Or Lakes Collaborative Environmental Planning Initiative prepared development standards for the Bras d'Or Lakes in 2008; however, the Municipal Planning Strategy and Land Use By-law were not amended to reflect any such development standards. That being said, staff have reviewed the development standards prepared for the Bras d'Or Lakes Collaborative Environmental Planning Initiative and based on its recommendation have suggested a 20 metre buffer from the high water mark of the Bras d'Or Lakes in the Amending By-law (Attachment H and I).

Property Values

Property Valuation Services Corporation (PVSC) was contacted for clarification on the possible impact a campground development could have on the assessed value of neighbouring properties. While a complete evaluation was not completed, PVSC indicated that over the past ten years five campgrounds were developed in the Province. In the areas around these campgrounds the land value increased a moderate degree.

Evaluation

The approval of a zone amendment is just the first step of many before a campground can be established. If this zone amendment is approved, the applicant must comply with the Provincial regulations referenced earlier in this report prior to establishing this development. At the municipal level, a Building/Development Permit must be issued. An application for this permit must include:

- a detailed site plan illustrating how the proposed campground will comply with the provisions of the Zone established to specifically regulate this development; and
- Provincial approvals for highway access and the design and installation of the on-site sewage disposal system; and
- building construction plans illustrating how all buildings and structures will comply with the Province's Building Code.

The Municipal Planning Strategy contains statements that:

- the CBRM must adopt an economic development policy that implements land use policies that state the Regional Municipality is open to attract business, and
- it is intended that the Municipal Planning Strategy and Land Use By-law should be a catalyst to facilitate the rejuvenation of the region's business economy.

While policies and implementing provisions are intended to foster sales and service business development, that does not mean that zone amendments for new sales and service development occur without a proper evaluation. The Municipal Planning Strategy provides criteria to aid Council's decision regarding zone amendments. Part 2, Policy 17e. of the Municipal Planning Strategy states that a site specific/use specific zone should be created that ensures the site itself, the site plan, and management of the business development will mitigate any adverse effects on low density residential development in the vicinity. The criteria from the Municipal Planning Strategy that must be considered are:

1. Visual Compatibility and Noise

The applicant intends to address these criteria by retaining existing vegetation as well as planting additional trees, shrubs, and other vegetation throughout the project area. The applicant is proposing a ten metre (33

feet) buffer zone on both the northeast and southwest perimeters of the property (i.e. the boundaries shared with other private properties and not the boundary shared with the highway or the Bras d'Or Lakes).

The proposed landscaping plan will aid to screen and separate the proposed development from the surrounding development as well as mitigate noise generated from the site. As required by Planning Strategy policy, a site specific zone must be adopted if Council is to approve this zoning amendment application. The site specific zone staff is recommending for the proposed development requires a ten metre landscaped buffer along the side property boundaries and limits the type of activity within twenty metres of the ordinary high water mark of the Bras d'Or Lakes. In addition, the site specific zone requires that campsites be screened from a public street/road and adjacent properties and that all existing significant vegetation shall be retained except where its removal is necessary for the construction of the development (Attachment H and I). The site specific zone also includes a lighting provision intended to mitigate potential adverse effects on adjacent properties by requiring that they be directed towards the campground facilities and not the neighbouring properties.

2. Dust or Fumes Emanating from the Site

The application intends to cover the internal road network and parking areas for the campground with asphalt or similar hard surface. To address this criteria, the Amending By-law requires that parking areas and the internal driveway network be treated so as to prevent the raising of dust and loose particles. There is no reason to believe that fumes emanating from the site would be a problem.

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

The East Bay Highway (Route 4) is a Level 1 regional route in the CBRM public street/road hierarchy and is a limited access highway leading to the Canso Causeway. The volume of motor vehicle traffic emanating from the proposed development will be low in comparison to the volume of traffic traversing the East Bay Highway already. That being said, because the East Bay Highway is a Provincially owned road, access locations will need to be approved by Department of Transportation and Infrastructural Renewal (TIR). Both Planning and Development Department staff and TIR staff have raised concerns regarding the movement of people from one side of the East Bay Highway to the other. TIR expects this issue to be addressed in the required traffic impact study.

The current Rural CBRM (RCB) zone permits a range of uses (Attachment G), many of which have the potential to generate more noise and dust than the proposed campground. It should be noted that the RCB zone does not include any landscaping provisions, meaning that a proposed development complying with the provisions of the RCB zone could remove all of the existing vegetation from a property.

Part 5 of the Municipal Planning Strategy focuses on policy related to recreation. Under the sub-category Land Use (Zoning) Issues (PgS.10 of the MPS), the Municipal Planning Strategy includes five criteria to evaluate the degree to which a recreational development is compatible within a landscape. While it would appear these criteria are focused on large scale recreational developments in urban areas of the municipality, the criteria could be helpful in the evaluation of the proposed development. The criteria and staff's evaluation are identified below:

1st is the Landscape itself. The more densely developed the landscape, the more likely recreational developments could impact negatively. Densely developed urban residential neighbourhoods are the least capable of absorbing a potentially obnoxious recreational development (e.g. motorized racetracks) with a minimum of land use conflict. Densely developed urban downtowns are not suitable sites for large scale, land extensive outdoor recreational facilities (e.g. amusement parks).

This criteria advocates that land extensive outdoor recreational facilities should be channeled towards the rural landscape. The population density of Big Pond is typical of a rural community on the Bras d'Or Lake beyond a 25 kilometer travel distance from Sydney. In the case of a proposal to develop a campground, it is reasonable to consider such a proposal near the Bras d'Or Lakes.

2nd is the nuisance level. Usually this is noise, but some recreational facilities are considered a nuisance because they attract loiterers and its associated problems.

The proposed landscaping plan will aid to screen and separate the proposed development from the surrounding development as well as mitigate noise generated from the site.

3rd is traffic. Traffic generated by large scale recreational facilities serving the market must be channeled to locations where high traffic volumes are tolerated (e.g. downtowns) or can be absorbed (e.g. Level 1 public street/road - refer to Charts on pages 7.3 and 7.4)

As previously mentioned, since the East Bay Highway (Route 4) is a Level 1 regional route the volume of motor vehicle traffic emanating from the proposed development will be low in comparison to the volume of traffic traversing the East Bay Highway already.

4th is the market served. Many recreational facilities only serve a neighbourhood (e.g. playground), while others can only successfully function serving several communities or the entire region (e.g. ski resort, golf courses).

A campground can attract tourists from off island and are well used by individuals living in Cape Breton. The amenities being proposed by the applicant may also serve members of the immediate community.

5th is the scale of buildings within the recreational development. The adverse effect of a community arena looming over the surrounding dwellings in an urban residential neighbourhood is significant in comparison to a small clubhouse at a tennis court.

While clearly the scale of a recreational vehicle in comparison to a dwelling is not an issue, the sheer numbers of campsites oblige the CBRM to ensure they are setback and screened from residences in the surrounding landscape.

Rural Cape Breton communities along the Bras d'Or Lakes have long been attractions as 'cottage country' and rural Cape Breton is also being touted as a retirement destination. The Bras d'Or Lake is also viewed as a tremendous recreational and tourism asset of the CBRM that is underutilized in many ways. While the sites of recreational resorts like campgrounds may be chosen, the Municipal Planning Strategy acknowledges there are inherent attributes in the landscape that contribute to their siting. In this case, the attribute contributing to the location of this campground development is the Bras d'Or Lakes. Because of this, the Municipal Planning Strategy encourages that large recreational uses have setbacks and buffering provisions whereby a combination of distance, topography, and vegetation will protect residential development.

In developing the Amending By-law for this application, research was undertaken on how campgrounds are regulated throughout Nova Scotia and Canada. As indicated previously, how campgrounds are regulated varies by jurisdiction. The development standards being proposed in the Amending By-law (Attachment H and I) are comparable to those in other jurisdictions and in many cases exceed those development standards.

Table 2: Campground Development Standards

	Nova Scotia		Canada	
	Range (lowest-highest)	Average	Range (lowest-highest)	Average
Minimum Lot Area	279m ² - 12,140m ² (3,003ft ² -130,680ft ²)	3429.62m ² (36,916.12ft ²)	790m ² -20,000m ² (8,503ft ² -43,055ft ²)	11,717.58m ² (126,127ft ²)
Minimum Lot Frontage	6m-61m (20ft-200ft)	27.38m (89.82ft)	24m-100m (65ft-492ft)	68.28m (224ft)
Minimum Front Yard	0-20m (0-66ft)	8.71m (28.57ft)	6m-15m (20ft-50ft)	9.66m (31.68ft)
Minimum Side Yard	1.2m-20m (3.98ft-66ft)	6.89m (22.59ft)	3m-15m (3ft-50ft)	7.29m (23.92ft)
Minimum Rear Yard	0-20m (0-66ft)	8.84m (28.99ft)	1.5m-15m (5ft-50ft)	8.51m (27.92ft)

The applicant will be required to retain or plant a ten metre (thirty three foot) wide landscaped buffer adjacent to the side property boundaries. Within this landscaped buffer no camping space, residential accommodation, parking, driveway, garbage disposal areas, service buildings or recreational areas, except for walkways and trails not exceeding 3 metres in width, shall be permitted. In addition, activity is also limited within twenty metres (sixty six feet) of the ordinary high watermark of the Bras d'Or Lakes and campsites must be screened from a public street/road and adjacent lot parcels. The current stand of trees where the subject properties abut the South West boundary of PID 1S580947 identified on Attachment K does not meet the required screening provisions, which means that applicant will be required to plant vegetation or install a topographic screen (berm), opaque fence, or combination thereof.

Attachment E includes examples of provisions from other jurisdictions within Canada which include a density requirement. Similar to other development requirements for campgrounds, there is a range of acceptable density requirements (10 campsites per hectare up to 75 campsites per hectare). The average density of the jurisdictions found in Attachment E is 37 campsites per hectare while the proposed density for Phase 1 is 22.4 campsites per hectare. As well, the proposed density for Phase 1 is less than the densities for both the Ben Eoin Campground and Arm of Gold Campground. Phases 2 and 3 of the proposal are considerably lower than any of the campgrounds within the CBRM.

In addition to setbacks and density requirements, the Amending By-law includes a minimum size for each campsite which is based on requirements from the Province's *Tourism Accommodations Regulations*. In response to concerns about stormwater run-off, in particular as it relates to the topography of the properties to the South of the East Bay Highway, a storm and surface water management plan will be required as a part of the applicant Development Permit.

Council Decision

While policy direction regarding business development in most of rural CBRM is not as stringent as in the more densely developed urban/suburban landscapes, campgrounds are only permitted in rural CBRM by zone amendment. This means that every campground proposal in the rural CBRM will be evaluated case by case based on Municipal Planning Strategy policy. That being said, the decision made by Council on this zone amendment application will set a precedent for future campground developments. If Council approves this application, it will be referenced in future applications for similar campground developments. If Council rejects this application direction needs to be given under what circumstance a campground development could be considered within rural CBRM.

The role of Planning Department staff is to evaluate each zone amendment request in the context of the Municipal Planning Strategy policy and provide an informed recommendation to Council. Council's role is to take into consideration staff's recommendation, Municipal Planning Strategy policy, and any comments made at the Public Hearing as they relate to Planning Strategy policy when arriving at a decision on any zone amendment.

It should be noted that when it comes to making a decision on any zone amendment, Council may approve or reject an application. If Council approves a zone amendment application, it may:

- Approve the development as presented by an applicant;
- Approve the development based on more restrictive development standards; and/or
- Approve the development in its entirety or only approve a phase of the development

The amending by-law made available as part of any public notice, is what must be considered by Council. Council has the authority to approve the amending by-law as presented or impose more stringent provisions. Council cannot however, approve an amending by-law that is more lenient than what was advertised. For this reason, the Amending By-law (Attachment H) that was advertised for this application was for the development as a whole.

Recommendation

Given the content of the Municipal Planning Strategy and the above evaluation, a decision of Council to approve the development in its entirety in compliance with advertised Amending By-law found in Attachment H can be defended. However, staff is recommending that Council approve the zone amendment only for Phase 1 of the proposed development (Amending By-law I).

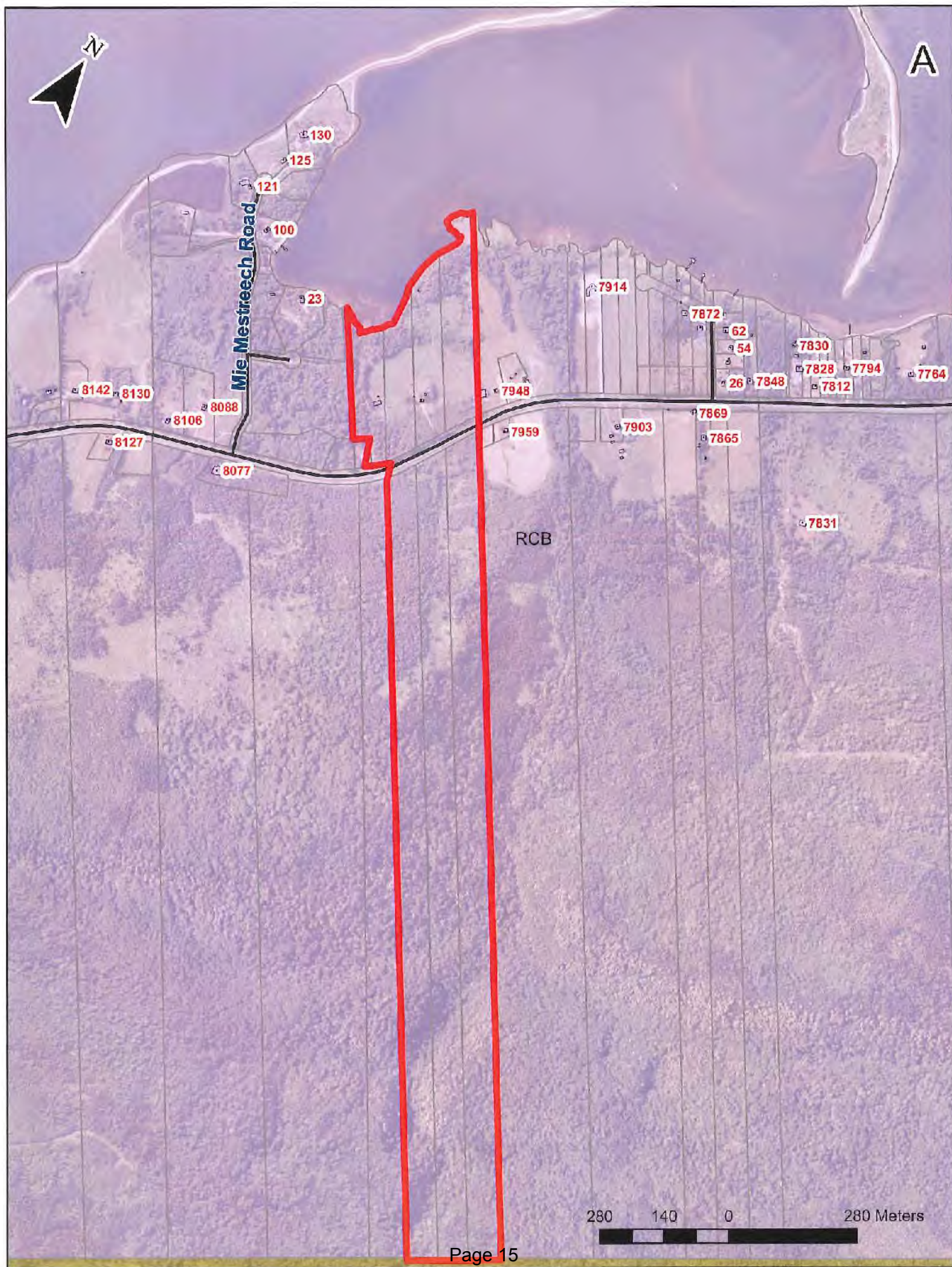
Part 2, Policy 17e. of the Municipal Planning Strategy states that if zone provisions cannot be established that provide reasonable protection to residential development the application can be denied. Given the low lying topography and screening provisions, Phase 1 of the campground located on the North side of the highway (i.e. the lake side of the highway) will likely not be seen at all unless you actually enter the site. The same may not be true for Phase 2 and 3 (i.e. South side of the highway) given its steep topography (Attachment J). In addition, while the scale of a recreational vehicle in comparison to a dwelling is not an issue, the total number of campsites being proposed for the entire development is significant when compared to the surrounding community. That being said, the total number of campsites in Phase 1 is comparable to those found in the nearby Ben Eoin Campground Beach and Picnic Park. Also, approving Phase 1 of the proposed development does not prevent Council from considering an amendment in the future for Phases 2 and 3.

Therefore, given the content of Part 2, Policy 17e. of the Municipal Planning Strategy and the above evaluation, I recommend that Council amend the zoning on PID 15327562 and the portion of PIDs 15327539, 15327547, and 15327554 identified in Schedule A of the Amending By-law (Attachment I) from Rural CBRM (RCB) to Big Pond Campground (BPC).

Submitted by:

Originally Signed by

**Karen Neville
Planning and Development Department**



B



C



RV Site Example



RV Park Blowup (30' x 60')



RV Park Blowup (30' x 45')

How Other Municipalities Regulate Campgrounds

Campground Regulations within Nova Scotia

Halifax Regional Municipality

Many of the Land Use By-laws within the HRM permit campgrounds by Development Agreement other have development standards such as:

Musquodoboit Valley Dutch Settlement HRM

Campgrounds are permitted in the EX (Exhibition) Zone in accordance with the following zone requirements

Minimum Lot Area	3 acres (1.2 hectares)
Minimum Front or Flankage Yard	30 feet (6.1 m)
Minimum Rear or Side Yard	20 feet (6.1 m)
Minimum distance between buildings	16 feet (4.8 m)
Maximum Height of Main Building	35 feet (10.7 m)

Cheticamp

Campgrounds are permitted in the Mix Use (MU) Zone and Rural Residential (RR-1) Zone in accordance with the following general lot requirements

	Municipal Sewer Services	On-Site Services
Minimum Lot Area	7,500 ft ²	29,000 ft ² *
Minimum Lot Frontage	20 ft	20 ft
Minimum Front Yard	25 ft	25 ft
Minimum Side Yard	10 ft	10 ft
Minimum Rear Yard	25 ft	25 ft
Maximum Height of Main Building	35 ft	35 ft

* subject to Dept. of Environment Requirements

The Municipality of the County of Antigonish: Eastern Antigonish County Planning Area

Campgrounds are permitted in the RURAL (R-1) ZONE, COMMERCIAL (C-1) ZONE, and the ISLAND (IS-1) ZONE in accordance with the following general lot requirements

	SERVICED (Water & Sewer)	ONE SERVICE	UNSERVICED
Minimum Lot Frontage	50 ft. (15.2 m) Semi-detached 25 ft (7.6m/unit)	72 ft. (22 m) Semi-detached 36 ft (11m/unit)	100 ft. (30.5 m) Semi-detached 50 ft (15.2m/unit)
Minimum Lot Size	5000 sq. ft. (465m ²)	12,000 sq. ft. (1114.8m ²)	20,000 sq. ft. (1858m ²)
Minimum Front Yard		25 ft (7.6m)	25 ft (7.6m)
Minimum Rear Yard	20 ft. (6.1m)	25 ft (7.6m)	25 ft (7.6m)
Minimum Side Yard	4 ft. (1.2 m) Semi-detached 4ft. (1.2m) one side; 0ft. (0m) other	4 ft. (1.2 m) Semi-detached 4ft. (1.2m) one side; 0ft. (0m) other	10 ft. (3.0 m) Semi-detached 10 ft. (3.0 m) one side; 0ft. (0m) other
Maximum Height	35 ft. (10.7m)	35 ft. (10.7m)	35 ft. (10.7m)

Keppoch Beaver Mountain Planning Area Land Use Bylaw County of Antigonish

Campgrounds are permitted in the Tourism Commercial (TC-1) Zone subject to the following development standards:

Standard	On-site Sewer or Water Services
Minimum Lot Area	2700 m ² * (29 000ft ²)
Minimum Lot Frontage	61 m (200 ft)
Minimum Front Yard	15 m (50 ft)
Minimum Side Yard	15 m (50 ft)
Minimum Rear Yard	15 m (50 ft)
Maximum Height of Main Building	10.70 m (35.1 ft)

Special Requirement – Site Plan Approval Requirements

Development permit may be granted by site plan approval, but this approval does not include single family and two unit dwellings. The said site plan approval may also incorporate the issuance of variance(s). In addition to any other applicable requirements found elsewhere in this By-law, the following requirements shall apply to all uses subject to site plan approval:

Requirement	Standard
Location of off-street parking and loading spaces	Any parking lot designed for 5 or more spaces and any loading space shall be located such that the vehicles are not visible from the road
Driveway access to roads	There shall be adequate driveway access to allow two vehicles to pass each other simultaneously
Outdoor lighting	All parking areas and pedestrian walkways shall be provided with sufficient illumination to ensure the safety and convenience of people walking and driving in the area
Landscaping	At least 25% of the lot shall be landscaped using a variety of kinds and heights of vegetation, retaining existing vegetation where possible, and otherwise using walls, fences, hedges, trees, shrubs, ground cover or other landscaping elements necessary to protect and minimize the land use impacts on adjoining lands
Storm Water Management	Land elevation may be graded or the contour altered to provide for the optimal management of storm and surface water. The use of water saving devices such as rain barrels may be encouraged to recycle storm water for hydrating plants.

Central Colchester Land Use By-law - County of Colchester

Campgrounds are permitted in the Park and Open Space Zone (P-1) Zone subject to the following development standards:

Minimum Front Yd.	10 m (32.8 ft.)
Minimum Rear Yd.	10 m (32.8 ft.)
Minimum Flanking Yd.	10 m (32.8 ft.)
Minimum Side Yards	10 m (32.8 ft.)

Parking Area Requirements

The following requirements apply to parking areas in the P-1 Zone:

- i) parking areas may be located in any required yard but shall be located a minimum of 5 metres (16.2

- ft.) from any property line;
- ii) Parking lots containing six or more spaces shall be screened from adjacent residential uses in accordance with Section 6.21 of this Bylaw.

Cornwallis Park Land Use By-law, County of Annapolis

Campgrounds are permitted in the Waldeck Industrial (IND-2) Zone subject to the following development standards:

Minimum Lot Frontage	12.0 m. (39.4 ft.)
Minimum Lot Area	460 sq. m. (4,951.4 sq. ft.)
Minimum Front / Rear Yard	Nil (0 ft.)
Minimum Side Yard	1.2 m. (3.93ft.)
Maximum Height of Any Building	16 m. (52.5 ft.)
Maximum Height of any Structure	55 m. (180.5 ft.)

East End Area Land Use By-law, County of Annapolis

Campgrounds are permitted in the Rural (R-5) Zone, Nictaux Commercial (C-1) Zone, and Highway Commercial (C-2) Zone subject to the following development standards:

	R-5 On Site Water On Site Sewer	C-1 On Site Water On Site Sewer	C-2 On Site Water On Site Sewer
Minimum Lot Area	4,050 sq. m(43,595 sq. ft.)	2,700 sq. m. (29,064 sq. ft.)	2,700 sq. m. (29,064 sq. ft.)
Minimum Lot Frontage	37 m. (121 ft.)	30 m. (98.4 ft.)	37 m. (121 ft.)
Minimum Front Yard(s)	7.5 m. (24.6 ft.)	3.1 m. (10.2 ft.)	7.5 m. (24.6 ft.)
Minimum Side Yard(s)	4.9 m. & 1.2 m. (16 ft. & 4 ft.)	3.1 m. (10.2 ft.)	3.1 m. (10.2 ft.)
Minimum Rear Yard(s)	7.6 m.(24.9 ft.)	3.1 m. (10.2 ft.)	7.6 m. (24.9 ft.)

Upper Clements Land Use Bylaw, County of Annapolis

Campgrounds are permitted in the Commercial Park (C-1) Zone subject to the following development standards:

	C-1 On Site Water On Site Sewer
Minimum Lot Area	2,700 sq. m. (29,064 sq. ft.)
Minimum Lot Frontage	30.5 m. (100 ft.)
Minimum Front Yard(s)	7.6 m.(24.9 ft.)
Minimum Side Yard(s)	3.1 m. (10.2 ft.)
Minimum Rear Yard(s)	3.1 m. (10.2 ft.)

Municipality of Cumberland

Campgrounds are permitted in the Commercial Park (C-1) Zone subject to the following development standards:

Min. Lot Area (sq m)	Min. Lot Frontage (m)	Min. Front & Flanking Yard (m)	Min. Rear Yard (m.)	Min. Side Yards (m)	Max. Building Height (m)	Min. Shore line Buffer
2700 or 3700 adjacent to coast	30.5	20	20	20	11	30.5 m.

East Hants

Campgrounds are permitted in the Rural Use (RU) Zone subject to the following development standards:

Minimum Lot Area ^A	3720 m ²
Minimum Lot Frontage	30 m
Minimum Front Yard	8 m
Minimum Rear Yard	11 m
Minimum Side Yard	2 m
Minimum Flankage Yard	6 m
Maximum Building Height	11 m
^A Nova Scotia Environment approval for on-site sewage disposal system is required.	

Town of Pictou

Campgrounds are permitted in the Waterfront (W) Zone subject to the following development standards:

Minimum Lot Area 279 sq. m (3003 sq. ft.)

Minimum Lot Frontage 9.1 m (30 ft.)

Minimum Front Yard 3.0 m (10 ft.)

Maximum Height of Main Building 10.7 m (35 ft.)

Campground Regulations within Canada

Sunshine Coast Regional District, BC

Campgrounds are permitted in the R3 ZONE (RESIDENTIAL AND AUXILIARY COMMERCIAL) subject to the following development standards:

- Campgrounds permitted on parcels exceeding 1.75 hectares
- The maximum number of campsites and recreational vehicle sites in a campground is 10 per hectare of parcel area.
- No structure shall be located within 15 metres of a parcel line.
- The parcel coverage of all buildings and structures shall not exceed 15 percent.

Abbotsford, BC

Campgrounds are permitted in the Recreation and Campground Zone (CRC) subject to the following standards:

Development Regulations

Density (maximum) 50 trailers or camping spaces per hectare

Minimum Setbacks (All Lot Lines) 12.0 m from all Lot lines, wells and the natural boundary of all watercourses

Height (maximum) 9.8 m or two Storeys, whichever is less

Lot Coverage (maximum) 10%

Subdivision Regulations

Lot Size (minimum) 2.0 ha

Landscaping

Any part of a lot not used for building, parking, loading or driveways shall be landscaped and properly maintained.

Regional District of Okanagan-Similkameen, BC

Campgrounds are permitted in the TOURIST COMMERCIAL ONE ZONE (CT1) and TOURIST COMMERCIAL FOUR ZONE (CAMPGROUND) (CT4) subject to the following development standards:

Minimum Parcel Size: 1,010 m², subject to servicing requirements

Minimum Parcel Width: 30.0 metres

Minimum Setbacks:

For an building or structure:

- i) Front parcel line: 7.5 metres
- ii) Rear parcel line: 1.5 metres
- iii) Interior side parcel line: 1.5 metres
- iv) Exterior side parcel line: 4.5 metres

Maximum Height:

No building or structure shall exceed a height of:

- i) 7.0 metres within 100 metres of the high water mark of Skaha Lake; or
- ii) 10.0 metres at any other location.

Maximum Parcel Coverage: 20%

The maximum density of camping spaces shall not exceed seventy-five (75) per gross hectare.

Camping space

- (1) The minimum area of a camping space shall be eighty-five (85) square metres;
- (2) have a minimum mean width of seven (7) metres and an actual frontage of not less than six (6) metres;
- (3) have the corners adequately defined with visible markers;
- (4) be clearly numbered;
- (5) be reasonably level for the purpose, drained properly and kept free from drainage from adjacent land;
- (6) the location of space markers and numbering shall not be changed without first submitting plans of the proposed changes to the authority having jurisdiction and obtaining approval.

Setbacks

- (1) A minimum setback of six (6) metres shall be provided from any camping space to any service building, service area and/or recreation area.
- (2) A minimum setback of three (3) metres shall be provided from any camping space to a grouped bay parking area.
- (3) A minimum setback of one and a half (1.5) metres shall be provided from any camping space to a boundary common to the buffer area.

Buffer Area

Every campsite shall provide a buffer area immediately within all its boundaries, all of which shall have approved landscaping which shall be planted with grass and contain at least one (1) row of deciduous and/or evergreen trees spaced not more than nine (9) metres apart, and one (1) or more rows of bushy shrubs or hedging capable of attaining a height of at least point nine (.9) metres in three (3) years and eventually a height of one point five (1.5) metres. Planting shall be hardy, appropriate for use and location, and planted so as to thrive with normal maintenance.

Screen fencing of a height not less than one point five (1.5) metres nor more than two (2) metres shall be provided on all interior boundaries where the site is adjacent to residentially zoned property, whether a lane intervenes or not, except for the setback distance from the street where there is no fencing provided on the street boundary:

- (1) the required buffer area shall be a minimum of seven point six (7.6) metres in depth within all boundaries common to a public street, except a lane, where its width shall be the same as in (2) below;
- (2) the required buffer area shall be a minimum of four point six (4.6) metres in depth within all other boundaries;
- (3) within a buffer area:
 - (a) no recreation or service areas, except for waterfront recreation or amenity areas, may be located;
 - (b) no owner's residential plot may be located;
 - (c) no building or structure may be erected or placed, except a sign and fence;
 - (d) no garbage disposal area and no part of any private sewage disposal system, other than such parts of such system as may be underground, shall be located;
 - (e) except where danger is involved, no plant material may be removed nor may any substance of which land is composed be deposited or removed, except as a part of a recognizable beautification scheme;
 - (f) no vehicle parking area shall be located.

(4) deleted

- (5) Where a campsite is separated from a neighbouring property by a body of water, the campsite boundary shall be deemed to be the natural boundary of the body of water and a building or buildings to

house boats or dressing rooms may be located in the buffer area on land adjoining waters that are suitable for small boat navigation at low water, so long as the buildings are not within three (3) metres of any other boundary.

Recreation Areas

- (1) Where recreation areas are provided, such will be located in other than the required buffer areas.
- (2) Such areas shall be grassed or hard-surfaced, dust free and shall drain properly.

Village of Chase Zoning Bylaw, BC

Campgrounds are permitted in the C-8 CAMPGROUND COMMERCIAL subject to the following development standards:

Maximum density	50 campsites per ha.
Maximum number of dwelling units	1 per parcel
Minimum setback from:	
front parcel line	6 m.
rear parcel line	6 m.
interior side parcel line	6 m.
exterior side parcel line	6 m.
Maximum building height for:	
principal building	9 m.
accessory use building	5 m.

Town of View Royal, BC Zoning By-law

Campgrounds are permitted in the C-6: Tourist Commercial (Campground) subject to the following standards:

Lot Size	
Lot Size, minimum	1500m ²
Lot Width, minimum	20m
Lot Density	
Floor Space Ratio	0.4
Lot Coverage, maximum	40%
Impermeable Surface Coverage, maximum	40%
Building Size	
Building Height, maximum	9m
Building Width, minimum	6m
Accessory Building Height, maximum	4.5m
Siting of Principal Buildings and Other Structures	
Front Lot Line Setback, minimum	7.5m
Rear Lot Line Setback, minimum	7.5m
Side Lot Line Setback, minimum	6m
Flanking Lot Line Setback, minimum	3m
Siting of Accessory Buildings and Other Structures	
All lot lines, minimum	1.2m

Town of Comox, BC

Campgrounds are permitted in the CD 15 COMPREHENSIVE DEVELOPMENT 15: SINGLE-FAMILY/ CAMPGROUNDS subject to the following development standards:

- (a) Not be permitted on a parcel with a parcel area less than 25,000 square metres; 2.5ha/6.1a
- (b) Not exceed 61 camping sites;
- (c) Not be permitted outside storage as an accessory use; and
- (d) Not be permitted on a parcel on which any other principal use exists.

City of Nanaimo, BC

Campgrounds are permitted in the AGRICULTURE RURAL RESIDENTIAL subject to the following standards:

- No person shall occupy a campground for more than 90 days per calendar year, with the exception of the campground owner or manager.
- No accessory building or structure shall be placed on a camping space.
- The minimum average camping space shall not be less than 100m².
- No more than 30 camping spaces per hectare of land
- All yard setbacks shall be 7.5m.

Town of Mississippi Mills, ON

Campgrounds are permitted in the Parkland and Open Space (OS) Zone subject to the following standards:

Permitted Uses	Min. Lot Frontage (m)	Min. Lot Area (m ²)	Max. Building Height (m)	Min. Front Yard Setback (m)	Min. Exterior Side Yard Setback (m)	Min. Rear Yard Setback (m)	Min. Side Yard Setback (m)
Tent and Trailer Campgrounds	100	20,000	14	12	12	12	12

Additional Zoning Provision

1. Minimum landscaped open space is 20% which shall include a solid fence a minimum of 1.5 metres in height constructed of wood, metal or equivalent material along any lot line that abuts a lot in a Residential, Open Space or Institutional Zone.
2. Frontage on a Public Street shall not apply.
3. A limited services ski resort is defined as a ski resort which is located on a private road to which no public services are provided by the municipality.
4. Maximum density is 10 campsites per 0.4 hectares.
5. Minimum lot area for a tent and trailer campground is 235 square metres.
6. Minimum campsite frontage is 15 metres.
7. Density of tent and trailer campground sites is 30 campsites per hectare and a maximum of 100 sites.
8. Garbage shall be stored within metal containers in a fenced area designed expressly for that purpose.
9. Maximum Lot Coverage is 40%.

City of Summerside, PE

Campgrounds are permitted in the Special Use (S) Zone subject to the following development standards:

Standards shall be determined on an individual basis by the Development Officer, but on the applicant's request they may be reviewed by Council for their determination.

City of Charlottetown, PE

Campgrounds are permitted in the OPEN SPACE ZONE (OS) subject to the following development standards:

Lot Area (Minimum)	790 sq. m (8,503.8 sq. ft)	790 sq. m (8,503.8 sq. ft)
Lot Frontage (Minimum)	24 m (78.7 ft)	24 m (78.7 ft)
Front Yard (Minimum)	7.6 m (24.9 ft)	7.6 m (24.9 ft)
Rear Yard (Minimum)	7.6 m (24.9 ft)	7.6 m (24.9 ft)
Side Yard (Minimum)	3.0 m (9.8 ft)	3.0 m (9.8 ft)
Flankage Yard (Minimum)	7.6 m (24.9 ft)	
Height (Maximum)	12.0 m (39.4 ft)	12.0 m (39.4 ft)

Town of Saint Andrews, NB

Campgrounds are permitted in the TC (Tourist Commercial) Zone subject to the following development standards:

Minimum Lot Area	0.4 hectares (1 acre)
Minimum Lot Frontage	54 m (170 ft)
Minimum Lot Depth	38 m (125 ft)
Minimum Required Front and Flankage Yard	7.5m (25 ft)
Minimum Required Rear Yard	7.5m (25 ft)
Minimum Required Side Yard	3 m (9.8 ft)
Maximum Height	Main buildings: 8.5 m (28 ft) Accessory buildings: 5.5 m (18 ft)
Maximum Lot Coverage	55%

City of Dieppe, NB

Campgrounds are permitted in the CE (COMMERCIAL CHAMPLAIN EAST) ZONE subject to the following development standards:

Lot Components	Requirements
Minimum Lot Area	2 000 m ²
Minimum Lot Frontage	30 m
Minimum Lot Depth	30 m
Minimum Required Front and Flankage Yard	7.5 m
Minimum Required Rear Yard	6 m
Minimum Required Side Yard	4 m on both sides
Maximum building height	10 m
Maximum Height	12 m

CE Zone Other Requirements

Where any CE Zone abuts any Residential zone or any lot containing a dwelling, no portion of any parking space or outdoor storage area shall be located within any required side or rear yard.

Where permitted, an outdoor storage area:

- shall be screened from the street by a wall or decorative solid board fence not less than 2 metres

- and not more than 2.5 metres in height;
- shall not be located between the main building and any public street; and
- shall not have any material piled or stacked higher than the surrounding fence.

