

Cape Breton Regional Municipality

General Committee Meeting

AGENDA

TUESDAY, JUNE 6, 2017

9:30 A.M.

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

Cape Breton Regional Municipality

General Committee Meeting

Tuesday, June 6th, 2017

9:30 a.m.

AGENDA ITEMS

Roll Call

1. PROCLAMATIONS & RESOLUTIONS:

- 1.1 National Health and Fitness Day:**
Councillor Jim MacLeod (See page 6)
- 1.2 PierScape – 20th Annual Arts Festival Anniversary:**
Councillor Jim MacLeod (See page 7)

2. DELEGATION:

- 2.1 Blue Dot Movement:** Spokesperson, Paul Strome, David Suzuki Elder (See page 8)

3. CORPORATE SERVICES:

- 3.1 Former Sydney Fire Station No. 3 (PID 15146699) – 1086 Victoria Road, Sydney, File No. 07450:** Sheila Kolanko, Senior Paralegal / Property Manager (See page 16)
- 3.2 Former North Sydney Police Station (PID 15624406) – 412 Purves Street, North Sydney, File No. 07267:** Sheila Kolanko, Senior Paralegal / Property Manager (See page 19)
- 3.3 Appeals Standing Committee:** (from February 21, 2017 Council meeting)
Deborah Campbell, Municipal Clerk (See page 23)

Continued...

**General Committee Meeting Agenda
(Continued)
June 6th, 2017**

4. PUBLIC SERVICES ISSUES:

- 4.1 Roads Paving Programs:** (from May 16, 2017 Council meeting)
Bruce Hardy, Manager of Engineering Services (See page 35)
- 4.2 Arterial/Collector Roads Paving Programs Applications:**
Bruce Hardy, Manager of Engineering Services (See page 40)
- 4.3 CBRM Transit:** Michael MacKeigan, Manager Utilities Administration
(See page 51)
- 4.4 Middle Lake Wellfield:** Michael MacKeigan, Manager Utilities
Administration (See page 54)
- 4.5 MacAskills Reservoir-McQueen Property Acquisition:** Michael
MacKeigan, Manager Utilities Administration (See page 56)
- 4.6 Annual Pavement Marking Program (Street Line Painting):** Ray
Boudreau, Manager of Public Works Central (See page 62)
- 4.7 CBRM Crosswalk Strategy:** Rick McCready, Senior Planner
(See page 71)
- 4.8 Fines for Illegal Dumping:** Councillor Darren Bruckschwaiger
(See page 94)

5. PLANNING ISSUE:

- 5.1 Issue Papers Requested by Council:**
- **Keeping of Livestock**
 - **Coal and Wood Burning Stoves**
 - **Advertising Signs**

Malcolm Gillis, Director of Planning (See page 95)

Continued...

**General Committee Meeting Agenda
(Continued)
June 6th, 2017**

6. PROTECTIVE SERVICES ISSUES:

6.1 Dangerous and Unsightly Properties – Notice of Intent to Demolish:

Paul Burt, Manager of Buildings, Planning & Licensing Laws

(See page 98)

1. File #10044 PID #15411606 – 216 Brookside Street, Glace Bay
2. File #7217 PID #15006109 – 103 Lynch Drive, Sydney River
3. File #7695 PID #I5221849 – 758 Keltic Drive, Point Edward
4. File #7811 PID #I5263908 – 1039 Wallace Road, New Victoria
5. File #8244 PID #15255482 – 15 Highball Street, Florence
6. File #9263 PID #15132707 – 167 Henry Street, Sydney
7. File #9908 PID #15228869 – 8 Junction Road, Grand Lake Road
8. File #9976 PID #15378391 – 49 Brook Street, Dominion
9. File #9977 PID #15378409 – 51 Brook Street, Dominion
10. File #9989 PID #15514854 – 3877 Hillside Boularderie Road, Southside Boularderie

6.2 Statistical Complaint Report – Dangerous and Unsightly Properties:

Paul Burt, Manager of Buildings, Planning & Licensing Laws

(See page 100)

For Information Only

7. FINANCIAL STATEMENTS:

7.1 Port of Sydney Development Corporation to April 30, 2017: (See page

108) **For Information Only**

ADJOURNMENT

PROCLAMATION

NATIONAL HEALTH AND FITNESS DAY

- Whereas:** The Parliament of Canada wishes to increase awareness among Canadians of the significant benefits of physical activity and to encourage Canadians to increase their level of physical activity and their participation in the recreational sports and fitness activities;
- And Whereas:** It is in Canada's interest to improve the health of all Canadians and to reduce the burden of illness on Canadian families and on the Canadian health care system;
- And Whereas:** Many local governments in Canada have public facilities to promote the health and fitness of their citizens;
- And Whereas:** The Government of Canada wishes to encourage local governments to facilitate Canadian's participation in the healthy physical activities;
- And Whereas:** Canada by nature offers abundant recreational and fitness opportunities through such things as our mountains, oceans, lakes, forests, parks and wilderness; hence we as Canadians could be the healthiest and fittest people on earth;
- And Whereas:** The first week of June is Environment Week in Canada, and walking and cycling are great ways to reduce vehicle pollution and encourage physical fitness;
- Be It Therefore Resolved:** That CBRM Council proclaim Saturday, June 3rd, 2017 as "National Health and Fitness Day"; and encourage all residents to increase participation in health, recreational sports and fitness activities; and to forward a copy of this Proclamation to the Federation of Canadian Municipalities.

Councillor Jim MacLeod
District # 12

June 6th, 2017

Resolution

PierScape – 20th Annual Arts Festival Anniversary

- Whereas:** PierScape is an annual unique celebration of people, community and culture that engages the imagination and the senses and connects people to their core values;
- And Whereas:** Through the dedication of staff, volunteers, artists, participants, patrons, donors, sponsors and the support of a host of organizations and businesses PierScape is proud of the role it plays in promoting artistic works by local artists;
- And Whereas:** Every year PierScape welcomes new people who have the opportunity to work beside professional artists learning new and different techniques to showcase their talents;
- And Whereas:** Being a part of PierScape gives participants a sense of how important it is to maintain a sense of belonging and those experiences will provide memories that will last a lifetime;
- And Whereas:** Traditional celebrations are excellent opportunities for intercultural exchange and understanding;
- And Whereas:** PierScape gives local artists and the community the potential to unify and the power to connect and the members are proud to celebrate the artistic accomplishments of well-known visual artists from our Island and continually introduces the public to new ones;
- And Whereas:** Cape Breton artists are proud and honoured to display their quality of work and the amount of work that is put into the annual PierScape just gets better and better each year;
- Be It Therefore Resolved:** That Mayor Cecil P. Clarke & CBRM Council colleagues go on record in recognizing the 20th Anniversary of PierScape and extend sincere congratulations to the volunteers and members of the Board of Directors in their continued efforts for celebrating the artistic accomplishments of well-known local artists and continually introducing the public to new and upcoming artistic entrepreneurs.

Councillor Jim MacLeod – District #12 – CBRM

Dated this 6th of June, 2017



Municipal Clerk
Cape Breton Regional Municipality
320 Esplanade
Sydney, Nova Scotia
B1P 7B9

Tuesday, April 25, 2017

Dear Sir or Madam

I would like to request a time with the Cape Breton Regional Municipality in order to present the Blue Dot Movement principle that "Everyone has a right to a healthy environment".

This presentation would include:

- a short (7:12) video <https://www.youtube.com/watch?v=D43PJOBLCJI&t=32s> called "Today is the Day We Decide"
- a brief follow up statement
- wrapped up by a question and answer period.

Is it possible to have this video already loaded prior to the presentation day/time or should I bring a copy with me?

I would be asking the CBRM for an agreement in principle if they agree followed at a later date by a declaration of their own creation using the examples I have shared as templates if they wish.

Thank you for your consideration in this regard.

Paul Strome
David Suzuki Elder
8 Bay View Lane, P.O. Box 1201
Cheticamp, Nova Scotia
B0E 1H0

THE BLUE DOT MOVEMENT COMES TO CAPE BRETON ISLAND

By Paul Strome

Canada is the second largest nation on earth, home to 20% of the globe's fresh water, 20% of its wilderness, and an incredible diversity of landscapes extending to three oceans. When we sing of our "true north strong and free", images of natural bounty and beauty invariably come to mind. They are a key part of our national identity. It seems that Canadians consistently express deep pride in our natural heritage as well as active concern about any environmental problems that threaten the people and places we love.

However, there is a growing gap between what we say we value and what is actually happening. Canada currently ranks second last out of 25 OECD (Organization for Economic Cooperation and Development) countries in terms of environmental performance. Large industrial projects are too often approved without adequate and publicly transparent environmental assessments; they thus lack the oversight and monitoring to ensure the environmental health and wellbeing of nearby communities. One in two Canadians live in regions with unsafe levels of air pollution and, at any given moment, there are more than one thousand boil water advisories across the nation. It is entirely possible that our current generation of children may have shorter lives than their parents.

There are 110 nations in the world whose citizens have the right to breathe clean air, drink clean water and live in a healthy environment. Canada is not one of them. Two national organizations, EcoJustice (formerly the Sierra Legal Defence Fund) and the David Suzuki Foundation, have now taken up the challenge of rectifying this oversight. Their coast-to-coast-to-coast campaign is known as the Blue Dot Movement, named for the unique way that the Earth is seen from space. The five-year goal of this initiative is an amendment to the Canadian Charter of Rights and Freedoms that will guarantee every Canadian's right to a healthy environment.

In order to build a strong national base and to shift views on a massive scale, the Blue Dot Movement seeks to first engage the grassroots. It wants people across the country to sign petitions urging their local municipalities to issue declarations of the right to a healthy environment. Montreal, Vancouver, Richmond, Hamilton, and 142 other municipalities have already passed such statements. Once enough municipalities have done so, the next step is for each province to include similar wording in an environmental bill of rights. Then, with at least seven of ten provinces representing at least 50% of the population onside, the movement's attention will turn to the Canadian Charter of Rights and Freedoms.

Please consider pitching in with this important initiative, whether it's by adding your personal signature; filling up petition sheets of a dozen names each with friends, neighbours and work colleagues; taking petition forms to libraries and other public places, or helping

in many larger ways. We also welcome letters of endorsement from municipal councils, organizations and businesses. It was our goal to have a municipal declaration of the right to a healthy environment passed by the Municipality of the County of Inverness and we are proud to say that took place at the March 2016 meeting.

You can personally sign the petition by going to bluedot.ca. If you would like to help out with the local campaign, please send an email with your name, and contact information to paulstrome@yahoo.com. There will be further action and communication on Facebook ([blue dot movement - atlantic canada](https://www.facebook.com/blue.dot.movement)).

Paul Strome is a David Suzuki Elder and career educator who has taught in Nunavut, the N.W.T. and southern Canada for 31 years. Paul is serving as a lead person for Cape Breton Island's Blue Dot Movement.

An Interpretation by Grant Linney March 20, 2015

Municipal Declarations are not legally binding. They are, however, public statements of principle that ideally serve as guidelines for future municipal decisions concerning universal access to clean air, fresh water, healthy food, and nearby nature as well as the right to know about pollutants released locally and the right to participate in decisions impacting the natural environment.