Village of Hillsborough, NB

Campgrounds are permitted in the Rural Area (RA) Zone subject to the following development standards:

Any permitted use in an RA zone must comply with the following requirements:

- (a) in the case of a lot not serviced by a sewer system for public use:
 - (i) minimum lot area: 20,000 square metres for any other use
 - (ii) minimum lot frontage: 150 metres for any other use
 - (iii) minimum front or flankage yard: 15 metres for any other use
 - (iv) minimum side yard: 6 metres
 - (v) minimum rear yard: 6 metres
 - (vi) maximum height of main building or structure: 11 metres

Village of Saint Martins, NB

Campgrounds are permitted in the MIXED D ZONE subject to the following development standards:

Standards	All Commercial and Institutional Uses
Minimum Lot Area	4,000 m ² (1 acre)
Minimum Lot Width	54 m (177 ft)
Minimum Lot Depth	38 m (125 ft)
Minimum Frontyard Setback	7.5 m (25 ft)
Minimum Sideyard Setback	3 m (10 ft)
Minimum Rearyard Setback	9 m (30 ft)
Maximum Building Height	14 m (46 ft)

Development Criteria for Commercial and Institutional Uses

- (1) Permitted commercial and institutional use in the MD Zone may be subject to the following:
 - (a) a high standard with regard to safety, appearance, and compatibility with surrounding land uses.
 - (b) adequate vehicle access to Main Street or Route 111,
 - (c) access points to the street must be limited in number and designed for maximum safety of pedestrians, bicyclists, and vehicles,
 - (d) adequate on-site parking capacity,
 - (e) on-site parking areas located to the rear or side of the buildings in a way that does not detract from the historic character of the area,
 - (f) adequate water supply to sustain the needs of the development. The Development Officer may require the developer to have a water supply assessment undertaken,
 - (g) adequate on-site sewage disposal system to meet the needs of the development, in accordance with approval under the Health Act,
 - (h) new buildings sited in a manner that reinforces the prevailing historic setback pattern of the neighbourhood,
 - (i) a fence or 5-metre landscaped buffer with a belt of trees or vegetative hedge provided and maintained between the use and adjacent residential lots.

Parish of Studholm, NB

Campgrounds are permitted in the Recreational Commercial (RC) Zone subject to the following

development standards:

The minimum lot area for a campground - 2 hectares;

The minimum front yard depth is 12 metres

Exterior side yard width is 12 metres

Interior side yard width is 12 metres

Rear yard depth is 12 metres

The maximum number of camp sites allowed is 30 per hectare, based on the area of the entire campground.

The maximum number of recreational vehicle sites allowed on a park site connected to individual on-site sewer systems is 5 per hectare, based on the area of the entire park.

The maximum number of recreational vehicle sites allowed on a park site connected to a communal sewer systems is 20 per hectare, based on the area of the entire park.

Town of Placentia, NFLD

Campgrounds are permitted in the Rural (RU) Zone and Open Space (OS) subject to the following development standards:

(1) A campground may only be permitted as a discretionary use, provided a plan of the development is submitted in a format satisfactory to the Authority, showing and specifying:

- (a) camping sites - location and sizes;
- (b) roads and accesses;
- (c) parking areas;
- (d) accessory uses, such as laundry facilities, storage areas, showers, snack-bar, and convenience stores and the caretaker residence, and any other building or facility accessory to the campground facility;
- (e) water supply and waste disposal services;
- (f) landscaping;
- (g) buffers, and screening between the campground and existing and future residential development;
- (h) the land to be developed on legal survey prepared by a Newfoundland Land Surveyor;
- (i) where deemed, necessary by the Authority, a phasing plan of the campground.

(2) Commercial uses, washroom facilities, laundromats, and similar facilities, and parking areas and recreational areas shall not be located adjacent residential areas.

(3) All sites and facilities shall only be accessed by the internal road network of the campground.

(4) A suitable located on the property and planted with materials approved by the Authority and/or privacy fence of a design approved by the Authority, shall be provided where the development abuts a public road, right of way, and/or a present or future residential neighbourhood.

Any buffering or screening shall be properly maintained by the owner, and not allowed to fall into disrepair or become unsightly.

(5) The owner and/or the operator shall ensure that all bylaws and regulations of the Authority pertaining to noise, rowdy behaviour, and litter are complied with.

(6) Where deemed necessary by the Authority, a deposit sufficient to cover the cost the buffer and screening shall be deposited with the Authority, and then subsequently returned by the Authority upon satisfactory completion of the work, or, used by the Authority to complete the work in accordance with the approved plan.

(7) The permit for a campground shall specify the maximum number of units and sites - in the form of tents, recreational vehicles, and so forth - that may be accommodated on the site at any one time. This number shall not be exceeded.

(8) Any expansion or alteration to a campground shall be subject to review by Council, and except for repairs and maintenance, shall be treated as a discretionary use application.

Town of Glovertown, NFLD

Campgrounds are permitted as a discretionary use in the Tourism Commercial (TC) Zone.

Town of Clarendville, NFLD

Campgrounds are permitted as a discretionary use in the Mixed Use (MU) Zone, Commercial General (CG), Commercial Highway Zone and Rural (RUR) Zone, and as a permitted use in the Tourism Recreation (TR) Zone subject to the following standards:

(1) A proposed tourist cottage establishment or a campground will require a development plan satisfactory to Council containing the following information:

- (a) Location and size of campsites and/or cottage units
- (b) Internal roads and accesses
- (c) Parking areas
- (d) Accessory uses such as laundry facilities, storage areas, washrooms, showers, convenience store, caretaker residence, and outdoor and indoor recreation facilities
- (e) Water supply and waste disposal
- (f) Landscaping
- (g) Buffers and screening between the site and other nearby land uses
- (h) Delineation of the property to be developed on a legal survey
- (i) Where deemed necessary by Council, a phasing plans for development.

(2) Commercial uses, washroom facilities, recreational areas, parking areas, laundries and similar facilities directly associated with the development will not be located on separate properties.

(3) All camp sites, cottages, and on-site facilities that form part of the development will be accessible only via the internal road network of the development.

(4) Council may require the development to include suitable buffers and screening on any portion of the development that abuts an existing or future public street or residential area. Any buffering or screening shall be maintained in a condition that is acceptable to Council.

(5) The development permit will specify the maximum number of cottage units and/or campsites for different uses such as tents and trailers that will be permitted on the site.

(6) No expansion or alteration of a campground, other than repairs and maintenance, will take place without the discretionary approval of Council.

(7) The operation will comply with all bylaws and regulations of Council pertaining to noise and unruly behaviour.

(8) Where deemed necessary by Council, a deposit sufficient to cover the cost of buffers and screening shall be deposited with Council until the work is completed in accordance with the approved plan.

Waterfront Residential Dwelling Density

Community	Residential Dwelling Unit	Area (Acres)	Area (Hectares)	Density (Residential Dwelling Unit/Acre)	Density (Residential Dwelling Unit/Hectare)
Bras d'Or	33	43.18	17.47	0.76	1.89
Little Bras d'Or*	73	230.84	93.42	0.32	0.78
Georges River	196	687.12	278.07	0.29	0.70
Big Pond	149	588.85	238.30	0.25	0.63
Groves Point	86	353.92	143.23	0.24	0.60
Barrachois	57	264.72	107.13	0.22	0.53
Ben Eoin*	168	798.56	323.17	0.21	0.52
Irish Cove - CB	20	100.66	40.74	0.20	0.49
Big Pond Center	96	532.07	215.32	0.18	0.45
Boisdale	86	493.35	199.66	0.17	0.43
East Bay	130	759.64	307.42	0.17	0.42
St. Andrews Channel	20	125.60	50.83	0.16	0.39
Northside East Bay	327	2057.91	832.82	0.16	0.39
Hillside Boularderie	81	511.32	206.93	0.16	0.39
Irishvale	63	404.31	163.62	0.16	0.39
Beaver Cove	73	531.99	215.29	0.14	0.34
Christmas Island	64	524.85	212.40	0.12	0.30
Grand Narrows	25	208.18	84.25	0.12	0.30
Ironville	33	302.20	122.30	0.11	0.27
Middle Cape	37	361.36	146.24	0.10	0.25
Shenacadie	65	674.42	272.94	0.10	0.24
Islandview	94	990.74	400.95	0.09	0.23
Benacadie	88	1121.29	453.78	0.08	0.19
Long Island	95	1457.62	589.89	0.07	0.16
Castle Bay	28	528.75	213.98	0.05	0.13
Big Beach	46	994.68	402.54	0.05	0.11
Pipers Cove	23	743.50	300.89	0.03	0.08
Southside Boularderie	43	1416.82	573.38	0.03	0.07
MacAdams Lake	0	4.48	1.81	0.00	0.00
Portage	0	18.12	7.33	0.00	0.00

*Density for Little Bras d'Or and Ben Eion do not include the recreational vehicles within the Arm of Gold and Ben Eion Campgrounds.

PART 41 RURAL CBRM (RCB) ZONE

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
 - 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*
 - nursing homes
 - 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 on 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*

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.
-

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.

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.

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.

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.

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.
-

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.

By-law
of the Cape Breton Regional Municipality
amending the
Cape Breton Regional Municipality's
Land Use Bylaw

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

THAT: Council Renumbers Part 96 Definitions to Part 97

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

PART 96 BIG POND CAMPGROUND (BPC) ZONE

Section 1 BPC Uses Permitted

Development Permits shall only be issued in the BPC Zone for the following use 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 sites must have a minimum area of 111.5 m² (1202ft²)
- b. Recreational vehicle sites must have a minimum area of 223 m² (2400ft²)
- c. The maximum number of campsites for property on the North side of the East Bay Highway is 211.
- d. The maximum number of campsites for property on the South side of the East Bay Highway shall be 394, with no more than 330 of these campsite being recreational vehicle sites.

- e. No tenting site or recreational vehicle site shall be located closer than 10 metres (33 feet) from any property boundary, except for a property boundary along the Bras d'Or Lakes where no tenting site or recreational vehicle site shall be located closer than 20 metres (66 feet) to the ordinary high water mark of the Bras d'Or Lakes as identified on a legal survey.
- f. Campsites shall be screened (as defined by the By-law) from a public street/road by an opaque vegetative, topographic screen (berm), opaque fence, building or combination thereof.

Section 4 Buffer Area and Watercourse Setback

- a. A landscaped buffer area not less than 10 metres (33 feet) wide adjacent to side property boundaries shall be retained and within which no activity or use shall be permitted except for walkways and trails not exceeding 3 metres in width.
- b. No development permit shall be issued for any development within 20 metres (66 feet) of the ordinary high water mark of the Bras d'Or Lakes as identified on a legal survey.
- c. Within the required buffer pursuant to clause (b), activity shall be limited to the placement of one accessory structure not exceeding a footprint of 9.3m² (100ft²) fences, boardwalks, walkways and trails not exceeding 3 metres in width, wharfs, boat ramps, marine dependent uses, fishery uses, conservation uses, parks on public lands, historic sites and monuments, wastewater, storm and water infrastructure, and water control structures;
- d. Any buffering or screening pursuant to clauses (a) and (b), shall be properly maintained by the owner, and not allowed to fall into disrepair or become unsightly.

Section 5 Landscaping

- a. In addition to the buffer area required in Section 4 and screening provisions in Section 3, all existing significant vegetation shall be retained except where its removal is necessary for the construction of the development; and
- b. 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.

Section 6 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.

Section 7 Lighting

Any lights used to illuminate common spaces, parking lots/areas, and/or the internal driveway network shall be so arranged as to divert the light away from streets, adjacent lot parcels and buildings.

Section 8 Storm and Surface Water Management Plan

No Development Permit for a campground located on the South side of the East Bay Highway shall be issued without storm and surface water management plans reviewed and approved by CBRM's Engineering and Public Works Department.

THAT: Part 97 Definitions of the Land Use Bylaw is hereby amended by adding 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 or tents).

THAT: Council amends the Land Use Bylaw map by deleting the Rural CBRM (RCB) Zone in effect for PIDs 15327539, 15327547, 15327554, and 15327562) by replacing it with the Big Pond Campground (BPC) 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 attached is a true and correct copy of the Amending By-law of the Cape Breton Regional Municipality adopted by Regional Council during a meeting held on _____ to amend the Cape Breton Regional Municipality's Land Use By-law.

Deborah Campbell Ryan, CLERK

By-law

of the Cape Breton Regional Municipality

amending the

Cape Breton Regional Municipality's Land Use Bylaw

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

THAT: Council Renumbers Part 96 Definitions to Part 97

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

PART 96 BIG POND CAMPGROUND (BPC) ZONE

Section 1 BPC Uses Permitted

Development Permits shall only be issued in the BPC Zone for the following use 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 sites must have a minimum area of 111.5 m² (1202ft²)
- b. Recreational vehicle sites must have a minimum area of 223 m² (2400ft²)
- c. The maximum number of campsites is 211.
- d. No tenting site or recreational vehicle site shall be located closer than 10 metres (33 feet) from any property boundary, except for a property boundary along the Bras d'Or Lakes where no tenting site

or recreational vehicle site shall be located closer than 20 metres (66 feet) to the ordinary high water mark of the Bras d'Or Lakes as identified on a legal survey.

- e. Campsites shall be screened (as defined by the By-law) from a public street/road or adjacent properties by an opaque vegetative, topographic screen (berm), opaque fence, building or combination thereof.

Section 4 Buffer Area and Watercourse Setback

- a. A landscaped buffer area not less than 10 metres (33 feet) wide adjacent to side property boundaries shall be retained where it exists at the time of application for a Development Permit and where no such not landscape buffer exists, the applicant shall to plant vegetation. No activity or use shall be permitted within this landscaped buffer except for walkways and trails not exceeding 3 metres in width.
- b. No development permit shall be issued for any development within 20 metres (66 feet) of the ordinary high water mark of the Bras d'Or Lakes as identified on a legal survey.
- c. Within the required buffer pursuant to clause (b), activity shall be limited to the placement of one accessory structure not exceeding a footprint of 9.3m² (100ft²), fences, boardwalks, walkways and trails not exceeding 3 metres in width, wharfs, boat ramps, marine dependent uses, fishery uses, conservation uses, parks on public lands, historic sites and monuments, wastewater, storm and water infrastructure, and water control structures;
- d. Any buffering or screening pursuant to clauses (a) and (b), shall be properly maintained by the owner, and not allowed to fall into disrepair or become unsightly.

Section 5 Landscaping

- a. In addition to the buffer area required in Section 4 and screening provisions in Section 3, all existing significant vegetation shall be retained except where its removal is necessary for the construction of the development; and
- b. 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.

Section 6 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.

Section 7 Lighting

Any lights used to illuminate common spaces, parking lots/areas, and/or the internal driveway network shall be so arranged as to divert the light away from streets, adjacent lot parcels and buildings.

Section 8 Storm and Surface Water Management Plan

No Development Permit shall be issued without storm and surface water management plans reviewed and approved by CBRM's Engineering and Public Works Department.

THAT: Part 97 Definitions of the Land Use Bylaw is hereby amended by adding 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 or tents).

THAT: Council amends the Land Use Bylaw map by deleting the Rural CBRM (RCB) Zone identified on Schedule A and by replacing it with the Big Pond Campground (BPC) 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 _____.

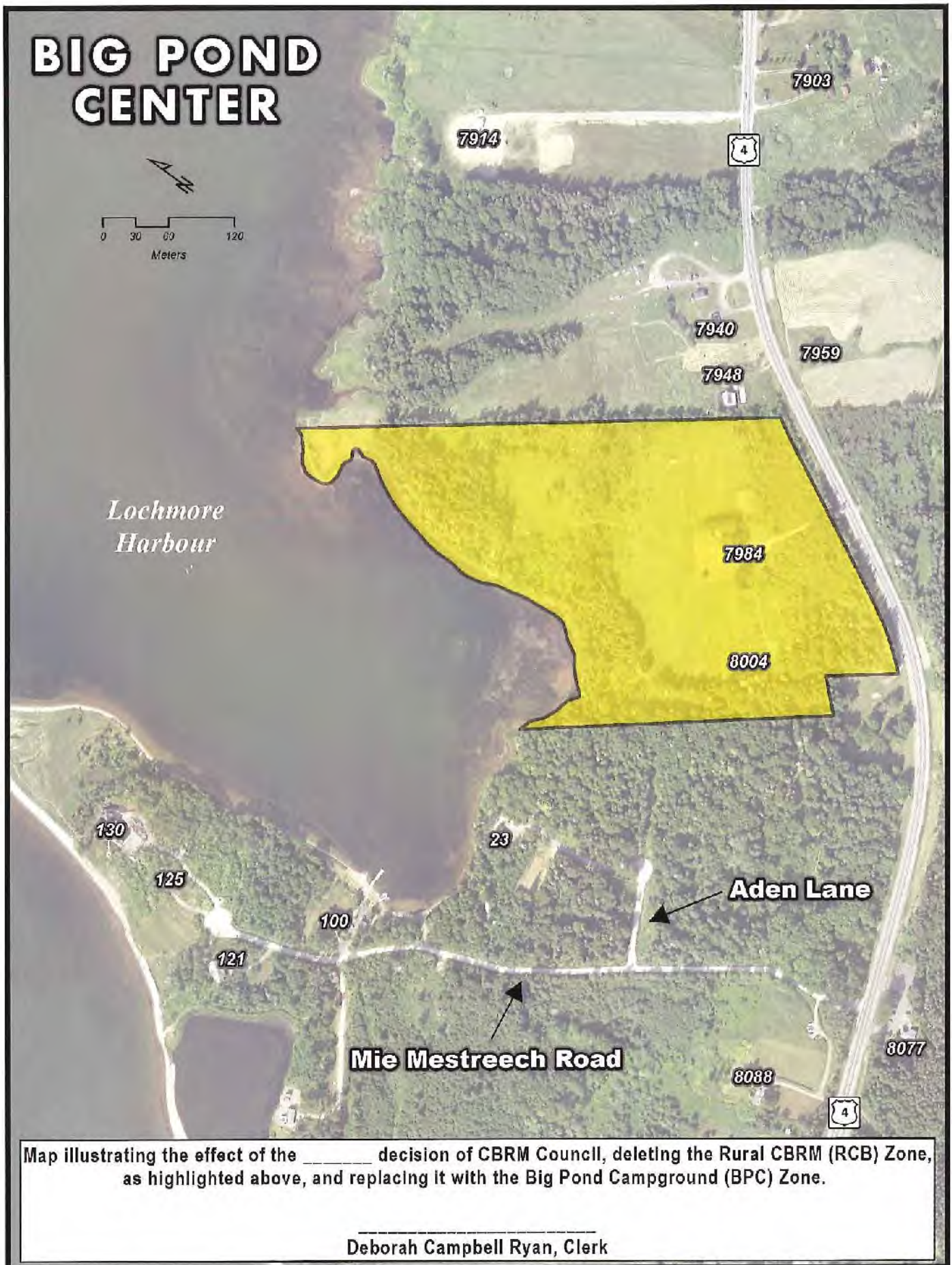
MAYOR

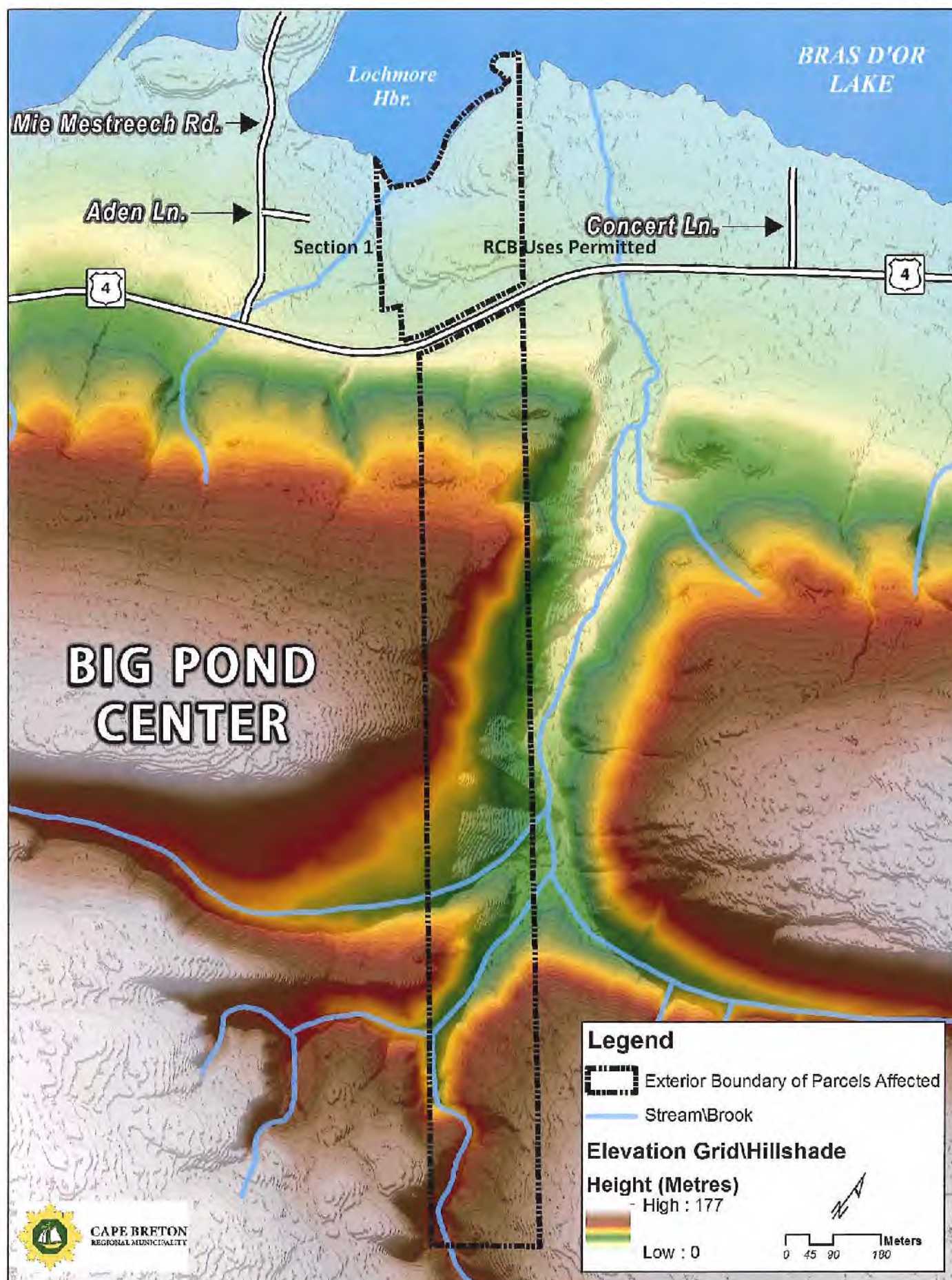
CLERK

THIS IS TO CERTIFY that the attached is a true and correct copy of the Amending By-law of the Cape Breton Regional Municipality adopted by Regional Council during a meeting held on _____ to amend the Cape Breton Regional Municipality's Land Use By-law.

Deborah Campbell Ryan, CLERK

Schedule A







From: Ceilidh on the Lakes <ceilidhonthelakes@gmail.com>

Sent: Thursday, February 15, 2018 4:22 PM

To: Karen M. Neville

Subject: Data for the public hearing

Hi Karen,

Here are three support letters I will be mentioning.

Thanks,

Chris Skidmore

February 1, 2018

To Whom It May Concern:

Re: Letter of Support – Big Pond RV Community

Dear Sir/Madam;

Business Cape Breton would like to express its support and recognizes the efforts of Mr. Chris Skidmore to explore the feasibility of a RV community in Big Pond, NS.

RVing and camping continue to play a vital growth industry for tourism. In 2011 Canadians spent \$1.6 billion at independently owned and operated campgrounds. That same year the total economic activity associated with the Canadian RV industry reached \$14.5 billion (Source: Recreation Vehicle Dealers Association of Canada). As the market continues to rise in demand, RV and campground businesses play an important role in the health of the tourism sector.

It is quite often said, “Build It and They Will Come.” Well, they are coming and we should start building what is feasible and what provides an economic opportunity for growth. Our Cape Breton region is experiencing consistent tourism increases. This past October a 15 % overall increase for Cape Breton occurred (October, 2017 Destination Cape Breton).

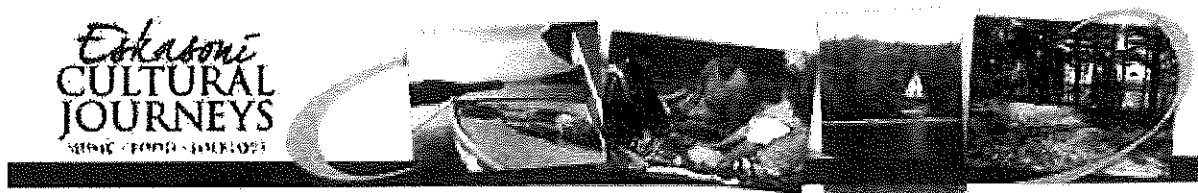
This project will provide accommodations for visitors to our area addressing a great need in our region for this type of infrastructure. This project will have an economic impact with the construction, employment and projected creation of positions. Although the project is in the early stages of development, there is the opportunity to move forward in a respectful, caring, environmental friendly and developmental manner that can bring additional activity to the Big Pond region and have many economic spin offs and provide some much needed RV accommodations for the area.

Mr. Skidmore is a well respected business owner, and has an exemplary reputation in this field. Business Cape Breton recommends that this valuable and much needed project be given your support and that it meet all requirements and processes established by the Cape Breton Regional Municipality (CBRM).

Yours Sincerely,

Eileen Lannon Oldford, CEO

On behalf of Business Cape Breton Board Management and Staff



February 12th, 2018

Mr. Chris Skidmore

Ceilidh on the Lakes

7984 East Bay hwy

Nova Scotia

Dear Chris:

This letter will serve as our endorsement and support for the proposed campground to be developed in Big Pond Center, Cape Breton, Nova Scotia.

After consultation and review of the proposed plans and meeting with the inspirational, business minded professionals behind this project, Eskasoni Cultural Journeys is delighted with the prospect of new partnerships, development and economic opportunities for our Island.

Bringing more activities, infrastructure and revenue to our Island can only help motivate existing businesses, increase our visibility in the marketplace, help with a decreasing population and outmigration of our youth as well as increase the opportunities for a healthy and active lifestyle. Having a base such as the remarkable Bras d'Or Lake, Canada's only inland sea, is a resource that possesses such an untapped potential. This development could lead to so many other avenues of development.

With the continuing increase being seen in the Cruise Industry and the need for new adventures, younger retirees and visitors looking for hands on activities and the overall growth of tourism on Cape Breton Island as we have seen in the past number of years, this project will appeal to all ages. The development of new camping sites opening up on the island and having waiting lists prior to completion should also lend support to the need for new camping facilities.

The tax base revenue to Cape Breton Regional Municipality as well as the increased opportunities for new business expansion and development are also factors that cannot be overlooked. Tourism continues to be a 1.6 billion dollar industry in Nova Scotia and one that has been seeing growth over the

past number of years at a steady rate. An opportunity like this proposed project can only strengthen our current standing in the marketplace.

Good luck as you move forward through this process and please be assured that you have our support and we look forward to working with you in the future.

Yours truly,

ESKASONI CULTURAL JOURNEYS

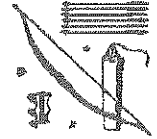
ORIGINAL SIGNED BY

Sandra MacDonald, Tourism Manager

Faye Sylliboy, Logistical Co-ordinator



PO BOX 7040, ESKASONI, NS B1W 1A1



Phone: 902-379-2800 or 902-379-2801
Fax: 902-379-2172

February 12th, 2018

Mr. Chris Skidmore

Ceilidh on the Lakes

7984 East Bay hwy

Nova Scotia

RE: Letter of Support from Eskasoni Community Economic Development

Dear Mr. Skidmore:

This letter will serve as our endorsement and support for the proposed campground to be developed in Big Pond Center, Cape Breton, Nova Scotia.

After reviewing the proposed concept plans and meeting with you to discuss the potential partnerships with our Department and Eskasoni Cultural Journeys, Eskasoni Community Economic Development is looking forward to new development and economic opportunities for our Island. The potential of including the Mi'kmaq Culture into your project will create another opportunity to share the Mi'kmaq story with visitors to your proposed campground.

Bringing more activities, infrastructure and revenue to Cape Breton while also generating employment opportunities can only be a positive for everyone involved with this project. The increased opportunities for a healthy and active lifestyle will also be a benefit to visitors and residents of Cape Breton alike. This development could lead to so many other possibilities of development and partnerships with Eskasoni and the Mikmaq of Cape Breton.

Tourism continues to be a 1.6 billion dollar industry in Nova Scotia and one that has been seeing growth over the past number of years at a steady rate. An opportunity like this proposed project can only benefit Cape Breton Island as a tourism destination. Allowing the visitor to extend their stay on the Island and explore everything we have to offer in Culture, natural scenic beauty and other attractions.

Good luck as you move forward through this process and please be assured that you have our support and we look forward to working with you in the future.

Yours truly,

ORIGINAL SIGNED BY

Tracy Mcenge

Director of Community Economic Development

Eskasoni First Nation

63 Mini Mall Drive

Eskasoni, NS

B1W 1A1



About | A Propos

VISION (/VISION/)

WHERE | OÙ
(/WHERE-OU/)

18 SITES (/18-SITES/)

PROJECTS | PROJETS
(/PROJECTS/)

BOARD | CONSEIL
(/WHO/)

FAQ (/FAQ/)

UNESCO biosphere reserves inspire a positive future by connecting people and nature today.

BIOSPHERE RESERVES

UNESCO biosphere reserves are places where people share a way of living with nature that builds a future we're proud of. We model solutions for a sustainable future, celebrate cultural and biological diversity, and empower people to engage with one another and with nature in healthier ways. Biosphere reserves foster

RÉSERVES DE BIOSPHERE

Les Réserves de biosphère (RB) de l'UNESCO sont des endroits où les populations partagent un mode de vie en harmonie avec la nature afin de concrétiser une vision de l'avenir dont nous sommes fiers. Nos valeurs? Autonomiser les populations, rendre honneur à la vie, trouver des solutions

and share scientific, indigenous, and local knowledge in order to explore new ways of living that solve global challenges and address the the United Nation's 2030 Agenda for Sustainable Development.

The world network of UNESCO designated biosphere reserves covers 669 regions in 120 countries. 170 Million people live in biosphere reserves and the overall area that the network covers is larger than China. Our world network connects communities and regions across the globe who are pioneering a positive future for people and nature. Our collective impact is unparalleled.

modèles et cultiver l'appartenance collective. Le réseau mondial favorise la cohabitation harmonieuse des populations et de la nature pour un développement durable, contribuant ainsi aux objectifs de l'agenda 2030 pour le développement durable par le biais du dialogue, le partage des connaissances, la réduction de la pauvreté et l'amélioration du bien-être humain, le respect des valeurs culturelles et la capacité de la société à s'adapter au changement.

Le réseau mondial des RBs de l'UNESCO est composé de 669 sites répartis dans 120 pays. 170 millions de personnes habitent les RBs et la superficie totale de celles-ci est plus grande que la Chine. Le réseau permet d'ouvrir la voie à un avenir positif en établissant une connexion entre l'homme et la nature. Collectivement, notre impact est sans précédent.



Les RBs de l'UNESCO ouvrent la voie à un avenir positif en établissant aujourd'hui une connexion entre l'homme et la nature.

THE CANADIAN CONTEXT

Canada's 18 UNESCO biosphere reserves are leaders in creating vibrant, healthy, sustainable communities across Canada, while conserving the country's natural and cultural heritage. As model regions and dynamic learning sites for collaborative projects of all kinds, biosphere reserves strengthen and celebrate Canadian values and action national priorities including climate change adaptation and reconciliation between Indigenous and non-Indigenous peoples.

Our 18 sites are situated within the traditional territories of over 50 Indigenous communities. Spanning an area of 235,000 square kilometres, Canadian

CONTEXTE CANADIEN

Les 18 RBS canadiennes sont des leaders dans la création de communautés dynamiques, saines et durables, tout en conservant le patrimoine naturel et culturel du Canada. Véritables zones d'essais et sites d'apprentissage interactifs pour une multitude de projets stimulants, les RBs personnifient les valeurs canadiennes et mettent en action les priorités nationales, notamment l'adaptation aux changements climatiques et la collaboration avec les peuples autochtones du Canada.

Nos 18 sites sont d'ailleurs localisés au sein de territoires traditionnels et sont répandus parmi 50 communautés

biosphere reserves play an important role in improving the quality of life of the 1.2 million Canadians who live and work within their boundaries.

autochtones. Couvrant une superficie de 235 000 kilomètres carrés, les RBs canadiennes jouent un rôle important dans l'amélioration de la qualité de vie de 1.2 millions de canadiens et canadiennes.

UNESCO'S MAN AND THE BIOSPHERE PROGRAMME

The United Nations Educational, Scientific and Cultural Organization (UNESCO) launched the Man and the Biosphere (MAB) Programme in 1970. UNESCO's MAB Strategy 2015-2025 ensures that all 669 biosphere reserves within the world network are working collectively on four common strategic objectives:

1. Conserve biodiversity, restore and enhance ecosystem services and foster sustainable use of natural resources;
2. Contribute to building sustainable, healthy, and equitable societies, economies, and thriving human settlements;
3. Facilitate sustainability science and education for sustainable development, and;
4. Support mitigation and adaptation to climate change and other aspects of global environmental change.

LE PROGRAMME DE L'HOMME ET LA BIOSPHERE (UNESCO)

L'Organisation des Nations Unies pour la Science, l'Éducation et la Culture (UNESCO) a lancé son programme sur l'Homme et la biosphère (MAB) en 1970. La Stratégie du MAB 2015-2025 s'assure que les 669 RBs au sein du réseau travaillent collectivement sur 4 objectifs stratégiques communs :

1. Préserver la biodiversité, maintenir les services écosystémiques et favoriser l'utilisation durable des ressources naturelles ;
2. Soutenir l'atténuation et l'adaptation aux changements environnementaux mondiaux, dont le changement climatique ;
3. Faciliter la science de la durabilité et l'éducation au service du développement durable ;
4. Contribuer à construire des sociétés, des économies et des habitats humains prospères.

Learn more about UNESCO's MAB Programme | En savoir plus au sujet du MAB (<http://www.unesco.org/new/en/%20natural-sciences/environment/%20ecological-sciences/man-and-biosphere-%20programme/>)

Powered by Squarespace ([http://www.squarespace.com?](http://www.squarespace.com?channel=word_of_mouth&subchannel=customer&source=footer&campaign=4fd1028ee4b02be53c65dfb3)
channel=word_of_mouth&subchannel=customer&source=footer&campaign=4fd1028ee4b02be53c65dfb3)

About | A Propos

VISION (/VISION/)

WHERE | OÙ
(/WHERE-OU/)

18 SITES (/18-SITES/)

PROJECTS | PROJETS
(/PROJECTS/)

BOARD | CONSEIL
(/WHO/)

FAQ (/FAQ/)

PROJECTS

Canada's biosphere reserves are living labs where communities work hand in hand to deliver projects that support sustainable living. We work in partnership with residents, community organizations, Indigenous Peoples, industry partners, academic institutions, government, and youth. Over the past decade, from coast to coast, Canadian biosphere reserves have been involved in nearly 500 projects that have yielded meaningful and tangible results for our communities.

Conservation projects have included work on ecosystem rehabilitation, habitat and wildlife management, restoration land management, parks and protected areas, and biodiversity.

Capacity building projects have included the development of educational curriculum, monitoring and mapping, sustainable tourism, youth mentorship, and the coordination of community-based participatory research.

Sustainable development projects have explored new models for regional interaction, sustainability planning and policy-making, and social innovation.

There are many examples of projects that are currently being coordinated by Canadian biosphere reserves. Please visit the websites of individual biosphere reserves (/18-sites) for more information.

PROJETS

Les réserves de la biosphère canadiennes (RBs) sont des sites d'expérimentation où les communautés travaillent en collaboration pour mettre en place des projets innovants en matière de développement durable. Nous travaillons en partenariat avec les citoyens, les organisations, les Premières Nations, les entreprises industrielles, les institutions, le gouvernement et la jeunesse. Dans la dernière décennie, les RBs canadiennes se sont impliquées dans plus de 500 projets structurants et ce, d'un océan à l'autre.

Les **projets de conservation** ont trait à la réhabilitation des écosystèmes, à la gestion de la faune et la flore, à la restauration du territoire, aux parcs et aires protégées et à la biodiversité.

Les **projets de développement des compétences incluent** le développement d'activités pédagogiques, le mentorat des jeunes, la recherche, le tourisme durable, etc.

Les **projets de développement durable** explorent de nouveaux modèles de concertation régionale, de planification stratégique responsable et d'innovation sociale.

Il existe une multitude de projets qui sont actuellement pilotés par les RBs canadiennes. Visitez leur site web respectif (/18-sites) pour de plus amples informations.

Biospheres in Canada

Clayoquot Sound BC

Mount Arrowsmith BC

TsaTse NWT

Waterton Alta

Beaver Hills Alta

Redberry Lake Sask

Long point Ont

Niagara Escarpment Ont

Georgian Bay Ont

Frontenac Ont

Mont Saint Hilaire Que

Lac St.Pierre Que

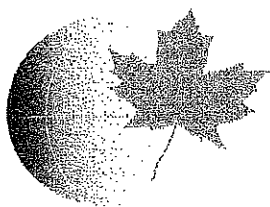
Charlevoix Que

Manicouagan Uapishka Que

South West Nova NS

Fundy NB

Bras d'Or NS



HOME | ACCUEIL (/)
ABOUT | A PROPOS
VISION (/VISION/)
WHERE | OÙ (/WHERE-OU/)
18 SITES (/18-SITES/)
PROJECTS | PROJETS (/PROJECTS/)
BOARD | CONSEIL (/WHO/)
FAQ (/FAQ/)
AMAZING PLACES (/AMAZINGPLACES/)
PUBLICATIONS
REPORTS | RAPPORTS (/ANNUAL-REPORTS-RAPPORTS-ANNUELS/)
LINKS | RESSOURCES (/LINKS-RESSOURCES/)
BLOG (/BLOG/)
PHOTOS (/PHOTOS/)
CONTACT (/CONTACT/)
LOGIN (/CBRA/)

About | A Propos

VISION (/VISION/)

WHERE | OÙ
(/WHERE-OU/)

18 SITES (/18-SITES/)

PROJECTS | PROJETS
(/PROJECTS/)

BOARD | CONSEIL
(/WHO/)

FAQ (/FAQ/)

FAQ

-1-

WHAT IS A UNESCO BIOSPHERE RESERVE?

A biosphere reserve designation signals international recognition that meaningful actions, with measurable outcomes, are being taken to balance conservation initiatives with sustainable development. An area can only be designated as a biosphere reserve by the United Nations Educational, Scientific, and Cultural Organization (UNESCO). To become part of the World Network

of Biosphere Reserves, individual countries nominate areas which they believe meet the requirements of a biosphere reserve. Land must already have been set aside for conservation within the area under consideration. 120 countries now participate in UNESCO's Man and the Biosphere Programme (MAB)

(<http://www.unesco.org/new/en/natural-sciences/environment/ecological-sciences/man-and-biosphere-programme/>). Canada has been involved through the Canadian Commission for UNESCO (<http://unesco.ca/home-accueil>) and Canada MAB since the 1970s.

QU'EST-CE QU'UNE RÉSERVE DE BIOSPHÈRE?

La désignation « Réserve de biosphère » est une reconnaissance internationale selon laquelle des actions significatives ayant des résultats mesurables sont posées dans le but de concilier les initiatives de conservation de la nature avec celles relatives au développement durable. Seule l'UNESCO peut désigner un site comme Réserve de biosphère. Pour pouvoir faire partie du Réseau mondial des réserves de biosphère, il est tout d'abord nécessaire qu'un pays propose la candidature des régions sur son territoire qui semblent correspondre aux critères exigés pour obtenir l'appellation réserve de biosphère. Le territoire visé doit déjà être considéré comme une zone à part destinée à la conservation de la biodiversité, et doit ensuite satisfaire à sept critères supplémentaires pour que le processus de demande de désignation soit lancé. Plus de 109 pays participent au Programme sur

l'Homme et la biosphère (MAB) de l'UNESCO (<http://www.unesco.org/new/fr/natural-sciences/environment/ecological-sciences/man-and-biosphere-programme/>), et le Canada, par la Commission canadienne de l'UNESCO (<http://unesco.ca/fr/home-accueil/ccu>) et le programme MAB canadien, en est membre depuis la création du programme.

- 2 -

HOW MANY BIOSPHERE RESERVES ARE THERE IN THE WORLD?

In 2016, 669 biosphere reserves exist in 120 countries. There are 18 biosphere reserves in Canada in eight provinces and one territory. Find out more about the World Network of Biosphere Reserves here (<http://www.unesco.org/new/en/natural-sciences/environment/ecological-sciences/man-and-biosphere-programme/>).

COMBIEN DE RÉSERVES DE BIOSPHÈRE EXISTENT DANS LE RÉSEAU MONDIAL?

Il existe actuellement 699 réserves de biosphères réparties dans 120 pays (2016). Le Canada compte 18 réserves dans huit provinces et un territoire. La liste à jour des réserves de biosphère du monde entier se trouve ici (<http://www.unesco.org/new/fr/natural-sciences/environment/ecological-sciences/man-and-biosphere-programme/>).

HOW DO UNESCO BIOSPHERE RESERVES DIFFER FROM PARKS AND PROTECTED AREAS?

Parks and biosphere reserves share similar mandates around the conservation of ecosystems and native biodiversity. However, biosphere reserves are different in that they use community-based efforts to manage, and where necessary, restore land and other resources to promote stable and sustainable economic activities. Biosphere reserves secure access to ecosystem services and promote sustainable development for the wellbeing of people, the economy, and the environment. National and provincial parks balance conservation with carefully monitored recreational uses and tend to be distributed in, and limited to, specific eco-regions. Also referred to as bioregions, eco-regions are ecologically and geographically defined regions that host biodiversity which is confined or distinct within their limits. Biosphere reserves, however, occur wherever an area has conservation value and the surrounding community has pledged to protect biodiversity, cultural heritage and uphold the principles of sustainable development. The zoning system of biosphere reserves (core, buffer, and transition zones) helps to demonstrate the diversity of systems that have already been negotiated through federal, provincial, regional and municipal law.

EN QUOI LES RÉSERVES DE

BIOSPHERE SONT-ELLES DIFFÉRENTES DES PARCS?

Les Réserves de biosphère et les parcs sont des territoires qui visent à conserver les écosystèmes et la biodiversité. La différence, donc, est légale. Les Réserves de biosphère sont des territoires reconnus par l'UNESCO où il existe des régions possédant une valeur de conservation et où les communautés environnantes se sont engagées à protéger la biodiversité, le patrimoine culturel et à adhérer aux principes de développement durable. Les réserves de biosphère assurent l'accès aux services écosystémiques et ont pour objet de promouvoir le développement durable pour le bien-être des communautés, de l'économie et de l'environnement. Aucun statut légal n'est associé aux réserves de biosphère. Les parcs nationaux et les parcs provinciaux concilient la conservation de la nature et les activités de loisirs en contrôlant ces dernières. Les parcs sont des territoires délimités avec un statut légal de conservation et sont délimités précisément.

-4-

DO BIOSPHERE RESERVES HAVE TO BE A CERTAIN SIZE?

There are no specific size requirements for biosphere reserves, and in fact, they vary considerably in size. You can see the variance in size on a map here ([/where-ou](#)). Above all, the three land use zones must be large enough and sited so as to protect biodiversity and ecosystem functions

within the core areas and cushion land use in the cooperation areas. The size of the zones and the reserve as a whole may also be limited by the complexity of how local institutions and their jurisdictions may overlap.

EST-CE QUE LES RÉSERVES DE BIOSPHERE DOIVENT TOUTES AVOIR UNE CERTAINE SUPERFICIE?

Il n'existe aucune obligation en termes de superficie pour les réserves de biosphère, et dans les faits, les réserves ont toutes une superficie qui leur est propre. Il est possible de voir la variance sur la carte du Canada, ici (/where-ou). Le principal facteur est que les trois zones d'utilisation des terres doivent être suffisamment grandes et situées de telle façon à protéger la biodiversité et les fonctions écosystémiques dans les aires centrales et à concilier l'utilisation des terres dans les aires de coopération. La superficie d'une zone et celle d'une réserve peuvent également être limitées par la complexité de l'intégration des institutions locales et leurs juridictions, qui peuvent se chevaucher.

-5-

WHAT IS THE ORGANIZATIONAL STRUCTURE OF BIOSPHERE RESERVES?

While UNESCO biosphere reserves are required to have a functional governance and management system, the fact that we are a world network spanning 120 countries and 669 regions makes it

impossible to prescribe any one governance or management model. In Canada, each biosphere reserve has its own organizational structure, which is community-based and cross-representational. Most Canadian biosphere reserves are incorporated as non-profit organizations, some with charitable status. Some work, at least initially, through a steering committee with stakeholder representation and a small number are affiliated with universities. Biosphere reserve program activities are decided locally, but some can be linked to national or international programs.

COMMENT LES RÉSERVES DE BIOSPHÈRE SONT-ELLES ORGANISÉES AU NIVEAU LOCAL, ET QUELS RÔLES PEUVENT-ELLES JOUER ?

L'UNESCO n'impose aucune structure organisationnelle locale aux réserves de biosphère. Au Canada, chaque réserve de biosphère possède sa propre structure organisationnelle, basée sur les intérêts de la communauté et sur la représentation de toutes les parties impliquées. La plupart des réserves canadiennes de biosphère sont constituées en société à but non lucratif, certaines ayant obtenu le statut d'organisme de bienfaisance. Certaines réserves ont, au moins au début de leur création, une structure de fonctionnement impliquant un comité directeur et une représentation de tous les intervenants, et un petit nombre ont des partenariats avec des universités. De plus, le programme des activités de chaque réserve de biosphère est décidé localement, bien

que certaines activités puissent être liées à un programme national ou international.

- 6 -

HOW CAN I ACHIEVE A BIOSPHERE RESERVE DESIGNATION FOR MY REGION?

To become part of the World Network of Biosphere Reserves, individual countries nominate areas which they identify as meeting the requirements of a biosphere reserve. In order for a biosphere reserve to be nominated, land must already have been set aside for conservation within the area under consideration. It is also essential to have a local proponent group to champion the idea of a biosphere reserve and be involved in its implementation. Ideally, this group should include people that are known and respected within the community. The group should first ensure that the area under consideration meets the three zone criteria and that the organizational potential is there to develop the capacity to carry out the functions of a biosphere reserve.

The proponents of a prospective biosphere reserve should be ready to provide information in various formats and forums to explain what the vision and mission consists of, how the proposed biosphere reserve meets the UNESCO criteria, outline the advantages the reserve will offer and the fact that participation by local people is strictly voluntary but essential to its creation and designation.

Seeking a biosphere reserve status is a lengthy

Seeking a biosphere reserve status is a lengthy process that requires dedication and commitment. If you are interested in having your area designated as a biosphere reserve, please contact the Chair of the Canadian Biosphere Reserve Association (/contact).

COMMENT DEVENIR MEMBRE DU RÉSEAU MONDIAL DES RÉSERVES DE BIOSPHÈRE?

Pour pouvoir devenir membre du Réseau mondial des réserves de biosphère, il est nécessaire que le pays propose la candidature des régions sur son territoire qui correspondent aux critères exigés pour obtenir la désignation « réserve de biosphère ». Pour qu'une région soit candidate, le territoire visé doit déjà avoir une aire protégée vouée à la conservation de la biodiversité.

Il est essentiel de constituer un groupe composé de membres de la communauté qui sera chargé de promouvoir la candidature de la région et qui sera impliqué dans la mise en place du projet.

Idéalement, certains membres de ce « comité de candidature » seront des personnalités locales connues et reconnues pour leur leadership local. Le comité devra tout d'abord s'assurer que la région proposée respecte les trois critères de zone et faire valoir la capacité organisationnelle de la région à remplir les fonctions d'une réserve de biosphère.

Le comité soutenant la candidature d'une région devra être prêt à fournir de l'information sous différentes formes et à organiser des forums de discussion afin de répondre à plusieurs objectifs

tels que : expliquer en quoi consistent leur mission et leur vision, comment la réserve de biosphère proposée répond aux critères de l'UNESCO, quels seront les avantages que la désignation de réserve de biosphère apportera à la région, pourquoi la participation de la population est absolument essentielle à la création et la désignation de la réserve de biosphère, et pourquoi cette participation ne peut être que bénévole.

L'obtention du statut de réserve de biosphère est un processus long qui exige une grande volonté et une implication réelles. Si vous souhaitez proposer la candidature de votre région à la désignation de réserve de biosphère, veuillez contacter l'ACRB (/contact) pour de plus amples renseignements.

- 7 -

WHAT IS THE HISTORY OF THE CANADIAN BIOSPHERE RESERVE ASSOCIATION (CBRA)?

In 1980, a Biosphere Reserves Working Group was convened by Canada's national committee for the UNESCO/MAB program (http://www.unesco.org/new/en/natural-sciences/environment/ecological-sciences/man-and-biosphere-programme/%22%20%5Ct%20%22_blank). The goal was to foster cooperation among the existing biosphere reserves and to facilitate the development of new Canadian reserves. Under the stewardship of the Working Group, six areas in Canada had received UNESCO biosphere reserve

designation by 1990. From the early 1990s onwards, Parks Canada and Environment Canada's Ecological Monitoring and Assessment Network (EMAN) supported the Working Group in their initiatives. Amongst other projects, the EMAN facilitated the development of biodiversity monitoring plots in biosphere reserves across the country. In 1996, the Working Group, together with representatives from the existing biosphere reserves, formed the Canadian Biosphere Reserves Association to enhance the scope of support and program activities beyond what was possible under its prior arrangements. CBRA was incorporated in 1997 and received official charitable status in 1998. Meet CBRA's Board of Directors here (/who).

QUELLE EST L'HISTOIRE DE L'ASSOCIATION CANADIENNE DES RÉSERVES DE LA BIOSPHÈRE (ACRB)?

Le comité canadien du programme sur l'Homme et la biosphère (MAB) de l'UNESCO organisa en 1980 un groupe de travail pour les réserves de biosphère destiné à favoriser la collaboration entre les différentes réserves et à faciliter la création de nouvelles réserves au Canada.

Sous l'égide du groupe de travail, six régions au Canada reçurent la désignation officielle de réserve de biosphère de l'UNESCO en 1990, et à cette époque, le Réseau d'évaluation et de surveillance écologique (RESE) de Parcs Canada et d'Environnement Canada appuie les initiatives du groupe de travail. Par exemple, le RESE a aidé au développement de parcelles de surveillance de la

biodiversité dans les réserves de biosphère du pays.

En 1996 le groupe de travail forme, avec les représentants des réserves de biosphère, l'Association canadienne des réserves de la biosphère (ACRB) afin d'étendre ses activités et ses programmes de soutien au-delà de ce que la structure du groupe de travail permettait.

L'ACRB fut constituée en société en 1997 et obtint le statut d'organisme de bienfaisance en 1998. Pour en savoir plus sur le conseil administratif de l'ACRB, veuillez cliquer ici (/who).

Powered by Squarespace (http://www.squarespace.com?channel=word_of_mouth&subchannel=customer&source=footer&campaign=4fd1028e4b02be53c65dfb3)

Ecological Science

Man and Biosphere
Programme

Biosphere Reserve

Main Characteristics

World Network (WNBR)
Advisory Committee
Designation Process
Periodic Review Process
Withdrawal of biosphere
reserves
Regional and Subregional
Collaboration
Biosphere Reserves in
Practice
BiosphereSmart Initiative

Capacity Building and
Partnerships

Climate Change

UNESCO MAB Category
Centres & Chairs

4th World Congress

Zoning Schemes

Biosphere reserves aim to achieve integrated management of land, fresh and marine waters and living resources by putting in place bioregional planning schemes based on integrating conservation into development through appropriate zoning. While countries maintain flexibility at the national levels with regard to the definition of zones, the zonation needs to ensure that biosphere reserves effectively combine conservation, sustainable use of resources and knowledge generation through integrated zonation and collaborative management.

The zonation of each biosphere reserve should include:

- **Core area(s):** securely protected sites for conserving biological diversity, monitoring minimally disturbed ecosystems, and undertaking non-destructive research and other low-impact uses (such as education). In addition to its conservation function, the core area contributes to a range of ecosystem services which, in terms of the development functions, can be calculated in economic terms (e.g. carbon sequestration, soil stabilization, supply of clean water and air, etc.). Employment opportunities can also complement conservation goals (e.g. environmental education, research, environmental rehabilitation and conservation measures, recreation and eco-tourism).
- **Buffer zone(s):** which usually surrounds or adjoins the core areas, and is used for cooperative activities compatible with sound ecological practices, including environmental education, recreation, ecotourism, and applied and basic research. In addition to the buffering function related to the core areas, buffer zones can have their own intrinsic, 'stand alone' functions for maintaining anthropogenic, biological and cultural diversity. They can also have an important connectivity function in a larger spatial context as they connect biodiversity components within core areas with those in transition areas.
- **Transition area:** area with a central function in sustainable development which may contain a variety of agricultural activities, settlements and other uses and in which local communities, management agencies, scientists, non-governmental organizations, cultural groups, economic interests and other stakeholders work together to manage and sustainably develop the area's resources.

RELATED INFORMATION

World Network of
Biosphere Reserves

Biosphere Reserves around the
world

Multilingual Map of the World
Network of Biosphere Reserves

Publications

FOLLOW US

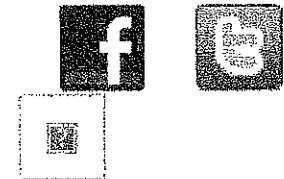


PHOTO GALLERY



New Biosphere Reserves
designated in:

2017 | 2016 | 2015 | 2014 |
2013 | 2012 | 2011

[Back to top](#)

General Information	About us Join us	General Conference	Executive Board	Secretariat	Field Offices	Institutes	Communities	Events
Our priorities	Africa	Education for All	Knowledge Societies					
Popular topics	World Heritage	Water	Press Freedom	HIV & AIDS	Climate Change	Languages	Post-Crisis	Youth
Resources	Conventions & Recommendations	Documents	Statistics	Photos	Bookshop	Media	Name and Logo	Human rights violation
	Terms of use	Contact us	Sitemap	© UNESCO 2017				



ACTING FOR SOCIAL JUSTICE / AGIR POUR LA JUSTICE SOCIALE

February 15 2018

Robin Tress
Council of Canadians
Halifax, NS

To: Karen Neville, municipal planner
Cc: Mayor Cecil Clark
Councillors of Cape Breton Regional Municipality

I'm writing to you on behalf of the Council of Canadians, a national social justice organization. We are speaking in support of Friends of the Pond, who are asking the municipal council to reject the 600-site RV park and related re-zoning based on the threats posed by the project in its current iteration.

Who we are

The Council of Canadians is Canada's leading social action organization with over 100,000 grassroots supporters and 60 local chapters from coast to coast. Through our campaigns, we advocate for clean water, green energy, fair trade, public health care and a vibrant democracy. We educate and empower people to hold our governments and corporations accountable.

We are supported by individual donations from ordinary Canadians and do not accept funding from corporations or government. We often support communities that are working to protect their water, as the Friends of the Pond are. We've been in contact with this group and offer this letter as part of Friends of the Pond's submission to the February 20th, 2018 zoning hearing.

Water justice is a major focus of our work, and this project poses threats to local drinking water, the health and bounty of the Bras D'or Lakes, to the nearby barrachois pond locals depend on for food and recreational oyster catching, and would be an intrusion into this rural community.

I have outlined a number of considerations we hope the municipal council will consider carefully before voting on the re-zoning of the Big Pond area.

Water

Residents in Big Pond have expressed concerns for the impacts that this RV park may have on their access to high-quality water. An RV park with 600 camp sites has the potential to draw a huge amount of water from the aquifer, and the wastewater and storm water requirements for such a big development pose contamination risks. Furthermore, this particular aquifer has proven sensitive and difficult from which to extract potable water. Because of the underlying formations of shales, siltstones, sandstones, limestone, gypsum

and salt, accessing potable water from a well for residential uses can be difficult. Many residents of Big Pond have gone to great lengths to ensure that their water is drinkable through filtration systems, water softeners, and lining wells so they don't collapse. Some wells have been affected by much smaller construction projects which have resulted in local magnesium pollution. Please see the letter submitted by Theresa Morley for a personal account of her experience with well water disruption following construction in Big Pond Centre. These experiences, matched with the proponent's development plan and its multiple impacts on water have raised a number of concerns for the Friends of the Pond.

As CBRM Council knows, water resources are under the jurisdiction of Nova Scotia Environment (NSE). This project will have to get approvals through NSE for its water takings (if takings exceed 23000L per day), wastewater management, storm water management, watercourse alteration, and public drinking water registration. The fact that this project has triggered the need for five water-related permitting processes shows that this project presents a number of different impacts on local surface and groundwater resources, and should be considered with great care.

With respect to the water takings permit, NSE will factor in a number of considerations including the volume and recharge dynamics of the watershed – essentially the department will investigate if there is enough water in the watershed to allow the proponent to extract water without disrupting current uses of water in the area. We ask that the municipal council wait to make a decision on rezoning the Big Pond area until NSE has conducted its water takings and wastewater studies and approvals. It would be a waste of council and staff time to go through the process of re-zoning if this project proves untenable at a provincial level.

In 2010 the UN General Council recognized the human right to water and sanitation. This declaration says, "The right to water and sanitation is a human right, equal to all other human rights, which implies that it is justiciable and enforceable." Part of this access means ensuring that water is affordable. The municipality, and all levels of government, has a responsibility to ensure that its residents have clean and accessible drinking water, and there are several ways it can act on this responsibility. Should this development or any future development enabled by this rezoning result in negative impacts to residents' well water, the municipality should defend these residents' right to safe and accessible water by supporting any fact-based claims of water contamination and demanding that the proponent pay damages to affected residents.

As a precautionary measure, will the municipality postpone discussions of rezoning until the proponent has obtained the necessary permits from Nova Scotia Environment?

Bras D'or UNESCO World Heritage Site

As you are aware, the Bras D'or Biosphere is a designated UNESCO World Heritage Site. UNESCO developed the World Heritage Site program to promote the "protection of natural and cultural heritage", and to "encourage participation of the local population in the preservation of their cultural and natural heritage." Big Pond and the proposed RV park development fall within the Biosphere boundaries.

This World Heritage Site was established with the support and cooperation of the five Mi'kmaq communities that fall within the boundary, as well as municipal, provincial, and federal governments. The Bras D'or Lakes and the surrounding lands are the lifeblood of

300-251 rue Bank St., Ottawa, Ontario K2P 1X3
Tel: (613) 233-2773, Fax/Téléc: (613) 233-6776
www.canadians.org inquiries@canadians.org

the communities, cultures, and economies of Cape Breton. With recognition for this ecosystem's important role in life in Cape Breton, the Biosphere Reserve Association was established and the World Heritage Site was designated. The quality of the environment and culture in the Bras D'or is a critical ingredient in the area's ability to draw tourists from across North America. It is important that any developments, like this proposed RV park, do not jeopardize the quality of the Bras D'or for its residents or its visitors.

The mandate of the Biosphere Reserve Association is to help communities, companies, and government to preserve and enhance the environmental, social, economic, and cultural sustainability of the Bras D'or Lakes Biosphere. Has municipal council talked to the Bras D'or Lake Biosphere Reserve Association? Has the company? What will the impacts be on the biosphere?

Traffic

Building a new 600-site RV park is bound to introduce increased traffic to Big Pond and the surrounding areas. Traffic can have an impact on rural life in a number of ways, including noise, air quality, road conditions, and safety. If the area is re-zoned, it would open up the opportunity for other developments to be allowed, introducing yet more traffic.

Has the municipal council considered traffic impacts should this rezoning be allowed and the park be approved?

As a municipal council you are responsible to your constituents. I hope that you hear the valid concerns raised by your constituents in the Big Pond area and consider the questions they have raised prior to voting on this re-zoning issue. This proposed RV park has the potential to change the lives of the families and communities neighbouring the development, and we ask that you give careful consideration to these impacts before making any decisions.

Sincerely,

Original Signed By

Robin Tress
Council of Canadians



Road traffic and air pollution

Learn about sources of traffic-related air pollution, its health effects and how to minimize your risk.

On this page

- [What are the sources of traffic-related air pollution?](#)
- [What are the health effects of traffic-related air pollution?](#)
- [How can you minimize your risk?](#)
- [For more information](#)

What are the sources of traffic-related air pollution?

The main sources of traffic-related air pollution are:

- cars
- buses
- transport trucks

When engines burn fuel (gasoline or diesel), air pollutants that can affect your health are emitted, such as:

- nitrogen oxides
- carbon monoxide
- fine particulate matter
- volatile organic compounds

Additional air pollution is created when some of the gasoline used by engines evaporates without being burned.

Traffic-related emissions also contribute to smog.

Exposure concerns

Most Canadians are exposed to air pollution from traffic on a daily basis while:

- walking
- riding in a vehicle
- at home
- standing along busy streets

Strict regulations have been introduced to decrease pollution and greenhouse gases from vehicles. These regulations have resulted in reduced emissions due to better:

- engine performance
- emission control technologies
- fuel makeup, including fuels with low sulfur content

Although technology improvements have reduced vehicle emissions, there is still cause for concern because:

- older trucks and cars remain in use
- these vehicles emit more pollutants and greenhouse gases
- vehicle numbers are high in densely populated urban areas
- the total kilometres travelled by Canadian vehicles continues to increase

What are the health effects of traffic-related air pollution?

Air pollution from traffic has been linked to many negative health effects, including:

- worsening asthma symptoms
- asthma development in children
- lung cancer
- reduced lung function
- heart disease
- increased risk of death from heart conditions

Air pollution may worsen symptoms for people with existing heart and lung conditions.

Risks to young children

Children can be more sensitive to air pollution than people in other age groups. This is because children breathe in more air in relation to their body weight. This means that they breathe in more contaminants, so air pollution can affect them more.

The body's defence and lung systems are also not fully developed yet. Therefore, the health of young children may be more affected by air pollution.

Children living in areas with heavy traffic have a higher risk of having breathing problems than other children. Exposure to traffic pollution can worsen asthma in children and may increase the risk of asthma development.

How can you minimize your risk?

You can minimize your risk of health effects from traffic-related air pollution by:

- choosing low-traffic routes for:
 - cycling
 - walking
 - running
- exercising in parks and green spaces, away from major roadways
- reducing outdoor air pollution in your home by closing windows and using:
 - a ventilation system with filtration
 - air conditioning on very hot days
- considering local traffic patterns and avoiding high-traffic areas when choosing a:
 - school
 - daycare
 - place to live
- limiting time spent outdoors when pollution levels are high, especially for vulnerable groups, such as:
 - infants
 - children
 - diabetics
 - the elderly
 - those with heart or lung problems
- avoiding idling your vehicle in an attached garage, and keeping any doors between your house and the garage closed

The Air Quality Health Index

The Air Quality Health Index (AQHI) can help you learn about local air pollution and its impact on your health. The AQHI measures the air quality in relation to your health on a scale from 1 to 10. It provides advice for making decisions to protect yourself and those in your care from the risks of air pollution.

Check the AQHI in your community regularly. If it is not yet available in your area, check your provincial environment ministry website for local air quality information.

Talk to your health care provider about other ways to protect your health when air pollution levels are high. This is especially important for people with heart and lung conditions.

Reducing traffic-related air pollution

You can help reduce pollution from traffic by:

- choosing alternate ways to travel, such as:
 - walking or cycling
 - public transit
 - carpooling
- driving at a steady speed and avoiding rapidly accelerating when possible
- warming your engine with a block heater on cold days before starting it (emissions are higher when the engine is cold)
- consulting the Fuel Consumption Ratings Search Tool before buying a vehicle
- turning off your engine when stopped for more than 10 seconds, unless you are in traffic or at an intersection
- reducing fuel consumption and emissions by:
 - maintaining your vehicle's engine



Air pollution from cars, trucks, vans and SUVs

Cars, pick-up trucks, minivans and sport utility vehicles (SUVs) are all types of passenger vehicles used for personal transportation in Canada. Given that there are approximately 18 million passenger vehicles on Canadian roads, they are a major contributor to air pollution, particularly in urban areas. Air pollution has major adverse impacts on the environment and the health of Canadians. While emissions of some pollutants from passenger vehicles have declined over the past two decades, air pollution continues to be one of Canada's highest environmental priorities and challenges.

Passenger vehicles emit various air pollutants including volatile organic compounds (VOCs), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO) and sulphur oxides (SO_x). Both nitrogen oxides (NO_x) and volatile organic compounds (VOCs) are involved in a series of complex reactions that result in the formation of ground-level ozone, which is a respiratory irritant and one of the major components of smog. The Criteria Air Contaminants Summary presents the emission estimates of these pollutants from transportation sources in Canada. Passenger vehicles account for a considerable proportion of the total national transportation emissions including:

- approximately 21 per cent of nitrogen oxide (NO_x) emissions
- approximately 51 per cent of volatile organic compound (VOC) emissions
- approximately 4 per cent of fine particulate matter (PM 2.5) emissions

Since 1971, the federal government has adopted increasingly stringent standards for smog-forming emissions from motor vehicles. On January 1, 2004, the new On-Road Vehicle and Engine Emission Regulations ([full regulation](#)) came into effect under the [Canadian Environmental Protection Act, 1999](#). For passenger vehicles, the regulations phase-in more stringent standards between 2004 and 2009. When these Regulations are fully phased-in, all passenger vehicles will be subject to the same set of emissions standards. These Regulations will result in a reduction of the allowable level of nitrogen oxide and volatile organic compound emissions from new vehicles by up to 95 percent and 84 percent, respectively, relative to previous requirements.

The vast majority of passenger vehicles operate using gasoline. Low levels of sulphur in gasoline enable the effective operation of vehicle emission control technologies. As a result of the requirements of the Sulphur in Gasoline Regulations ([full regulations](#)), sulphur levels in Canadian gasoline were reduced to an average of 30 parts per million (ppm) as of January 1, 2005. This level represents a reduction of more than 90% relative to average sulphur levels in the 2000 timeframe.

Date modified:

2017-02-23



Particulate matter 2.5 and 10

Particulate matter (PM) consists of airborne particles in solid or liquid form. PM (Particulate Matter) may be classified as primary or secondary, depending on the compounds and processes involved during its formation. Primary PM (Particulate Matter) is emitted at the emissions source in particle form, for example, the smokestack of an electrical power plant or a recently tilled field subject to wind erosion. Secondary PM (Particulate Matter) formation results from a series of chemical and physical reactions involving different precursor gases, such as sulphur oxides and nitrogen oxides, and ammonia reacting to form sulphate, nitrate and ammonium particulate matter.

The size of PM (Particulate Matter) particles largely determines the extent of environmental and health damage caused. For this reason, Environment Canada identifies different sizes of PM (Particulate Matter):

Total Particulate Matter (TPM) - airborne particulate matter with an upper size limit of approximately 100 micro metre (μm) in aerodynamic equivalent diameter

Particulate Matter <10 microns (PM_{10}) - airborne particulate matter with a mass median diameter less than 10 μm

Particulate Matter <2.5 microns ($\text{PM}_{2.5}$) - airborne particulate matter with a mass median diameter less than 2.5 μm

Numerous studies have linked PM (Particulate Matter) to aggravated cardiac and respiratory diseases such as asthma, bronchitis and emphysema and to various forms of heart disease. PM (Particulate Matter) can also have adverse effects on vegetation and structures, and contributes to visibility deterioration and regional haze.

Efforts to address particulate matter (PM) levels in the air are important in both the United States and Canada. Canada and the United States have completed a joint transboundary particulate matter science assessment report in support of the Canada-U.S. Air Quality Agreement.

Date modified:

2013-07-17



Sources of air pollution: transportation

By bringing people and goods together, transportation represents a key element of the Canadian economy and society. However, motorized transportation has adverse health and environmental impacts.

Transportation is one of the largest sources of air pollution in Canada. The combustion of fossil fuels to power vehicles and engines (on and off road) - [cars and trucks](#); [large trucks and buses](#); [recreational vehicles](#); lawn and gardening equipment; [farming and construction](#); [forklifts and ice resurfacers](#); [rail and marine](#) - has major adverse impacts on the environment and health of Canadians.

Initiatives to reduce emissions from vehicles, engines and fuels can have significant positive effects on air quality, [acid rain](#), [smog](#) and [climate change](#). The federal government is committed to protecting the environment and the health of Canadians by implementing measures to reduce emissions from vehicles. This includes developing [regulations for vehicles and engines](#), promoting sustainable transportation options, ensuring efficient modes of transportation and by promoting improved land-use planning and practices.

On July 29, 2015, The Government of Canada adopted the most stringent national standards in the world for air pollutant emissions from new cars and light trucks.



Available in PDF - 552 KB

► [Infographic Long Description](#)

Date modified:

2017-06-19



[Home](#) → [Environment and natural resources](#) → [Weather, climate and hazards](#) → [Air quality](#) → [Air pollution](#) → [Sources of air pollution](#)
→ [Sources of air pollution: transportation](#)

Air pollution from recreation vehicles

On December 30, 2006, the Department of the Environment proposed a new regulation entitled Marine Spark-Ignition Engine and Off-Road Recreational Vehicle Emission Regulations ([proposed regulations](#)) that would help reduce smog-forming emissions such as volatile organic compounds (VOC), oxides of nitrogen (NO_x) and carbon monoxide (CO). These emission reductions will contribute to improving air quality and the health of Canadians.

This new regulation would apply to marine spark-ignition engines, such as outboard motors and personal watercraft as well as off-road recreational vehicles, such as snowmobiles, off-road motorcycles, all terrain vehicles and utility vehicles.

In Canada, marine spark-ignition engines and off-road recreational vehicles contribute approximately 22% of the volatile organic compounds and 5% of the carbon monoxide attributable to on-road transportation and off-road machines. The proposed maximum allowable emission limits for marine engines and recreational vehicles are up to 96% lower than typical unregulated emission levels.

The engine technology improvements associated with meeting the proposed standards are also expected to reduce fuel consumption and maintenance. By reducing fuel consumption, greenhouse gases that contribute to climate change are also reduced.

The proposed regulation would apply to engines and vehicles that are manufactured on or after the targeted coming into force date of July 1, 2008.

Date modified:

2013-07-18



Air pollution from large trucks and buses

Trucks and buses are types of heavy-duty vehicles used in Canada. From a regulatory perspective, any on-road vehicle that has a Gross Vehicle Weight Rating (GVWR) of more than 3,856 kg (8,500 pounds), a curb weight of more than 2,722 kg (6,000 pounds) or a basic vehicle frontal area in excess of 4.2m² (45 square feet) is classified as a heavy-duty vehicle. Most heavy-duty vehicles are powered by diesel engines.

These vehicles play an integral role in driving the Canadian economy and it is important to ensure that their environmental impact continues to be addressed. On January 1, 2004, the new On Road Vehicle and Engine Emission Regulations ([full regulation](#)) came into effect under the [Canadian Environmental Protection Act, 1999](#). For heavy-duty diesel vehicles, the regulations will phase-in more stringent standards for smog forming emissions between 2004 and 2010. These regulations will result in a reduction of nitrogen oxides and particulate matter emissions from new vehicles by 95 per cent and 90 per cent respectively, relative to previous requirements.

Low levels of sulphur in diesel fuels are necessary to ensure the effective operation of advanced emission control technologies. These heavy-duty vehicle technologies will be used to meet the more stringent emission standards prescribed by the Regulations. The Sulphur In Diesel Fuel Regulations ([full regulations](#)) require that the sulphur level in Canadian on-road diesel fuel be reduced to a maximum of 15 parts per million (ppm) in June 2006.