These six aspects of the right to a healthy environment are stated in broad terms, in language similar to that found in the Canadian Charter of Rights and Freedoms when it speaks to rights such as “freedom of conscience and religion.” These broad statements are quite deliberate, leaving it up to citizens and their elected representatives to interpret them more specifically. For example, the right to a healthy environment does not spell out what exactly constitutes “clean air” - this is a standard that we must subsequently determine, just as we flesh out what “freedom of conscience and religion” looks like. As long as the right to a healthy environment remains at the level of a municipal declaration, it can serve only as a guideline. Once such a right becomes part our Constitution (i.e., written into our Charter of Rights and Freedoms, as is the long term goal of the Blue Dot Movement), politicians are legally obliged to respect this right and, if we as citizens disagree with their interpretation, we may then take them to court.

Once a Blue Dot campaign is started in a municipality, it is inevitable that citizens will ask what such a declaration means for specific local, regional, provincial or national issues, e.g.,

- What does Blue Dot have to say about the proposed loss of farmland; a new industry; the expansion of an airport or a railway terminal?
- Does healthy food mean food that is not genetically modified?

While individual citizens can certainly interpret what the principles of Blue Dot means with regard to specific issues, it is not the place of the Blue Dot movement or its supporters to provide such specific answers. We need to focus on the principles.

With care, it is appropriate for a local Blue Dot organization to use its social media (website, Facebook, Twitter, etc.) to inform supporters about non-controversial issues such as the protection of bees and other pollinators. Check **davidsuzuki.org** for a sampling of such issues.

Once a Blue Dot Declaration is passed in a municipality, it becomes a public statement. It is no longer “owned” exclusively by the Blue Dot Movement and its supporters. Different groups now have every right to offer their own particular interpretation of what the Declaration that their Municipal Council has passed means. Over time and through the democratic process, the “right” interpretation will hopefully emerge. Blue Dot supporters need to understand that there will at least initially be a divergence of interpretation. We need to respect this. We need to participate in ensuing discussions as fellow citizens, not as the sole arbiters of what a Blue Declaration means.

Model Municipal Declaration The Right To A Healthy Environment

Whereas the MUNICIPALITY understands that people are part of the environment, and that a healthy environment is inextricably linked to the well-being of our community;

The MUNICIPALITY finds and declares that:

1. All people have the right to live in a healthy environment, including:
 - The right to breathe clean air
 - The right to drink clean water
 - The right to consume safe food
 - The right to access nature
 - The right to know about pollutants and contaminants released into the local environment
 - The right to participate in decision-making that will affect the environment
2. The MUNICIPALITY has the responsibility, within its jurisdiction, to respect, protect, fulfill and promote these rights.
3. The MUNICIPALITY shall apply the precautionary principle: where threats of serious or irreversible damage to human health or the environment exist, the MUNICIPALITY shall take cost effective measures to prevent the degradation of the environment and protect the health of its citizens. Lack of full scientific certainty shall not be viewed as sufficient reason for the MUNICIPALITY to postpone such measures
4. The MUNICIPALITY shall apply full cost accounting: when evaluating reasonably foreseeable costs of proposed actions and alternatives, the MUNICIPALITY will consider costs to human health and the environment.
5. By XXXXXXXXXX, the MUNICIPALITY shall specify objectives, targets and timelines and actions the MUNICIPALITY will take, within its jurisdiction, to fulfill residents' right to a healthy environment, including priority actions to:
 - a. Ensure equitable distribution of environmental benefits and burdens within the municipality, preventing the development of pollution "hot spots";
 - b. Ensure infrastructure and development projects protect the environment, including air quality;
 - c. Address climate change by reducing greenhouse gas emissions and implementing adaptation measures;
 - d. Responsibly increase density;
 - e. Prioritize walking, cycling and public transit as preferred modes of transportation;
 - f. Ensure adequate infrastructure for the provision of safe and accessible drinking water;
 - g. Promote the availability of safe foods;

- h. Reduce solid waste and promote recycling and composting;
- i. Establish and maintain accessible green spaces in all residential neighbourhoods.

The MUNICIPALITY shall review the objectives, targets, timelines and actions every five (5) years, and evaluate progress towards fulfilling this declaration.

The MUNICIPALITY shall consult with residents as part of this process.

6. The MUNICIPALITY shall send a letter to the provincial government calling for a public review of the Ontario Environmental Bill of Rights in order to improve the Act and to include recognition that all people have the right to live in a healthy environment. The MUNICIPALITY will also send a letter to the federal government calling for the development of federal legislation that recognizes that all people have the right to live in a healthy environment.

The Inverness County Council

A Declaration of the Right to a Healthy Environment

Whereas the Municipality of the County of Inverness understands that people are part of the environment, and that a healthy environment is inextricably linked to the well-being of our community;

Whereas the Municipality of the County of Inverness recognizes the mutual importance and interconnectedness of a healthy environment, a vibrant economy and a healthy society;

Whereas the Municipality of the County of Inverness recognizes that environmental protection is a fundamental value held by its citizens;

Whereas the Municipality of the County of Inverness recognizes that our world and all of its inhabitants are faced with the (growing and increasingly urgent impacts) challenge of climate change, air and water pollution, and loss of biodiversity;

Whereas the Municipality of the County of Inverness recognizes the importance of protecting citizens' health from environmental hazards such as air pollution, contaminated food and water, and toxic chemicals;

Whereas the Municipality of the County of Inverness has a structured sphere of influence and a defined jurisdiction;

Whereas in proclaiming this declaration, Council is articulating public policy principles, but not creating or guaranteeing any legal rights or obligations;

Whereas the Municipality of the County of Inverness supports the recognition of the right to a healthy environment in the Canadian Charter of Rights and Freedoms;

Whereas the Municipality of the County of Inverness, through their Community Planning and policies, reflects the values of its citizens and demonstrates a commitment to protecting the environment and moving toward a more (sustainable) healthy and prosperous future;

Now therefore the Council of Municipality of the County of Inverness declares that:

1. All people have the right to live in a healthy environment, including the right to:
 - breathe clean air;
 - drink and access clean water;
 - eat safe and healthy food;
 - access nature;
 - know about pollutants and contaminants released into the local environment;
and
 - participate in decision-making that will affect the environment.

2. Within its jurisdiction, the Municipality of the County of Inverness has certain authority to respect, protect, fulfill and promote these rights and commits to encouraging the respect, protection, fulfillment and promotion of these rights.
3. The Municipality of the County of Inverness shall apply the precautionary principle by taking measures to prevent the degradation of the environment and protect the health of its citizens where threats of serious or irreversible damage to human health or the environment exist.
4. The Municipality of the County of Inverness will consider costs to human health and the environment when evaluating reasonably foreseeable costs of proposed actions and alternatives.
5. The Municipality of the County of Inverness has and will continue to work with its community partners to specify objectives, targets and timelines and actions we can all take to address our right to a healthy environment under section 1, including priority actions to:
 - a. distribute environmental benefits and burdens within the municipality, preventing the cumulative health impacts of exposure to environmental contaminants;
 - b. ensure infrastructure and development projects protect the environment, including air quality;
 - c. address climate change by reducing greenhouse gas emissions and implementing adaptation measures;
 - d. responsibly increase density;
 - e. prioritize walking, cycling and public transit as healthy and economical modes of transportation;
 - f. prioritize infrastructure and protected water sources for the provision of safe and accessible drinking water;
 - g. promote the availability of safe, local foods;
 - h. reduce solid waste and promote recycling, re-use and composting;
 - i. establish and maintain accessible green spaces in residential neighbourhoods, and protect and conserve nature in public open spaces;
 - j. attract and invest in green businesses, green energy, clean tech and jobs of tomorrow.

The Municipality of the County of Inverness municipality will review the objectives, targets, timelines and actions every five (5) years, and measure progress towards fulfilling this declaration; and

The Municipality of the County of Inverness will consult with residents as part of this process.

6. The Municipality of the County of Inverness will send letters to the provincial government and to the federal government calling for the development of provincial and federal legislation that recognizes the right to live in a healthy environment.



CBRM

A Community of Communities

Sheila Kolanko
Regional Solicitor's Office
563-0865

MEMO

TO: General Committee

FROM: Sheila Kolanko
Property Manager

SUBJECT: Former Sydney Fire Station NO. 3
PID 15146699 - 1086 Victoria Road, Sydney
File No. 07450

DATE: June 6th, 2017

Background Information:

The former Sydney Fire Station No. 3, located in Whitney Pier, was closed and relocated to the newly constructed facility on Victoria Road in April of 2017. The former fire station is presently being used as a storage facility by CBRM.

CBRM has received letters of interest looking to purchase the land and building. An internal request was circulated to the various departments requesting recommendation of future use. Upon review of all comments received by internal staff with the Chief Financial Officer and Acting CAO, Marie Walsh, it is thought the maximum benefit received would be if the property was place back on the assessment roll and commercial property taxes collected. In the alternative, it will be used as a storage facility by CBRM.

The land/building has a 2017 Commercial Assessment Value of \$74,600.00. All parcels located to the rear of the former fire station and owned by CBRM, as outlined in green on the attached map, are currently deemed surplus property.

RECOMMENDATION:

Staff recommend that the former Sydney Fire Station No. 3 Site, identified as PID 15146699 be deemed surplus to the needs of the Cape Breton Regional Municipality and offer the property for sale pursuant to the MGA and Property Management Policy.

Sincerely,

Original signed by

Sheila Kolanko
Property Manager
Regional Solicitor's Office

Attachment (1)





CBRM

A Community of Communities

Sheila Kolanko
Regional Solicitor's Office
563-0865

MEMO

TO: General Committee

FROM: Sheila Kolanko
Property Manager

SUBJECT: Former North Sydney Police Station
PID 15624406 – 412 Purves Street, North Sydney
File No. 07267

DATE: June 6th, 2017

Background Information:

On December 21st, 2016, a motion of Council was passed to declare the former North Sydney Police Station, 412 Purves Street, North Sydney, as surplus to the needs of the Municipality. Tender advertisements on the sale of the said property were placed in the local newspaper on January 17th, 21st and 24th, 2017. A public site viewing of the property was held on January 22nd, 2017. During this time period a visible "FOR SALE" sign was in the window of the building. The "For Sale" sign continuous to be visible from the building to date.

The 2017 Commercial Assessment is \$169,800.00. An Appraisal Report by MacKcy Appraisals Ltd. was received and based on a "Sales Comparison Approach" the report indicated the market value of the property was \$175,000.00. This value is based on the premise that reasonable time exposure and effort is placed on the sale of the property.

On the closing of the tender on January 26th, 2017, one (1) bid was received. The bid was for a value of \$72,000.00. As a result of the low bid, it was rejected.

On February 23rd, 2017 the regional solicitor, Demetri Kachafanas was approached by Roger Burns Real Estate Ltd. with an interested buyer. He was seeking a one day listing. CBRM agreed to give in the one day listing provided he show the property to other parties of interest.

An offer was received on February 24th, 2017 for \$145,000.00. CBRM countered at \$169,800.00, (2017 Commercial Assessed Value). CBRM's offer was rejected.

On April 3rd, 2017 Roger Burns contacted CBRM with another offer in the amount of \$135,000.00. CBRM countered at \$169,800.00. The offer was rejected.