While these new standards go a long way in addressing emissions from new vehicles there is still much work to be done to reduce the environmental impacts of heavy-duty vehicles currently on Canadian roads. Toward this end, Environment Canada and the Canadian Urban Transit Association (CUTA) have partnered to achieve real and quantifiable benefits toward clean air by retrofitting urban transit buses with diesel oxidation catalysts.

Date modified:

2012-06-19



Common air contaminants

Pollutants, air issues, ozone, secondary particulate, chemical reactions, fossil fuels, emissions.

Services and information

Sulphur oxides

Gases, raw materials, combustion, particles, effects, particulate matter, emission sources.

Volatile organic compounds

Gases and vapors, troposphere, hydrocarbons, toxic effects, pollutants, fine particulate matter.

Carbon monoxide

Gas, fuels, tailpipes, impacts on human health, diseases, main emission sources.

Ground level ozone

Gas, pollutants, natural sources, human activities, effects, transboundary air pollution.

Nitrogen oxides

Gases, combustion, nitrates, effects, acidification, ecosystems, particulate matter, pollutants.

Particulate matter

Airborne particles, emission sources, particles, electrical power plant, wind erosion, diseases.

Ammonia

Gas, level of concentrations, emission sources, nitrification, eutrophication, aquatic systems.

Contributors

- [Environment and Climate Change Canada](#)
- [Canadian Council of Ministers of the Environment](#)

Date modified:

2017-04-13



Common air pollutants: volatile organic compounds

Volatile organic compounds (VOCs) are carbon-containing gases and vapors such as gasoline fumes and solvents (but excluding carbon dioxide, carbon monoxide, methane, and chlorofluorocarbons). Although there are many thousands of organic compounds in the natural and polluted troposphere that meet the definition of a VOCs (Volatile Organic Compounds), most measurement programs have concentrated on the 50 to 150 most abundant hydrocarbons.

Many individual VOCs (Volatile Organic Compounds) are known or suspected of having direct toxic effects on humans, ranging from carcinogenesis to neurotoxicity. A number of individual VOCs (Volatile Organic Compounds) (e.g. benzene, dichloromethane) have been assessed to be toxic under the Canadian Environmental Protection Act, 1999 (CEPA 1999). The more reactive VOCs (Volatile Organic Compounds) combine with nitrogen oxides (NO_x) in photochemical reactions in the atmosphere to form ground-level ozone, a major component of smog. VOCs (Volatile Organic Compounds) are also a precursor pollutant to the secondary formation of fine particulate matter (PM_{2.5}). Both ozone and PM (Particulate Matter)_{2.5} are known to have harmful effects on human health and the environment.

For more detailed information about VOCs (Volatile Organic Compounds), visit the page [Volatile Organic Compounds in Consumer and Commercial Products](#).

Date modified:

2013-07-17



Common air pollutants: carbon monoxide

Carbon Monoxide (CO) is a colourless, odourless, tasteless and poisonous gas. It is a product of incomplete combustion of hydrocarbon-based fuels and is emitted directly from automobile tailpipes. Other lesser but significant sources are the wood industry, residential wood heating and forest fires.

CO (Carbon Monoxide) can have a significant impact on human health. It enters the bloodstream through the lungs and forms carboxyhemoglobin, a compound that inhibits the blood's capacity to carry oxygen to organs and tissues. Persons with heart disease are especially sensitive to CO (Carbon Monoxide) poisoning. Infants, elderly persons, and individuals with respiratory diseases are also particularly sensitive. CO (Carbon Monoxide) can affect healthy individuals, impairing exercise capacity, visual perception, manual dexterity, learning functions, and ability to perform complex tasks.

Related Websites:

[Canadian Council of Ministers of the Environment/Air](#)
[CEPA Environmental Registry](#)

Date modified:

2016-11-16



Common air pollutants: sulphur oxides

Sulphur dioxide, or SO_2 (Sulphur Dioxide), belongs to a family of sulphur oxide gases (SO_x). It is formed from the sulphur contained in raw materials such as coal, oil and metal-containing ores during combustion and refining processes. SO_2 (Sulphur Dioxide) dissolves in water vapour in the air to form acids, and interacts with other gases and particles in the air to form particles known as sulphates and other products that can be harmful to people and their environment.

Both SO_2 (Sulphur Dioxide) in its untransformed state, and the acid and sulphate transformation products of SO_2 (Sulphur Dioxide), can have adverse effects on human health or the environment. SO_2 (Sulphur Dioxide) itself can cause adverse effects on respiratory systems of humans and animals, and damage to vegetation. When dissolved by water vapour to form acids it can again have adverse effects on the respiratory systems of humans and animals, and it can cause damage to vegetation, buildings and materials, and contribute to acidification of aquatic and terrestrial ecosystems. When transformed into sulphate particles that are subsequently deposited on aquatic and terrestrial ecosystems, acidification can result, and when sulphate is combined with other compounds in the atmosphere, such as ammonia, it becomes an important contributor to the secondary formation of respirable particulate matter ($\text{PM}_{2.5}$). PM (Particulate Matter)_{2.5} is known to have harmful effects on human health and the environment, and contribute to visibility impairment and regional haze.

Related Websites:

[Canadian Council of Ministers of the Environment/Air](#)

[Acid Rain](#)

[CEPA Environmental Registry](#)

[Transboundary Air Issues](#)

[Convention on Long-range Transboundary Air Pollution \(UNECE\)](#)

Date modified:

2013-07-17



Health risks of air pollution

Please select from the following options to determine if you are at risk:

- [The most common categories of people at increased risk](#)
- [How can you tell if you may be sensitive to air pollution?](#)
- [Estimating your own sensitivity](#)

The most common categories of people at increased risk

People with existing respiratory or cardiovascular conditions

People who have existing respiratory illnesses such as asthma, chronic obstructive pulmonary disease (COPD), which includes chronic bronchitis and emphysema or lung cancer; and those with existing cardiovascular conditions such as angina, previous heart attack, congestive heart failure or heart rhythm problems (arrhythmia or irregular heartbeat) are sensitive to air pollution. People with diabetes are also more sensitive because they are more likely to have cardiovascular disease. Air pollution makes it even harder for people to breathe and can make existing lung or heart-related symptoms worse. For example, it can trigger heart attacks.

Young children



Young children are included in the sensitive groups because on a per-body-weight basis they tend to inhale relatively more air than adults. Their elevated metabolic rate and young defence systems make them more susceptible to air pollution.

The elderly



The elderly also are more likely to be affected by air pollution, due to generally weaker lungs, heart and defence systems, or undiagnosed respiratory or cardiovascular health conditions.

Those active outdoors

People participating in sports or strenuous work outdoors breathe more deeply and rapidly allowing more air pollution to enter the lungs.



Others

On days when air pollution levels are significantly elevated, even people not in the above groups may notice symptoms.

How can you tell if you may be sensitive to air pollution?

Exposure to air pollutants can cause a range of symptoms. People with lung or heart disease may experience increased frequency and/or severity of symptoms, and increased medication requirements.

People who are otherwise healthy may have the following symptoms:

- irritated eyes
- Increased mucus production in the nose or throat
- coughing
- difficulty breathing especially during exercise

Some people may be unaware that they have lung or heart disease. Consult your doctor if you have any: chest pain or tightness, sweating, difficulty breathing without exertion, consistent cough or shortness of breath, fluttering in the chest or feeling light headed.

People with existing illnesses may have the following specific symptoms:

- People with asthma or COPD may notice an increase in cough, wheezing, shortness of breath or phlegm.
- People with heart failure may experience increased shortness of breath or swelling in the ankles and feet.
- People with heart rhythm problems may notice increased fluttering in the chest and feeling light-headed.
- People with angina or coronary artery disease may have an increase in chest or arm pain.

html

Estimating Your Own Sensitivity

Note: You should always consult your doctor concerning medical issues. People who have existing respiratory or cardiovascular illness should follow their doctor's usual advice on the management of their condition. Use of the following guide is an additional tool that can be used to protect your health.

Use your own experience and symptoms as a guide.

How do you usually feel when there is an increase in air pollution? If you cannot answer this question, visit this Web site regularly and take note of how you feel on days with different levels of air pollution.

1. Take into account your age, your health status, and your level of outdoor activity. If you are in the "At Risk" group, your sensitivity to air pollution is likely to be greater.
 - Young, active children
 - Elderly individuals
 - People having existing respiratory or cardiovascular illnesses such as asthma, chronic obstructive pulmonary disease (COPD) which may include chronic bronchitis and emphysema, or people with certain heart arrhythmias (rhythm problems or irregular heartbeat), congestive heart failure, angina or previous heart attack
 - People undertaking strenuous exertion outdoors, for example during sports or strenuous work.
2. By considering these factors you can assess whether you are:
 - **Very sensitive:** Severe and frequent symptoms, possibly even after low exposures to pollution
 - **Moderately sensitive:** Between very and mildly sensitive
 - **Mildly sensitive:** Mild and infrequent symptoms, only after high exposures to pollution.

Important! This is ONLY a guide. Be sure to consult your doctor if you are experiencing moderate to severe symptoms.

html

Adapted from the sensitivity guide developed by the [New Brunswick Lung Association](#)

Date modified:

2016-06-07



About air quality

Air quality is defined as the state of the air around us.

Air pollution is a broad term applied to any chemical, physical or biological agent that modifies the natural characteristics of the atmosphere.

Air quality relates to the concentration of air pollutants in the air we breathe and/or have an impact on the environment. In other words, what is the quality of the air we breathe? Air pollution can harm the environment and/or the health of Canadians. Elderly persons, young children and persons with respiratory illness are the most likely to be impacted by poor air quality.

The primary air pollutants monitored and studied are referred to as **Criteria Air Contaminants**. Air pollutants defined as criteria air contaminants are **sulphur dioxide (SO₂)**, **nitrogen oxides (NO_x)**, **volatile organic compounds (VOCs)**, **particulate matter (PM)**, **carbon monoxide (CO)**, **gaseous ammonia (NH₃)** and **ground level ozone (O₃)**. Ozone and particulate matter are the most concerning because they cause negative health effects at any concentration. Ozone and particulate matter are by-products of chemical reactions between the other primary air pollutants. Particulate matter is also released directly to the air.

Air quality is impacted by emissions from natural sources, industry, transportation, and cross border movement. Industrial and construction activities contribute to SO₂ and PM emissions. Transportation activities contribute to NO_x and VOC emissions. Movement of air pollution from outside of Canada can lead to elevated levels of certain pollutants within the country.

Additional types of air pollutants of concern include:

- **Persistent Organic Pollutants (POPs)** such as certain pesticides, polychlorinated biphenyls (PCBs), and certain flame retardants containing bromine, are organic compounds which remain in the environment for long periods of time and are capable of travelling long distances. POPs are concerning because they can enter the food supply, bioaccumulate and have significant human health and environmental impacts.
- **Heavy Metals** such as mercury, cadmium and lead also have significant adverse impacts on human health. The Arctic region, including the Canadian Arctic, is a major receptor of some heavy metals released from sources in other regions of the world. Particulate matter in smog is often a carrier of heavy metals.
- **Toxic substances** include a wide range of pollutants such as benzene and polycyclic aromatic hydrocarbons, which are identified under the Canadian Environmental Protection Act 1999 and can contribute to air quality issues.
- **Short-Lived Climate Pollutants**, including black carbon, tropospheric ozone and ground-level ozone, which have a short atmospheric lifetime and impact both air quality and climate change.

Why is air quality important?

According to the World Health Organization, air pollution is one of the most significant global **human health risks**. In Canada, over 8 million citizens suffer from respiratory illness. Furthermore, as of November 2015, over 30% of Canadians lived in communities where outdoor levels of ozone exceeded newly established ambient air standards. Local air pollutant levels are affected by factors like emissions sources, weather conditions, and topography.

Ecosystem health is negatively impacted by air pollution as well. Soil, forest and water ecosystems have a threshold above which acid deposition and pollution loads harm the environment. The health and productivity of some crops may be harmed by ground-level ozone. Heavy metal pollutants, such as mercury, impact wildlife health by adversely affecting habitat and food quality.

There are air pollutants that while having a negative impact on human health and ecosystems, also contribute to **climate change**. Short-lived climate pollutants are among these pollutants having environmental and socioeconomic effects.

Looking forward

While progress towards better air quality has been made, there are still ongoing issues. For example, higher ozone levels persist in the Great Lakes and the eastern parts of Canada, levels of acidic deposition ("acid rain") continue to exceed the ecosystem's ability to cope in some parts of Canada, and particulate matter emissions are increasing due to construction and road traffic.

At Environment and Climate Change Canada, we work to inform the public on the state of their air quality. Our scientists carry out comprehensive research, modelling and monitoring activities. These activities:

- [advance our understanding of air pollution and its effects](#);
- [guide policies and regulations](#);
- [support compliance and enforcement actions](#); and
- [inform the public with essential air quality services](#).

The aim of ECCC air quality science and research is to identify, track and understand air quality and related emerging issues in support of cleaner air and healthier communities for the benefit of Canadians.



Air Quality Health Index (AQHI)

Air quality is critical to our health. The Air Quality Health Index (AQHI) is a tool to help you plan and enjoy a healthy lifestyle. Much like the [UV Index](#) helps protect us from the harmful effects of too much sun, the AQHI alerts us to health risks posed by air pollution.

You can use the Index to check the health risk level in your community before heading outdoors.

Did you know?

The Air Quality Health Index is updated regularly and even includes a forecast to help you plan for the day ahead. [Check the AQHI in your region](#) for the latest information.



Who should use the Air Quality Health Index?

The AQHI (Air Quality Health Index) is for everyone, including [those vulnerable](#) to the effects of air pollution, like seniors, people with chronic illnesses, or parents of young children. It has been designed to help you decide the best time to enjoy your outdoor activities.

The AQHI is measured on a scale ranging from 1-10+. The AQHI index values are also grouped into health risk categories as shown below. These categories help you to easily and quickly identify your level of risk.

1	2	3	4	5	6	7	8	9	10	+
Low (1-3)			Moderate (4-6)			High (7-10)			Very High (Above 10)	

- 1-3 Low health risk
- 4-6 Moderate health risk
- 7-10 High health risk
- 10 + Very high health risk

The AQHI was developed by the Government of Canada working together with provinces and key health and environment partners. It is gradually being introduced in communities across the country.

For more information

- [What are you breathing today?](#)
- [Frequently asked questions on the Air Quality Health Index](#)
- [Air Quality Health Index on Environment Canada](#)
- [Contact the Air Quality Effects Division of Health Canada](#)
- [Publications](#)

Date modified:

2015-06-18



Air quality modelling

Environment Canada's air quality research team includes research scientists who are internationally renowned for their work on air quality modelling. The Department carries out modelling research on the transport, transformation and deposition of pollutants by the atmosphere. Air quality models are developed on the global, regional and local scale, and are used to predict the short-term and long-term concentrations of atmospheric pollutants based on the emission levels of these pollutants and/or their precursors.

Contributing to Policies and Decision-making

The development and application of effective air quality models help integrate our understanding of the physical and chemical processes of air pollutants and provides important science support for policy decision-making. Examples of how Environment Canada's air quality modelling activities have supported national and international policies include:

- Environment Canada's air quality modelling activities are providing important forecasting data to Canada's [Air Quality Health Index](#), used by Canadians for health-related decision-making.
- The results from modelling the trends of usage and emissions of semi-volatile organic compounds, combined with on-the-ground sampling and measurement programs, provided support to the development of the [Stockholm Convention on Persistent Organic Pollutants \(POPs\)](#).
- The transboundary movement of air pollutants are also being integrated into models to predict the impact on Canada of sources in Asia, Europe, and Africa. This information helps support Canadian participation and negotiations within the United Nations [Convention on Long-range Transboundary Air Pollution](#) and its [Task Force on Hemispheric Transport of Air Pollution](#).
- Smog and acid rain components of Canada's air quality models provided scientific support to negotiators for the [Agreement between the Government of Canada and the Government of the United States of America on Air Quality](#). The Agreement also commits Canada and the United States to carrying out scientific and technical activities to improve their understanding of transboundary air pollution concerns and to increase their capability to control such pollution.
- Results from Environment Canada's air quality modelling research contributed to the Government of Canada's document [Turning the Corner: Regulatory Framework for Air Emissions](#) and related clean air priorities examining levels of emission reductions.

Contributing to Other Scientific Activities

Air quality modelling plays an important role in the integrated assessment of air quality issues contributing to a strengthening of the understanding and characterization of air pollution and eventually to well-informed air quality management decisions and strategies. Examples of how Environment Canada's air quality modelling activities contribute to other scientific activities include:

- Accurate models are needed to help interpret data and measurements from air quality monitoring programs and to help guide sampling procedures. The models can also complement the monitoring programs by estimating deposition over large regions where it may not be feasible or cost effective to take on-site measurements.
- Model predictions and forecasts are used to guide field studies and maximize the cost- and time- effectiveness of those studies.
- Together with Environment Canada's effective monitoring networks and data, air quality models are used to obtain comprehensive source attribution information - to know not only how much pollution is being deposited at any location, but also where it came from.
- The scientists are using the models to predict particular occurrences or phenomena that we may not be able to identify through observations (for example, modelling of occurrences of smog is complex, but it is valuable for predicting future smog episodes).
- Environment Canada's air quality models are used to help predict the impact of urban planning decisions, such as the placement of roads and the location or expansion of industrial areas.
- Air quality models are being coupled with climate change models, in recognition that climate change can impact gas- and aerosol-phase chemistry, transport, and cloud processes which, consequently, may impact the formation and distribution of both ozone and particulate matter. Environment Canada scientists are combining two existing numerical models, the Canadian Regional Climate Model and A Unified Regional Air-quality Modelling System to study the effects of climate change on air quality at a 42 km resolution over North America.

Air Quality Forecasting in Action

Environment Canada's current operational air quality forecast model is Global Environmental Multi-scale - Modelling air quality and Chemistry (GEM-MACH). For more information on this model and how it provides guidance for the production of air quality forecasts for Canadians, see our [Air Quality Model Forecasts](#).



Air quality indicators

[Access PDF \(1.63 MB\)](#)

Air quality can deteriorate due to the presence of one or more air pollutants such as ground-level ozone (O_3), sulphur oxides (SO_x), nitrogen oxides (NO_x), volatile organic compounds (VOCs) and solid and liquid particles called fine particulate matter ($PM_{2.5}$). Ground-level ozone and $PM_{2.5}$ are the main components of smog. The levels of these pollutants in outdoor air are influenced by many factors, including the proximity to local emission sources, weather conditions, chemical reactions in the air and the transport of air pollutants over long distances by winds.

The Air Quality indicators provide information on the outdoor concentrations of five air pollutants: $PM_{2.5}$, O_3 , sulphur dioxide (SO_2), nitrogen dioxide (NO_2) and VOCs. These air pollutants were selected because they are among the pollutants that most Canadians are exposed to and they can cause adverse health and environmental effects. Some of them also contribute to the formation of acid deposition.

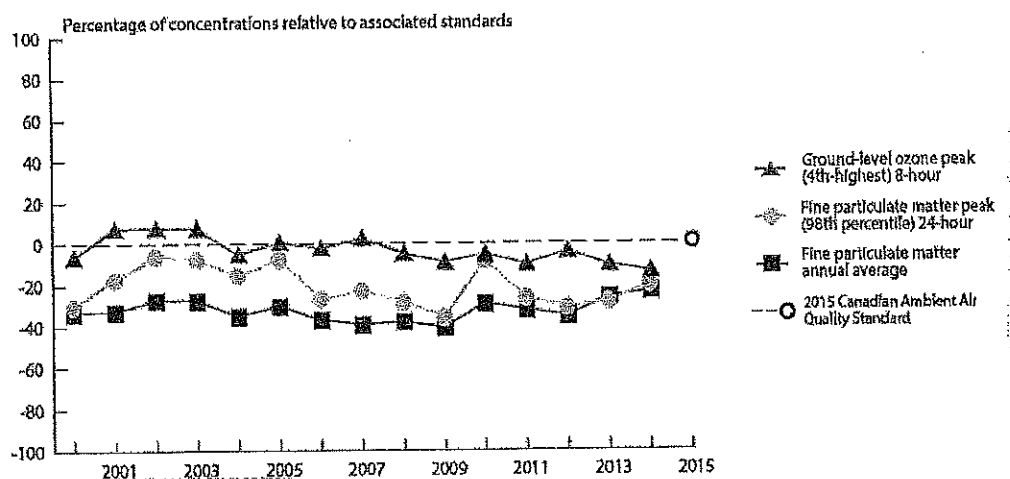
The $PM_{2.5}$ and the O_3 peak air quality indicators are reported relative to the associated 2015 Canadian Ambient Air Quality Standards (the Standards). [1] In May 2013, the Standards were established as objectives under the Canadian Environmental Protection Act, 1999.

Summary

Between 2000 and 2014, the two national indicators of $PM_{2.5}$, the annual average and peak (98th percentile) 24-hour, were below the 2015 Standards. In 2014 the $PM_{2.5}$ annual average and peak (98th percentile) indicators were 23% and 20% below the respective 2015 Standards.

The national O_3 peak (4th-highest) 8-hour indicator was close to the Standard from 2000 to 2007 and dropped below it from 2008 to 2014. In 2014, the O_3 peak indicator was 14% below the 2015 Standard.

Fine particulate matter and ground-level ozone air quality indicators relative to the 2015 Canadian Ambient Air Quality Standards, Canada, 2000 to 2014



► [Long description](#)

► [Data for this chart](#)

[How this indicator was calculated](#)

Note: The horizontal dashed line at 0% represents the 2015 Canadian Ambient Air Quality Standard for each indicator and is shown for indicative purposes only. New fine particulate matter monitoring equipment was progressively introduced across Canada to replace older monitoring equipment from the mid-2000's to 2014. These new instruments measure a portion (semi-volatile) of the fine particulate matter mass not captured by the older instruments. Due to the differences between the new and the old monitoring equipment, concentrations measured with the new monitors may not be directly comparable with measurements from years in which older instruments were used.

Source: Environment and Climate Change Canada (2016) National Air Pollution Surveillance Program and the Canadian Air and Precipitation Monitoring Network.

Details on air quality

Ambient levels of fine particulate matter

- [National levels](#)
- [Regional levels](#)
- [Ambient levels at monitoring stations](#)

Ambient levels of ozone

- [National levels](#)
- [Regional levels](#)
- [Ambient levels at monitoring stations](#)

Ambient levels of sulphur dioxide

- [National levels](#)
- [Regional levels](#)
- [Ambient levels at monitoring stations](#)

Ambient levels of nitrogen dioxide

- [National levels](#)
- [Regional levels](#)
- [Ambient levels at monitoring stations](#)

Ambient levels of volatile organic compounds

- [National levels](#)
- [Regional levels](#)
- [Ambient levels at monitoring stations](#)



Safe and healthy communities

This indicator supports the measurement of progress towards the long-term goal of the [2016-2019 Federal Sustainable Development Strategy](#): All Canadians live in clean, sustainable communities that contribute to their health and well-being.

[Access PDF \(1.63 MB\)](#)

Footnotes

- 1 Consult [Section 2.1.1](#) of the Data Sources and Methods for details.

Date modified:

2016-12-30



Air quality measurements

Air quality measurement programs are essential to advancing the understanding of atmospheric constituents and the impact of human activities on the environment. Being able to identify different air pollution sources accurately increases the ability to put in place effective policy and regulatory measures to improve the quality of the air Canadians breathe.

Environment Canada's air quality research scientists, chemists, engineers and technologists collect scientific data through various monitoring and sampling programs, with air and precipitation measurements taken at urban, rural and background locations, as well as using remote sensing techniques such as light detection and ranging (lidar) technology, and through ground-based monitoring of the stratosphere. All measurements undertaken are of the highest quality, using accurate calibration techniques and maintaining third-party accreditation to international standards.

Systematic measurements are taken to:

- provide long-term, high quality observations of atmospheric composition and radiation at locations representative of major atmospheric regimes (and geopolitical regions) across Canada;
- design and optimize air quality monitoring networks at urban, rural, and background sites across Canada;
- monitor and assess the impact of atmospheric pollution on human and ecosystem health;
- conduct atmospheric research studies and participate in international monitoring programs involving balloon, ground-based and airborne instrumentation;
- produce datasets of high quality measurements and trend analyses for air and precipitation chemistry to assess the impact of human activities on the atmosphere; and
- help provide traceable and efficient measurements and real-time information on air quality processes for assimilation into air quality prediction models and other predictive methodologies.

Date modified:

2010-06-03



Water pollution: erosion and sedimentation

In this Section:

- [Water - The Transporter](#)
- [Why is Sediment Important?](#)
 - [Toxic chemicals](#)
 - [Navigation](#)
 - [Fisheries/Aquatic habitat](#)
 - [Forestry](#)
 - [Water supply](#)
 - [Energy production](#)
 - [Agriculture](#)
- [Dredging and can it do any Harm?](#)
- [How is Sediment Sampled?](#)
- [Suspended Sediment Load in Select Canadian Rivers](#)
- [Sediment Data and Information](#)

Water - The Transporter

Water plays an important role in the transformation of the Canadian landscape by moving large amounts of soil, in the form of **sediment**. Sediment is eroded from the landscape, transported by river systems, and eventually deposited in a lake or the sea. For example, the Fraser River carries an average of 20 million tonnes of sediment a year into the marine environment.

The **sediment cycle** starts with the process of **erosion**, whereby particles or fragments are weathered from rock material. Action by water, wind, glaciers, and plant and animal activities all contribute to the erosion of the earth's surface. **Fluvial sediment** is the term used to describe the case where water is the key agent for erosion. Natural, or geologic, erosion takes place slowly, over centuries or millennia. Erosion that occurs as a result of human activity may take place much faster. It is important to understand the role of each when studying sediment transport.

Any material that can be dislodged is ready to be transported. The **transportation** process is initiated on the land surface when raindrops result in sheet erosion. Rills, gullies, streams, and rivers then act as conduits for sediment movement. The greater the discharge, or rate of flow, the higher the capacity there is for sediment transport.

The final process in the cycle is **deposition**. When there is not enough energy to transport the sediment, it comes to rest. Sinks, or depositional areas, can be visible as newly deposited material on a flood plain, bars and islands in a channel, and deltas. Considerable deposition occurs that may not be apparent, as on lake and river beds. A knowledge of sediment dynamics is an integral part of understanding the aquatic ecosystem.

Canada's waterways move many millions of tonnes of sediment annually in this never-ending cycle of erosion, transportation, and deposition. Sediment is measured and classified according to its dynamic characteristics:

- suspended load (suspended in the water);
- bed load (rolling or bouncing along the bottom);
- bed material (stationary on the bed).

Why is Sediment Important?

Sediment carried in water has a variety of effects. What are they and why are they important?

Toxic chemicals

Sediment plays a major role in the transport and fate of pollutants and so is clearly a concern in water quality management. Toxic chemicals can become attached, or adsorbed, to sediment particles and then transported to and deposited in other areas. These pollutants may later be released into the environment. By studying the quantity, quality, and characteristics of sediment in the stream, scientists and engineers can determine the sources and evaluate the impact of the pollutants on the aquatic environment. Once the sources and impact are known, action can be taken to reduce the pollutants. The association of toxic chemicals with sediment is an issue of national importance.

Navigation

Deposition of sediment in rivers or lakes can decrease water depth, making navigation difficult or impossible. To ensure access, some of the sediment may be dredged from the stream or harbour, but this may release toxic chemicals into the environment. To determine how much dredging needs to be done and how often, water levels must be monitored, and the rates of sediment transport and deposition estimated. Sedimentation of navigation channels is a concern in the Fraser River (British Columbia), the Mackenzie River (Northwest Territories), and the Great Lakes - St. (Saint) Lawrence system (Ontario and Quebec).

Fisheries/Aquatic habitat

Streamborne sediment directly affects fish populations in several ways:

- Suspended sediment decreases the penetration of light into the water. This affects fish feeding and schooling practices, and can lead to reduced survival.
- Suspended sediment in high concentrations irritates the gills of fish, and can cause death.
- Sediment can destroy the protective mucous covering the eyes and scales of fish, making them more susceptible to infection and disease.
- Sediment particles absorb warmth from the sun and thus increase water temperature. This can stress some species of fish.
- Suspended sediment in high concentrations can dislodge plants, invertebrates, and insects in the stream bed. This affects the food source of fish, and can result in smaller and fewer fish.
- Settling sediments can bury and suffocate fish eggs.
- Sediment particles can carry toxic agricultural and industrial compounds. If these are released in the habitat they can cause abnormalities or death in the fish.

Forestry

Some forestry practices have negative impacts on the environment. Extensive tree cutting in an area may not only destroy habitat but increase natural water runoff and accelerate soil erosion. These can lead to increased flow and sediment loads in nearby streams. They can also release chemical substances occurring naturally in forest soils, and allow them to contaminate rivers or lakes. Both the chemicals and the additional sediment can harm fish and other organisms. Sediment problems resulting from forestry practices are prevalent in British Columbia, Ontario, Quebec, New Brunswick, and Newfoundland.

Water supply

Sediment can affect the delivery of water. When water is taken from streams and lakes for domestic, industrial, and agricultural uses, the presence of sediment in the water can wear out the pumps and turbines. As this increases maintenance costs, it is important to determine the amount of sediment in the stream so that the appropriate equipment can be chosen when designing a water supply plant.

Energy production

The amount of sediment transported affects both the size and the life expectancy of reservoirs created for power generation. A dam traps sediment that would normally be carried downstream, and that sediment decreases the size of the reservoir and thus its use for power generation. Therefore, it is necessary to know the amount of sediment to ensure the effective design of reservoirs for the long term.

Agriculture

Some farming practices increase soil erosion and add toxic chemicals to the environment. Thus, productive soil is lost to farms, sediment and pollutants are added to streams, and maintenance costs of irrigation systems are increased. Sediment data and information are necessary in the evaluation of cropping practices and their environmental effects. Sediment-related problems associated with agriculture occur across the country.

Dredging and can it do any Harm?

Dredging is the removal of sediments or earth from the bottom of water bodies using either a type of scoop or a suction apparatus. This material, often called **spoils**, is then deposited along the shore, formed into islands, or transported elsewhere away from the site. Dredging is usually done to increase the depth or width of water channels for navigation or to allow increased flow rates to accommodate larger volumes of water.

Dredging can disturb the natural ecological balance through the direct removal of aquatic life. For example, in estuaries (part of the river mouth where fresh water and seawater are mixed), oyster beds can be destroyed; in the freshwater environment, those bottom-dwelling organisms on which fish depend for food may be eliminated from the food chain. In addition, when spoils are deposited directly in a water system, they may smother the remaining organisms, and silt or sediments released from dredging activities can cover and destroy fish feeding and breeding habitats.

Furthermore, contaminants accumulate over long periods of time in the sediments. Some toxic substances which may reside in the sediment (e.g., mercury) can re-enter the water system when the sediments are dredged. Such contaminants then endanger the health of water users, particularly the organisms that live in the body of water. Nutrients are also released by dredging. These can cause eutrophication of the system, resulting in oxygen depletion and possibly the death of fish and other aquatic organisms.

How is Sediment Sampled?

Sediment quantity and quality are sampled in a variety of ways:

- Specially designed suspended-sediment samplers are used to collect water/sediment samples that are analyzed for sediment quantity and sometimes

quality.

- **Bed-load samples** are usually taken by lowering a specially made sampler to the stream bed. Resting there, the sampler traps the material moving along the bottom.
- Bed-material samples may be taken simply by hand from exposed bars or stream banks, or by samplers from the stream bed. Some samplers scoop sediment by simply digging into the bed, while other kinds extract a core from the bed.

Once collected, suspended-sediment samples are analyzed for concentration and particle size. This is usually done in a **laboratory**. The **concentration** is the ratio of sediment (dry weight) to the total water-sediment mixture, expressed as milligrams per litre (**mg/L**) (**milligrams per litre**). The **particle size** is simply the size of the sediment particles. Depending on their size, they are classified as sand, silt, or clay.

To find out how much material is transported by a river, one can combine the concentration with the stream discharge, or flow. This gives the **sediment load**, which indicates the total amount of sediment transported over a certain time period, whether an hour, a day, month, or year. In such a way, it has been estimated that at Montreal the St. Lawrence River transports 2.3 million tonnes of sediment in suspension each year, or the equivalent of 230 000 truck-loads of soil.

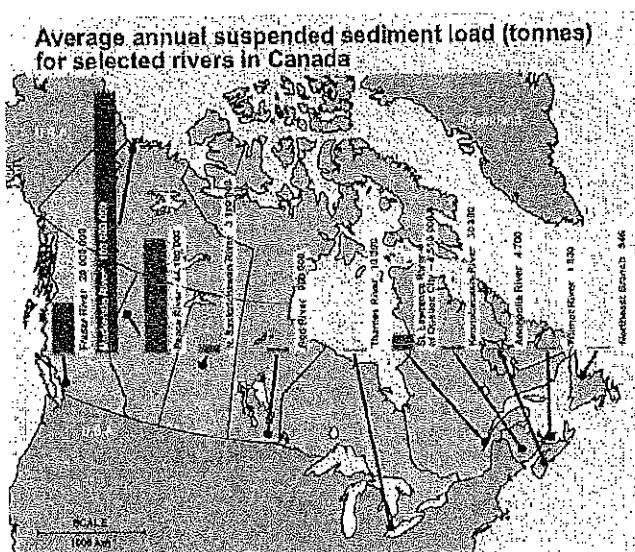
Water, and more specifically the **hydrologic cycle**, plays a major role in driving the sediment life cycle. The amount of water and its distribution over time influence how and when sediment is sampled.

In Canada, sampling is usually for suspended-sediment data. Most of this sampling is done during high-flow conditions (spring, summer, and fall rainstorms), when most of the sediment is transported through the river system. However, a few samples may be taken at other times throughout the year, to better define the sediment regime. Bed-load sampling is typically undertaken in the spring, when high discharge mobilizes the stream bed. Bed-material may be sampled during the summer, when low-flow conditions may expose parts of the stream bed, making sampling easier.

Once the samples have been analyzed, the data on concentrations, particle sizes, or loads can be applied to engineering and environmental questions.

Suspended Sediment Load in Select Canadian Rivers

Glaciers retreated 10 000 years ago, leaving large amounts of easily erodible material across much of western Canada. In mountainous areas (e.g. (for example), the Fraser, Peace, and upper Mackenzie rivers), steepness and abundant water supply enable large amounts of sediment to be carried away. In contrast, the flat and dry conditions of the Prairies result in much lower sediment loads. In eastern Canada, where much of the land is bedrock, there is a limited sediment supply and therefore smaller loads.



Sediment Data and Information

The measurement of sediments in streams in Canada dates back to 1948, in Saskatchewan. The federal government has conducted a national sediment program since 1961 in cooperation with the provinces, territories, and other interested agencies, such as hydroelectric companies. Data-collection techniques are standardized across the country to maintain data quality and comparability. Provincial governments also collect sediment data either as part of a regular sampling program or for specific studies. Consulting engineers and planners, as well as university researchers, also carry out sampling for site-specific projects.

These data have been used extensively to address reservoir sedimentation, environmental impact assessment, sediment-associated contaminant transport, and other concerns.

Sediment data and information are available from a variety of sources. A large amount of data is contained in a national computer data base operated by Environment and Climate Change Canada. The data base contains historical and current data for about 750 stations throughout the country, about 300 of which are currently monitored.

The types of data that are stored in the national computer data base are as follows:

- suspended-sediment concentrations

- suspended-sediment loads
- suspended-sediment particle size
- bed load
- bed-load particle size
- bed-material particle size
- sediment quality

The data are published annually on CD-Rom and are available from the Water Survey of Canada

Date modified:

2016-01-07



Water quantity: overview

Canada is fortunate. It has only 0.5% of the world's population, but its landmass contains approximately 7% of the world's renewable water supply.

That being said, most of Canada's population resides in the south while much of the water flows north. In addition, water quantity is affected by temperatures that increase evaporation, by development, by damming and by removing it from its source. It is not necessarily in the right place at the right time.