Attachment A is a copy of a letter from Roger Burns providing his professional opinion in relation to the current value of the property. As you will note, Mr. Burns states that based on the current condition of the building, the property has limited potential and the Competitive Market Analysis(CMA) determined a value between \$130,000.00-\$135,000.00.

If the General Committee feels reasonable time and effort has been placed on the sale of the property, and the market is not willing to eventually pay much more for the site, then a lower offer may well be seen as an accepted market value. The potential vacancy of the building could result in further cost and expense to CBRM and an increase risk of deterioration of the building. The positive aspect to accepting a lower offer is the existing building is still in good condition, can be occupied and placed back on the assessment roll within a short period of time.

Mr. Burns has presented CBRM with an offer from an interested party in the amount of \$135,000.00 plus HST for the property.

RECOMMENDATION:

Staff recommends the \$135,000.00 plus HST offer for the former North Sydney Police Station Site be accepted.

Sincerely,

Original signed by

Sheila Kolanko
Property Manager
Regional Solicitor's Office

Attachment (1)



1719 Kings Road, Sydney, NS B1S 1G3
Phone: 902-564-4447 (O) 902-371-5960(C)
Fax: 902-567-2552
E-mail: burnze@gmail.com
Website: www.rogerburnsrealestate.com

Mr. Demetri Kachafanas
Municipal Solicitor
Cape Breton Regional Municipality
320 Esplanade
Sydney, NS B1P 7B9

Dear Mr. Kachafanas:

I am writing to you regarding the property at 412 Purves Street, North Sydney, NS. In February, 2017, I was asked by CBRM to give my professional opinion on this building with respect its value and provided CBRM with a Competitive Market Analysis (CMA) in that regard. Based on its current condition, the property has limited potential and the CMA determined a value of \$130,000.00 - \$135,000.00.

I have shown the property on eight different occasions from February to May, 2017. Three verbal offers were received (without any written commitment, verbal offers are of limited value) and I also received three written offers. The purchase prices offered ranged from \$70,000.00 - \$72,000.00 verbally and \$75,000.00 - \$145,000.00 written.

As you are aware, there was one offer of \$145,000.00 which was countered at \$169,800.00 and subsequently refused by the Purchaser. I contacted this potential buyer sometime during the middle of March to determine if he was still interested in the property as there was another offer coming in. He replied he would wait until the price was lowered. I did advise CBRM of this situation at that time.

On March 27, I received a full-price offer with the condition that the Purchaser had to sell a house in Newfoundland which was not listed for sale at the time. I advised the Purchaser to contact a local mortgage representative in CBRM to determine eligibility for financing as a first step towards completing the deal. The Purchaser did do this; however, the mortgage representative could not approve this person for any financing as they did not have sufficient income. The Purchaser basically wanted to sell a home in Newfoundland and use the proceeds to purchase the Purves Street property. Given the financial circumstances, this could not happen.

After more showings on the property in April and May, I received a call from a potential buyer, showed the property and wrote an offer. The buyer put forth an offer of \$135,000.00, which he considered to be reasonable and fair given the extensive

renovations that are required. To date, he has not received a response. He has advised me that he is still interested in purchasing the property at the price written in his offer; however, time is of the essence given the short building season in CBRM and he would like to proceed as soon as possible.

I, therefore, am respectfully advising CBRM Council to consider the sale of this property and accept the Agreement of Purchase and Sale as presented with a purchase price of \$135,000.00. The Buyer has been informed that his offer is going to be presented to the CBRM Council for consideration along with my recommendation that it be accepted.

Thank you in advance,

ORIGINAL SIGNED BY

Roger Burns

ISSUE PAPER

June 2, 2017

To: General Committee

Re: Appeals Standing Committee

At the February 21, 2017 meeting of CBRM Council, the following motion was passed:

Motion:

Moved by Councillor MacLeod, seconded by Councillor McDougall, that staff be directed to prepare an Issue Paper on potential alternate processes for appeals of demolition orders for dangerous and unsightly properties (depending on the circumstances), which shall be led by the CAO with input from Legal and other staff.

Motion Carried.

BACKGROUND:

Section 345(2) of the *Municipal Government Act* (MGA) states that the Council may, by policy, delegate its authority pursuant to Part XV of the MGA, or such authority that is not delegated to the administrator under Section 345(1), to a community council or standing committee, for all or part of the municipality. (see Part XV of the MGA attached hereto as **Appendix “A”**) pg. 26.

Prior to the MGA coming into effect in 1999, the power to delegate that authority was found in Section 223(2) of the *Cape Breton Regional Municipality Act*.

This authority of Council includes appeals of Orders to remedy dangerous and unsightly properties by removal, demolition or repair.

In 1995, CBRM Council delegated this authority to the Protective Services Committee. At that time, although those Committee meetings were open to the public, they were neither televised nor live streamed.

Continued...

With the creation of the General Committee and transfer of authority from the various Standing Committees to the General Committee, dangerous and unsightly premises appeals are now heard by General Committee, and those meetings are live streamed.

OTHER JURISDICTIONS:

The Clerk's office contacted the Halifax Regional Municipality and the Town of Truro to ascertain what process their Councils use for dangerous and unsightly premises appeals.

Halifax Regional Municipality:

The Halifax Regional Municipality (HRM) has established an Appeals Standing Committee to deal with these matters. The Terms of Reference for this Committee are contained in Schedule 1 of the HRM *Administrative Order One Respecting the Procedures of Council* – See **Appendix “B”** attached. pg. 30

The Order of Proceedings for the Appeals Standing Committee can be found on the HRM website and is attached hereto as **Appendix “C”**. pg. 32

In summary, the HRM Appeals Standing Committee consists of six (6) Councillors and is authorized by Council to hear appeals and issue demolition orders pursuant to the DUP provisions of the HRM Charter.

The Committee may move In Camera to obtain confidential legal advice at any time during the process.

HRM does not live stream or record a video of the proceedings of the meetings. Further, only the agenda outline is available on the website – the background information for the DUP/Demolition appeals is not included with the online agenda.

Having said that, the hearings of the Appeals Standing Committee are open to the public and any information provided or obtained in relation to the appeal will become a matter of public record.

The Committee's approved Minutes are posted on the HRM website.

Continued...

Town of Truro:

The Council of the Town of Truro has a *Dangerous and Unsightly Premises Policy* (see attached **Appendix “D”** pg. 33) which delegates Council’s authority under Section 345(1) of the MGA to the administrator, as well as powers pursuant to Sections 346, 347, 348, 349, 350 and 352 of the MGA, with the exception of the authority to order demolition.

When we contacted the Town’s Planning Department, they advised that in their recollection, the Town has never received an appeal of a DUP order, however if they did, it would be brought before Town Council and they would adhere to the relevant provisions of the MGA.

OPTIONS:

1. Maintain the status quo.
2. Establish an Appeals Standing Committee.

RECOMMENDATION:

Given the sensitivities involved with Dangerous and Unsightly Premises Appeals by property owners, it is staff’s recommendation that CBRM Council establish an Appeals Standing Committee similar to the HRM model. Should Council agree with this approach, it is recommended that the Terms of Reference and Order of Proceedings for the CBRM Appeals Standing Committee be incorporated into the CBRM RC4 Committees Policy, which would be brought to Council on June 20, 2017 for approval. The revised Policy RC4 will be circulated to Council at least one week in advance of the June 20th Council meeting. Should Council wish to establish an Appeals Standing Committee, staff will require direction as to the composition of the Committee, term of appointment of Committee members and the Chair, and frequency of meetings.

Further, Council may wish to delegate any authority it has regarding appeals to this Appeals Standing Committee (i.e. Taxi By-Law issues relating to suspension or refusal to grant a Taxi License). Those changes could also be incorporated into the Terms of Reference for the Appeals Standing Committee prior to the June 20th Council meeting.

Original signed by:

Deborah Campbell, Municipal Clerk

Attachments

PART XV

DANGEROUS OR UNSIGHTLY PREMISES

Requirement to maintain property

344 Every property in a municipality shall be maintained so as not to be dangerous or unsightly.

Authority to delegate

345 (1) The council may, by policy, delegate some or all of its authority pursuant to this Part, except the authority to order demolition, to the administrator.

(2) The council may, by policy, delegate its authority pursuant to this Part, or such of its authority as is not delegated to the administrator, to a community council or to a standing committee, for all or part of the municipality.

Order to remedy condition

346 (1) Where a property is dangerous or unsightly, the council may order the owner to remedy the condition by removal, demolition or repair, specifying in the order what is required to be done.

(2) An owner may appeal an order of the administrator to the council or to the committee to which the council has delegated its authority within seven days after the order is made.

(3) Where it is proposed to order demolition, before the order is made not less than seven days notice shall be given to the owner specifying the date, time and place of the meeting at which the order will be considered and that the owner will be given the opportunity to appear and be heard before any order is made.

(4) The notice may be served by being posted in a conspicuous place upon the property or may be personally served upon the owner.

Order to remedy condition

347 (1) A municipality may apply to a court of competent jurisdiction for a declaration that a property is dangerous or unsightly and an order specifying the work required to be done to remedy the condition by removal, demolition or repair.

(2) The court may order any property found to be dangerous or unsightly to be vacated until the condition is remedied.

(3) The court may, where any property is found to be dangerous or unsightly, order that no rent becomes due, or is payable by, any occupants until the condition is remedied.

Effect of order

348 (1) In this Section, "order" means an order made by the administrator, committee, council or court pursuant to this Part.

(2) An order may be served by being posted in a conspicuous place upon the property or may be personally served upon the owner.

(3) Where the owner fails to comply with the requirements of an order within ~~thirty days after service~~ *the time specified in the order* the administrator may enter upon the property without warrant or other legal process and carry out the work specified in the order.

~~(3A) An order shall allow at least thirty days after service in which to comply with its requirements, except where the order declares the condition of the property to be dangerous, in which case the order may specify a shorter time period.~~

(4) After the order is served, any person who permits or causes a dangerous or unsightly condition, continues to permit or cause a dangerous or unsightly condition or who fails to comply with the terms of the order is liable, on summary conviction, to a penalty of not less than one hundred dollars and not more than five thousand dollars, and in default of payment to imprisonment for not more than three months.

(5) Every day during which the condition is not remedied

is a separate offence.

(6) Where an order requires the demolition or removal of a building, the administrator may cause the occupants to be removed, using force if required, in order to effect the demolition or removal.

Order to vacate unsafe property

349 (1) A property within a municipality that is unsafe shall be vacated forthwith upon order of the administrator.

(2) The administrator shall post notice that the property is unsafe in a conspicuous place on the property.

(3) The notice shall remain posted until the unsafe condition is remedied.

Immediate action

350 Where public safety requires immediate action, the administrator may immediately take the necessary action to prevent danger or may remove the dangerous structure or condition.

Notice

351 Where land is sold for non-payment of taxes and the period for its redemption has not expired, proceedings may be taken in respect of the repair, removal or destruction of any structure on the land by reason of its condition, and where the purchaser of the land is

(a) the municipality, any notice required to be given with respect to an order for removal or destruction shall be given to the person who was entitled to receive it immediately before the day on which the land was sold; and

(b) any person other than the municipality, the notice shall be given to both the person entitled to receive it immediately before the day on which the land was sold and the purchaser at the tax sale.

Power to enter land

352 (1) The administrator may, for the purpose of ensuring compliance with this Part, enter in or upon any land or premises at any reasonable time without a warrant.

(2) Except in an emergency, the administrator shall not enter any room or place actually being used as a dwelling without the consent of the occupier unless the entry is made in daylight hours and written notice of the time of the entry has been given to the occupier at least twenty-four hours in advance.

(3) If a person refuses to allow the administrator to exercise, or attempts to interfere or interferes with the administrator in the exercise of a power pursuant to this Act, the administrator may apply to a judge of the Supreme Court of Nova Scotia for an order to allow the administrator entry to the building and an order restraining a person from further interference.

No action

353 No action shall be maintained against a municipality or against the administrator or any other employee of a municipality for anything done pursuant to this Part.

SCHEDULE 1

APPEALS STANDING COMMITTEE TERMS OF REFERENCE

Purpose

1. The purpose of the Appeals Committee is to provide a single forum for the hearing of certain appeals of decisions taken by staff of the Municipality and other duties as assigned.

Composition

2. (1) The Appeals Standing Committee shall consist of six (6) Members of the Council.
- (2) Two (2) Members shall be appointed by the Council from each Community Council.
- (3) The term of each appointment shall be for two (2) years.
- (4) The Chair and Vice-Chair shall be elected annually in November, by the Members and from the Members of the Appeals Standing Committee.

COMMUNITY COUNCIL APPOINTMENT	MEMBERS AT LARGE	CHAIR AND VICE CHAIR	EX OFFICIO
Halifax & West Community Council	None	Elected by and from the members of the committee.	None
North West Community Council			
Harbour East – Marine Drive Community Council			

Duties and Responsibilities

3. To hear appeals as delegated to the Committee by the Council and to issue demolition orders pursuant to the dangerous and unsightly provisions of the *HRM Charter*.

Administration and Procedures

4. The Appeals Committee shall meet no less than four (4) times annually, preferably monthly, or as determined by the Appeals Standing Committee.
5. Administrative and meeting procedures shall be in accordance with *Administrative Order One*.
6. Pursuant to clause 20 (1) (c) of the *HRM Charter*, the Council delegate the power to direct staff to prepare reports Appeals Standing Committees provided that:
 - (a) The topic of the report is consistent with the mandate of the Appeals Standing Committee as expressed in the Committee's terms of reference approved by the Council; and
 - (b) the topic of the report is consistent with the Council's approved strategic priorities, budgets and policies.

Staff Liaison

7. Management support and liaison shall be through the Office of the Clerk.

Standing and Advisory Committees

8. None

Appendix "C"

Order of Proceedings for Appeals Standing Committee

The Chair will open each of the hearings and address the following:

- The Chair will ask the Appellant (property owner/taxi licence holder) to identify themselves and provide their contact information
- If a person is appearing on behalf of an Appellant who is not present (legal counsel, family member, friend), they must provide written authorization to act on the Appellant's behalf
- The Chair will briefly explain the hearing will proceed (as follows):
- Staff Presentation: The HRM staff presenter explains the basis for the order under review and presents evidence in support of the order (including any documents or recent photos of the property, if applicable)
- The Committee may ask questions of the HRM staff presenter for clarification
- The Appellant may ask questions of the HRM staff presenter for clarification
- Non-party witnesses* may be permitted to provide factual evidence relevant to the appeal
- The Appellant may ask questions of non-party witnesses for clarification
- Appellant's Presentation: The Appellant is granted reasonable time to present evidence in support of the appeal (documents/photos/witnesses)
- The Committee may ask questions to the Appellant and/or their witnesses
- The Appellant or his/her representative is then permitted up to 10 minutes to make a verbal submission in support of their case to reverse the order
- The Committee may ask questions to the Appellant and also further questions of HRM staff (subject to Appellant's response to the answers)
- Staff may ask questions to the Appellant (subject to Appellant's response to the answers)
- The Committee then debates their decision and renders a decision with the Appellant or his/her representative present
- Upon motion the Committee may move In Camera (In Private) to obtain confidential legal advice at any time during the process
- The Committee has four (4) alternatives:
 - cancel the order (allow the appeal)
 - amend the order (change the conditions)
 - keep the order as is (appeal dismissed)
 - continue the hearing at a later date (defer)

*Non-Party Witnesses

Persons who are not parties to the appeal may be permitted to provide relevant evidence of factual matters within their personal knowledge to the Appeals Standing Committee. Non-party witnesses will be given an appropriate amount of time to present their information.

Please note that hearings of the Appeals Standing Committee are open to the public and any information, including personal information, that is provided or obtained in relation to your appeal will be a matter of public record.

The Appeals Standing Committee meetings begin at 10 a.m. and cases will be heard as they appear on the approved agenda.

Town of Truro – Policy & Procedure Manual

Subject: Dangerous and Unsightly Premises Policy
Policy Number: P160-001
Approval Date: November 5, 2001
Departments: Planning Department

SUBJECT Dangerous and Unsightly Premises

Index Sections

S 3(a) S 3(r) S 3(v) S 41 S 344
S 345 S 346 S 347 S 348 S 349
S 350 S 351 S 352 S 353 S 503
S 504 S 505 S 506 S 507 S 508

Municipal Government Act

PURPOSE

To delegate to an Administrator Truro Town Council's powers pursuant to the Municipal Government Act to allow the administrator to deal with dangerous and unsightly premises.

PROCEDURE

Adopts provisions of M.G.A.

NOTE

Ken MacLeod, designated to be administrator by the Chief Administrative Officer, pursuant to S. 4 of the M.G.A. effective.

TOWN OF TRURO

1. It shall be the policy of the Town of Truro and its Council to delegate its authority respecting dangerous and unsightly premises pursuant to the S. 345(1) of the Municipal Government Act to an administrator appointed by the Chief Administrative Officer pursuant to S. 41 of the Municipal Government Act.
2. It shall be the policy of the Town of Truro and its Council to delegate all of its authority pursuant to part XV of the Municipal Government Act. (Dangerous

and Unsightly Premises) except the authority to order demolition to the administrator in particular powers pursuant to Sections S 346 S 347 S 348 S 349 S 350 S352 of the Municipal Government Act.

3. It shall be the policy of the Town of Truro and its Council that an order or direction of the administrator be carried out pursuant to the provisions of Part XV of the Municipal Government Act and Part XXI of the Municipal Government Act.

In particular Powers and Procedures pursuant to sections S 503 S 504 S 505 S 506 S 507 S 508 S 509 of the Municipal Government Act.

4. It shall be the policy of the Town of Truro and its Council that interest on the cost of work performed at the direction of the administrator from the date of the completion of the work until the date of payment shall bear interest at the rate of per annum compounded annually.

This policy pursuant to S 507 of the Municipal Government Act.

MEMO



To: Mayor & Council

From: Bruce Hardy, c.e.t, Manager Engineering Services

Re: Action Directive of Council, May 16, 2017 – Roads Paving Programs

Date: June 6, 2017

Mayor & Council,

CBRM's annual Capital Paving Program has been working from the "*Arterial/Collector Roads*" and "*Local Roads*" listed in the June 5, 2013 Five Year Capital Plan. To date we have completed approximately 38 roads under the Arterial /Collector Program & an additional 96 under the Local Roads Program listed in the 2013 Plan. See attached List "A" for the roads completed to year end 2017.

In 2015 CBRM applied for cost share funding of our "*Arterial Roads*" program under the "New Building Canada Fund National Regional Projects – Provincial Territorial Infrastructure Component" (NBCF NRP-PTIC) program. The NBCF NRP-PTIC program incorporated a prerequisite of greater than 10,000 AADT (Average Annual Daily Traffic) to qualify. This qualifier restricted our projects to our major Arterial routes only. To take full advantage of the available funding program CBRM included the roads that met the AADT requirement. CBRM's application was approved for 2015 (Phase 1), 2016 & 2017 (Phase 2). See attached List "B" for the 12 Arterial roads completed under this program.

The roads receiving rehabilitation in 2017, are a component of the 2013 list however their position in priority was shifted so as to augment the waterline work being completed under the CWWF Program.

Trusting that this information is complete and sufficient as per your request.

ORIGINAL SIGNED BY

Bruce Hardy, Manager
Engineering Services

LIST "A" - ROADS COMPLETED 2013-2017
Arterial/Collector Roads Program - East Division

	STREET			
1	West Avenue (Centre to Tennyson)			
2	Bell Street (Main to Commercial)			
3	York Street Phase 2 (Bruce to Newton)			
4	Gibbon Street (Plummer to Wilson)			
5	Royal Avenue (Commercial to King)			
6	Larch Street (MacLeod to Emerald)			
7	Commercial Street (Royal to Mitchell)			
8	Nicholson Street (Acadia to St Joseph)			
9	Wilson Avenue (Heelan to Eighth)			
10	York Street Phase 3 (Newton to Park)			
11	Main Street Phase 3 (Wallace to Official Row)			
12	South Street Phase 1 (MacAulay to End)			
13	St Anne Street (Ellsworth to Williams)			
14	South Street Phase 2 (Brookside to MacAulay)			
15	Commercial Street (Main to Catherine)			

Arterial/Collector Roads Program - Central Division

	STREET			
16	Wellon Street Phase 2 (Beech to Reeves)			
17	Terrace Street (Bristol to Herbert)			
18	Upper Reeves Street (MacAulay to Prince)			
19	Wentworth Street (George to Esplanade)			
20	Falmouth Street (George to Esplanade)			
21	Charlotte Street Phase 1 (Townsend to Byng)			
22	Inglis Street (Union to High)			
23	Park Street (Centre to Brookland)			
24	Royal Avenue Phase 2 (Collage to Terrace)			
25	St. Peters Road Phase 1 (Prince to Wellon)			
26	Martha Boulevard (George to Terry Way)			
27	Ashby Road (Herbert to Acadia)			
28	Kings Road Phase 1 (Byng to Weidner)			
29	SPAR (Home Depot driveway to Ferry St)			
30	Alexandra Street (Argyle to Mt. Kemmel)			

Arterial/Collector Roads Program - North Division

	STREET			
31	Burke Street (Pond to Brooklyn)			
32	Brook Street (High to Clifford)			
33	Queen Street (Brighton to Windsor)			
34	Commercial Street (Blower to Peppett)			
35	Peppett Street (Pierce to Commercial)			
36	Archibald Avenue (Commercial to Pleasant)			
37	Main Street (Mackay to Fraser)			
38	Pitt Street (Crescent to Jessome)			

Local Roads Program - East Division (list "A" continued)