Information about water quantity such as flows, levels, and [sediment transport](#) is necessary to make decisions about sustainable use and for resolving conflicts. This section provides information on the quantity of water in Canada, as well as on Environment Canada's role in measuring and monitoring water flows and levels.

See Also:

- [CESI \(Canadian Environmental Sustainability Indicators\) Water Level Indicators](#)
- [Great Lakes Water Levels](#)
- [Real-time Hydrometric Data](#)
- [Water Survey of Canada](#)

Date modified:

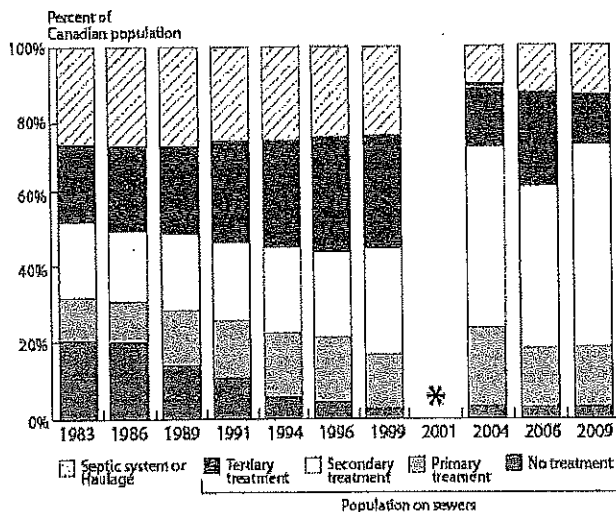
2014-02-10



Municipal wastewater treatment

Since 1983, Canadian municipalities have continued to upgrade their level of wastewater treatment. The percentage of Canadians on municipal sewers with secondary treatment or better has improved from 40% in 1983 to 69% in 2009, leaving approximately 18% with primary treatment or less and another 13% of Canadians using household septic systems to treat their sewage.

Wastewater treatment levels, Canada, 1983 to 2009



► Long description

► Data for this chart

[How this indicator was calculated](#)

Note: In 2008 and earlier, the definition of tertiary treatment included any advanced treatment. The definition was narrowed in 2009 to refer to tertiary treatment processes only.

*Data from the 2001 survey were not included, as there were not enough respondents to produce meaningful results.

Source: Municipal Water Use and Pricing Survey 1983-1999. Municipal Water and Wastewater Survey 2004-2008. Environment Canada.

Every day, millions of cubic metres of sanitary sewage are flushed from homes, businesses, institutions and industries through sink drains and toilets into city sewer systems. Municipal wastewater contains sanitary sewage and is sometimes combined with stormwater from rain or melting snow draining off rooftops, lawns, parking lots and roads. The sewer system either takes the wastewater to a municipal wastewater treatment plant or releases it directly into a lake, river or ocean.

Municipal wastewater is one of the largest sources of pollution, by volume, to surface water in Canada. Municipal wastewater normally receives treatment before being released into the environment. The higher the level of treatment provided by a wastewater treatment plant, the cleaner the effluent and the smaller the impact on the environment. Despite treatment, pollutants remain in treated wastewater discharged into surface waters. Treated wastewater may contain grit, debris, biological wastes, disease-causing bacteria, nutrients, and hundreds of chemicals such as those in drugs and in personal care products like shampoo and cosmetics.

Much of the Canadian population is served by wastewater collection and treatment systems; however, the level of treatment applied to wastewater prior to discharge varies widely. In primary treatment, wastewater is pumped into a large tank where the heavy solids are allowed to settle. In the secondary treatment process, bacteria and oxygen are added to primary-treated wastewater to further remove biological waste. Tertiary treatment removes specific substances of concern after secondary treatment using a number of physical, chemical or biological processes. Septic systems consist of a buried tank that holds wastewater long enough to separate solid waste from liquid waste. While bacteria continue to decompose solids in the septic tank, the wastewater exits the tank and enters the drain field where the soil further treats it. Haulage refers to systems where wastewater is pumped from a collection tank and taken to a disposal site. While wastewater treatment levels in communities vary a lot some patterns are evident. Inland cities, for example, tend to have higher treatment levels than those on the coast, because there is less surface water to dilute the pollution in the wastewater.

Related information

- [Environment Canada - Municipal Water and Wastewater Survey](#)
- [Environment Canada - Wastewater Management](#)



Air pollutants: heavy metals

Airborne, impact, criteria air contaminants, heavy metals, toxics, reaction, sources.

Services and information

Main emission sources

Sources, industrial processes, fossil-fuel combustion, transportation, waste incineration, products.

Heavy metals history

Human activities, lead emissions, transboundary disputes, regulations, international agreements.

Linkages with other issues

Air issues, smog, particulate matter, emissions, acid rain, environment.

Heavy metals overview

Sources, fine particles, persistent organic pollutants, hazardous air pollutants, micronutrients.

Contributors

- [Environment and Climate Change Canada](#)
- [Canadian Council of Ministers of the Environment](#)

Date modified:

2017-02-23



Smog and your health

Smog can cause damage to your heart and lungs - even when you can't see or smell it in the air around you.

When we hear the word smog, many of us picture the chemical "soup" that often appears as a brownish-yellow haze over cities. But smog isn't always visible. It's a mixture of air pollutants, including gases and particles that are too small to see. Smog often begins in big cities, but smog levels can be just as high or higher in rural and suburban areas.



We all need to protect our health against potential damage from smog.

Potential health effects

Since smog is a mixture of air pollutants, including particulate matter and ozone, its impact on your health will depend on a number of things, including:

- The levels and types of pollutants in the air
- Your age and general state of health.
- The influence of weather
- How long you are exposed
- Where you live

Smog can irritate your eyes, nose and throat. Or it can worsen existing heart and lung problems or perhaps cause lung cancer with regular long-term exposure. It also results in early death. Studies on ozone show that once it gets into your lungs, it can continue to cause damage even when you feel fine.

The people most at risk are those who suffer from heart and lung problems. Many of these problems are more common in seniors, making them more likely to experience the negative effects of air pollution. Children can be more sensitive to the effects of air pollution because their respiratory systems are still developing and they tend to have an active lifestyle. Even healthy young adults breathe less well on days when the air is heavily polluted. This is why the federal government, including Health Canada, is working to reduce the risks to your health.

Areas of particular concern for ozone in Canada are:

- The Windsor-Quebec City corridor (Ontario and Quebec)
- The Lower Fraser Valley (British Columbia)
- The Southern Atlantic region

Types and sources of air pollution

The scientists who study smog are most concerned about the following types of air pollution:

- **Type:** Particulate Matter - or PM. This is the name given to microscopic particles that pollute the air. They vary in size and chemical make-up.
Sources: Industrial and vehicle emissions, road dust, agriculture, construction and wood burning.
- **Type:** Ground-level Ozone. This gas is the result of a chemical reaction when certain pollutants are combined in the presence of sunlight. Ground-level ozone shouldn't be confused with the ozone layer in the sky, which protects us from ultraviolet radiation.
Sources: Ground-level ozone comes mostly from burning fossil fuels for transportation and industry. Ozone levels peak between noon and 6 p.m. during the summer months.

There is also concern about:

- **Type:** Sulphur dioxide
Sources: Coal-fired power plants and non-iron ore smelters
- **Type:** Carbon monoxide
Sources: Mostly from burning carbon fuels (e.g. motor vehicle exhaust)

Minimize your risk

To reduce your exposure to smog and its potential health effects:

- Check the Air Quality Health Index (AQHI) index in your community, especially during "smog season" from April to September. Tailor your activities accordingly;
- Avoid or reduce strenuous outdoor activities when smog levels are high, especially during the afternoon when ground-level ozone reaches its peak. Choose indoor activities instead;
- Avoid or reduce exercising near areas of heavy traffic, especially during rush hour; and
- If you have a heart or lung condition, talk to your health care professional about additional ways to protect your health when smog levels are high.

To help reduce the overall levels of smog in the air:

- When possible, use public transportation instead of your car. You could also walk or ride your bicycle, as long as smog levels are not too high;
- Look for alternatives to gas-powered machines and vehicles. Try a rowboat or sailboat instead of a motorboat or a push-type lawnmower instead of one that runs on gasoline;
- Consider fuel efficiency when you buy a vehicle. Keep all vehicles well maintained;
- Reduce energy use in your home. Learn more about alternative energy resources;
- Do not burn leaves, branches or other yard wastes;
- Consider joining a citizens' committee to advocate for cleaner air in your community; and
- Spend time talking with your children about the importance of a sustainable lifestyle.

Health Canada's role

Health Canada's research on the health effects of smog played a role in the development of national air quality standards for particulate matter and ground-level ozone. These standards are an important step in reducing the effects of smog on our health.

Health Canada will continue to study the effects of short and long-term exposure to smog-producing pollutants. These studies will lead to more standards and guidelines to help protect Canadians against the effects of smog.

For more information

- Health Canada's - [Air Quality](#)
- Health Canada's - [Climate Change and Health](#)
- It's Your Health - [Dioxins and Furans](#)
- Or visit Environment Canada's [Air Quality Web site](#).
Telephone: 819-997-2800 or 1-800-668-6767

Date modified:

2017-11-16



Canadian Smog Science Assessment Highlights and Key Messages: chapter 3

[Previous page](#)

[Table of contents](#)

[Next page](#)

Effects on Ecosystem Health

In Canada, quantification of the effects of smog on ecosystems is presently limited to impacts of ozone (O_3) on selected plant species. O_3 (ozone) is taken up by plants through pores, or stomates, in their leaves. Once inside the plant, O_3 (ozone) can cause direct physical damage leading to premature senescence (aging), reduced uptake of carbon dioxide (CO_2) and reduced primary productivity. O_3 (ozone) can also affect a plant indirectly by diverting energy use from important physiological processes to the detoxification of O_3 (ozone). These effects on individual plant health can lead to ecosystem changes, as plant species that are more resistant to O_3 (ozone) can become more dominant than those that are less resistant. A plant's response to O_3 (ozone) is a function of both duration and concentration of exposure, varies with species and plant development stages, and is modified by environmental factors, such as soil moisture content and humidity.

Currently, exposure-based metrics are the most appropriate tools for quantifying concentration exposure-response relationships and are well correlated with the metric used to calculate the Canada-wide Standard for O_3 (ozone). This indicates that measures aimed at reducing the 8-hour average O_3 (ozone) concentration would also reduce vegetation exposure to O_3 (ozone).

The impacts of particulate matter (PM) on vegetation are dependent upon the chemical constituents and the particle size, as these define the plant-specific PM (particulate matter) phytotoxicity levels. Plant response to PM (particulate matter) is largely due to the resultant changes in soil chemistry (i.e., acidic PM (particulate matter) deposition can leach out soil nutrients into surface waters) rather than direct deposition on the plant. Various PM (particulate matter) constituents taken up by the plant from the soil can interfere with photosynthesis, thereby reducing plant growth and productivity. PM (particulate matter) can also cause physical damage to plant surfaces via abrasion. Although beyond the scope of this assessment, PM (particulate matter) deposition has also been shown to affect surface water chemistry and species diversity¹⁰.

The impacts of PM (particulate matter) and O_3 (ozone) on wildlife is an area of emerging concern in understanding impacts to ecosystems. Research has focused on indirect effects of PM (particulate matter) and O_3 (ozone) on wildlife species through influences on vegetation, soil conditions and changes to habitat on which they depend. O_3 (ozone) animal exposure studies (e.g., mice, rats, guinea pigs, rhesus monkeys), which are designed to extrapolate results for assessing exposure effects on humans, indicate species are variable in their responses and in their sensitivity to exposure; thus, the same can be reasonably assumed for wildlife species. At this time, however, there is no research available to extend the results of these laboratory studies to assess the impacts on wildlife species or to identify which species are more sensitive to exposure.

¹⁰. Environment Canada, 2005. The 2004 Canadian Acid Deposition Science Assessment. Environment Canada, Gatineau, Quebec.

[Previous page](#)

[Table of contents](#)

[Next page](#)

Date modified:

2017-06-27



Smog: causes and effects

Smog refers to a noxious mixture of gases and particles that often appears as a haze in the air. It has been linked to a number of adverse effects on health and the environment.

The two primary pollutants in smog are ground-level ozone (O_3 (Ozone)) and particulate matter (PM (Particulate Matter)). High levels of smog are typically associated with the summer due to the presence of sunlight and warmer temperatures. However, the smog problem actually occurs throughout the year, with winter smog (due to particulate matter contributions rather than ozone) being a serious concern when stagnant air causes a build up of pollutants in the air. This is usually caused by increased wood heating and vehicle usage in the winter months.

Health - Smog has been identified as contributing factors in thousands of premature deaths across the country each year, as well as increased hospital visits, doctor visits and hundreds of thousands of lost days at work and school.

Environmental problems attributed to smog include effects on vegetation, structures, and visibility and haze (mainly due to fine PM (Particulate Matter)).

Reducing the effects of air pollution on the health of Canadians and their environment is a key commitment by the Government of Canada.

Date modified:

2014-07-15



Health effects of chemical exposure

You are exposed to numerous **chemicals** every day - in the air, food and water. There are also chemicals in products used at work, at home and at play. Exposure to most of these chemicals is not harmful. But in some cases exposure can affect your health if risks aren't properly managed.

Many everyday products are designed to make life safer, healthier and more efficient. However, their proper use, storage and disposal are important to protect you and your family's health.



Potential health risks

The health risks of chemicals depend on several factors, such as:

- the type of chemical
- the amount you're exposed to
- when and how long you are exposed
- how you're exposed (through food, water, air, products and so on)
- your age and general state of health

Some people may be more sensitive to chemical exposure than others. Groups that may be at higher risk include children, pregnant women and seniors.

Potential health effects

Accidents or incorrect use of **household chemical products** may cause immediate health effects, such as burns and poisoning.

There can also be longer-term health effects from chemicals. When these occur, they are usually the result of exposure to certain chemicals over a long period of time.

Depending on the chemical, these longer-term health effects might include:

- organ damage
- weakening of the immune system
- reproductive problems and birth defects
- effects on the mental cognitive or physical development of children
- cancer

Reducing risks

You can take steps to protect yourself and your family from chemical risks:

- Read and follow all directions when using household chemicals. If you don't understand something on the **label**, contact the manufacturer.
- Open windows to provide ventilation during and after use of certain household products, since some of these can release chemicals into your **indoor air**.
- Keep all chemical products out of sight and out of reach of children and animals. Make sure child-resistant containers are working.
- Consult the **Air Quality Health Index**, and consider adjusting outdoor activities when air quality is poor, especially if you have heart or breathing problems.

Also, visit the Government of Canada's website on **chemical substances** for consumer fact sheets on:

- **chemicals and children's health**
- **chemicals at a glance** - chemicals that are being (or have been) assessed in Canada for their possible risks to health or the environment, like lead or **bisphenol A**

The Government of Canada's role

Canada is a world leader in **assessing** and **managing** the risks of chemical substances. To protect Canadians and the environment from chemical risks, the Government of Canada regulates the manufacturing, import and use of chemicals under a number of Acts, including:

- the **Canadian Environmental Protection Act, 1999**
- the **Canada Consumer Product Safety Act**
- the **Food and Drugs Act**
- the **Pest Control Products Act**

In 2006, the Government of Canada launched Canada's [Chemicals Management Plan](#). This plan protects human health and the environment by assessing chemicals used in Canada, and putting measures in place to reduce risks that are identified.

When it is necessary to reduce chemical risks, a variety of tools can be used. These range from providing information about proper use and disposal, to regulations that restrict or even ban use.

For more information

- Chemical Substances, [Fact Sheets and Frequently Asked Questions](#)
- [Chemicals and Children's Health](#)
- [Chemicals at a Glance](#)
- Health Canada, [Food and Nutrition - Chemical Contaminants](#)
- Environment Canada, [A Guide to Understanding the Canadian Environmental Protection Act, 1999](#)
- Health Canada and Environment Canada, [Air Quality Health Index](#)
- Healthy Canadians, [Use Pesticides Safely](#)
- Healthy Canadians, [Avoid wood smoke](#)
- Healthy Canadians, [Dangers of second-hand smoke](#)
- Healthy Canadians, [Hazards in your home](#)
- [Safety with Radar](#)

For industry and professionals

- [Chemicals Management Plan](#)
- Chemical Substances, [Businesses and Organizations](#)
- Environment Canada, [CEPA Environmental Registry](#)

Date modified:

2015-05-06



This page has been archived on the Web

Information identified as archived is provided for reference, research or recordkeeping purposes. It is not subject to the Government of Canada Web Standards and has not been altered or updated since it was archived. Please [contact us](#) (<http://www.ec.gc.ca/default.asp?lang=En&n=DA294545-1>) to request a format other than those available.

This page has been archived on the Web.

Residential and Individuals

As consumers - in our residence (home) and as individuals - we use energy, both directly and indirectly. The use of this energy has the by-product of creating air pollution that affects our air quality.

Direct Pollution Sources - Residential Energy Use

Residential sources of pollution are significant. For instance, residential wood heating is the greatest single source of [particulate matter \(/air/default.asp?lang=En&n=2C68B45C-1\)](#) in Canada, and pollutants from thousands of vehicles on the road are responsible for air concerns such as [smog \(/Air/default.asp?lang=En&n=13D0EDAA-1\)](#). Residential air pollution comes from a variety of sources including:

- [Transportation \(/Air/default.asp?lang=En&n=800CCAF9-1\)](#) using the family car and recreational vehicles
- [Lawn and Garden \(default.asp?lang=En&n=615DB307-1\)](#)
- Consumer Products, (e.g. cleaning products, personal care products, paints and printing inks)
- Heating using [Fuel Oil \(/energie-energy/default.asp?lang=En&n=1F4E5D8A-1\)](#) Furnaces
- And many other sources which affect our indoor air quality.

Indirect Pollution Sources - Product and Service Consumption

As consumers, in what and how much we buy, we are the drivers and justification for all the industries that exist to support our needs and wants. As products are created and services provided, energy is used in each unique industrial process (e.g. manufacturing, refining, transportation), but also from the overarching [industrial use of energy. \(/Air/default.asp?lang=En&n=5FCB5ED3-1\)](#) to run all of these facilities.

An important part of this consumption is our role in the Energy Life Cycle, and our demand for products such as [electricity \(/energie-energy/default.asp?lang=En&n=C00AD28F-1\)](#) and [fuel \(/energie-energy/default.asp?lang=En&n=1F4E5D8A-1\)](#).

Individual choices made in the home have a cumulative impact on the air quality that we all experience.

Date modified:

2015-07-19

Big Pond is Not the Right Location for an RV Park

The site of this proposed RV Park is on the marshy shoreline of a shallow, muddy, virtually land locked pond that is filled with eel grasses, crabs, mussels and oyster shells. Big Pond is named after this "big pond". We love this pond, but it is by no means a "beach", it's not even a local swimming hole. It looks nothing like the picture with the floating oasis that has come to represent this RV Park. It is, in fact, one of the essential barachois ponds in the Bras d'Or Lake, ponds which are highly sensitive ecosystems that filter and protect the lake waters of our UNESCO Biosphere Reserve.

This development would convert acres of absorptive, natural vegetation into RV sites, parking lots, tennis courts and buildings. This hardscape would create substantial storm water runoff which could carry harmful chemicals (swimming pool, automotive, lawn care, de-icing salts, household cleaners) into the pond. Leeching from the septic system may also contribute high levels of chemical elements and toxic compounds into the pond waters. I cannot imagine anyone wanting to play in these waters then.

This pond is shallow and has a low water exchange rate, which means that any pollutants that enter it cannot be easily flushed away, it may take years. This puts it at high risk for contamination of any kind. The overall effect of this development would be to disturb the delicate balance of this ecosystem and may in fact choke the very life from the pond.

The end result may not be the ideal vacation spot everyone is looking for, but rather an RV park on the shores of a stagnant, smelly, insect infested pond.

These issues would be better managed if this proposed project was to be developed on a more appropriate site where the shore is open to the lake or ocean, where campers would enjoy swimming and playing in better waters, waters that would have the ability to "flush" themselves more easily.

Debbie Moffatt
Big Pond Centre

THE CBRM MUNICIPAL PLANNING STRATEGY STATES:

1. Rural Cape Breton Zoned communities are prized for their **clean environment** and should integrate new development in **sustainable** ways so as to **minimize impacts and protect the privacy** rural living has to offer. "
2. Zoning is designed to be a fair practice to protect the permanent residents in any given zone.
3. In the MPS, a hierarchy of site compatibility factors is used to determine the suitability of a site chosen for business development. It states **"It the streetscape of the level 1 street along a particular sector is primarily residential and low density, it must be considered differently than a street where more of a mix is in evidence. The influencing aspects of this factor include uniformity and density of development"**
4. The MPS PART 2 states: **"only "Small Scale Tourist Accommodation Businesses" are acceptable in residential neighbourhoods."** The island's tourism industry is sophisticated enough to gage the aspirations of the prospective tourist with a high degree of accuracy. Our island's tourists are looking for the type of atmosphere a small inn provides".

5. MPS Part 5 - POLICY 13.a Amusement Parks...are only permitted: in rural communities with extensive setback and buffering provisions whereby a combination of distance, topography and vegetation will protect residential development

The MPS states: "Outdoor recreational facilities that encourage boisterous behavior (eg amusement park) are inherently loud, and/or pose a danger to surrounding development if not properly sited and present their own unique set of land use conflicts.

The boisterous atmosphere encouraged and the scale of activity makes such facilities a potentially obnoxious type of development. **Studies conducted on behalf of Tourism Cape Breton, suggest the type of tourists attracted to Cape Breton do not frequent such venues....** they are to be channeled to rural locations with EXTENSIVE SETBACKS and BUFFERING PROVISIONS whereby a combination of distance, topography, and vegetation will protect residential development."

1. This development is not just an Rv Park. It will be an outdoor recreational facility (like an amusement park). Given all of these statements and policies outlined in the Municipal Planning Strategy, how can we allow such a large, high density recreation park to be considered for placement in a primarily residential, low density neighbourhood? There is simply not enough distance, given the landscape in this location, to allow for sufficient buffers or setbacks.
2. We have all chosen this RCB zone as our home, our quiet place of respite. These "campers" have left their quiet homes and are out seeking adventure, stimulation, excitement. We are grounded here, literally. We cannot pick up our homes and move on if something disagreeable enters our neighborhood. The RVs in this proposed campground can pull up stakes at a moments' notice and move away from an annoying neighbour, a noisy environment, a stagnant, polluted pond
3. We have a fundamental right to our quality of life. We pay our taxes to ensure this right. This development will impact our peaceful, quiet lifestyle. The community will be overcrowded, the night sky will be illuminated, the quiet will be shattered, our properties at risk. The sanctuary provided to us by our current RCB zoning will be irrevocably altered.
4. Tourism studies reveal that this is not what tourists to Cape Breton are even looking for. Tourism NS sates that campgrounds in NS are operating at 52% capacity, we don't need more. These same studies indicate that small Inns and BnBs , Glamping in unique, isolated, natural destinations, and high end cultural experiences are the future of tourism.
5. This RV park is not only out of sync with the low density, peaceful, visually appealing landscape of our Community, it is completely out of sync with the mind set of the local population. It is out of sync with the vision for the future of tourism in Cape Breton. It is out of sync with the vision for sustainable development for the Bras dOr Lake watershed.

Communities **within the RCB zone** are prized for their **CLEAN ENVIRONMENT** and should integrate new development in **sustainable** ways so as to **minimize impacts and protect the privacy** rural living has to offer. "

Municipal Planning Strategy Policy- Part 8 Section 5

"The CBRM shares a responsibility with all other Cape Breton Island municipalities and the province of Nova Scotia to protect the drainage basin of the Bras d'Or Lakes from pollution. Contemporary historical development has compromised its ecosystem."

Municipal Planning Strategy Storm Water Management pg 9.10 and 9.11 states

"It is a combination of the delicate balance of volume and timing that influences the severity of a flood. Man made development comprised of impervious surfaces exacerbates this subtle balance of volume and timing, first by the removal of vegetation and secondly by the construction of impervious surfaces" (MSP 9.10, 9.11)

FACTS

BRAS D'OR LAKE IS A UNESCO BIOSHERE RESERVE

THE LOW RESIDENT POULATION ALONG IT'S SHORES IS THE MAIN REASON THAT IT CAN BOAST RELATIVELY GOOD WATER QUALITY

EAST BAY ALREADY HAS THE LARGEST POPULATION IN THE LAKE & COINCIDENTALLY THE MOST STRESSED WATER QUALITY

THIS PROPOSED DEVELOPMENT ADDS A STAGGERING POPULATION IN A VERY SHORT TIME PERIOD – IMMEDIATE GROWTH

BIG POND IS PART OF THE WATERSHED FOR THE BRAS D'OR LAKE – IT IS A BARACHOIS POND

BARACHOIS PONDS ARE FILTERING SYSTEMS FOR THE WATERS THAT FLOW INTO THE BRAS DOR LAKE

IT HAS SHALLOW WATERS, VERY LOW WATER EXCHANGE RATE = LOW FLUSHING RATE = INCREASED SENSITIVITY TO CONTAMINANTS

THE PROPOSED LOCATION FOR THIS RV PARK IS INSIDE AND AT THE HEAD OF THIS VIRTUALLY LANDLOCKED BARACHOIS POND

THIS POND IS HOME TO OYSTER LEASES, EEL GRASSES, SALT WATER MARSHES, MUDDY BOTTOM – A PERFECT SANCTUARY FOR MARINE LIFE AND WATERFOWL

RISKS

INCREASED POPULATIONS ALONG THE SHORELINE OF THE BRAS DOR LAKES

PHASE 1 ALONE WILL CONVERT 6 ACRES OF NATURAL LANDSCAPE INTO 6 ACRES OF HARDSCAPE – RISK TRIPLES FOR PHASES 2&3

INCREASED HEAVY RAIN EVENTS AND FLOODING PREDICTED BY ENVIRONMENT CANADA

STORM WATER RUNOFF WILL CARRY CONTAMINANTS/ EXCESSIVE NUTRIENTS DIRECTLY INTO THE POND WATER

CONTAMINANTS SUCH AS : FERTILIZERS, HERBICIDES, AUTOMOTIVE FLUIDS, HOUSEHOLD CLEANERS, DE-ICING SALTS, SEPTIC BY PRODUCTS ,HEAVY METALS

CONTAMINATION WILL LEAD TO UNNATURALLY HIGH PLANKTON GROWTH AND ALGAE BLOOMS= WHICH WILL USE UP ALL OF THE OXYGEN IN THE WATER = SUFFOCATE POND , SUFFOCATE MARINE LIFE SUCH AS FISH, EELS, OYSTERS, SHELLFISH

LARGE SEPTIC FIELD WILL RESULT IN LEECHING OF SEPTIC BY- PRODUCTS/CONTAMINANTS/NUTRIENTS INTO GROUND WATER AND INTO THE POND

AMMONIA FROM SWIMMERS – CONTAMINATION OF SHELLFISH – INCREASE RISK OF ALGAL BLOOM

RAKING OF SEA GRASS BEDS – DESTROYING FISH, OYSTER HABITAT TO MAKE WAY FOR SWIMMERS AND WATERCRAFT

DISRUPTION OF BOTTOM SEDIMENTS BY MOTORIZED WATERCRAFT = INCREASED TURBIDITY AND INCREASED WATER TEMP, RESULTS IN CLOGGED FISH GILLS, INCREASE DANGER OF ALAE BLOOMS /SUFFOCATION OF POND

MOTORIZED WATERCRAFT IN SHALLOW WATERS = INCREASE SHORELINE EROSION , DISTRIBUTION INVASIVE PLANTS

SAND INTROCED ALL ALONG THE SHORELINE – WILL BE CARRIED INTO THE POND BY STORM WATER RUNOFF – INCREASED SEDIMENTATION, TURBIDITY

GARBAGE – WIND WILL CAPTURE PLASTICS AND DEPOSIT THEM IN THE POND WATERS

MPS 17e) NOISE EMANATING FROM THE SITE IN AN ENVIRONMENTAL CONTEXT NOISE IS DEFINED AS ANY UNWANTED SOUND

THIS NOISE CANNOT BE SUFFICIENTLY MITIGATED –MPS 17 e states “IF ZONE PROVISIONS CANNOT BE ESTABLISHED THAT PROVIDE REASONABLE PROTECTION TO THE RESIDENTS IN PROXIMITY, THE APPLICATION SHOULD BE DENIED”

ON A BACKDROP OF SILENCE, ANY UNWANTED SOUND BECOMES “NOISE”- Big Pond is a very quiet community SOUND IS AFFECTED BY:

DISTANCE-Shorter distance = greater sound= The greater the noise, the greater the setback distance required to mitigate = simply not enough land here

WATER = Sound travels further and faster over water and is amplified.. Nearby homes on the Pond are only 0 to 350 meters across the water

TEMPERATURE = Sound travels faster in WARM TEMPERATURES. Summertime is High Camping Season =WARMER TEMPERATURES

OUTDOOR SUMMERTIME SOUNDS – There is greater potential for annoyance due to open windows and outdoor activities.

SURROUNDING TERRAIN – Hillside is already a NATURAL AMPHITHEATRE, replacement of natural vegetation with hard surfaces will increase this effect.

LOUDNESS, PITCH PATTERNS AND DURATION – all of these factors contribute to the perception of annoying noise

MULTIPLE SOUND SOURCES = Have a cumulative affect = Increased annoyance factor

DURATION = This noise will be Cumulative, Chronic, Constant, Repetitive, Annoying, All Day, Every Day, All Year Round

NOISE AFFECTS HEALTH= Hypertension, High Stress Levels, Sleep Disturbances, Rise in Blood Pressure

Outdoor recreational facilities that encourage boisterous behavior are inherently loud, and/or pose a danger to surrounding development if not properly sited and present their own unique set of land use conflicts.”

SOURCES OF NOISE EMANATING FROM THIS DEVELOPMENT

- YELLING, HOOTING, HOLLERING, SQUEALING, WHISTLING –Hundreds of campers down at the waters’ edge
- BARKING DOGS
- AIR CONDITIONERS- RVs and buildings all equipped with air conditioners
- PUMPS- pool and hot tub pumps
- YARD MAINTENANCE EQUIPMENT – lawn mowers, trimmers, chain saws
- PUBLIC ADDRESS SYSTEMS
- MUSIC – personal radios, TVs, campfire sing alongs, parties
- MUSIC CONCERTS- AMPHITHEATRE- Multi day Festivals, long hours, like a Big Pond Concert all year long, close to waters edge
- WATERCRAFT- High speeds, water which amplifies the noise
- OTHER ACTIVITIES – Tennis, Zip Lines, Splash Park, Swimming pool
- SNOWMOBILES and ATVS- loud, repetitive, racing around, around, and around, on the frozen pond, shorelines and woodlands and properties
- VEHICULAR NOISE = as many as 600 large trucks, motor homes and other diesel engines

ome additional points for Council to consider under 17E

I am submitting the following questions, concerns, issues for you to consider in advance of the public hearing on Tuesday Feb. 20/18 regarding Amendment 1037 – Site specific Zoning amendment for Big Pond.

Page 111

I trust that you will make a well informed decision.

Thank you.

Respectfully,

Mike Britten

ome additional points for Council to Consider under 17E

Visual Compatibility

- In keeping with the definition in the MPS of what constitutes a rural environment (see Part 1 – pages 1.3-1.5, what fact based evidence do you have that the size, scope and complexity of the proposed RV Park will add any value to the nature and sensitivity of the rural landscape? How does it “fit” a community prized for their clean environment.
- What controls will be put in place to ensure a level of acceptable visual compatibility for rural Big Pond?

The MPS indicates that several restrictions prevent or greatly impede putting a farm near certain residential areas. For example, Cantley Village.

- So how can a massive campground be put next to an existing farm?

Additional points for Council to Consider under 17E

Noise Emanating From the Site

- What fact based information has been provided to Council with respect to the risk and known adverse effects that excessive noise (from the campers, their generators, and air conditioning units) will have on the mental and physical health of area residents?
- Other than the planting of trees and shrubs, how will noise be mitigated?
What type of trees and shrubs buffer noise?
- What fact based information do you have regarding the risk and known adverse effects of noise on the wildlife?
- What science, engineering methodologies and best practices have been utilized to determine what proper mitigation is necessary to protect the environment (including the residents) from the noise that cannot be buffered on Lockmore Harbour.

ome additional points for Council to Consider under 17E

Dust or Fumes Emanating From the Site

What fact based information has been provided regarding the risk or known adverse effects on the environment (including its effect on seniors and children, species at risk and their habitats) as result of dust or fumes?

What science and engineering methodologies were used to determine that only asphalt covered roads are sufficient to mitigate the adverse effects of dust and fumes? What about prevailing winds?

Have any mitigation measures being submitted to address other adverse effects of dust and fumes emanating from numerous fire pits, propane and diesel?

What facts were presented to show that dust and fumes from this campground will not adversely affect the “organic” farm right next door?

Additional points for Council to Consider under 17E

Traffic Attracted To, and Leading From, the Site

- A traffic study is to be completed by the Department of Transportation and Infrastructure Renewal:
- Is the study complete? Has CBRM received a report from this study?
- Does Council have all the information to make an informed decision with respect to zoning and related traffic issues and concerns?
- Has there been consultation with the Big Pond Volunteer Fire Department to address emergency response? Will there be a coordinated emergency plan?
- Has there been consultation with adjacent landowners with respect to traffic flow and movement of farm equipment?

As stated in 17.e of the MPS:

If zone provisions cannot be established that provide reasonable protection to the residential development in proximity, the application **SHALL BE DENIED**

The zone provisions for this proposed project DO NOT establish that provision of reasonable protection to residential development has been determined. **Therefore, the application should be denied**

From: Betty Belmer
Sent: January-29-18 12:25 PM
To: Karen M. Neville
Subject: Fwd: Objections to Proposed 600-Site RV Park in Big Pond Centre

Dear Ms. Neville:

I understand that we can submit our written objections to the proposed RV park in Big Pond Centre and request that it be included in the final report that Council will receive on the issue. I therefore attach a copy of an email containing our objections that we sent on Nov. 13 to our councillor, Mr. Ivan Doncaster, and other council members. If that letter has not already been included in the final report, I ask that it now be submitted for inclusion.

Thank you.

Betty Belmer and Leslie Hicks
Owners of Lot 6
Mie Mestreech Rd.
Big Pond Centre

25 Higgins Road
Nepean, ON
K2G 0R3
Tel: [REDACTED]
Email: [REDACTED]

----- Forwarded message -----

From: Betty Belmer <[REDACTED]>
Date: Mon, Nov 13, 2017 at 9:01 AM
Subject: Objections to Proposed 600-Site RV Park in Big Pond Centre
To: idoncaster@cbrm.ns.ca
Cc: cmmacintyre@cbrm.ns.ca, cprince@cbrm.ns.ca, edmacmullin@cbrm.ns.ca, epmarshall@cbrm.ns.ca, sdgillespie@cbrm.ns.ca, emacdonald@cbrm.ns.ca, frparuch@cbrm.ns.ca, ammcdougall@cbrm.ns.ca, gmmacdonald@cbrm.ns.ca, drbruckschwaiger@cbrm.ns.ca, kccoombes@cbrm.ns.ca, jmacleod@cbrm.ns.ca

Dear Mr. Doncaster:

We are writing to you as concerned taxpayers in Big Pond Centre regarding the proposed 600-site RV Park. We respectfully request that, as our elected representative, you do everything in your power to ensure that the Council does NOT give its approval of this project.

We are the owners of Lot 6, Mie Mestreetch Road in Big Pond Centre. We purchased this property in 2000 with the hope of building our dream home in what we thought was one of the most beautiful and unspoiled areas on the Bras d'Or Lakes. Unfortunately, employment issues interfered with that dream and caused us to postpone it for a time. Nevertheless, we have been respectable taxpayers from Big Pond Centre for the past 17 years and a total of 36 years in Cape Breton overall. We respectfully request that you and the rest of our Council give significant weight to our opposition to this project.