	STREET			
1	Willowdale Drive (MacDonald to Hillside)			
2	Vivian Street (Timmerman to North)			
3	Monastery Lane (Acadia to Thompson)			
4	Ninth Street (Miner to Hinchey)			
5	Currie Street Phase 1 (MacDonald to Rockdale)			
6	Ling Street (Ellsworth to PW)			
7	Graham Street (Hinchey to LeDrew)			
8	Willow Street (Beaton to Warren)			
9	Casey Lane (Union to York)			
10	Shaft Street (Cavalier to Dinn)			
11	Milton Street (Shaft to Manse)			
12	Currie Street Phase 2 (Argyle to MacDonald)			
13	Rockdale Phase 2 (Coady to Main)			
14	Gordon Street (Sydney to Ingraham)			
15	Queen Street (King Edward to Cottage)			
16	Mahon/Bay Box Culvert			
17	Patrick Street Phase 1 (Bay to Civic 3474)			
18	Crescent Drive (Brookside to End)			
19	Patrick Street Phase 2 (Bay to Mason)			
20	Ford Street (Emerald to end)			
21	Coady (Hillside to Rockdale)			
22	Devison Lane (Sterling to existing new Asphalt)			
23	1-B Road (Connaught to Civic #15)			
25	Prince Street (Grace to Ling)			
26	Maxie Street (School to Maxie Court)			
27	MacAulay Avenue (South to Poole)			
28	Jessome Street (Sterling to David)			
29	Thirteenth Street (Plummer to End)			
30	Lower McLean Street (Bruce to Commercial)			
31	Sherbrooke Street (Sherbrooke to King Edward)			
32	Beaton Avenue (Acadia to Thompson)			
33	Sunset Street (Brookside to dead end)			
34	St Ann Street (Spruce to Ellsworth)			
35	St Ann Street (Spruce to Plummer)			
36	Clarke Avenue (Patrick to Hudson)			
37	Spruce Street Phase 2 (Mahon to St. Anne)			
38	LeDrew Street (Stanley to Hinchey)			
39	Tower Road - Sidewalk (Skalaa Lane to end)			
40	Foundry Street (Glenwood to Reserve)			
41	Spruce Street Phase 1 (Heelen to Mahon)			
42	Ninth Street (Miner to Walsh)			
43	Tenth Street (Miner to Walsh)			
44	Spruce Street Phase 3 (St Anne to Gibbon)			
45	Ling Street (Highland to Hickman)			
46	Ryeland Court (1995)			
47	Colin/Ferryview (1998)			

Local Roads Program - Central Division (List "A" continued)

	STREET			
48	Bayview Street (Kings To end)			
49	Douglas Street (Townsend to End)			
50	Hillview Street (Royal to Cabot)			
51	Rosewood Drive (Dixon to Birch)			
52	Borden Street Phase 2 (Brookdale- Broadway)			
53	Borden Street Phase 1 (Brookdale to Grant)			
54	Spruce Street (Vulcan Avenue to Wellon)			
55	Walker Street (Ferry to York)			
56	Kana Street (Upper Prince to St. Peters)			
57	Columbia Street (Ashby to Lisgard)			
58	York Street (Walker to Fairview)			
59	Comwallis Street (Herbert to Birchill)			
60	Herbert Street (High to Terrace)			
61	Gray Street (Prince to Beech)			
62	High Street (St. Peters to Columbia)			
63	Chestnut Drive (Sheriff to Ashby)			
64	Mason Street (King to Argyle)			
65	Roberts Street (Bay to Henry)			
66	Lorne Street Phase 2 (Beech to Wellon)			
67	Ankerville Street (Cromarty to Rotary)			
68	Bay Street (Summit to Roberts)			
69	Cape Breton Street (Massey to Ramps)			
70	McLeods Lane (Prince to Disco)			
71	Robert Street Phase 1 (Breton to end)			
72	Whitney Avenue Retaining Wall			
73	Willow Street (Prince to Vulcan)			
74	Tarlan Street (Borden to Manse)			
75	Morrison Street (Townsend to Brookland)			
76	Deerfield Drive (Willis to Summerhill)			
77	Hampton Drive Phase 2			
78	Sandpiper/Poplar Bend Court (Hampton)			
79	Grant Street (Victoria to end)			
80	Argosy Street (Manse to Borden)			
81	Crescent Street (Bentlinck to Argyle)			
82	Briar-Hill Court (Hampton)			

Local Roads Program - North Division

	STREET			
83	Rateau Street (Civic #53 to End)			
84	Young Street (Webster to End)			
85	Pleasant Street (Archibald to Blowers)			
86	Parnell Street (Purves to Civic #22)			
87	Charlotte Street (Brown to Civic #30)			
88	McInnis Street (Church to Oram)			
89	Archibald Avenue (Stanley to Pierce)			
90	Amber Drive (Church to MacLean)			
91	Stanley Street (Archibald to Bowers)			
92	McGeon Street (Hankin to Atlantic)			
93	Ocean Street (Howell to End)			
94	Hare Avenue (Peppell to Brook)			
95	Victoria Street (Regent to end)			
96	Summer Street (King to Caledonia)			

LIST "B" - ROADS COMPLETED
New Building Canada Fund 2014-2017 - NRP
(Arterial Roads at > 10,000 VPD)

North
Commercial Street, North Sydney
Main Street, Sydney Mines- Phase 1
Central
Welton Street, Sydney
Kings Road, Sydney
Alexandra Street, Sydney
Martha Boulevard, Sydney
SPAR Road (Grand Lake)
Esplanade, Sydney
East
Main Street, #1 Glace Bay
South Street #1, Glace Bay
South Street #2, Glace Bay
Commercial Street, Glace Bay



A Community of Communities

Issue Paper

TO: General Committee

June 6, 2017

RE: “Arterial / Collector Roads Paving Programs Applications”

In 2014 CBRM applied for cost share funding of our “Collector Roads” program under the New Building Canada Fund - Small Communities Fund (NBCF-SCF). The NBCF-SCF program incorporated a prerequisite of greater than 3,000 AADT (Average Annual Daily Traffic) to qualify. This qualifier restricted our projects to our major Collector Routes route’s only. CBRM’s application was not approved for 2015, 2016 or 2017.

In late 2016, the AADT requirement to qualify under the NRP Program was reduced from >10,000 AADT to >3,000 AADT. As per Council earlier directive (see attached motion of Council), CBRM submitted a Phase 3 Application on March 13, 2017 to reflect this reduction in the AADT requirement. Pending Federal/Provincial approval, the Phase 3 Application is a 5-Year, \$21 Million program. See attached List “C” for the “Arterial & Collector Roads” submitted.

Recommendation A:

Council approve the “Arterial / Collector Roads” Paving priority list as presented in attached List C”,

“Local Roads Paving Program”

Also in late 2016, the AADT requirement to qualify under the SCF Program was removed entirely. CBRM will be submitting a revised “2014 SCF Application” to reflect this removal of the AADT requirement in the near future. Pending Federal/Provincial approval, this revised Application will be a 5-Year, \$33 million program. See attached List “D” for the “Local Roads” to be submitted.

Recommendation B:

Council approve the “Local Roads” Paving priority list as presented in attached List “D”
--

We respectfully request a motion of Council to adopt the "*Arterial / Collector Roads*" Paving & "*Local Roads*" Paving Priority recommendations.

Respectfully submitted:

ORIGINAL SIGNED BY

Bruce Hardy, c.e.t.,
Manager Engineering Services

Excerpt – Special CBRM Council Minutes of June 19, 2014

Wastewater Systems Effluent Regulations:

Council moved into open session to deal with this issue.

Motion:

Moved by Councillor Keagan, seconded by Councillor MacLeod, approval of the following three (3) major projects to allow CBRM to become “in-compliance” with the Wastewater System Effluent Regulations (WSER) in the *Fisheries Act* and to make application under the New Build Canada Fund – National Infrastructure Component (NBCF-NIC) and Small Communities Fund (NBCF-SCF) Programs, for cost sharing of CBRM Arterial and Collector Roads Rehabilitation Programs:

1. Municipal Infrastructure – “Arterial Roads” (NBCF-NIC)
2. Municipal Infrastructure – “Collector Roads” (NBCF-SCF)
3. Wastewater – (NBCF-NIC- revised current application to reflect 10 year timeline, and revised cash-flow).

Motion Carried

I CERTIFY that the foregoing is a true and correct copy of an excerpt from the Minutes of a Special Meeting of the Council of the Cape Breton Regional Municipality held on June 19, 2014.

DATED at Sydney, NS this 4th day of July, 2014.

Deborah Campbell
CBRM Municipal Clerk

LIST "C" – Submitted March 13, 2017

Arterial / Collector Program - NRP Phase 3 (Years 1 – 5) >1000 AADT Roads

2018

Ferry Street(George to Walker)
Ortona Drive (Esplanade to George)
Prince Street (Inglis to Victoria)
Dominion Street (Brookside to Highland)
Main Street (MacKay to Pond)
Vulcan Avenue (Forrest to Maple)
Victoria Road (overpass)
St. Peters Road (Terrace to Ashby)
Legatto Street (Pitt to Atlantic)
Union Street (Reserve to Commercial)
Fraser Avenue (Main to Shore)
Cabot Street (Terrace to Ashby)
Beacon Street (Reservoir to Wallace)

2019

George Street (Prince to Dorchester)
Main Street (Pond to Meadowbrook)
Queen Street(Musgrave to Peppett)
Upper Prince (Cabot to Reeves)
Lorne Street (Beech to Prince)
Charlotte Street (Debarres to Dorchester)
Bentinck Street (Townsend to Byng)
Highland Street (Park to Grove)
Lower King (Plummer to Hinchey)
Victoria Road (Broadway to Town Line)

2020

Connaught Avenue (Woodward to MacIntyre)
Charlotte Street (Dorchester to Townsend)
Disco Street (Prince to Victoria)
George Street (Desbarres to Ortona)
St. Peters Road (Cottage to Hospital)
Dorchester Street (Dodd to George)
Plummer Avenue (King to Mahon)
Main Street (Minto to Bell)
Phalen Road (Civic #360 to Main)
Dodd Street (Prince to Dorchester)
Brodie/Duncan (Main to Commercial)
Brookland Street (George to Hospital)

LIST "C" CONTINUED

2021

Memorial Drive (Pleasant to Civic #65)
Station Street (King to Blower)
Cottage Road (Christopher to Donna)
Connaught Avenue (Woodward to Wallace)
Purves Street (Dinault to Town line)
Argyle Street Phase I (Box Culvert)
Mechanic Street (Reserve to Park)
Wallace Road (Poloni to Connaught)
George Street (Dorchester to Desbarres)
Terrace Street (Herbert to Townswend)

2022

King Edward (Reserve to McKeen)
McKeen Street (Main to Sterling)
Gannon Street (Noland to Reserve)
Argyle Street Phase II (George to Alexandra)
Kings Road (Cadagan to Royal)
Rotary Drive (George to Town line)
Ellsworth Avenue (Heelan to 8th)
Gannon Road (West to Civic #124)
Hudson Avenue (William to Plummer)
Sterling Road (Hay to McKeen)
Dominion Street (Highland to MacLeod)
Connaught Avenue (Wallace to West)
Townsend Street (George to High)

LIST "D"