Here are our concerns:

1. A 600-unit RV park is a huge commercial development. It is not in keeping with the rural and residential character of the community.
2. This development will attract considerable more traffic to the area than currently. As a result there will be a need for more highway infrastructure and maintenance, and more accidents.
3. Noise from so many RV's and the users of the park will be significant, much more than the current serenity, and much greater than the few loons that now frequent the pond.
4. Although the project proposal does have a water and sewage disposal plan, I am convinced that due to the highly concentrated load on these services (600 RV's) there will be adverse effects on the aquifer, especially on nearby residents. When these effects occur, they will be very difficult to prove and to assess blame. Local residents such as us will suffer. There will also be other adverse environmental concerns including de-forestation, silt and soil run-off, and damage to the pond ecosystem. I do not see anything in the proposal which addresses these issues or which warrants corrective measures when they do occur.
5. We, the local residents value our current peaceful environment and privacy. There is absolutely no doubt that a 600-RV park will attract a large crowd. Conservatively, at 2 persons per RV, that could easily be 1200 persons using the area on any given day, and perhaps on really busy days with families and other visitors, maybe as high as 5 or 6 persons per RV (up to 3,600 persons). However, even if you take the lower number (1,200), that is a huge crowd to put in such a small area and on the small beach in front of the site. There will be noise and there will be pollution, but there will also be trespassing onto neighbours property and probably even criminal activity such as vandalism and break-and-enter. Who will pay for this when it occurs? Local residents.
6. Property values in the area will take a significant hit if this development is allowed to proceed. No sane person wants to live next door to a 600-RV park. If this goes ahead, we will have to re-assess if we want to build our dream home in Big Pond Centre. I expect there will be many others who will do the same. In the end, Big Pond Centre may gain an RV Park, but lose residential construction and neighbours who truly respect each other. RV'ers will not give you

that same commitment. This NOT the type of community that Rita MacNeil loved and sang about. Again, who will compensate us for our loss? Why allow a project that takes from our pocket with nothing in return? It is even my understanding that the developer is not even from Cape Breton!

7. It is also not fair that this decision will be decided by a vote by council at large. It is only you that has a vested interest in protecting our rights. I suggest that, rather than a vote by council, that it be decided by a plebiscite by the taxpayers in Big Pond Centre. Alternatively, you should plead with your fellow councilors who are not taxpayers from Big Pond Centre to vote against it or at least abstain from the vote.

Thank you in advance for your support on this issue. We shall be closely tuned to the result.

Les Hicks (P.Eng., MBA) and Betty Belmer

Owners of Lot 6

Mie Mestreech Rd.

Big Pond Centre

25 Higgins Road

Nepean, ON

K2G 0R3

Tel: [REDACTED]

Email: [REDACTED]

cc. All Members of Council:

Cathy MacIntyre cmmacintyre@cbrm.ns.ca

Clarence Prince cprince@cbrm.ns.ca

Earlene MacMullin edmacmullin@cbrm.ns.ca

Esmond "Blue" Marshall epmarshall@cbrm.ns.ca

Steve Gillespie	<u>sdgillespie@cbrm.ns.ca</u>
Eldon MacDonald	<u>emacdonald@cbrm.ns.ca</u>
Ray Paruch	<u>frparuch@cbrm.ns.ca</u>
Amanda McDougall	<u>ammcdougall@cbrm.ns.ca</u>
George MacDonald	<u>gmmacdonald@cbrm.ns.ca</u>
Darren Bruckschwaiger	<u>drbruckschwaiger@cbrm.ns.ca</u>
Kendra Coombes	<u>kccoombes@cbrm.ns.ca</u>
Jim MacLeod	<u>jmacleod@cbrm.ns.ca</u>

From: Malcolm Gillis
Sent: February-16-18 3:23 PM
To: cathy@dioceseofantigonish.ca
Cc: Karen M. Neville; Deborah Campbell Ryan
Subject: FW: Zoning Amendment Application-Chris Skidmore RV Campground

Hi Cathy. We are in receipt of your letter to the Clerk's office on behalf of the Diocese. I want to clarify for you that the driveway access you are referencing is not an easement given to the Diocese by the Sampson's. The Diocese actually has clear title to the driveway as it was conveyed in a deed from Francis Sampson dated 1980 to be found on page 638 in Book 1258 of the Province's Land Registry.

Malcolm Gillis
Planning and Development Department
Cape Breton Regional Municipality

MARTHA JUSTICE MINISTRY
"Embracing our Neighbours and Common Home"
MINISTRY OF THE SISTERS OF ST. MARTHA, ANTIGONISH

The Council of the Cape Breton Regional Municipality
City Hall
320 Esplanade
Sydney, NS B1P 7B9
Canada

January 29, 2018.

Dear Mayor Cecil Clarke, Deputy Mayor Eldon MacDonald, and Councillors of the Cape Breton Regional Municipality,

I write to you today on behalf of the Martha Justice Ministry of the Sisters of St. Martha, Antigonish. The Sisters of St. Martha, owners of the property fondly known as "Kerana", have long called the Big Pond area home, with many Sisters ministering in this community over the years and many frequenting the home for retreats and holidays.

As property owners and concerned members of the Big Pond community, we write to you with several concerns and considerations regarding the recent proposal submitted to Council for the development of the "Ceilidh on the Lakes Campground".

According to the proposal submitted by the developer, the potential capacity of this development is 541 RV sites and 64 tenting sites with additional multifaceted land and water infrastructure. The development proposal outlines a significant transformation of natural land and waterfront area and a sustained and concentrated presence of upwards of 1200 people (considering that each site may house one, two, three, or more, individuals) on this relatively small plot of land.

A development of such size and scope will undoubtedly result in substantial modifications to both the land and community of Big Pond, modifications that we believe, if not considered carefully, may have damaging and irreversible impacts on the land and water systems of the Big Pond area.

We call on the Council of the Cape Breton Regional Municipality to seek rigorous assessment of the potential impacts of this development on the area from the appropriate government departments and scientific bodies and, in a transparent and thorough manner, to share this information with residents of the area.

It is our belief that it would be shortsighted and irresponsible to allow for such a large and complex development to go forth without an in-depth understanding of the risks posed to the natural environment and the lives of our community members.

We call upon Council to provide accurate and thorough information regarding the following impacts: sewage management, storm/waste water runoff, significant increase in water drawn and impact on groundwater, sewage disposal, emissions from increased vehicle traffic and on-site activity, possible outcomes of significant modification to the natural landscape, wetlands, watercourse and aquatic life and the impact on property and business (e.g. farming and fishing) of the local area.

It does not seem responsible, nor in the interest of constituents in the Big Pond community and this area more broadly, to move forward in allowing rezoning of this area to accommodate this development without the gathering of information on these critical areas of concern.

The preservation and protection of this area is of utmost importance to us. The Martha Justice Ministry would like to firmly indicate that as property owners and concerned citizens, the Sisters of St. Martha, Antigonish stress the need for consideration of the long-term and possibly devastating effects of such a development.

We ask that Council please respond to this letter at its earliest convenience, with a description of the plan that the Cape Breton Regional Municipality has put in place to assess the potential impacts of this project, the ways in which this information will be disseminated and considered, and how residents will be included in the decision making process moving forward.

Thank you for your consideration and we look forward to your reply.

Sincerely,

ORIGINAL SIGNED BY

Amy Brierley; Coordinator, Martha Justice Ministry
On behalf of the Martha Justice Ministry
Sisters of St. Martha, Antigonish
45 Bay Street
B2G 2G6
justice@themarthas.com

CBRM



A Community of Communities

Cape Breton Regional Municipality

Malcolm Gillis

Director Planning and Development Department
Email: mgillis@cbmr.ns.ca
Tel: 902-563-5027

320 Esplanade, Sydney, N.S.
B1P 7B9
Fax: 902-564-0481

February 8th, 2018

Amy Brierley
Coordinator, Martha Justice Ministry
45 Bay Street, Antigonish Nova Scotia
B2G 2G6

Dear Ms. Brierley:

My name is Malcolm Gillis. I am the Director of CBRM's Planning and Development Department. The Mayor asked me to respond to your letter dated January 29th, written on behalf of the Ministry, to CBRM's Mayor and Council.

Council's decision regarding this zoning amendment application is only one of many approvals, permits and licences from the Regional Municipality and the Province, and quite possibly the Federal Government as well, before this proposed RV park can open. The decisions of the other levels of Government will be made independently from the zoning amendment decision of Council and most of the concerns you expressed in your letter are the jurisdictional responsibility of the Province. The Province has not given municipalities the authority to demand the development proponent address the environmental concerns you've referenced to the Municipality's satisfaction before granting approval of an application for a zoning amendment. Council would most assuredly lose on appeal if it did so. Appeals of zoning amendment decisions of municipal councils go to the Provincially appointed Utility and Review Board. That's not to say your concerns won't be addressed appropriately by the other levels of government.

If CBRM Council approves this zoning amendment request it will only give the proponent the permission to apply for a Building/Development Permit from the Regional Municipality. That application will be evaluated according to provisions in a site specific/use specific zone adopted by Council after the zoning amendment Public Hearing is conducted.

In your letter you reference the following concerns:

1. sewage management and sewage disposal;

2. storm and waste water runoff;
 3. significant increase in water drawn and impact on ground water;
 4. emissions from increased vehicle traffic and on-site activity;
 5. possible outcomes of significant modification to the natural landscape, wetlands, watercourses and aquatic life; and
 6. impact of property and business.
1. Before CBRM would accept an application for a Building/Development Permit the proponent will have to provide us with confirmation that the Province's Department of the Environment has approved the design of the on-site sewage disposal system necessary to collect and treat the sanitary sewage. And when construction starts, the installation of that on-site sewage disposal system will be inspected by that Department of the Province.
 2. The developer of the RV park will be required to submit to the CBRM a storm water management plan at the Building/Development Permit application stage that will be reviewed by CBRM's Engineering and Public Works and Planning and Development Departments.
 3. The park will be required to provide potable water to its tenants and the means to get that water must be approved by the Province's Department of the Environment. Under the *Environment Act*, developments require a water withdrawal approval if groundwater withdrawal exceeds 23,000 litres per day, for a period of more than two weeks. This park will exceed that amount on a daily basis. As a part of that approval the location of nearby groundwater users must be identified and the potential interference effects on these wells must be assessed. The campground also needs to be registered as a public drinking water supply.
 4. The Province's Department of the Environment is responsible for determining if a development is adversely affecting air quality. The legal document they would use is the Air Quality Regulations under the Environment Act.
 5. Protection of wetlands, watercourses and aquatic life are the responsibility of the Province's Department of the Environment and Department of Natural Resources (fresh water) and the Federal Government's Department of Fisheries for salt water.
 6. The potential for such a large business proposal to adversely affect properties in the vicinity is a matter for a Municipality to consider when being asked to approve a zoning amendment. Planning and Development Department staff is currently preparing an issue paper and draft zoning provisions to be distributed to Council prior to the Public Hearing which will attempt to address such concerns. And that is what the Public Hearing is about i.e. to hear legitimate concerns from property owners before Council renders its decision. However, if Council based a decision to reject this zoning amendment application on concerns this RV park potentially could adversely affect the viability of an existing

competing business (e.g. the Ben Eoin campground) it would be considered interfering with the free market and Council would most assuredly lose on appeal.

I want to assure you that the granting of a zoning amendment is merely one of the very first steps in a series of legal and bureaucratic approvals culminating in a Licence to operate a campground from the Province's Department of Tourism.

If you have any further questions pertaining to this please don't hesitate to contact me directly.

Sincerely,

ORIGINAL SIGNED BY

Malcolm Gillis
Director of the Planning and Development Department

c.c. Mayor Cecil Clarke
Council
Karen Neville
Clerk Deborah Campbell



DIOCÈSE ANTIGONISH DIOCESE

DIOCESAN PASTORAL CENTRE CENTRE DIOCÉSAIN DE PASTORALE

Mailing Address: P.O. Box 100, Sydney, NS B1P 6G9

Website: www.antigonishdiocese.com

Phone: 902-539-6188

Fax: 902-539-7195

Clerk's Office
CB Regional Municipality
ClerksOffice@cbrm.ns.ca
Karen Neville, MCIP

Re: Zoning Amendment Application-Chris Skidmore RV Campground

February 15, 2018

Dear Karen/CBRM:

Thank you for your letter dated February 8, 2018 concerning the proposed RV campground in Big Pond and received on February 13, 2018. Please note the deadline established for responses did not allow much time for the Catholic Episcopal Corporation to prepare a response to the Municipality. We will not be attending the hearing. However, we are filing this letter with respect to St. Mary's Parish Cemetery, which is adjacent to the proposed site of this development.

St. Mary's Cemetery is located on PID # 15232226 and PID # 15327521. The cemetery has been a significant part of this community for many years and access to the Cemetery has been granted to St. Mary's Parish by current property owner on PID # 15327562 since the 1960s. It is important that the Parish retain this traditional access so that the Parish may maintain and continue actively using the cemetery as a sacred space for deceased members of the Parish and their families, as well as visitors to the community. The Cemetery is a resting place for many hardworking parishioners and we would appreciate being able to maintain it as a respectful, serene and holy space. The ability to maintain this access would help provide assurance to the Parish and the community that this will continue to be the case.

St. Mary's Parish has ensured that this Cemetery is in excellent condition and it has historically always addressed any issues that the adjoining property owner may have had regarding this traditional access to the Cemetery. We wish to continue operating St. Mary's Cemetery and enjoy the traditional access to this sacred place in the community. According to the maintenance person, the cemetery is filling up and based on the location of the plots and contours of the land it will be difficult to provide any other means to provide an alternate access to the Cemetery and its grave sites, if the current traditional access is changed or restricted because of this proposed development.

Sincerely,

Original Signed By

Cathy Farrow, Managing Director/Financial Administrator

c.c. Karen Neville, Father Angus MacDougall, Father Richard Philliposki, Bishop Brian Dunn, Anne MacPherson, Hughie MacPherson, Councilor Ivan Doncaster

By way of introduction, I am John, son of Elizabeth (MacNeil), daughter of John, son of Roderick, son of Stephen, son of John (Iain) Mor, son of Ruairidh (Rory Breac) MacNeil, the pioneer settler in Big Pond (see below.)

Our family has owned and lived on his land for more than 200 years.

With the respect to the February 20, 2018 hearing on the matter of the proposed RV Campground in Big Pond, I would like to offer three main points for consideration to the Council.

- 1) The proposed RV Campground, as has been noted in greater detail by others, presents significant risks to the environment and may not be conducive to the long term sustainability of the ecosystem.
- 2) Big Pond is a small community with a long history of Gaelic and Highland traditions, and a development of the proposed scale may be overwhelming to the culture and local way of life.
- 3) The resulting population growth will be more than tenfold, placing a considerable burden on infrastructure and traffic patterns.

Unfortunately, many of us who call Big Pond home cannot be present for the meeting February 20th.

I would hope every effort is made to consult fully as fully as possible with the entire community, especially those whose families have called Big Pond home for generations.

John Gentles

RUAIRIDH BREAC arrives at Big Pond in 1802



One hundred and sixty-five years ago, a small boat made a landing on the gravel shores of Big Pond. From it stepped a sturdy Highlander, come here to carve a new home for himself out of the wilderness. His name was Rory MacNeill; called Ruairidh Breac in his native Gaelic. He had served in the British army, and a grant of land in Big Pond had been his reward. Ruairidh Breac's first wife died in Scotland. He married a woman from the North Sydney area, and fathered 21 children. Nearly all of the people of Scottish ancestry living in Big Pond today, are related to Ruairidh Breac, and others are scattered throughout Canada and the United States. Ruairidh Breac died in 1855.



Mayor and Council

I am writing at this time to voice my opinion in OPPOSITION to the rezoning application for an RV Park in Big Pond. Being an RV'er with considerable travel experience across North America, I speak with some knowledge of RV parks and what they do for communities - good and bad. Let me say that, I am in favour of a new RV Park in Cape Breton County, but not in Big Pond and not of the type proposed.

First, the attached chart from NS Tourism strongly indicates that there is no demonstrated need for new RV capacity in Nova Scotia with parks in all districts in the Province recording less than 50% occupancy.

Second, if there is any municipal support for additional RV capacity it should be in favour of facilities which would be a base for visiting RV'ers from which to visit major tourist attractions in the area. This would have the benefit of extending the stay of visitors and generate increased activity and economic support for the tourist industry in general. A new park in Big Pond is too far removed from the major attractions, and indeed is proposed to be a residential facility which will only recycle Cape Breton revenue around the Island until Mr. Skidmore removes profits to Alberta. We need off-Island dollars coming to Cape Breton, not the other way round.

Third, as voiced by the Big Pond Community Council, and the local Councillor, this facility is not congruent with the rural lifestyle in the community. The introduction of a large population with no ties to the community, the additional burden placed on local volunteer fire and EMS services, the requirement for additional policing, are responsibilities not welcomed by current residents who see no positive outcome for the community from this proposal.

Forth, is the potential environmental threat of pollution of the Pond from massive runoff contamination, threats to well water supplies, the potential for the site to be abandoned in the future in the event of economic failure of the project, the inevitable noise pollution from the park residents - both day and night -, and many yet unforeseen issues to arise from the many-fold increase in population.

Fifth, is the limited economic benefit to the community from a project with such an overwhelming footprint on the landscape. Sure, there will be some short lived jobs during the construction phase but long term employment benefits will be limited. Jobs will be low paying and seasonal. Many potential jobs will be "bartered" labour for site rental - resulting in loss of payroll taxes and HST for rental fees. Future tax paying development of the surrounding vacant land will not be realized, not to speak of the diminished assessment of existing properties. The proposed self-contained nature of the project with on-site store, restaurant, propane, etc. will detract from other nearby businesses and surely will not encourage the creation of local support services. CBRM has yet to discuss the potential benefit of property taxes from the project but I am confident that Council's support of an RV park in a more welcoming and central location will be more fruitful to the municipality.

Sixth, is the apparent preferential zoning treatment for "wheeled residences" vs fixed structures. It seems grossly unfair that a seasonal residence with wheels should be allowed on a lot 30 ft. x 60 ft. in Big Pond, but not anywhere outside an RV park elsewhere in CBRM. Special regulations for these "wheeled residences" require only flexible sewer and water connections and electrical supply via an extension cord laid on the ground. This is discrimination and not acceptable to property owners with priority access and commitment to the community and its building codes.

I trust that you Councillors, as protectors of the wellbeing of all CBRM communities, will see through the gloss and glitz of this proposal, and vote to REJECT the application for rezoning based on the negative evidence presented by many on this issue. Why not situate this facility in the Open Hearth Park, on vacant land in Glace Bay, New Waterford, or the Northside, where it would be less disruptive to a small rural community and serve as an attractive and convenient regional base for RV'ing visitors to the industrial area?

Respectfully submitted,

Gordon Sutherland

Campground Demand by Region, 2006-2015

By Region

	2006			2007			2008			2009			2010		
	Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %	
Annapolis Valley & Fundy Shore	383,400	44		384,200	42		428,000	47		427,800	46		439,400	47	
South Shore	105,500	34		111,400	35		117,700	38		133,100	40		141,400	52	
Eastern Shore	27,200	28		34,600	29		36,100	32		32,700	29		31,100	27	
Cape Breton	155,100	38		152,900	37		142,600	37		154,500	40		165,000	42	
Northumberland Shore	90,500	42		89,800	41		82,400	40		89,000	43		88,300	43	

	2011			2012			2013			2014			2015		
	Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %		Site-nights Sold	Occupancy Rate %	
Annapolis Valley & Fundy Shore	402,584	46		347,360	38		420,929	48		441,560	51		432,152	49	
South Shore	149,163	44		131,765	41		147,925	44		150,648	44		155,130	44	
Eastern Shore	25,119	27		20,342	22		25,309	26		26,934	27		28,754	29	
Cape Breton	141,904	35		130,261	34		154,182	42		152,392	41		159,326	41	
Northumberland Shore	77,181	46		64,825	41		69,985	45		74,840	43		79,347	48	

*Note: As the regions of Halifax Metro and Yarmouth & Acadian Shores each have less than six properties, their site-nights sold are accounted for within those of the Annapolis Valley and the South Shore, respectively.

Subject: RV park concerns

To: Mayor Clarke and the councillors

It is disturbing to me and to many Cape Bretoners that a project of this magnitude could proceed without a comprehensive provincial environmental assessment. Our highly valuable Bras d'Or Lake ecosystem is complex, unique and sensitive. It deserves our respect and protection. Lochmore Harbour is a living, viable ecosystem and an incubator for the larger lake system. A scoop of it's waters is full of life.

SPOT ZONING

CBRM's current spot zoning policy is equally disturbing. The council is not required to consider the likelihood of the life of Lochmore Harbour being destroyed, nor the likelihood of neighboring wells running dry, or our water becoming undrinkable. For more information refer to: Natural Resources Canada website, article "*Adaptation of Ecosystems and Sectors*" www.nrcan.gc.ca.

The four criteria that the CBRM councillors are required to consider are as follows:

VISUAL COMPATIBILITY: Wedging a new town the size of Dominion in rural CB between our cemetery and an existing farm is visually incompatible. Not only is it incompatible, it is disrespectful. A cemetery deserves to remain peaceful. Anyone who appreciates the beauty of nature while driving Hwy 4 or while sailing the Bras d'Or could be negatively impacted.

DUST and FUMES: Breathing fumes from motorized boats, jet skis and multiple evening campfires will make the air dangerous for those of us with lung or heart conditions. Health studies confirm this hazard particularly for children or seniors with asthma. For more information, refer to the following study: <https://www.health.ny> and article, "*Exposure to Smoke from Fires*".

NOISE: Camping is great fun but it is noisy. This noise will not only negatively affect the humans of Big Pond Centre, but also the wildlife.

TRAFFIC: An RV park situated on both sides of a major highway may be a recipe for disaster! The site lines could be inadequate to safely cross the highway especially for a child. This park will be a party location, which is not a bad thing. However, guests drinking and driving back to Sydney is a problem.

A NO vote is required. When honestly and ethically evaluated, this project fails all four criteria.

It appears that economic development is the major consideration for a yes vote. We all agree that CBRM needs economic development.

ECONOMIC IMPACT

The true economic impact needs to be studied, honestly looking at gains vs losses. Most of the inhabitants of this park will be Cape Bretoners. Camping fees spent here will be taken away from other CB RV parks. The money spent in the restaurant, on entertainment, on propane and other supplies will be taken away from other CB businesses. Constructing a new town necessitates infrastructure costs, such as increased policing, additional fire and emergency equipment and a salaried fire department. Anything less would be irresponsible. New people will be discouraged from moving here. The area will be less desirable to the majority of tourists.

LIABILITY

Given this knowledge, is the CBRM prepared to assume responsibility for damages caused, that Ceilidh on the Lakes or their investors are financially unable to cover. Example: when our wells run dry or our water becomes toxic?

SUMMARY

As our trusted elected officials we need you to review our municipal planning strategy. Spot zoning within rural CB is dangerously precedent setting. Our rural environment and our natural beauty is what makes CB a special place to visit and to live. I admire our councillors and our mayor for their willingness to serve. I am confident that with due diligence each of you will make the morally and ethically appropriate decision and vote NO.

Respectfully,
Helen Doherty
Big Pond Centre

February 14, 2018

Dear Sir:

Big Pond, a community with a quiet rural setting, home to multi-generations and newcomers who wish to enjoy what it has to offer is in danger of demise with zoning amendment#1037.

The increased number of people who would be in the community if the proposed RV Park is built would alter the quiet rural setting considerably. Servicing this park would call on water reserves that may or may not meet demand. The ecosystem of the pond will be affected. Highway traffic that travels through the community at 80 km an hour is also a concern for the proposed park residents.

We own property bordering on the pond and we wonder what the implications of such a development would have on our property value and land use.

We do not see this project as something the residents of the community are clamouring for. Therefore, we oppose the rezoning of the property.

Yours truly,
Kelvin and Anne Digout

Mayor and Council

My husband and I are seasonal residents of Big Pond Center with major concerns in regards to the proposed RV Park. We purchased our property in the year 2000 and built a small cottage; the peace and serenity are what drew us to this beautiful, most peaceful environment. The fresh air, wide-open space and the quiet, slower pace of life are what we invested in when we decided to buy this property.

The area proposed for the RV Park is only a short distance from our peaceful haven. Also, the lagoon which is shown in the plans as a large water park is where we kayak and experience the whole of nature in its beauty. This area I feel contributes to our physical and mental well being - again why we originally invested in the area. Is our tranquil paradise in the heart of the countryside to be taken from us? Noise, dust, fumes emanating from this VERY LARGE, populated development does not correspond with what we dreamed would be our tranquil, retirement retreat.

There are so many other concerns we have including traffic, safety, well water and environmental issues among others. However, Mayor and Council, we realize there are many others here to voice their concerns. So, we ask that you please carefully consider the impact such a development would have on the area before you vote on this most serious issue at hand.

Respectfully yours,
Paula and Greg MacNeil

To Mayor Clarke and Councillors,

I am submitting my letter of opposition to the proposed Zone Amendment - 1037.

The proposed rezoning highlights the very reason why CBRM needs zoning rules and regulations to ensure smart growth and development that makes sense in the context of the surrounding area.

The current zone "rural farmland" is seen as a sparsely populated area that allows for a symbiotic relationship between human, wildlife and environment. Increasing the population by 10 fold will have a negative impact on all three, possibly resulting in:

- Depletion of clean water resources for existing residents.
- Unwelcome noise and light pollution.
- Contamination of Lockmore Harbour (Big Pond).
- Loss of sensitive environment for shore birds and other wildlife.
- Air pollution from increased traffic, barbecues , campfires, generators.
- Traffic congestion, both sides of a busy highway, a recipe for disaster.

I feel strongly that the four criteria set forth in the MPS that the council are to consider in their decision making does not reflect the many adverse effects this development would have on the community, its residents and the environment. The sheer size of the proposed RV park being jammed into this small area is overwhelming. We would no longer be known as Big Pond the home of Rita's Tea Room but the largest RV park in Nova Scotia.

In 2000 my husband and I bought property here in Big Pond to retire to. Our attraction to the area was because of the beauty of the rural atmosphere allotted us by the present zoning, away from busy, noisy environments. We felt doubly protected by the covenants on adjoining lots to protect us from such businesses. How will this speak to the future retirees who plan to move, build and support the local economy?

I can't begin to express the emotional stress, frustration and fear of loss of the present lifestyle that I and other community members are feeling.

I urge you Honourable Mayor and Council to be proactive not reactive, to protect your constituents and protect the beauty that rural Cape Breton is world renowned for.

Betty Bishop
Big Pond Centre

CBRM Council:

My name is Phillip Laundriault and I own land in Big Pond, near the Bras d'Or Lake. I read the developer's proposal for a 571-unit RV park in this beautiful rural area with disbelief.

As councillors representing the taxpayers of rural areas, I am confident that you will protect us from this urban development which would negatively affect the ecosystem, the way rural people have chosen to live, and the very water we drink.

I have done some research on the issue and it seems to me that there have been no developments allowed on the Bras d'Or Lake that would involve ripping out 1000 feet of its shoreline. I am sure that you too have visited the area in question and understand just how unsuited it is for the kind of development proposed for it. (If you have not been to the site, please visit it before you vote. I am confident that anyone who visits this site would immediately see the absurdity of the developer's plans.

Thank you for listening to my opinion, and considering it in making your decision,

Phillip Laundriault

To whom it may concern,

I am a landowner in Big Pond, and I am alarmed at this proposal. I live in Halifax but come home to Big Pond several times a year. I plan to retire there.

Just yesterday the mayor of Halifax gave a talk at my place of work that was, of course, pro-development, but he emphasized that the key to development in Halifax is the ocean and also the city's location - pristine beaches so close by. With this in mind, I was further flabbergasted that the council would consider amending by-laws to allow a development on the Bras d'Or lake that may well compromise that natural attraction, surely one of the biggest tourist draws to Cape Breton. The size proposed is incompatible with the careful husbandry this resource requires, to my mind. I would think a serious environmental assessment would be unquestionably required.

The company proposing this development says nothing to suggest the project would benefit in any way the residents of Big Pond, much less the island as a whole. (They plan to provide all amenities on site, apparently.) Why consider amending existing laws, presumably put in place for good reasons, to line the pockets of a private company, based in another province?

I respectfully ask that you consider this proposal carefully, keeping in mind that existing restrictions exist for reasons that should surely require exceptionally compelling circumstances to overturn.

Respectfully yours,

Ann Marie MacNeil

To CBRM Councillors,

My name is Corinne MacNeil and I am a landowner in Big Pond. We are currently building a cottage near the Bras d'Or Lake.

I am wholeheartedly opposed to the CBRM council making an exception to zoning laws and allowing what would be an urban-size development next to active farmland. I cannot believe that a development that proposes ripping up the shoreline of the Bras d'Or Lake would even be allowed?

I know of no other development that has been given approval to fundamentally change the ecosystem of the lake. This pond is filled with eel grass and other stuff that might be good for the life of the fish and wildlife life but is not good for swimming.

It seems to me that the Calgary developer has not been open with the public about the kind of fundamental changes that would have to be made if this part of the land, which is enclosed by a sand bar (!) would be made swimmable.

As a taxpayer in good stead in CBRM, I ask that you enforce the zoning laws that define rural areas and living in Cape Breton.

Sincerely yours,

Corinne MacNeil

February 15, 2018

Rod Beresford

Dear Mr. Mayor and members of council,

Re: Zoning Amendment 1037

I am writing to ask that you consider the concerns I have listed below as you address the request for the R.V. Park development in Big Pond.

Oyster Habitat

Oysters play a critical role in the ecosystem of the Bras d'Or Lake, especially in those small barrachois pond areas such as Lochmore Harbour. An individual oyster can filter up to 50 gallons of water per day so you can well imagine the positive impact they have on ecosystem health and such things that we are able to visualize and even measure, such as water quality. Based on my understanding of where the potential R.V. park would be situated, as well as infrastructure to support it, Lochmore Harbour would be the receiving water body in the event that there is a disruption to the infrastructure (such as sewage handling facilities). Given the limited water exchange of Lochmore Harbour, it could take a significant amount of time for this area to recover. Not only would that have lasting negative impacts on Lochmore Harbour and its natural habitat, the potential exists that it would make the water body unusable for an extended period of time for a variety of applications (aquaculture, recreation, etc.). Organizations such as the Collaborative Environmental Planning Initiative for the Management of the Bras d'Or Lake, the Bras d'Or Stewardship Society, and many other organizations and government agencies have put great amounts of time, energy, and resources into maintaining a clean, relatively pollution-free Bras d'Or lake; these efforts must be respected.

Oyster Leases

There are currently four oyster leases in Lochmore Harbour, one of them is in my name and I would like to either obtain a second existing lease or request to have additional areas in Lochmore Harbour assessed for oyster aquaculture. Currently, these four leases are considered "on bottom"; however, there is an effort to restart the oyster industry in the Bras d'Or Lake and significant investments have been made to move this industry forward. The potential for oyster aquaculture in the Bras d'Or Lake is valued in millions of dollars – in a sustainable, ecologically friendly manner with positive impacts to local, rural economies. The development of the R.V. park presents a real potential for habitat destruction and an environmental insult to Lochmore Harbour that could have long-lasting impacts on the use of these leases. In the event that something happens to the leases, who will compensate

leaseholders? At present, it is my understanding that there are no safeguards in place through the Nova Scotia Department of Fisheries and Aquaculture or the Department of Fisheries and Oceans, thus, the responsibility to protect this habitat and industry appears to lie with the CBRM through planning decisions. While not as lucrative at this point in time as the lobster fishery, this is not unlike the situation faced by the lobster industry when discussions took place around barging coal off the coast of Donkin. If any of the four leaseholders decide to change the status of their lease from "on bottom" to "off bottom" there will be numerous pieces of infrastructure related to this industry in the Lochmore Harbour. As mentioned previously, the beautiful thing about oysters and oyster aquaculture is that they only improve habitat – cleaner water, no noise, high value products – with little visual presence. One only has to look to PEI or NB to gain insight into the potential value of an oyster aquaculture industry in the Bras d'Or Lake, and barrachois ponds (like Lochmore Harbour) are a critical asset to the success of this industry.

Economic Development

With respect to the idea that the R.V. park will be some type of economic driver for the Big Pond area or the CBRM, while I am not in the business of economic development, I fail to see how this potential development outweighs the long-term, sustainable, proven track-record of oyster aquaculture. I also find it difficult to believe that the presence of this park will not have a negative impact on the oyster population in Lochmore Harbour and/or on the existing leases and potential additional leases within that water body, as well as negatively impacting such things as eel grass populations and other biota. Again, if one considers the economic role of oyster aquaculture in PEI or NB, it is significant and has community support in the regions where it exists on both small and large operations.

Collaborative Environmental Planning Initiative

My final concern, comment, or if only to raise awareness, centres around the fact that the CBRM is one of many partners in the Collaborative Environmental Planning Initiative for the Management of the Bras d'Or Lake (CEPI). The organization is made up of the five municipalities, five First Nation communities, and various federal and provincial government agencies. As one of many organizations that is expected to cooperatively manage the activities (I would assume, including development activities) in and around the Bras d'Or Lake (assuming that would include activities that could impact the Bras d'Or Lake), can the CBRM solely make zoning amendments for this development without proper consultation and discussion among the CEPI partners? I specifically asked this question to several councillors at a public meeting in Big Pond in November and it was not clear to me or to them what the answer was to that question – and I realize it may not have a simple answer. I posed the same question to CBRM planning department and have included the exchange below (and they were quick to respond and helpful). While I can understand that there may not be a legal requirement for such a discussion and consultation with partners, I would hope that the spirit of the documentation that created the CEPI and was signed by its partners would play some role in the decision making process.

Rod,

I wanted to provide some additional information as a follow-up to my previous email.

CBRM Council is not obligated to seek input from the other signatories of the management initiative for the Bras d'Or. That being said, we are currently in the public consultation process for a zone amendment and welcome input from individuals or organizations.

Someone representing an organization should only reference policy documents adopted by the organization or reports prepared for and formally sanctioned by that organization.

Karen

Karen Neville, MCIP

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: December-07-17 11:30 AM

To: 'Rod Beresford'

Cc: Malcolm Gillis

Subject: RE: Collaborative Environmental Planning Initiative

Good Morning Rob,

The Municipal Planning Strategy contains a policy which states the following:

It shall be a policy of Council that the preservation for public use of beaches and shoreline along the shore of the Bras D'Or Lakes and Sydney Harbour, as well as prominent peninsulas along the shore of the Atlantic Ocean, be a recreational priority for the CBRM. This recreational priority shall be implemented by:

the CBRM continuing to support the concept of an inter-municipal plan for the Bras D'Or Lake focused on its environmental remediation by continuing to participate in the joint planning endeavours of the three levels of government and the First Nations Reserves;

The above policy is speaking of the preservation of beaches and shorelines for public use. In addition, it speaks to the continued support of an inter-municipal plan for the Bras d'Or Lakes, but no such plan has been adopted.

The Bras d'Or Lakes Collaborative Environmental Planning Initiative prepared development standards for the Bras d'Or Lakes in 2008; however, the Municipal Planning Strategy and Land Use By-law were not amended to reflect any such development standards.

Karen

Karen Neville, MCIP

Planner

Planning and Development Department

Cape Breton Regional Municipality

Suite 200, 320 Esplanade

Sydney, Nova Scotia B1P 7B9

Phone: 902-563-5088

From: Rod Beresford

Sent: December-07-17 10:19 AM

To: Karen M. Neville

Subject: Collaborative Environmental Planning Initiative

Hi Karen,

I had spoken with (then emailed) several councilors regarding the possible development in Big Pond and I raised this point the night of the meeting in Big Pond about the Collaborative Environmental Planning Initiative and whether or not CBRM can decide on development along the shores of the Bras d'Or without input from the other signatories of the management initiative for the Bras d'Or. I am not sure it is clear what is or is not allowed - not based on the conversations I had with a the councilors I spoke to. One of the Big Pond folks asked me to contact you to get some clarity on the matter - essentially, can the CBRM rezone an area that borders the Bras d'Or Lake without some type of discussion/consultation with the other members of the Collaborative Environmental Planning Initiative.

Rod

I thank you for taking the time to consider my concerns.

Sincerely,

ORIGINAL SIGNED BY

Rod Beresford

CBRM Council,

My name is Tony Hajjar and I am a fulltime resident of Big Pond as of April, 2010. Part of the reason that I chose to buy an old farmhouse in Big Pond was that I wanted to live in a quiet, peaceful place. I was shocked to learn of Mr. Skidmore's plan to build an RV park with 600 parking spaces, for a greater number of people than currently live in the community. As a taxpayer who has invested my savings into an old farm house, I implore you to reject this urban development.

If you have not visited the site of the proposed RV park, I ask that you take the time to do so. While Mr. Skidmore has pictured a 1000-foot white sandy beach on his Facebook page for the project, the reality is a swampy pond that is separated from the lake by a sandbar. I do not understand how Nova Scotia's environmental laws would allow the shoreline of the Bras d'or Lake, a UNESCO biosphere, to be ripped up and replaced in this way.

The CBRM council, I am sure, wishes to be fair to the people they represent. I bought an old farmhouse in a community that is not zoned for urban developments: To change the zoning laws to accommodate a developer from Calgary while ignoring the will of the community would be an outrage.

Respectfully yours.

Tony Hajjar

Cape Breton Post Jan. 20/18 by Paula MacInnes

Big Pond has almost doubled its population since the 2001 census. It now consists of a mixture of families and retired people, resulting in a wide range of new homes.

I support good sustainable development in the Cape Breton Regional Municipality (CBRM). I do, however, have concerns about potential adverse effects that could result from the proposed RV park in Big Pond.

Why am I opposed to this park? My main concern is well water. My water supply is within 10 feet of the surface. While some people think this proposal is a good idea for a variety of reasons, I worry if my neighbours and I will lose our well water. The developer will have to drill wells to supply approximately 300,000 litres of water a day to accommodate a minimum of 2,000 people (541 RV sites, 64 camp sites and a variety of amenities).

If you live in an area where you have the benefit of municipal water then this may not cross your mind. Your water supply is protected, but, regrettably, ours is not.

The CBRM does not protect us. The Department of Environment does not protect us, either. So, who does protect us? No one. Yes, we are at risk. Yes, we are concerned. My understanding is our only option is to take legal action if we lose our well water. We are on our own.

Water, according to the United Nations, is a basic human right. So every time you turn on your tap for a glass of water take a moment to consider this is what we are trying to protect - water.

The downside of spot development permits

RV park proposal would be overwhelming for Big Pond



D. Owen Carrigan
Guest Shot

A spot development permit is a device used to get land use by-laws changed when the existing ones do not permit a desired development.

For developers, it is a very useful device because it enables a project to go ahead in spite of existing regulations.

However, for residents there is often a downside. Spot development permits can destroy the character and the peace and enjoyment of individual properties, neighbourhoods and communities.

A good example is a current request for a permit to build a huge recreational vehicle (RV) park in Big Pond. The proposal includes spaces for approximately 541 RV sites and 64 tenting sites. This could accommodate over 600 vehicles and close to 3,000 people at any one time. The impact would be overwhelming for a small rural community.

revenue for the CBBM. It could also deter residential growth in the area. Worst of all, it would destroy the character, heritage, and the peace and enjoyment of the residents.

A recent poll named the Bras d'Or Lake as the number one cottage country in Canada. Seasonal residents come from all over Canada and even the United States. This is the base that we should be building on rather than putting up huge projects that are out of place and would undermine all those attributes that make the area home for permanent and seasonal residents and a magnet for tourists and vacationers.

In recent years there have been new homes built for new permanent residents, new cottages built and existing ones upgraded. The tourist trade is increasing due to the golf course, marina, the ski hill and events. This is development that

complements the character and heritage of the area rather than destroying it.

This is not just a local issue, but one that could affect all citizens of the Cape Breton Regional Municipality (CBBM).

CBBM mayor and councillors have an opportunity to show that they are there to protect the well-being and carry out the will of the citizens they represent."

Approval of an enormous development such as this in a small community would set a precedent that will attract other requests for inappropriate spot development permits. No neighbourhood or community is safe. Any developer could buy up homes or properties

and then ask council to change the building regulations to be completely something that is totally out of place.

The RV proposal for Big Pond is the type of issue where the CBBM mayor and councillors have an opportunity to show that they are there to protect the well-being and carry out the will of the citizens they represent.

It is equally important for citizens to voice your opinion on the importance of working with existing regulations that were designed to give stability to neighbourhoods and protect their integrity and character.

If you do not voice your opposition to this type of development your community or neighbourhood could be the next victim.

D. Owen Carrigan is a professor emeritus and a former president of Saint Mary's University. He and his family have been seasonal residents of Big Pond for 50 years.

Managing Editor Carl Fleming
563-3840 cfleming@cbpost.com

Assignment Editor Heather Calder
563-3839 news@cbpost.com

See page A2 for a complete list of contacts

CAPE POST
BRETTON

Founded in 1901
225 George Street, NS, B1P 1J7
Member of the Canadian Circulation Audit Board
Publication Mail Registration No. 40006160

All material in this publication is the property of Satellite Network and may not be reproduced in whole or in part without prior consent of the publisher. The publisher is not responsible for statements or claims by advertisers. The publisher shall not be liable for slight changes of typographical errors that do not lessen the value of an advertisement or for omitting to publish an advertisement. Liability is strictly limited to the publication of the advertisement in any subsequent issue or the refund of any monies paid for that advertisement.

The Cape Breton Post is a member of the National NewsMedia Council, which is an independent ethical organization established to deal with editorial concerns. For more information or to file a complaint go to mediacouncil.ca or call toll free 1-844-877-1183.

Proposed RV park wrong for Big Pond

Plenty of reasons why development should not be approved



Lorna MacNeill

Guest Shot

On Nov. 22, approximately 100 people filed into the Big Pond fire hall and it was not to play tarabish. We were there to express our concerns about CBRM ZONING AMENDMENT APPLICATION - 1032, which, if approved, would be the first step in allowing the development of a 600-unit RV park on a 100-acre piece of land in Big Pond Centre.

It seems clear that there are sufficient grounds for the CBRM planning and development department to recommend to council that they reject this zoning application amendment, and that the council vote to do just that. Why?

1. The RV Park Proposal Does Not Fit With Established CBRM Policy

The CBRM Municipal Planning Strategy and Land Use Bylaw, adopted by council in September of 2004, states its policy that it will "support the concept of an inter-municipal plan for the Bras d'Or Lake focused on its environmental remediation by continuing to participate in the joint planning endeavours of the three

levels of government and native reserves.

The RV Park Proposal includes fundamentally changing a shoreline with a saltwater marsh pocket of wetlands and existing productive system, both to create a waste landfill beach.

2. The RV Park Proposal Does Not Fit With The Bras d'Or Lake Designation As A UNESCO Biosphere Reserve

As one of only 16 UNESCO Biosphere Reserves in Canada, we have a collective responsibility to consider the recommendations of The Bras d'Or Lake Biosphere Reserve to commit to sustainable economic development.

The RV park proposal is not one that fits into with the overall concept of The Bras d'Or Lake as an important ecosystem or with the existing physical nature of the wider community.

3. The RV Park Proposal Does Not Fit With The CBRM's Municipal Planning Strategy

The CBRM's Municipal Planning Strategy describes rural communities like Big Pond Cen-

tre in this way: "The communities are prized for their clean environment and should integrate new development in sustainable ways so as to minimize environmental impacts and protect the privacy rural living has to offer."

As part of what sustainable development aims to do is protect existing ecosystems, the Big Pond RV park proposal in no way fits this stated strategy.

4. The RV Park Proposal Does Not Fit With The CBRM Planning And Development Department's Goals For Changing Zoning In Rural Communities

As explained by Malcolm Gillis - director of planning & development/CBRM and Karen Neville - planner/CBRM at the aforementioned meeting, the planning & development department considers only three criteria when reviewing whether to amend zoning to allow a development that would not usually be allowed in a rural area:

1. Visual compatibility and noise

To change 100 acres of land into a 600-unit RV park, bulldozers would have to basically take part of a mountain away, which would dramatically change the visual appeal of the local landscape, not to mention the sight of what would amount to 600

parking spaces in its place. It is dark out here, perfect for sky watching, and this park would generate light similar to that generated by the Woodbine Converter Centre on Morley Road, which is visible from Route 4, six kilometers away.

"5x hundred RVs with a possible 600 generators running with people talking, singing and, yes, having fun would be loud."

Residents nearby the land where the RV park is proposed now live in quiet, perhaps punctuated by a coyote howling or an owl screeching at night. Six hundred RVs with a possible 600 generators running with people talking, singing and, yes, having fun would be loud. Unquestionably.

2. Dust or fumes emanating from the site

Esperwood International, a consulting group focused on sustainable tourism development, has published a study that identifies solid sewage that "rises to the surface or percolates into nearby groundwater systems" as a fairly common problem at RV parks, which would generate unwanted fumes.

3. Traffic attracted to, and leading from the site

If you have passed through Big Pond Centre on your way to Halifax, you will understand that suddenly encountering RVs as they slowly turn into a park along that stretch of highway could pose a hazard. Also, the proposed park would have the highway running through it, separating its beach from some of its facilities, which would encourage people to cross a very busy highway with limited sight-lines unsafely.

The CBRM planning and development department should be encouraged to revise these criteria as they fail to address privacy as a value in rural communities and to provide them with a complete picture of how a development might change a community.

I share my opinion on this proposal because I feel strongly that this urban development is wrong for a rural area in Cape Breton, and, more importantly, I believe that the CBRM policies are consistent with this belief.

Lorna MacNeill is a freelance writer from Big Pond, a direct descendant of Rory Breac, one of the community's first settlers, who is grateful to be once again walking the shores of the Bras d'Or Lake after living in Ottawa, Susono, Japan and Toronto.

All material in this publication is the property of Saltwire Network and may not be reproduced in whole or in part without prior consent of the publisher. The publisher is not responsible for statements or claims by advertisers. The publisher shall not be liable for slight changes of typographical errors that do not lessen the value of an advertisement or for omitting to publish an advertisement. Liability is strictly limited to the publication of the advertisement in any subsequent issue or the refund of any monies paid for that advertisement.

The Cape Breton Post is a member of the National News Media Council, which is an independent ethical organization established to deal with editorial concerns. For more information or to file a complaint go to media.council.ca or call toll



Founded in 1901
225 George Street, N.S. B1P 1T7
Member of the Canadian Circulation Audit Board

Managing Editor Carl Fleming
563-3840 cfleming@cbpost.com

Assignment Editor Heather Calder
563-3839 news@cbpost.com

See page A2 for a complete list of contents

Dear Folks:

I am writing to express my opposition to any by-law amendment that would permit the development of the proposed RV and trailer park in Big Pond.

It seems as though there is no "development" so tacky (e.g., Ben Eoin Beach), so grotesque (e.g., the Green Cove War Monument), so economically worthless (e.g., the PEVL coal depot on the Sysco waterfront) or so blind to its impact on the local community (e.g., the defeated Coxheath Mountain quarry), that self-serving outsiders won't try to use it as justification for commercially exploiting the island's natural beauty, while mutilating that very beauty and riding roughshod over the interests of local residents.

For over a century, tax-hungry governments have allowed private corporations to freely contaminate the soil, poison the water and pollute the air, and to promote gambling addiction in the CBRM, while blithely ignoring the devastating health and social consequences of those activities on local residents.

Generations of our children were brought up thinking that tourism, mining, steel-making, logging, fishing, retail business and government bureaucracy were the only opportunities for employment in Cape Breton.

Today, with information and communication technologies enabling a global economy, our more enlightened children believe that they must leave this island and look to other places for meaningful and secure employment.

In the name of local economic development, the proponents of the proposed RV and trailer park in Big Pond have chosen not to locate their site adjacent to already-developed areas around the Bras d'Or Lakes - such as St. Peter's, Dundee, Marble Mountain, Whycocomagh, Grand Narrows, Baddeck, Brasdor, etc. - but in a quiet, natural, rural area, where it will stick out like a sore thumb, while disrupting the local residents' enjoyment of their own community, and degrading the value of their properties.

The proponents do not seem to understand the meaning of local economic development, other than as buzz-words with which land developers perennially attempt to mesmerize local politicians with the alluring illusion of jobs and increased tax revenues. We have been led down that garden path too many times before to accept such claims at face value.

How many of the promised jobs and economic benefits have we realized from the PEVL activity on the Sysco waterfront? From SydPort? From the Casino? From PharmEng, and all of the other development pipe-dreams that outsiders have foisted on us, as sure-fire engines of local economic development?

The Cape Breton growth fund squandered roughly \$100 million, none of which went to local companies. What did we get for it? They reneged on support for the *Baddeck International New Media Festival and Awards*, after six years of increasing world impact and a growing, local high-tech sector, with more than a dozen creative companies. But Scotsburn got its \$2 million plastic milk container machinery; and, is

anyone really surprised that it is now closing down and leaving the island? You can be sure they won't be leaving the machinery.

Big Pond is about 40 km from Sydney. As the second cruise ship berth, and the number of other Port construction and development projects increases, anyone from the Big Pond area who might need a job will be within a half-hour commute of the Port.

And the new kinds of high-paying economic activities that such development will bring will not be limited to three summer months of cleaning out septic tanks and emptying garbage barrels.

As Joni Mitchell observes in her song, *Big Yellow Tax*:

They paved paradise
And put up a parking lot
With a pink hotel, a boutique
And a swinging hot spot

Don't it always seem to go
That you don't know what you've got
'Till it's gone
They paved paradise
And put up a parking lot

They took all the trees
And put them in a tree museum
And they charged all the people
A dollar and a half to see 'em

Don't it always seem to go
That you don't know what you've got
'Till it's gone
They paved paradise
And they put up a parking lot

Hey farmer farmer
Put away that D.D.T. now
Give me spots on my apples
But leave me the birds and the bees
Please

Don't it always seem to go
That you don't know what you've got
'Till it's gone
They paved paradise

And put up a parking lot

Late last night
I heard the screen door slam
And a big yellow taxi
Took away my old man

Don't it always seem to go
That you don't know what you've got
'Till it's gone
They paved paradise
And put up a parking lot

Don't it always seem to go
That you don't know what you've got
'Till it's gone
They paved paradise
Put up a parking lot

They paved paradise
And put up a parking lot

They paved paradise
Put up a parking lot

Songwriter: Joni Mitchell
Big Yellow Taxi lyrics © Sony/ATV Music Publishing LLC, Crazy Crow Music / Siquomb Music Publishing

Thank you for your consideration of my opposition to the proposed development.

Sincerely,

Paul Patterson

Mr. Mayor and Members of Council:

February 15, 2018

Re: Zoning Amendment 1037

I am writing regarding my opposition to the potential rezoning to enable the Big Pond RV Park.

I grew up less than 1 km from this proposed site. I know the area well, and will speak to a couple of concerns.

Safety:

There is a major design flaw with the park's layout: to propose a family destination be split in two by a major highway is negligence - and shows no concern for the safety of the campers. Traffic in this area is dangerous to say the least. Route 4 attracts many types of large vehicles, especially 18 wheelers. Stand on the shoulder of the road and have one of these go by, you will shake in the wake of it. I grew up having knowledge of the road, crossing it every day, and still had some close calls; and when I was eight years old I lost a friend who was hit by a car while crossing it.

Have you stayed in an RV Park? They are basically a free-for-all for children's movement. This is something that kids enjoy and parents are comfortable with. However, RV parks are designed to be self-contained. **They do not have a major highway running through the middle of them.** The design of this park has a combination of sites and activities on both sides of the highway.

It will have the feel of just one big playground to the kids. Kids will be drawn to both sides, whether it be the activities areas or visiting friends at other sites. They will be running and biking in singles/pairs/groups; they will be of all ages; they will be without adults, and will not be wise to this highway. It is easy to imagine a kid running to catch up - right into the path of a vehicle. They do not have road-sense and will not even be aware of the dangers of crossing - it is easy to foresee the inevitable accidents that will occur - and at highway speeds, these will be tragic.

Sometimes decisions need to be made for the right reason. In this case, it is incumbent upon CBRM to ensure these families are protected from this negligent design and not placed in danger. Approving such a danger would also place liability with CBRM. This rezoning should not be approved, for no other reason than the safety of those kids and families that will be on this site.

The Big Pond:

Yes, this is the "big pond" for which we are named. It does not have much water exchange with the main Bras d'Or lake and remains very brackish. The area proposed to be developed has a mud bottom, and is overgrown with eelgrass. There is no beach. It is not what anyone on the lake would call swimmable. I fished oysters in that area with my father for a number of years. At no time did we ever step in with shorts and bare feet. Trust me, no one wants to swim in there.

There are many sea birds in the area that are attracted by the eco-system. There are many different organisms in the lake that all depend on each other for survival. The required in-filling to attempt the building of a beach will disrupt this. Not to mention the unknown level of negative impact that will occur to the pond as they attempt to process the septic system of 541 sites.

Future resident:

I now own a portion of the land where I was raised in Big Pond. I work in Halifax and will retire, ironically, one year from the day of the February 20th meeting (I would be attending but have a long-awaited specialist appointment). My plan has always been to build in Big Pond upon retirement for the joy and benefit of my family. I am now very uncertain that I can make that type of investment if the Park proceeds. We will be negatively impacted by this RV Park. We will hear the night time noise, see the light pollution, smell the smoke from hundreds of campfires, and have strangers traversing our property. Not to mention the noise from the Sea-Doos and the inevitable ATVs that will be hitting our fields. I can't envision quiet enjoyment of which I had for so long dreamed. If the RV Park proceeds, CBRM will have one less taxable residence.

Thank you for your time. Hopefully you realize the many issues in addition to these mentioned here. I beg you to do your best to ensure that this park does not proceed.

Andy MacLellan

Dartmouth, N.S.

Dear Mayor and Councilors,

There are many reasons why the land in Big Pond should not be re zoned for an RV park. Rather than speak to all of them I will limit myself to one of the most important, the environmental issues.

You may feel that legally you have no say in the environmental component regarding the rezoning of these properties, that it is the responsibility of the provincial government.

I beg to differ.

There are many villages, towns, cities, provinces and states within North America that are taking environmental issues and concerns into their own hands as they realize provincial, state and federal laws are not adequate to protect the environment and the multiple crises we are facing locally and globally.

You may not have a legal say in this matter, but you do in fact have a moral obligation to protect not only this property in Big Pond, but all property within CBRM that is subject to environmental damage, be it water, air, soil, noise, light pollution.

You have a moral obligation to protect this UNESCO World Heritage Site.

You have a moral obligation to protect the residents of Big Pond.

You have a moral obligation to protect the environment.

The residents of Big Pond have a right to maintain their way of life, without being subject to loss of water, noise and light pollution, water pollution, damage to a fragile ecosystem, traffic issues and the list goes on. The negatives are many and are significant. Life changing in fact.

Rezoning this land for an RV park is a flagrant disregard to generations of Big Pond residents as this development threatens the very pond that is the namesake of their beloved community.

People love Big Pond for the beauty of nature and the peace and tranquility that enriches their lives. They live here for a reason. They did not choose to live next to an industrial site or a town or a city or a very large, sardine packed RV park .

I'm sure you would not choose this for yourself or your family. I assume you love where you live and would not want something this imposing and damaging to impact what you love about your community, your home. If this is so, and I'm sure it is, you should not allow this to happen to others.

Imagine getting up some day in the near future and you have no water...and there will be no water. Ever go a few days without water? Not much fun. If you don't wish this for yourself, then you should not wish it for others.

We all bear responsibility for stewardship of the earth, but especially in our own back yard.

Will you bear responsibility?

Will you honour your moral obligation?

Will you step up and do the right thing?

Will you be that good role model for future generations?

I hope so. The next generation is depending on you, and so is our corner of the earth.

I call on you to deny rezoning for this RV development that does not fit this community or its residents, but more importantly for the protection of the land, air and water.

Respectfully submitted,

Elizabeth MacLeod

One who loves this gem, as it is, Big Pond.

Dear mayor and members of council:

I oppose the rezoning application that would allow the RV park in Big Pond Centre. There are number of environmental issues and one significant safety concern -- children crossing the busy highway separating the two sections of the proposed trailer park. These problems will be addressed by others in detail at the hearing so I will concentrate on one other point. It's important to note that the beach shown in the developer's illustration does not exist. Anyone who knows the pond can tell you that the the glittering sandy expanse in the illustration provided by the developer is pure fantasy. The shoreline is all grass and mud, with not a grain of sand to be found and the water is very shallow. Any beach would have to be built, which would be an industrial-scale project that would do great harm to a fragile ecosystem.

-Ed MacLellan, 8130 East Bay Highway, Big Pond Centre.

Mr. Mayor and Council:

I spent every summer between 1985 – 2008 in Big Pond Centre. I moved away from Cape Breton over 10 years ago for university, and have lived in St John's, Halifax, Calgary, Orlando and Australia. I traveled to almost 10 countries over the last number of years and Big Pond Centre remains my favorite place on this planet. It means so much to me, for many reasons, as I'm sure it does to the other seasonal and permanent residents of the community.

I hold so many fond memories, and have reached many milestones during the summers spent out in Big Pond. I learned to ice skate, fish and swim in the 'pond' (I like to think this was probably even before I learned to walk). The pond looked a whole lot different back in the '80's when we used to be able to drive our boats in and out. Since then, the pond has severely closed up and is no longer assessible to the greater Bras D'or Lakes.

I remember my mother *always* made me and my brothers wear those dorky, brightly colored "water shoes" which I hated and would have preferred to wear anything else on my feet from an old pair of sneakers or sandals, to a pair of rubber boots. Due to the mud bottom of the pond, we were bound to lose anything that wasn't glued on to our feet. If you don't wear anything on your feet, you *will* cut yourself on a shell or sharp rock, believe me!

The pond isn't the beachy, resort-like swimming spot that is depicted in the proposed plans for the RV park. But It's a fragile ecosystem home to many plants and animals.

Some of my favorite memories were at the end of summer, around the last week of August, usually after a heat wave. We would get these wild storms consistently each year. My father would always be running around like a crazy person, trying to secure the boat and outdoor furniture. The high winds, thunder and rain were exhilarating to watch. The waves would crash over our wharf and the tide would come half way up the property. This is the first thing I pictured when I heard an RV park is opening on our little pond. Luckily, our house is far enough back that flooding was never a real issue for my family.

I brought my boyfriend home to visit Cape Breton for the first time six years ago. He had never been to the Maritimes and couldn't believe what a beautiful, serene place Big Pond is. I remember we took kayaks across the pond to the breakwater. This is one of our favorite memories of our visit home. One thing is clearly noticeable when standing over on the breakwater and it is how different the

pond side and the lake side are. Our pond water is warmer, has more seagrass and a mud bottom. The lake side has a rocky bottom and cooler water temperatures.

I'm concerned that any prolonged added pollution of the pond will kill off the marine life and turn it into a stagnant pond, which will ultimately compromise the integrity of the greater Bras D'or Lakes.

The Bras D'or Lakes are one of 669 UNESCO protected environmental sites in the world. That's one of only 16 in Canada. The status of our Lake on Cape Breton Island is recognized internationally because of its unique ecosystem. The RV Park will accommodate almost 2,000 visitors (more than 25 times more people that live here permanently and seasonally) No matter what measures the owners of this park put in place, this *will* eventually pose a risk to the fragile ecosystem, without question.

The UNESCO website states that "while countries maintain flexibility at the national level with regard to the definition of zones, the zonation needs to ensure that the biosphere reserves effectively combine conservation, sustainable use of resources and knowledge generation through integrated zonation" (UNESCO.org). I'm asking you to do what's best for the Bras D'or and consider voting no to this zone amendment unless you can be guaranteed that a full environmental assessment of the land and water in this area will be conducted.

I am currently living in Melbourne Australia but have been fortunate to come home and spend time in Big Pond each summer and have enjoyed watching my nephews enjoy the 'pond' as my brothers and I have done for the last 32 years. I'm so worried that without the proper environmental assessments for re-zoning the area, our pond will not exist for my kids or grandkids to enjoy. Please be a forward thinker and say NO to this application.

Yours sincerely,

Ashley Britten



Why You, As a CBRM Councillor, Should Say No to Zoning Amendment 1037

Lorna MacNeil
45 Glengarry Road
Big Pond, NS
B1J 1T2

Overview

The CBRM council has defined rural areas in Cape Breton in this way: "The communities are prized for their clean environment and should integrate new development in sustainable ways so as to minimize environmental impacts and protect the privacy rural living has to offer."

There is no way to allow a developer to build an RV park with approximately 600 parking spaces for RVs and protect the privacy that rural living has to offer in Big Pond. It is simply not possible.

Those of you who represent us as councillors have our faith, you have worked hard to be elected and stand ready to make difficult decisions on behalf of us, your constituents. May I suggest that this decision should be easier than many you must make, as there are many solid reasons that this proposed project should not go forward.

Why should zoning amendment 1037 be rejected?

The CBRM has signed a charter mandating consultation on all developments involving the Bras d'Or Lake

According to my research, the CBRM signed a charter agreeing to consultation among the three levels of government and Mi'kmaq communities regarding any proposed developments to the Bras d'Or Lake: "... the last few years all the Mi'kmaq communities, municipal, provincial, and federal agencies and citizens with an interest or responsibility in the Bras d'Or watershed have banded together to work on a management plan for the Lakes. A unique declaration, the Bras d'Or Charter, was signed by all these groups, which committed them to the Bras d'Or Lakes Collaborative Environmental Planning Initiative."

I believe I have read all of the CBRM documents pertaining to zoning amendment 1037, and listened to councillors speak on the issue publically at meetings and at no time was the Charter referred to as a guiding agreement. Certainly, Karen Neville – planner/CBRM did not provide any information regarding consultation with the provincial and federal levels of government, or our Mi'gmaq leaders, about how the Bras d'Or Lake would be changed by this proposed development.

If it is the case that the CBRM council has not reached out to provincial, federal and Mi'gmaq leaders regarding how this proposal could change the Bras d'Or Lake, any decision must surely wait until this crucial consultation takes place.

The Bras d'Or Lake is a UNESCO biosphere reserve

The Bras d'Or Lake has been recognized as a UNESCO biosphere reserve, putting it in the company of 17 other iconic Canadian spaces like the Niagara Escarpment in Ontario and the Bay of Fundy, closer to home.

The Bras d'Or Lake Biosphere Reserve is described in this way in the publication *Biosphere Highlights*: "The designation recognizes the need for a respectful relationship between humans and the rest of the natural environment. Biosphere regions around the world are showcases for best practices in agriculture, aquaculture and development that minimize environmental impact; places where people and nature are working in harmony."

As the UNESCO biosphere reserve comes up for review in 2021, it is our collective responsibility to respect the ecosystem that is the Bras d'Or Lake and to evaluate any proposed developments on its shores as meeting the standards UNESCO recognized when it designated the lake as a unique space that has, thus far, been preserved with great care.

To attempt to evaluate this proposal to change a physical space of such international importance without conducting an environmental assessment would be a mistake.

Rural areas in Cape Breton deserve to have council respect their zoning laws

Residents of rural areas in Cape Breton have, largely, chosen to buy property or invest in inherited family property because they want to live a rural lifestyle in the invaluable stillness and beauty of unspoiled nature, far away from the noise and bustle that comes with city living. The CBRM recognizes, in its definition of a rural community and in its zoning by-laws, that rural communities should remain free of developments that infringe on the rural way of life.

In no way has Mr. Skidmore's proposal recognized the physical and cultural landscape of the community his proposal would disrupt.

Rural planners in Canada suggest that successful developments are welcomed by their target communities

The Royal Commission on Renewing and Strengthening Our Place in Canada had this to say about developments in Canadian rural communities: "Any strategy to revive rural areas must begin with the assets, aspirations, and challenges of the place to be developed. This approach insists that the policy or set of policies for development must be driven by the citizens, institutions, and government of that particular place."

The proposed RV park is clearly not perceived as a development that would add value to the Big Pond community by the Big Pond community - a local meeting of almost 100 local residents saw only opponents of the project express their views and Ivan Doncaster, the CBRM councillor for District 7 can directly attest to the fact that the majority of residents do not want the council to rezone our land on a piece-meal basis.

Other issues

I do not think it necessary to get into a discussion about tourism - a Nova Scotia Tourism guide for those who want to build campgrounds suggests that "It is important to remember that people don't usually travel away from home in order to stay at an accommodation, whether it be a hotel or campground. They travel for other reasons. Generally they view campgrounds or accommodation as a necessary service for their trip."

It is reasonable to conclude that any pleasure derived from parking an RV in this specific location would be far outweighed by environmental, safety, and cultural costs. And remember, according to our tourism bureau, "Cape Breton is home to more than 25 private campgrounds, 3 provincial camping parks, and 6 spectacular campgrounds in the Cape Breton Highlands National Park."

In conclusion

It is my expectation and hope that you will, as CBRM councillors, stand with the taxpayers and environmental stewards of rural Cape Breton and respect your own laws which define rural living as something extraordinarily different than having about 1200 people move in next door.

Milestones

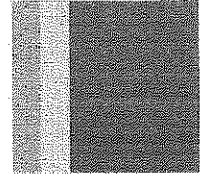
I. Lorem ipsum

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat.

II. Dolor sit amet

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat.

BIG POND COMMUNITY COUNCIL
7193 East Bay Hwy
Big Pond, NS
B1J 1V2



November 22, 2017

Mayor Cecil Clarke and Councilors of CBRM

CBRM Councilor District 7 Ivan Doncaster

Dear Mayor Cecil Clarke and Councilors of CBRM

As the result of an overwhelming majority vote at a Community Council meeting held at the Pond Volunteer Fire Department/Community Centre on Nov. 15, 2017,

the following motion was passed.

"THE BIG POND COMMUNITY COUNCIL OPPOSE THE ZONING AMENDMENT APPLICATION 1037 AND THAT WE MAKE OUR OPPOSITION KNOWN THROUGH A LETTER TO THE MAYOR AND COUNCIL OF CBRM"

Our Community Council has been an active organization since 1966. The council represents and therefore includes all residents from Ben Eoin Beach to Irish Cove.

Thank you, Mr. Mayor and Council for your time and attention in this matter.

Sincerely,

Ann MacIntyre Acting secretary of Big Pond Community Council

e.a.macintyre@ns.sympatico.ca 902-565-5069

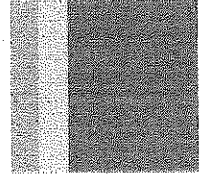
Terry MacPherson President Big Pond Community Council

BIG POND COMMUNITY COUNCIL

7193 East Bay Hwy

Big Pond, NS

B1J 1V2



February 15, 2018

Mayor and Councillors of CBRM

City Hall

320 Esplanade

Sydney, NS

CONCERNING ZONING AMENDMENT APPLICATION- 1037 BY CHRIS SKIDMORE

Mayor and Councillors of CBRM

The Big Pond Community Council has been an active organization since 1966. The council represents all residents from Ben Eoin Beach to Irish Cove.

As a result of an overwhelming majority vote at a Big Pond Community Council meeting held at the Big Pond Volunteer Fire Department/Community Centre on Nov. 15, 2017 the following motion was passed.

"The Big Pond Community Council oppose the ZONING AMENDMENT 1037 and that we make our motion known through a letter to the Mayor and Council of CBRM".

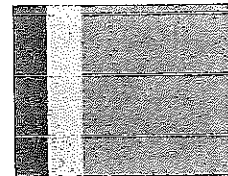
At a Big Pond Community Council Meeting held on Feb. 7, 2018, a motion was passed that a letter would be read at the Public Hearing reconfirming to Mayor and Council of CBRM that:

"The Big Pond Community Council opposes the application 1037 Zoning Amendment and all the adverse effects it would have on the community."

Thank you for your time and attention in this matter.

Sincerely,

BIG POND COMMUNITY COUNCIL
7193 East Bay Hwy
Big Pond, NS
B1J 1V2



SPECIAL MEETING

WED. NOV. 22, 7:30PM

There is a proposal brought forward by Chris Skidmore to the Planning and Development Department of CBRM to amend the Land Use By-Law in the Community of Big Pond. This is to allow for the development of a campground in our area.

ZONING AMENDMENT APPLICATION - 1037

To be present at this meeting:

Ivan Doncaster - district 7 councillor

Malcolm Gillis - Director of Planning & Development/CBRM

Karen Neville - Planner/CBRM

Chairing the meeting - Terry MacPherson/Big Pond Community Council President

This meeting will give the community a chance to voice their concerns regarding this development.

This meeting will include the Big Pond Community Council and its members. It will be open to all people living in our communities including summer residents.

Mayor & Council

City Hall
320 Esplanade
Sydney, NS B1P 7B9
Canada

Administrative Assistant -
Cathy MacIntyre
Tel: 902.563.5777 or 902.563.5778
Fax: 902.563.5779
E-mail: cmmacintyre@cbrm.ns.ca

District 1
 District 2
 District 3
 District 4
 District 5
 District 6
 District 7
 District 8
 District 9
 District 10
 District 11
 District 12

The Council of the Cape Breton Regional Municipality is comprised of the Mayor and 12 Councillors. The Mayor is elected at large and there is one Councillor elected per district. The Deputy Mayor is selected by Council on an annual basis.

If you do not know who your Councillor is, click: [Who is my councillor?](#)

District	Name	Address	Phone/Fax/Cell/Email
1	Clarence Prince	9 Cambridge Ave Sydney Mines, NS B1V 2G4	P: (902) 736-8045 F: (902) 736-7580 C: (902) 578-3804 E: cprince@cbrm.ns.ca
2	Earlene MacMullin	86 Peppett St. North Sydney, NS B2A 2P1	C: (902) 574-1822 E: edmacmullin@cbrm.ns.ca
3	Esmond "Blue" Marshall	127 Beach Road Eskasoni, NS B1W 1A5	P: (902) 379-2692 C: (902) 574-2856 E: emmarshall@cbrm.ns.ca
4	Steve Gillespie	320 Esplanade Sydney, NS B1P 7B9	P: (902) 539-2144 E: sdgillespie@cbrm.ns.ca
5	Eldon MacDonald	50 Leonard Street Sydney, NS B1S 2T5	P: (902) 539-0588 F: (902) 564-1036 C: (902) 574-3358 E: emacdonald@cbrm.ns.ca
6	Ray Paruch	55 Acadia Drive Sydney, NS B1P 3X9	P: (902) 562-4482 F: (902) 563-5129 C: (902) 578-7079 E: rparuch@cbrm.ns.ca
7	Ivan Doncaster	4485 East Bay Highway East Bay, NS B1J 1N4	P: (902) 828-2272 F: (902) 828-3293 C: (902) 574-3711 E: idoncaster@cbrm.ns.ca
8	Amanda McDougall	320 Esplanade Sydney, NS B1P 7B9	C: (902) 574-0290 E: ammodougall@cbrm.ns.ca
9	George MacDonald	70 McLeod Road Glace Bay, NS B1A 2Z2	P: (902) 849-2426 F: (902) 842-3316 C: (902) 578-1888 E: gmmacdonald@cbrm.ns.ca
10	Darren Bruckschwaiger	116 Ocean Ave Dominion, NS B1G 1R3	P: (902) 849-2737 C: (902) 565-4130 E: drbruckschwaiger@cbrm.ns.ca
11	Kendra Coombes	320 Esplanade Sydney, NS B1P 7B9	C: (902) 574-2461 E: kccoombes@cbrm.ns.ca
12	Jim MacLeod	30 Matilda Street Sydney, NS B1N 2T4	P: (902) 562-2427 F: (902) 563-5501 C: (902) 578-2724 E: jmacleod@cbrm.ns.ca

Mayor - Cecil Clark
mayor@cbrm.ns.ca
 563-5000



CAPE BRETON
 REGIONAL MUNICIPALITY

CBRM - Signature

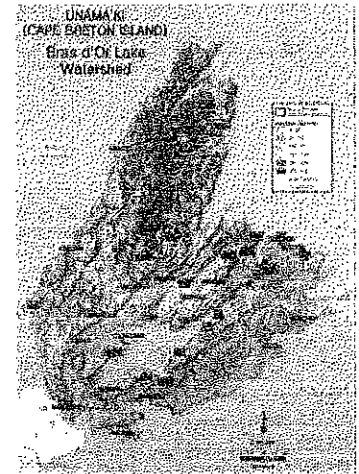
come walk with me.