Local Roads Paving - Central Division

2018

- 1 Brooks Street (Lingan to Gatacre)
- 2 Lorne Street Phase 1 (Prince to Beech)
- 3 Center Street (Rigby to Union)
- 4 Cape Breton Street (Ramps to Victoria Rd.)
- 5 Acadia Drive (Ashby to Ranna Drive)
- 6 Gunn Street Phase 2 (French to dead end)
- 7 Norwood Avenue (Welton to Prince)
- 8 Mercer Street (Victoria to Manse)
- 9 Nepean Street (Charlotte to Esplanade)
- 10 Stanfield Street (Upper Prince to End)
- 11 Hankard Street (Lingan to Victoria)
- 12 Shandwick Phase 2 (Tain To Bentinick)
- 13 Spruce Street (Lorne to St Peters)
- 14 Linview Drive (Lingan Loop)
- 15 Lower Dominion Street (St Anne to End)

2019

- 16 Beech Street (Welton to Vulcan)
- 17 Colby Street (George to Rockdale)
- 18 French Street (#150 to Gunn)
- 19 Cartier Street (Ashby to Ainsley)
- 20 Herbert Street (Ainsley to Cornwallis)
- 21 Worgan Street (Kings to Leonard)
- 22 Kitchener Street (Gunn to end)
- 23 Highland Street (George to Rockdale)
- 24 Christopher Crescent Ph I (Cottage west to Civic #83)
- 25 Charlotte Street (Dorchester to Amelia)
- 26 South Bentinck (Cromarty to Shandwick)
- 27 Ranna (Centennial to #55)
- 28 St. Lawrence Street (Albans to James)
- 29 Amelia Street (George to Charlotte)
- 30 Cherry Street (Ashby to Cornwallis)
- 31 Cross Street (Louisa To Cossitt)
- 32 Rockdale Avenue (Grandview to Harold)
- 33 Spring Street (George to Rockdale)
- 34 Union Street (Center to Brookland)

2020

- 35 MacLeod Street (Broadway to Taylor)
- 36 Carlin Street (James to Church)
- 37 Forrest Street (Prince to Vulcan)
- 38 Ingleside Street (Cottage to Rockdale)
- 39 Kendall Street (Pitt to end)
- 40 Newbury Street (George to Rockdale)
- 41 Breton Street (Victoria to Robert)
- 42 Payne Street (Victoria to Civic #24)
- 43 Mt. Kemmel (Alexandra to Kent)
- 44 North Street (Lingan to West)
- 45 Summit Street (Mt. Pleasant to Muggah)
- 46 Davenport Road (Prince to Chestnut)
- 47 Carleton Drive (Ranna to End)
- 48 Christopher Crescent Phase 2 (#83 north to Cottage)
- 49 Mechanic Street (Prince to Disco)
- 50 Gatacre (Brooks to Gunn)
- 51 Jameson Street (Cameron to Robert)
- 52 Sutherland Street (Prince to St. Peters)

LIST "D" CONTINUED**2021**

- 53 Hillside Street (Brookview to Lise)
- 54 Cossitt Street (George to Cross)
- 55 McConnell Drive (Ainsley to Cul-De-Sac)
- 56 Armstrong Court (Ferry to York)
- 57 Archibald Aveue (Cottage to end)
- 58 Robert Street Phase 2 (Breton to Ferris)
- 59 Dillon Street (Inglis to MacKenzie)
- 60 Champlain Avenue (Kennedy to Cottage)
- 61 Oakwood Crescent (Newlands to #28)
- 62 St. Anthony Drive (Alexandra to #77)
- 63 Cornishtown Road (St. Peters to Prince)
- 64 Common St. Phase 2 (Rockdale to George)
- 65 Kingswood Drive (Silver to Beech)
- 66 Atlantic Street (Hospital to Garden)
- 67 Bryan Street (Victoria to Robert)
- 68 Manse Street Phase 1 (Mercer to Oakville)
- 69 Brookland Street (George to Park)

2022

- 70 Elmwood Street (Gatacre to end)
- 71 Oakville Street (Manse to Borden)
- 72 Woodside Drive (Newlands to Kings)
- 73 Elmer Drive (Elmbank to end)
- 74 St. Ann Street (Taylor to Dominion)
- 75 Bay Street Phase 2 (West to Victoria)
- 76 St. Albans (Victoria to St. Lawrence)
- 77 Manse Street Phase 2 (Oakville to Brookdale)
- 78 Ferris Street (Victoria to Robert)
- 79 Swan Street (Victoria to West)
- 80 Gorman Street (Welton to Vulcan)
- 81 Silverwood (Calderwood to end)
- 82 James Street (Victoria to end)
- 83 Marlborough (Maple to Newlands)
- 84 Rosemount Drive (Kings to Holyrod)
- 85 Taylor Street Phase 2 (Victoria to Manse)
- 86 Richardson Avenue (Bentinick to School)
- 87 William Street (Laurier to Hankard)
- 88 Columbus Avenue (Victoria to Lawrence)
- 89 Topshee Drive (Alexandra to Spruce Haven)
- 90 Harold Street (Cottage to End)
- 91 Taylor Street Phase 1 (Anne to Manse)

LIST"D"

Local Roads Paving - East Division

2018

- 1 Duke Street (Union to Mahon)
- 2 Second St. (Plummer to Wood)
- 3 Sterling Lane (Dominion to Dorchester)
- 4 1st. Street (Park to West)
- 5 MacNamarra Street (Connaught to end)
- 6 Gordon Street (MacLean to Hinchey)
- 7 Levattes Lane (Main to End)
- 8 Blackett Street (South to Museum)
- 9 John Avenue (Mahon to Patrick)
- 10 Plummer Avenue (1st to 2nd.)
- 11 Mahon Avenue (Ellsworth to Bay)
- 12 Waterview Street (Morley to Marine)
- 13 Nolans Lane (Main to Gannon)
- 14 Hulmes Lane (Roaches Road to End)
- 15 Manfield Street (Lorway to Emery)
- 16 Sydney Street (Roost to Sterling)
- 17 Woodward Street (Connaught to Tracks)

2019

- 18 George Street Phase 2 (Mt. Carmel to Wilson)
- 19 Morley Ave. (Waterview to Mahon)
- 20 Poplar Street (full length)
- 21 Woodward Street (Tracks to End)
- 22 Ryan Street (Sterling to End)
- 23 Victoria Avenue (MacLeod to Rink)
- 24 Main Street- Louisbourg (Strathcona to Wolfe)
- 25 David Street (Ingraham to Sydney)
- 28 Tanners lane (Kent to Huntington)
- 27 Dorchester Street (Lorway to Peel)
- 28 Timmerman Street (Ryan to End)
- 29 Pleasant Street - Dominion (Mitchell to Dominion)
- 30 Eva Lane (Heelan to Dominion)
- 31 George Street Phase 1 (Nicholson to Mt. Carmel)
- 32 Dolbin Street (Douglas to MacAulay)
- 33 Beach Street (Veniot to End)

2020

- 34 Brookland Street (South to Atlantic)
- 35 Hill Street (Sterling west to End)
- 36 Ninth Street (Walsh to Plummer)
- 37 Hill Street (Sterling east to End)
- 38 Hay Street (Sterling west to #20 Mine)
- 39 Douglas Avenue (Borden to Dawe)
- 40 Hay Street (Sterling to End)
- 41 Gibbon Avenue (Wilson to Victoria)
- 42 Tennyson Street (Ryan to End)
- 43 Dominion Street - Dominion (Commercial to End)
- 44 Hugh Street (MacDonald to Hillside)
- 45 Brook Avenue (Bay to Irish Brook)
- 46 11th. Street (West to Center)
- 47 Mary Street (Duncan to End)

LIST "D" CONTINUED**2021**

- 48 Douglas Avenue (Dawe to Warren)
- 49 Railroad Street - Dominion (Mitchell to Birch)
- 50 MacDonald Lane (Curry to Main)
- 51 Upper North Street (Sterling to Vivian)
- 52 Argyle Street (Curry to Beacon)
- 53 Edina Street (Lake to Maple)
- 54 Main Street - Louisbourg (Town line to Marvin)
- 55 Seaview Street (Civic #168 to Quarry)
- 56 Winifred Square
- 57 Fletcher Street (Union to York)

2022

- 58 Seaview Street (South St. to Civic #168)
- 59 MacDonald Lane (Curry to Main)
- 60 School Street - Sidewalk (Brookside to Pitt)
- 61 Morrison Street (School to End)
- 62 Upper Mclean Street (Park to end)
- 63 Essex Street (Ocean to end)
- 64 Lower Mitchell Avenue (Dominion Beach)
- 63 4th. Avenue (Bain to End)
- 63 3rd. Avenue (Hub to End)
- 67 Douglas Avenue (South to Borden)
- 68 MacLeod Street (Wilson to end)

LIST "D"

Local Roads Paving - North Division

2018

- 1 William St.(King St. to Peppett St.)
- 2 Guy St. (Pitt to Convent)
- 3 York Steet (Butts to Civic # 185)
- 4 Stafford Ave. (Frasar to Clyde)
- 5 Cottage Street (Purves to End)
- 6 Forrest Street (Butts to King)

2019

- 7 Howell Street (Ocaan to Atlantic)
- 8 Church St. (Crescent to Amber)
- 9 Cambridge Avenue (Clyde to Beach)
- 10 Caledonia Street (Stanley to End)
- 11 Beacon St. (King to Caledonia)
- 12 Lorne Street (Queen to Pleasant)
- 13 James Street (Notre Dame to Oram)
- 14 Huron Street (Beech to King)

2020

- 15 Clyde Avenue (King to Beech)
- 16 Notre Dame St. (Convent to Shore)
- 17 Cornwall Street (Brook to Regent)
- 18 Clearyville Street (Stanley to Pierce)
- 19 Waterview Dr. (Dominic to End)
- 20 Tutty Street (Church to End)
- 21 Arthur Crescent (Amber to Amber)

2021

- 22 Williams Street (King to Caledonia)
- 23 Wall Street (Memorial to Connaught)
- 24 Davis Street (Musgrave to End)
- 25 Collins Street (Musgrave to End)
- 26 Dominic Drive (Waterview to Muir)
- 27 Birchwood Street (Waterview to Muir)
- 28 MacNamara Street (Burke to Main)
- 29 Seaview Drive (McInnis to End)
- 30 Thistle Drive (Musgrave to End)
- 31 Vale Street (View to Victoria)
- 32 Riggs Avenue (Meech to End)
- 33 Felixs Lane (Williams to End)
- 34 Jacob Street (Guy to Civic #21)

2022

- 35 William Street (Brown to End)
- 36 Cook Street (Crescent to Jacob)
- 37 Jacob Street (Guy to Civic #21)
- 38 Prince Street (Union to King)
- 39 Hartigan Drive (Tobin to Memorial)
- 40 Jacob Street (Crescent to Convent)
- 41 Crescent/Crandall



A Community of Communities

Issue Paper

TO: CBRM GENERAL COMMITTEE

June 2017

RE: CBRM Transit

Background

CBRM Transit is in need of a significant overhaul in order to keep pace with community expectations and modern public transportation initiatives. The amount of scheduled service, service area, reliability of service, confusion, and complicated fare structures have all been identified as factors restricting the growth of passenger ridership. Community geography, demographics and economic conditions are also major factors contributing to the current situation as part of our ongoing attempt to grow ridership we are proposing several short term projects that require CBRM Council endorsement. These projects are intended to begin in late June 2017 and carry forward until September 2017.