The Bras d'Or Lakes is a unique estuarine environment, a place that is home to animals that are normally resident much farther north, and host to occasional visitors (like the Sunfish) from farther places south. The Lakes' 1,100 kilometres of shoreline boast many sheltered harbours and inlets, perfect for mooring a sailboat or gardening oysters. The tidal forces of the Great Bras d'Or Channel move water in and out at a daily speed of up to 11 knots, flushing about once every day and a half. The 3,500 square-kilometre watershed includes parts of the Cape Breton Highlands, at hundreds of metres elevation, down to sea-level salt marshes and barrachois ponds. The people living in the watershed have their roots in at least four different languages and cultures: Mi'kmaq, Acadian, Gaelic, and English, with newer arrivals in the summer months from all corners of the world.

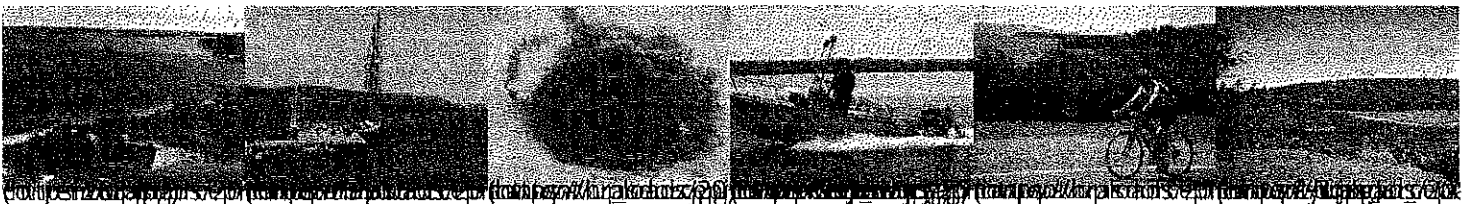
This is only a glimpse of what is known as the beautiful Bras d'Or Lakes ecosystem. There is no place like it anywhere in the world.

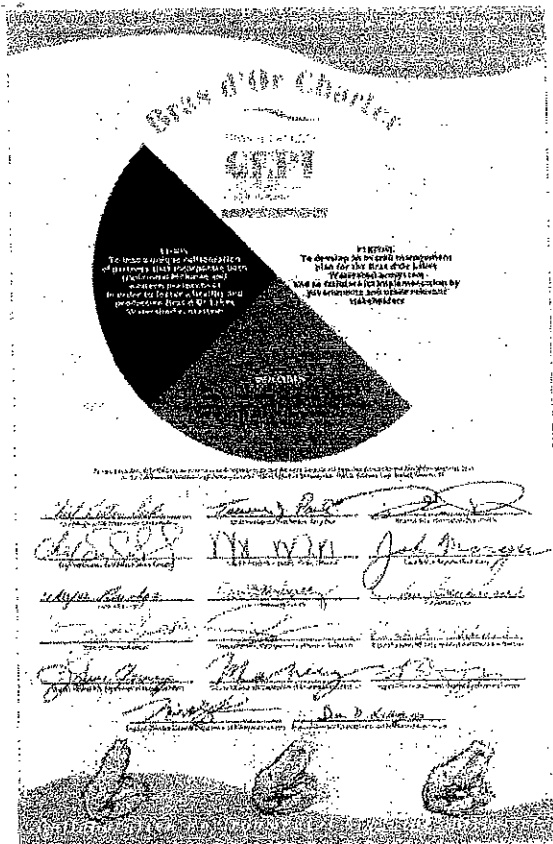
~ Spirit of the Lakes Speaks (2011)

(<https://brasdorcepi.ca/publication/spirit-of-the-lakes-speaks/>)



x





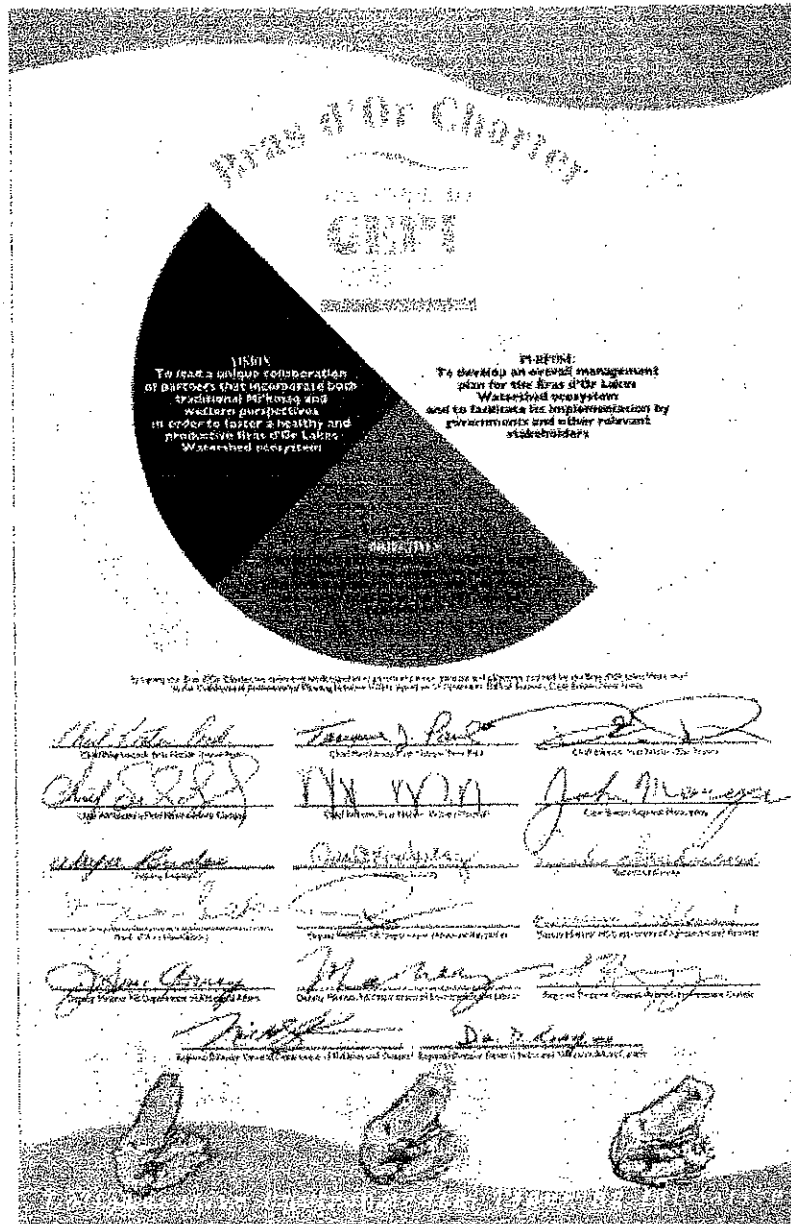
content/uploads/2015/08/CEPCharterReduced-1.jpg)

As time has changed the Lakes over the centuries, there are milestones in the history of its relationship with humans. One of these milestones for the Bras d'Or Lakes watershed, was the creation and signing of the "Bras d'Or Charter" (<https://brasdorcepi.ca/cepi-homepage/bras-dor-charter/>). Created in 2005, this Charter represents a huge step towards a plan to guide the establishment of a unique and vital collaboration between all decision-making agencies in the watershed.

~ Spirit of the Lakes Speaks (2011)
(<https://brasdorcepi.ca/publication/spirit-of-the-lakes-speaks/>)



The Bras d'Or Lakes are very important for many people and cultures for a variety of reasons. The watershed provides the basis for supporting the economy through forests, minerals, and fish. It is a place for sport and recreation, a place where we can reconnect with nature and all its deeper meanings. The Bras d'Or is a provider of gifts important to individual diet and communal health. It is intimately intertwined with our unique and diverse cultures. Our common concern for the Bras d'Or Lakes



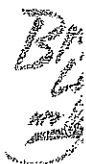
her in a

nd all

lakes-

ikes.

Visit



Bras d'Or CEPI

stan.johnson@brasdorcepi.ca

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

Memo from: Bernadette Campbell
(Landowner of #7836 East Bay Hwy, Big Pond Centre)
Memo re: Application #1037
Memo date: February 14, 2018
Memo to: Cape Breton Municipal Council

Attention: Administrative Assistant: Cathy MacIntyre cmmacintyre@cbrm.ns.ca
Please acknowledge receipt of this e-mail. Thank-you.

Dear Council Members,

I am writing this as a tax paying landowner of #7836 East Bay Hwy, Big Pond Centre, my Great-Grandparents' property, to emphasize my concern for the Application #1037 by Chris Skidmore www.skidmoredevelopments.com to Spot Re-Zone a 109-acre parcel of land in Big Pond Centre. The three phases allegedly propose 54I RV sites, 64 tenting sites, and a variety of amenities including a monstrous water park.

My first visit to Big Pond Centre was when my grandfather died in 1952 prior to my birth. My grandfather was a carpenter and a blacksmith. He provided the wood for the church in Eskasoni directly across from my property. He may have assisted in the construction. My father, Michael Campbell, nee Red Islands, played fiddle with Buddy Mac Master, my Godfather Don MacLellan, Little Jack MacDonald, Sandy MacIntyre, Dougie MacPhee, and many others. I knew them when they gathered to play fiddle tunes at my home in Toronto.

I have been a seasonal resident since my grandmother passed away March 11, 1961. My brothers, God rest their souls, drove Rita Mac Neil from Toronto to Detroit for her first audition. I visited her with my sister when she lived in the schoolhouse that is now Rita's Tea Room. I brought Rita my mother's scones, with jam, when I attended her Toronto concerts.

When on holiday, I fed calves on a neighbour's farm. I attended numerous square dances at Big Pond Fire Hall and in Johnstown with my cousins.

I own a several acre parcel of land that belonged to my MacLellan grandparents in Big Pond Centre. I pay taxes for the entire year, not just when I visit on vacation. Building on my property is now in stasis. My plan to live there, as I am retired, is now in stasis. Why would I want to vacation in Big Pond when development plans are so vague.

Why this preamble? I feel dismissed as a "seasonal" resident in this process by not receiving any information or consultation from the CBRM. The CBRM website neglects to post or disseminate current/relevant statistical information, pro or con, regarding the Application #1037.

The actual disclosure of information, other than "pretty" photos on-line and intent by the developer represented by Chris Skidmore, is "less than honest". It is very difficult to find any statistical information regarding the development. The developer applicant, stated at a public meeting he won't be living in Big Pond Centre, and management of the site will be contracted out. He appears to be a native of Vancouver

working on behalf of a Calgary firm. I suspect his wife, who is clearly a native of Cape Breton, will also not be a resident of Big Pond Centre.

The intent to maximize human and vehicular population density with additional aqua density and proposed watercraft structures has the stench of corporate greed denuding a beautiful area in Cape Breton, regardless of the impact on the local community or environment.

In absentia, I have far more questions than answers.

How does Council make a determination to Spot Re-Zone properties when prior to the application, the developer is not required to provide informational statistical studies regarding the CBRM's four criteria? The application is not specific to the four criteria that CBRM will use to approve the application.

Would you approve the construction of this monstrosity if it the proposal were beside your livelihood, home or your vacation property? I doubt the developers would want this next door to their domicile? Anyone I have spoken with who support the development, are NIMBY supporters. (Not In My Back Yard.) What would residents say should the location be Irish Cove, Eskasoni or Sydney?

Will Councilors that have any interest in approving this specific Spot Re-Zoning, either financially gain, or has family ties to, or may benefit from the approval declare "Conflict of Interest"? (Robert's Rules of Order) The Mayor has declared his candidacy for leader of the Provincial PC Party for Nova Scotia. (The Canadian Press February 5, 2018) Will his provincial election platform be related to creating employment in Big Pond Centre?

Will the vote be held in a public forum and will individual votes be recorded? (Robert's Rules of Order)

Will your future CBRM budget provide funding for the additional resources, through hiring personnel, increase staff for EMS and police to ensure public safety? Will this developer offset the costs?

The CBRM website indicates that Council committee meetings and decisions are based on Robert's Rules of Order and City By-Laws. I am a retired Unit President of one of the largest teachers' locals in Ontario. I understand how that can work in Council's favour but lack of familiarity with the procedures can work against the public interests.

Should the Spot Re-Zoning be approved, the sellers of properties stand to reap the benefits of selling over market value to the developer. Will those who live and vacation on properties in the vicinity see their properties decrease in value? Will tax status be pro-rated? Council represents all taxpayers.

My concern for the environment is critical but not one of the four criteria set by CBRM to Spot Re-Zone. The environmental impact will be merciless. The sandbar is closing in and boats haven't used use this area for years. The evolving sandbar east of the proposed development will be a mud hole where I can spend my vacation watching turds float around as opposed to wildlife.

Apparently, Council will address only four categories regarding the Spot Re-Zoning Application #I037 on February 20, 2018. The application does not parallel the four stages that Council will use.

FUMES:

(No statistics available.) The potential volume of 541 transient RVs plus towed cars, 64 tent sites on la location of 109 acres will undoubtedly forever impact the carbon footprint in Big Pond Centre. The frequency and density of the potential number of RVs, varying in age, size, exhaust and carbon monoxide

output will impact the area significantly. This impact on the fragile “wetlands” in the area will be irreversible.

The launching of gas powered water vehicles on the Bras D’Or will also have a negative environmental impact. This will also affect my neighbours in Eskasoni who have a population in the several thousands.
<https://www.statcan.gc.ca>

TRAFFIC FLOW TO AND FRO:

(No statistics available.) Safety: I commuted to work on the QEW and 401 in Toronto for 33 years. The 401 can have up to 16 to 18 lanes, in both directions, in many areas. I would have to change 5 lanes, in less than a minute, from the 401 to the 427 to be able to exit to the QEW.

That being said, Hwy 4 in Cape Breton scares the hell out of me. HWY 4 is a main highway with only 2 lanes in most areas from St. Peter’s. I have driven to Cape Breton from Toronto numerous times. HWY 4’s visibility at night, in the rain or fog can be challenging due to the fact that it has very dangerous blind curves. “Side of the road” is minimal. It is difficult and in most cases dangerous to pull over without compromising the safe passage of cars, big rigs or trailers. The roads have no change lane for safety in most areas.

Pedestrian traffic would most definitely be dangerous. When I walked to Rita’s Tea Room with my sister and my 12 year old niece, we would visit my grandparents in the Big Pond cemetery along the way. When a transport went by, we had to hold my niece so the momentum of a passing transport wouldn’t suck her in.

Should the Spot Re-Zoning request additional HWY property; will this result in mandatory property expropriation of adjoining properties for HWY 4 expansion to accommodate transient, seasonal traffic volume of 541 RV+ vehicles?

It would be beneficial to have DMV stats as to the feasibility of the volume regarding the types of vehicles, time of day, volume with local traffic and transport trailer regarding times and frequency of specific vehicles. As Cape Breton is an island, many resources are imported by transport. Recently there have been serious accidents in East Bay and Red Islands. EMS response can vary with ambulance, fire and rescue and/or police.

TRAFFIC FLOW TO AND FRO: WATER SAFETY:

(No statistics available.) This concept of water safety clearly needs to be re-defined under the TRAFFIC FLOW TO AND FRO definition to include a definition of aqua safety and emergency response times. Watercrafts are no longer used in the sandbar area on my shoreline that has been closing in for decades.

NOISE:

(No statistics available.) The density 541 RV’s, cars, and 64 tent sites at max capacity could be thousands of people. Noise magnifies and travels on water.

Construction itself, over what could be years, would be a nightmare for local residents.

VISUALLY COMPATIBLE:

(No statistics available.) This is a no brainer. It will denude the landscape on both sides of HWY 4 in Big Pond Centre. Destabilization of land from harvesting trees above HWY 4 could trigger a mudslide. It wouldn’t be the first in Big Pond Centre. Clearly, safety is also an issue.

In my world, before applying for a change, a development of this magnitude should be preceded with extensive information that should include rigorous studies providing the CBRM with statistical information so a decision to vote either for, or against, would be an informed decision.

Clearly the intent of the CBRM is not only to change a Zoning application for #1037, but also change By-Laws to accommodate this application. One possible change is "Section 4a. Buffer/walkways" Should this acreage be Spot Re-Zoned, it would set a litigious precedent.

Can I have my property Spot Re-Zoned to set up a Tim Horton franchise, a liquor store, or an auto mechanics/RV shop that would do on-site repairs? A Federal 420 government regulated grow op would be so profitable and provide many employment opportunities!

The By-Law Amendments are vague to as to responsibility of both the CBRM and the developer. Whom does one sue first should there be any crisis, critical injury or loss of life due to a fatal collision, family drug violence or a water fatality? I ask that question given my extensive experience regarding litigation, both professional and personal. Is it the CBRM or individual Councilors who vote in favour of approval of Spot re-Zoning Big Pond Centre or the developer? This could be a litigious nightmare. Let the square dance of blame begin.

I understand that I am not a permanent resident but last count, years ago, I have over 65+ first cousins rooted in Cape Breton. I spent Thanksgiving with cousins in Red Islands this fall. I am in frequent contact with cousins in both in Canada and the USA.

"A community is a small or large social unit who have something in common, such as norms, religion, values, or identity. Communities often share a sense of place that is situated in a given geographical area (e.g. a country, village, town, or neighbourhood)..." (Wikipedia) Am I going to make enemies for opposing this development? Absolutely. Is this issue divisive and may fracture the Big Pond Centre community? Absolutely. Will it set a precedent to lower the bar for future developments? Absolutely!

In conscience, how does Council proceed to a vote in favour of this application without providing ALL residential taxpayers, statistical information based on Council's four criteria?

As a taxpayer, Council represents my vested interests. Your vote of approval of this application would clearly approve transient residency over permanent and seasonal residency. The horse is behind the cart. Should Council approve this application #1037 for Spot Re-Zoning In Big Pond Centre, at this point in time, shame on you!

Respectfully submitted,

Bernadette (Berni) Campbell
Daughter of Mickey Jim and Sadie Hughie
Resident (Seasonal): Big Pond Centre #7836

48 De Grassi St.
Toronto, ON
M4M 2K3
Mobile: [REDACTED]
[REDACTED]

c. Mayor: Cecil Clarke mayor@cbrm.ns.ca
(Declared Candidate for the Provincial Nova Scotia PC Party)

Councilors:

Clarence Prince	cprince@cbrm.ns.ca
Earlene MacMullin	edmacmullin@cbrm.ns.ca
Esmond "Blue" Marshall	edmacmullin@cbrm.ns.ca
Steve Gillespie	sdgillespie@cbrm.ns.ca
Eldon MacDonald	emacdonald@cbrm.ns.ca (Deputy Mayor)
Ray Paruch	frparuch@cbrm.ns.ca
Ivan Doncaster	idoncaster@cbrm.ns.ca
Amanda McDougall	ammcdougall@cbrm.ns.ca
George MacDonald	gmmacdonald@cbrm.ns.ca
Darren Bruckschwaiger	drbruckschwaiger@cbrm.ns.ca
Kendra Coombes	kccoombes@cbrm.ns.ca
Jim MacLeod	jmacleod@cbrm.ns.ca

Dear CBRM Counsellors.

Ceilidh on the Lakes

In recent weeks I have listened to comments in the CB Post which appear very one sided regarding the proposed opening of the campground, Ceilidh on the Lakes. I have heard negativity from community members who appear to say their concerns focus around the environment and its effects on parking at the local cemetery in Big Pond as well as wet land concerns.

I question their concerns and their myopic thinking. The task now placed before the municipality is the application for rezoning. The guidelines from what I was told from the planning commission was to deal with the proposal at hand. I was shocked to see one counsellor at the meeting try to delay such giving the public the perception they are trying to delay this project. Also on that note to hear that another similar business would interfere with this project by writing to its patrons and asking them to sign a petition goes beyond the ethics of good faith.

Are we seriously having such negative discussions focusing around economic development when your opening statement on your own municipal website speaks about the need of economic development for our area. Must we remind the people of the CBRM the need for employment in our area and for families to once again reconnect with their children. Not to mention the fact we also are in need of campgrounds in our area. Ben Eoin Beach is a lovely campground, where I have camped now for forty four years, and the family who runs and operates it works very hard to maintain it. However, it is full to capacity and most overnights lots on the way in to the beach are now seasonal sites. This leaves sites outside the gates as overnight lots for tourists. I agree with many discussions in that people cannot get reserve summer spots in many campgrounds as it is primarily booked up at the beginning of the season. The waiting list issues in campgrounds appear to be a concern for many people wanting to RV, this assumption was made after reading the many followings on social media the last number of weeks. RV dealerships are more than able to sell additional units given the study done by Mr. Skidmore and Celtic RV Sales. The fact that the consumer cannot find a place to house their units in our local area is a definite reality. The economic spin off from this proposed business goes far beyond the work prior to and after the campground opens. Jobs, sales for RV dealerships, advertising, marketing, youth workers, as well as the trades and maintenance certainly have caught my interest more over than the concerns about the environment. The government agencies overlooking the project from the initial start are professional enough to ensure that the guidelines are followed throughout its entirety, as they should be. Are we saying we question these provincial departments professional ability by signing a petition based solely on myopic thinking and concern for the environment? I would hope not.

Another key issue that appears to have diminished in the debate is the social advantages for our youth and families. Camping is not what it once was with small units and families using tents on their lots as when I grew up. It has grown into a huge industry where people invest a great deal into buying units to spend time with their families. Most campers have little to few issues camping with the children as youngsters. However, when our children become teens we witness the independence this group of teens sometimes want without being with their parents. This is a difficult time for families as parents. Parents are torn in trying to have the teens with them and trusting them to be on their own for a said period of time. I have witnessed families give up camping due to this very reason. Now with such a high energy and fitness minded development like that being proposed, it speaks to those families who might be thinking it is time to give up camping due to teens being bored. It could be a revival in the family dynamics for some with the health benefits of such activity based summer residence exceeding expectations.

Overall it becomes a matter of a family's personal need. Do I want a more quiet existence or something more high energy. Do I want something more populated and activity orientated. Do I want to use my unit for 3-5 or 6 months. The decision should be ours to make.

I ask that the public weigh in on what you feel and I urge you to make your voice heard. Contact your local counsellors and question what their roles are in this application for rezoning. If CBRM blocks this proposal I'm confident the developer will move on to another more progressive community here in Nova Scotia. If this occurs you can thank ourselves for not standing up when we needed to. The fact that the public too can use this facility is impressive and most welcomed by people I have talked to.

I look forward to the debate on Tuesday public meeting and will be present to listen to the debates.

Best Regards,

Kevin Linden

Sydney

I'm Diane Aucoin... being a seasonal camper for years in Ben Eoin beach I so support another camp ground for all to enjoy our beautiful Cape Breton Island... especially the Brador lakes... Ben Eoin is so over crowded n needs more campsites... they have a waiting list... so what does that tell u... people want on the lakes... yes for new campsite!!!!

To Whom It May Concern:

My Facebook Post from months ago:

When I heard of this opportunity for Cape Breton... For Big Pond...I was so excited...Wow....What an opportunity for Big Pond to be THE place to go AGAIN....A number of years ago, there were TWO convenience stores...side by side...both had success at that time...a gas station...a restaurant on the beach...an amazing "Big Pond Concert" Where we went EVERY year to Macintyre's field.. The concert grounds. where hundreds of Cape Bretoners...frequented those amazing concerts..wow so many beautiful family memories there...where the volunteer fire dept. kept everyone in line....where my beautiful late brother -in-law Frank Sampson..worked tirelessly for the promotion and success of "Big Pond"....Now Big Pond is a forgotten space to me..forgotten to what it once was....Except for "Rita's Tea Room...there is nothing to reflect what it once was.....I believe it needs to be shared with the world

I am appalled and disappointed at the negative feedback that has come forth to try and stop this incredible "opportunity for Cape Breton to grow".... especially in our tourist industry, which is now one of our main industries

An MLA from Alberta Doug Griffiths recently wrote a book called "13 Ways to Kill A Community"..

Some headings are:

- 1.Residents Do Not Attract Business
2. They Don't Engage Youth
- 3.They Deceive themselves (by missing strength in gain by inviting opportunities)
- 4.Don't Cooperate
- 5.Live In The Past
6. Reject Everything New
- 7.Ignore Outsiders
- 8.Do Not Take Responsibility For Growth

This is a prime example of what is happening in the community of our beloved Big Pond.

Also: No one is speaking out about these "landowners" who have an amazing opportunity to sell. One piece of this property was up for sale for almost 10 years with NO offers. As a CBRM tax payer for over 40 years I cannot fathom that my community would rally to tell me I should not sell my property OR have the power to stop me from selling, scary really.

And the families/land in question have been pillars of the community, Donated the land for the Community Grave Yard.....

Founding members of the Big Pond Concerts and The Fire Dept.

The list goes on ..how these families have given back to the community for generations

From my viewpoint the majority of residents speaking out against this project are of the age of retirement...how selfish not to think of our youth and the future of Cape Breton/Big Pond

PEI has had so much success in accepting economic growth and change, so many tourist attractions which has enabled their success in the tourist industry.

I am sure Counsel will make the best decision for Cape Breton and Big Pond

Yours Truly,

Debbie Mullins
Howie Centre



ACTING FOR SOCIAL JUSTICE / AGIR POUR LA JUSTICE SOCIALE

February 15 2018

Robin Tress
Council of Canadians
Halifax, NS

To: Karen Neville, municipal planner
Cc: Mayor Cecil Clark
Councillors of Cape Breton Regional Municipality

I'm writing to you on behalf of the Council of Canadians, a national social justice organization. We are speaking in support of Friends of the Pond, who are asking the municipal council to reject the 600-site RV park and related re-zoning based on the threats posed by the project in its current iteration.

Who we are

The Council of Canadians is Canada's leading social action organization with over 100,000 grassroots supporters and 60 local chapters from coast to coast. Through our campaigns, we advocate for clean water, green energy, fair trade, public health care and a vibrant democracy. We educate and empower people to hold our governments and corporations accountable.

We are supported by individual donations from ordinary Canadians and do not accept funding from corporations or government. We often support communities that are working to protect their water, as the Friends of the Pond are. We've been in contact with this group and offer this letter as part of Friends of the Pond's submission to the February 20th, 2018 zoning hearing.

Water justice is a major focus of our work, and this project poses threats to local drinking water, the health and bounty of the Bras D'or Lakes, to the nearby barrachois pond locals depend on for food and recreational oyster catching, and would be an intrusion into this rural community.

I have outlined a number of considerations we hope the municipal council will consider carefully before voting on the re-zoning of the Big Pond area.

Water

Residents in Big Pond have expressed concerns for the impacts that this RV park may have on their access to high-quality water. An RV park with 600 camp sites has the potential to draw a huge amount of water from the aquifer, and the wastewater and storm water requirements for such a big development pose contamination risks. Furthermore, this particular aquifer has proven sensitive and difficult from which to extract potable water. Because of the underlying formations of shales, siltstones, sandstones, limestone, gypsum

and salt, accessing potable water from a well for residential uses can be difficult. Many residents of Big Pond have gone to great lengths to ensure that their water is drinkable through filtration systems, water softeners, and lining wells so they don't collapse. Some wells have been affected by much smaller construction projects which have resulted in local magnesium pollution. Please see the letter submitted by Theresa Morley for a personal account of her experience with well water disruption following construction in Big Pond Centre. These experiences, matched with the proponent's development plan and its multiple impacts on water have raised a number of concerns for the Friends of the Pond.

As CBRM Council knows, water resources are under the jurisdiction of Nova Scotia Environment (NSE). This project will have to get approvals through NSE for its water takings (if takings exceed 23000L per day), wastewater management, storm water management, watercourse alteration, and public drinking water registration. The fact that this project has triggered the need for five water-related permitting processes shows that this project presents a number of different impacts on local surface and groundwater resources, and should be considered with great care.

With respect to the water takings permit, NSE will factor in a number of considerations including the volume and recharge dynamics of the watershed – essentially the department will investigate if there is enough water in the watershed to allow the proponent to extract water without disrupting current uses of water in the area. We ask that the municipal council wait to make a decision on rezoning the Big Pond area until NSE has conducted its water takings and wastewater studies and approvals. It would be a waste of council and staff time to go through the process of re-zoning if this project proves untenable at a provincial level.

In 2010 the UN General Council recognized the human right to water and sanitation. This declaration says, "The right to water and sanitation is a human right, equal to all other human rights, which implies that it is justiciable and enforceable." Part of this access means ensuring that water is affordable. The municipality, and all levels of government, has a responsibility to ensure that its residents have clean and accessible drinking water, and there are several ways it can act on this responsibility. Should this development or any future development enabled by this rezoning result in negative impacts to residents' well water, the municipality should defend these residents' right to safe and accessible water by supporting any fact-based claims of water contamination and demanding that the proponent pay damages to affected residents.

As a precautionary measure, will the municipality postpone discussions of rezoning until the proponent has obtained the necessary permits from Nova Scotia Environment?

Bras D'or UNESCO World Heritage Site

As you are aware, the Bras D'or Biosphere is a designated UNESCO World Heritage Site. UNESCO developed the World Heritage Site program to promote the "protection of natural and cultural heritage", and to "encourage participation of the local population in the preservation of their cultural and natural heritage." Big Pond and the proposed RV park development fall within the Biosphere boundaries.

This World Heritage Site was established with the support and cooperation of the five Mi'kmaq communities that fall within the boundary, as well as municipal, provincial, and federal governments. The Bras D'or Lakes and the surrounding lands are the lifeblood of

the communities, cultures, and economies of Cape Breton. With recognition for this ecosystem's important role in life in Cape Breton, the Biosphere Reserve Association was established and the World Heritage Site was designated. The quality of the environment and culture in the Bras D'or is a critical ingredient in the area's ability to draw tourists from across North America. It is important that any developments, like this proposed RV park, do not jeopardize the quality of the Bras D'or for its residents or its visitors.

The mandate of the Biosphere Reserve Association is to help communities, companies, and government to preserve and enhance the environmental, social, economic, and cultural sustainability of the Bras D'or Lakes Biosphere. Has municipal council talked to the Bras D'or Lake Biosphere Reserve Association? Has the company? What will the impacts be on the biosphere?

Traffic

Building a new 600-site RV park is bound to introduce increased traffic to Big Pond and the surrounding areas. Traffic can have an impact on rural life in a number of ways, including noise, air quality, road conditions, and safety. If the area is re-zoned, it would open up the opportunity for other developments to be allowed, introducing yet more traffic.

Has the municipal council considered traffic impacts should this rezoning be allowed and the park be approved?

As a municipal council you are responsible to your constituents. I hope that you hear the valid concerns raised by your constituents in the Big Pond area and consider the questions they have raised prior to voting on this re-zoning issue. This proposed RV park has the potential to change the lives of the families and communities neighbouring the development, and we ask that you give careful consideration to these impacts before making any decisions.

Sincerely,

ORIGINAL SIGNED BY

Robin Tress
Council of Canadians

Ms. Paon,

Debbie and I have a wonderful cottage on Big Pond. Despite our busy medical practises, we make a seven-hour journey there about a half-dozen times per year. It's peaceful, it's serene. It's our "home away from home". Our property borders on the proposed RV park development of Mr. Chris Skidmore and company. Needless to say, we find this development very disconcerting. We have very carefully reviewed their proposal and have corresponded with our fellow residents of Big Pond on numerous occasions. We have held off until now to make comment, as we felt that this proposed development to be quite unbelievable.

From the perspective of the proposed developers we can't conceive how they can possibly make it economically viable. There are several very costly hurdles they would have to overcome. Would they be able to economically provide adequate good quality water for their development? The clean water requirements for the proposed park would be very significant. It is a known fact that the quality of water in our region is very poor. We and our neighbours can attest to that. We personally employ an expensive double filtration system at our cottage and the water is still not of drinkable quality. Would such a large development affect the existing water table and their ability to obtain adequate volumes of water for the park? This is certainly would be the case. We can personally attest to the nature of the land in this area. It is essentially a bog which traps the run-off water from the ridge on the south side of Route 4. The bog-like nature of the land acts like a sponge to help replenish the underlying water table. Therefore, this proposed land development would affect both the run-off (as the ridge would be levelled with development) and its' retention for the underlying water table. This may also affect the water supply of other residents in this area. If it is determined, that during the development of this project, that adequate water can't be supplied, then the project will be "a bust". Unfortunately, once the land is altered, the changes are irrecoverable. We could be left with a partially developed environmentally damaged "eye-sore".

The proposed development site encompasses both the north and south sides of Route 4. I have on occasion wandered through the south side. It is a very long wooded rocky ridge steep on both sides. It would have to flattened to facilitate a viable RV park. You would essentially be in a situation where you had a rock quarry for God knows how many years. I can only imagine how costly this would be. Increased noise and pollutants from such an excavation would surely be unwelcome. Slow moving vehicles in and out of this "quarry" would be yet another danger.

Big Pond has a unique habitat. Would the proposed land development add toxins to the Pond? There is no doubt that it would. It seems inconceivable that the residue from so many RV's would not eventually leach into the lake despite the best of efforts to prevent this. Unfortunately, Big Pond has very little ability to flush toxins from its' waters. It has a rudimentary connection with Bras D'or Lake which is slowly closing in. In the past, the opening to the Pond has had to be dredged to allow passage of water vessels. In its' present state we are having difficulty even getting our sea kayaks through this narrow shallow passage. Adding a beach and a dock for motorized watercrafts (as this development proposes) to Big Pond would further contribute toxins to this delicate eco-system. This bird sanctuary that we all respect and admire would inevitably be permanently destroyed. This would also undermine the slow recovery of the oyster beds in Big Pond which once provided income for several local residents. Are the proposed developers naïve to the fact that the Pond has a very shallow muddy bottom in the area that they propose to make the beach, water slide and dock? No one would ever even wade in these waters let alone swim. Although it is environmentally restricted, I can't imagine how they could put a sandy beach in this area.

Would this proposed development affect the traffic safety on Route 4? I can't imagine a worse place to put the entrance of this development. Picture this: you have slow-moving RV vehicles, many of them owned by non-residents who don't know the highway, entering, exiting and crossing a site with a multitude of young children, positioned on a significant curve in the highway.

Debbie and I journey to our cottage in Big Pond several times a year. The peacefulness and serenity it affords is therapeutic. This will be immeasurably tarnished if this development proposal is approved. We find it inconceivable that the Departments of Environment and Transport haven't evaluated this project prior to it going to vote by Council. We can't imagine the disgust and anger that our neighbours and friends who are permanent residents of Big Pond feel. None of us are against the economic development that such a project may bring in the short and long term to Cape Breton. But for God's sake, please develop it somewhere else where its effects will be mitigated.

Sincerely,

Drs. Debbie and Russ Gowan

February 13th, 2018

Mayor and Councillors;

Please accept this letter as my opposition to the Zoning Amendment #1037 regarding the Big Pond RV Park. I believe it will take away the rural atmosphere in the beautiful, peaceful community of Big Pond. The country life in Big Pond that we have grown up with and enjoyed will be destroyed.

For the past several months I have been following this project. According to Tourism Nova Scotia, the existing RV Parks in the surrounding area is running less than 45% for night sites and already, the CBRM has given \$20 000 to one of the parks to help offset costs (Cape Breton Post). Such a development as the one proposed for Big Pond will only hurt the existing parks and does not make sense to allow a new park to take the business from the ones that are struggling to survive; thus, causing potential closures of these RV Parks. It's like robbing from Peter to pay Paul. It doesn't make sense to repeat what already exists. I question where the new developer is going to find the population to utilize an RV Park in Big Pond when the current RV Parks in the Cape Breton Region is less than half full. If it happens that the current campers of the existing parks move out to Big Pond, then the existing parks are in trouble again. This alone, should be enough to stop any zoning amendment that would permit another RV Park in the CBRM.

After listening to discussion of a recent council meeting, I find it difficult to comprehend that the councillors will not receive any provincial reports or studies before they decide on Zoning. Councillors need to be given this information to assist them in making an informed decision.

Be wise, make the right decision, and vote NO to the Zoning Amendment #1037.

Sincerely,

Martin MacInnis