Project 1

CBRM Transit is preparing a service contract with Parks Canada to provide supplementary bussing on the Fortress of Louisbourg site. Parks Canada is anticipating significant increase in visitor traffic as part of the Canada 150 celebration and free access to the site. In conjunction with this contract CBRM Transit is proposing a Louisbourg service route. This route would make two trips to Louisbourg per day and two return trips per day. The route has not been finalized nor have the scheduled times, however, the proposed schedule is Monday, Tuesday, Wednesday, Saturday, Sunday, as these days coincide with the proposed contract with Parks Canada. CBRM Transit is proposing that all residents utilizing this service who have a valid official Parks Canada

Pass receive this service at no charge, all others would be charged a fee of \$5.00 each way per person.

Project 2

Beginning July 1st and extending until September 2nd, 2017 all passenger fares on CBRM Transit routes become \$1.00. These fares would be based upon boarding and reboarding a bus, such as from Sydney Mines to North Sydney- \$1.00; from Sydney Mines to Sydney - \$1.00 so that if you board in Sydney Mines or anywhere along the route to Sydney it would cost \$1.00 to continue to your destination to the end of the route in Sydney. This fare should help encourage growth in ridership, create awareness of the service available and is estimated to be revenue neutral based upon ridership history and projections.

Project 3

Provide increased service to the New Waterford area. The proposal is intended to operate increased service hours, some minor route variation and greater connection to Glace Bay. This change is proposed for September 2017 to coincide with return to school/college/university. This is part of the pilot project proposal at 2017/18 budget.

Project 4

Provide increased publicity to CBRM Transit utilizing summer staff. The intent is to raise the awareness of the services available and promote ridership with CBRM Transit as a viable transportation option.

Project 5

To investigate the opportunities of express service from the Northside to CBU as a fall offering. This would also be in conjunction with the pilot project as approved in the 2017/18 budget.

Project 6

The community of Membertou has been actively seeking to have greater transit opportunities within the community, to that end, we are proposing to modify the current George Street/Alexandra Street service to include routing through the Membertou community. The new routing will provide CBRM Transit greater access to the large community of Membertou and will also allow for enhanced service to the Cape Breton Regional Hospital. This change should enable Transit to increase ridership without incurring additional cost.

Many of the proposed projects have come from the public response to various interactions including survey results, community budget sessions and direct representation to CBRM Council by community groups. Other initiatives are derived from operational analysis by CBRM staff. The public response to various programs encouraging increased use of CBRM Transit will help us grow this operation. We are currently working on the logistics of some form of Sunday service along with other modifications of routes and schedules. As each of these initiatives have been fully developed Transit will be requesting Council approval.

Recommendation

That CBRM Council approve the projects as identified and continue their support for the growth and development of CBRM Transit.

Respectfully submitted,

ORIGINAL SIGNED BY

Michael MacKeigan
Manager Utilities Administration



A Community of Communities

Issue Paper

TO: CBRM GENERAL COMMITTEE

June 2017

RE: Middle Lake Wellfield

Issue

The Cape Breton Regional Municipality Water Utility intends to acquire property from Membertou Development Corporation in the Middle Lake Wellfield Source Water Protection Area as part of a Right of First Refusal Agreement between Membertou and CBRM.

Background

CBRM has been approached by Membertou Development Corporation indicating their intention to sell 16 acres of parent parcel PID 15543424 within the boundary of the Middle Lake Wellfield Source Water Protection Area. The property was assessed by an independent appraisal and was valued at \$860/acre for a total of \$13 760.00.

The Water Utility employs a multi-barrier approach to Source Water Protection and as such ownership of water supply area properties is a priority for protection. A land acquisition fund is maintained to purchase water supply area properties when they become available.

The map shows CBRM owned property in red, the Middle Lake Wellfield Source Water Protection Area in light blue and the parcel of interest outlined and marked with a green star. Acquisition of this property would give an additional 100 m buffer zone between lands owned by Membertou Development Corporation and the CBRM Water Utility Source Water Protection Area.



A Community of Communities

Issue Paper

TO: CBRM GENERAL COMMITTEE

June 2017

RE: MacAskills Reservoir McQueen Property Acquisition

Issue

The Cape Breton Regional Municipality Water Utility intends to acquire property from Philip and Dale McQueen in the MacAskills Reservoir Source Water Protection Area as part of our multi-barrier approach to source water protection.

Background

CBRM has been in discussion with Philip and Dale McQueen of Broughton Road regarding 3 parcels totaling approximately 146 acres in the MacAskills Reservoir Source Water Protection Area that they intend to sell. The McQueens owned these properties prior to the development of the reservoir as a water supply and are currently accessing the timber value of the land via clear cut harvesting methods.

The inherent value of ecosystem services (water filtration, air purification, carbon capture and storage, biodiversity preservation, storm water retention) provided by forested land at the headwaters of MacAskills Reservoir would require an in-depth ecological assessment to determine and are not accounted for by traditional economic land valuation assessment methods. However, recent studies by the American Water Works Association have indicated that a 10% increase in forest cover in a source watershed area results in a 20% decrease in chemical and treatment costs.

The properties were assessed by an independent appraiser and each PID was given a market value as indicated in column 3 of Table 1 below. The McQueen's felt this valuation was too low given the comparable sales used in the valuation don't have the same desirable proximity to both Glace Bay and Sydney, didn't account for the available road frontage and ability to sub-divide and sell off in multiple building lots, or the timber value of wood on the land -- which they are currently accessing through clear cut harvesting methods.

As noted previously, traditional methods of property valuation fail to account for the inherent value of ecosystem services provided by forested land in an undisturbed natural state surrounding source water supply areas. In an attempt to reach an agreement on the purchase price an independent appraisal was completed to reflect the value of the lands if they were not burdened by the Public Water Supply Area zoning by-law designation. This value is reflected in column 4 of Table 1 below.

PID	# Acres	Appraised \$/Acre	Non-Watershed Valuation \$/Acre
15523616	40.8	340	700
15062367	72	390	472
15374267	33	468	675

Table 1. McQueen owned PIDs and their appraised values.

The McQueen properties represent 146 acres of the MacAskills Reservoir watershed area and contain old growth forest elements of yellow birch and sugar maple that are considered high priority for source water protection given their location at the head-waters of the reservoir and the ecosystem services provided by established hardwood forest stands. We have an important opportunity to maintain 146 acres of the watershed in a natural forested state, protected from clear cut harvesting and urban development under CBRM stewardship in perpetuity.

58

Recommendation

That CBRM Water Utility agrees to purchase the 3 McQueen PIDs for the asking price listed below in Table 2 based on the importance of these forested lands at the head waters of the MacAskills Reservoir Source Water Protection Area.

PID	# Acres	McQueen Asking \$/Acre
15523616	40.8	700/\$28,500
15062367	72	800/\$57,600
15374267	33	675/\$22,275

Table 2. McQueen PIDs with CBRM Water Utility supported asking prices total \$108,375.00

Respectfully submitted,

ORIGINAL SIGNED BY

Michael MacKeigan
Manager Utilities Administration

Appendix A



Photo 1. Old growth Yellow Birch harvested from the McQueen property in 2015.



Photo 2. Timber legally harvested from Source Water Protection Area lands in 2015.

DISCUSSION PAPER

Date: June 6, 2017

To: CBRM Council

From: Raymond Boudreau, P.Eng, Public Works Central

Re: Annual Pavement Marking Program (Street Line Painting)

BACKGROUND:

Pavement markings are a major element in any system of traffic control. Pavement markings serve a variety of functions including: (MUTCDC, 2014)

- a) Lane definition;
- b) Separation of opposing flows;
- c) Passing control;
- d) Lane usage and designation;
- e) Pedestrian crosswalks;
- f) Stop lines;
- g) Parking areas; and
- h) Word messages

Currently, the pavement marking program in CBRM involves a single full line painting application once per year in the spring, and a touch-up application in the fall. Since the switch to more environmentally friendly traffic paint in 2012, staff and council have seen a reduction in the durability of the line markings, resulting in a recommendation to introduce a second painting application in the fall.

The purpose of this discussion paper is to provide information to Council on the following:

- CBRM's current pavement marking program
- Alternative Pavement Marking Technologies.
- Recommendations to improve the current pavement marking program and associated costs

INFORMATION:

Current Pavement Marking Program

The municipality currently paints all Longitudinal Pavement Markings (Center Lines, Lane Lines, Edge Lines etc.) and Transverse Pavement Markings (Crosswalks, Stop Bars, Directional Arrows, etc.) once per year in the Spring, with some touch up work carried out on major collector routes and high traffic intersections in the Fall. All longitudinal pavement markings are applied by a contractor using a designated line painting truck. The transverse pavement markings are applied through a combination of CBRM own forces and the contractor. Spring line painting operations start as soon as weather permits, typically in May, with the goal to be complete by the middle of June. Fall touch ups usually take place in September and October, sometimes extending into November if weather permits.

In March, 2016, Halifax Regional Municipality's Traffic Services Department issued a similar report examining their municipality's pavement marking program. As part of that report, a survey was conducted to determine the pavement marking practices of other Canadian jurisdictions. The results of the survey indicate that CBRM's current practices are in line with other Canadian jurisdictions:

“Approximately half of the responding jurisdictions carry out their pavement marking programs using solely in-house staff resources. The remaining jurisdictions split between a combination of in-house/contractor and contractor-only operation. Half of the jurisdictions undertake only a single paint application per program season, with the other half carrying out a second paint application to at least a portion of their inventory (i.e. repainting of crosswalks or business district/downtown area or high volume roads, etc.). All jurisdictions that responded undertake their programs within approximately the same time frame, typically between April/May and October/November with exact timelines being dependent on weather.” (HRM Council Report, 2016)

Operational Challenges

All pavement markings must be installed and maintained in accordance with the ‘Manual of Uniform Traffic Control Devices for Canada’ (MUTCDC). The manual itself identifies the limitations of painted pavement markings in the following passage:

“Under favorable conditions, pavement markings convey information to the driver without diverting the driver's attention from the road. However, they have limitations: they can be entirely obliterated by snow; they may not be clearly visible when wet; and they have limited durability.” (MUTCDC, 2014).

In 2009, Environment Canada implemented regulations which set limits on the concentration of volatile organic compounds allowed in traffic paint. These regulations set the allowable VOC concentration at 450 g/L. The regulations also stipulated that in 2012, the VOC concentration would be further restricted to 150 g/L in the warmer months of the year (from May 1st to October

15th). As discussed earlier, most, if not all of our pavement marking operations typically take place during this window due to weather restrictions. As a result we are forced to use paint that meets the lower VOC guideline.

Most Low VOC paints must be applied at temperatures >10°C; whereas solvent based paints (450g/L<VOC>150g/L) could typically be applied down to 5°C. .

Challenge #1: Narrow weather window and time frame when low VOC paints can be applied.

The vast majority of the pavement markings throughout the municipality are located on major arterial and collector routes (Kings Rd; George St; Welton Street, Sydney; Commercial St, Glace Bay, Plummer Ave; Kings Street, NW; Main Street, Sydney Mines). These major routes see the most traffic and are maintained to bare pavement for emergency services throughout the winter, meaning they receive the most plow traffic and salting application over the winter months. On many of these streets, plowing activities make it almost impossible for painted markings to survive.

Challenge #2: Maintaining pavement markings over the winter months due to freeze-thaw cycles combined with plowing and salting operations.

The general feeling among users of Low VOC traffic paints is that they are less durable than the solvent based paints. This has been the experience in CBRM as well. Low VOC paints are more susceptible to ‘less than perfect’ environmental conditions at the time of application than solvent based paints are. Solvent based paints typically dry faster in colder and more humid conditions and adhere better to dirty or oily surfaces. Solvent based paints generally provide a superior ‘gloss’ finish which results in a brighter finish.

Challenge #3: Achieving a clean, dry, oil free asphalt surface prior to the application of low VOC traffic paint.

ALTERNATIVE (DURABLE) PAVEMENT MARKINGS

Durable Pavement Markings are alternatives to conventional solvent or water based traffic paint that tend to provide improved durability. The most common durable pavement marking technologies are listed below. The costs of these technologies vary depending on manufacturer and supplier and are hard to accurately report without obtaining official quotes from suppliers.

Plastic Pavement Markings (7 – 10 x as expensive as low VOC paint)

Unlike regular traffic paints, plastic pavement markings contain 100% solids, there is no solvent or water based carrier material. Plastic pavement markings can be hot applied (thermoplastic) which use heat to provide the bond, or cold applied (cold, acrylic based plastic) which uses a chemical reaction to create the bond to the asphalt. Both hot and cold plastic pavement markings

can be applied to the asphalt surface or inlaid by milling out the asphalt prior to application. Plastic pavement markings are most commonly applied using a screed extrusion device.

The manufacturers of plastic pavement markings claim a 3-5 year expected service life for surface applied plastic paints and 7-10 yr service life for inlaid applications.

Preformed Traffic Marking Tape (*Up to 10x as expensive as low VOC paint*)

Preformed traffic marking tape is usually supplied in rolls or sheets or in the form of symbols and can be inlaid into fresh hot asphalt, or applied to the surface of existing asphalt. They are typically supplied with an adhesive backing and are pressed into or onto the road surface. When applying the preformed tape to existing asphalt great care has to be taken in making sure the asphalt is free from dirt or contaminants before applying.

Epoxy Paint (*7 – 10 x as expensive as low VOC paint*)

Epoxy paints are two part paints that consist of a pigment component and binder component. The two components react to form a hard durable material. Epoxy paints can be used on longitudinal pavement markings using specialized line painting equipment. Epoxy paint is less susceptible to adverse environmental conditions, meaning that they can be applied at colder temperatures with relatively dirtier surfaces. Epoxy paints typically last for 2 – 4 years depending on the amount of traffic.

Some disadvantages of Epoxy Paint is that it is susceptible to plow damage since it is normally applied to the surface and not inlaid and has a longer drying time.

RECOMMENDATIONS:

The costs associated with the following recommendations have been included in the current Public Works Operating Budget.

1. Complete a second painting application of all pavement markings throughout CBRM this fall (2017). Evaluate the condition of the markings in the spring to determine if the cost of the 2nd application is warranted in the future.
2. Develop and Implement a QA/QC program for the application of pavement markings to ensure the best opportunity for maximum longevity and durability.
3. Test and evaluate alternative durable pavement markings in select areas as part of capital projects and annual maintenance activities to determine their performance and feasibility compared to traditional traffic paint.

Respectfully submitted,

ORIGINAL SIGNED BY

Raymond Boudreau, P.Eng.
Manager Public Works Central

References

1. Manual of Uniform Traffic Control Devices for Canada (MUTDC), Fifth Edition, January 2014
2. Recommended CCME Guidelines for the Reduction of VOC Emissions from Canadian Industrial Maintenance Coatings, Canadian Council of Ministers of the Environment, 2002
3. Item No. 14.1.4, Street Traffic Control Annual Pavement Marking (Painting), Halifax Regional Council, March 8, 2016
4. Highway Pavement Marking Guide, Alberta Transportation, 2003

CBRM PUBLIC WORKS

Pavement Marking Program

Raymond Boudreau



Public Works Pavement Marking Program

- **Current Pavement Marking Practices**

- Full application in the Spring (May – June)
- Touch-ups in select areas in the Fall (Oct – Nov)
- Combination of Contractor and Own Forces

- **Current Operational Challenges**

- Narrow weather window for Low VOC paints
- Winter Road Maintenance
- Susceptibility of Low VOC Paints to adverse environmental conditions



Durable Pavement Markings

- **Plastic Pavement Markings**

- Thermoplastic, Cold Plastic
- 100 % Solids, no solvent or water 'base'
- 3 – 5 year service life (claimed)
- 7 – 10 x as expensive as traditional traffic paint



- **Preformed Marking Tape**

- Supplied in Rolls or sheets or in the form of Symbols
- Laid and pressed onto the road surface
- Susceptible to dirty surface
- 10 x as expensive



Durable Pavement Markings cont.

- **Epoxy Paints**

- Two part paints – Pigment + binder
- Can be applied at colder temperatures and under relatively 'dirtier' conditions
- Tend to be more susceptible to plow damage when not inlaid
- Last 2 – 4 years (claimed)
- 7 – 10 x as expensive



Recommendations

- **Complete a 2nd Line Painting application in the Fall**
- **Develop and Implement a QA/QC program**
- **Test and Evaluate Durable Pavement Markings**



Questions

CBRM Crosswalk Strategy

**Presentation to Council
June, 2017**



CBRM Active Transportation Plan- 2008

- Key Plan goal was to encourage more people to walk
- Identified a number of interventions to improve walking conditions, including crosswalk improvements
- Focus of Plan to date has been trail construction
- Crosswalk Strategy, if adopted, represents a shift towards making existing infrastructure more pedestrian friendly



Why a Crosswalk Strategy?

- Between 2002 and 2015, 334 pedestrians and 112 cyclists were struck by motor vehicles on CBRPS patrolled roads; these collisions were the result of a variety of different situations and many were not in crosswalks
- CBRPS do follow-up on all collisions
- On a per capita basis, these numbers are lower than larger Canadian cities, but are still of concern
- Data does not include collisions in parking lots or on RCMP patrolled roads



Why a Crosswalk Strategy?

- Federal environmental requirements restricting the use of solvent based paints has created concerns regarding crosswalk visibility
- The Province recently adopted a crosswalk policy for provincial roads
- A Strategy would support efforts to improve pedestrian safety and would provide a standard for crosswalk design that would be consistent across the region



Collision Modification Factors

- Extensive research has been done in Canada, the US , Europe and Australia on collision modification factors (CMF)
- Collision modification factors are interventions intended to minimize the number and severity of collisions
- *The draft Strategy identifies several CMFs that have been proven in multiple research studies to improve pedestrian safety*



Collision Modification Factors

- High Visibility Crosswalks (some intersections)
- Pedestrian Crosswalk Timer signals (install when signals are upgraded)
- Raised Medians (curb extensions and pedestrian refuges (install in exceptional circumstances)
- Pedestrian Activated Beacons







- CBRPS and AT Committee have discussed the possibility of launching a pedestrian safety campaign this year, following Council adoption of Crosswalk Strategy
- Could take place late summer/fall
- Would be directed at both pedestrians and motorists
- Would be funded within existing budgets



Thank you!



CBRM Crosswalk Strategy: Draft (March 6, 2017)

Background

In June 2008 CBRM Council approved an Active Transportation Plan for the Municipality. The Plan included a number of recommendations for the CBRM to pursue to improve conditions for walking and cycling. Many of these recommendations related to the construction of new infrastructure such as bike lanes, paved shoulders, sidewalks and multi- use paths, and since 2008 considerable progress has been made in the implementation of these recommendations.

The plan also made recommendations with respect to policy, public awareness and education. Steps have been taken to implement the recommendations with respect to public awareness and education through a social marketing campaign (walking trails brochure, cycling map, cycling handbook, active transportation videos, Facebook campaign) and our educational efforts (walking and cycling safety videos, cycling safety courses for adults and youth). There remains, however, many recommendations in the Plan with respect to policy that have not yet been implemented. These include:

- Sidewalk prioritization policy
- Crosswalk Safety
- Interventions to improve accessibility at intersections for persons with disabilities

Although specific policies do not exist with respect to pedestrian infrastructure, (with the exception of sidewalk snow removal, which is covered by the CBRM Winter Operations Strategy), It must be noted that CBRM has built and is maintaining a great deal of pedestrian infrastructure. Within the boundaries of this Municipality can be found 365 km. of sidewalks and 1,438 crosswalks, including 109 signalized (push button) crosswalks (RA-5 and signalized intersections combined) and 22 crosswalks with audible pedestrian signals for the hearing impaired.

CBRM staff are of the opinion if we as a community are serious about encouraging more people of all ages and abilities to walk that it is important to develop of policies intended to improve the level of safety and comfort for pedestrians in the CBRM. Although staff feel that a sidewalk prioritization policy and an accessibility policy are very important, it is felt that the first step should be the adoption of a crosswalk strategy.

The reasons for adopting a crosswalk strategy are several:

1. Although pedestrian collision rates in the CBRM are, on a per capita basis, lower than larger Canadian cities, 334 pedestrians and 112 cyclists were struck by motor vehicles on streets patrolled by the Cape Breton Regional Police Service between the years 2002 and 2015, an average of approximately 30 collisions each year. Eleven of those struck died from their injuries. These numbers do not include collisions in privately owned parking lots (18) over the period, or collisions that occurred on streets and

roads patrolled by the RCMP (Trunk # 4 west of Sydney, Highway #125, Highway #105, and all streets and roads in Eskasoni).

2. Federal environmental requirements restricting the use of solvent based paint for pavement markings, due to high VOC content, combined with severe weather conditions over the past four years, has resulted in situations where crosswalk markings wear off quickly, so crosswalks are virtually invisible for much of the year.
3. Other jurisdictions are adopting new and improved standards for crosswalks, including the Halifax Regional Municipality and the Nova Scotia Department of Transportation and Infrastructure Renewal (Prior to 2015 there was much confusion with respect to crosswalks on provincial roads, and in 2014 many crosswalks on provincial roads in the CBRM were not painted at all)

In October 2015 CBRM Police, Planning, Engineering and Public Works staff participated in a two day course on designing for pedestrian safety and accessibility. The course, coordinated by transportation engineers from the consulting firm IBI, provided staff with information on best practices in the field of pedestrian design and the results of the most recent research into the effectiveness of various interventions intended to improve pedestrian safety.

Following the course Active Transportation Committee staff reviewed the course materials and in particular a list of collision modification factors where extensive research by transportation professionals has shown a clear correlation between a specific intervention and a reduction in pedestrian collisions. This list is shown on the chart below. This policy was developed primarily by identifying those factors that staff felt were appropriate to conditions in the CBRM and which could be implemented without incurring excessive additional costs.

As an example, the chart shows that high visibility crosswalks have a significant positive impact on collision reduction, based on the latest research. As a result, this strategy recommends that CBRM implement high visibility crosswalks. However, to keep costs in check, the strategy recommends that high visibility crosswalks be used only where data provided by the Cape Breton Regional Police Service suggest that the risk to pedestrians is particularly high. It also, for reasons of cost, permits continued use of the affordable low-VOC latex paint although it is anticipated that CBRM will experiment with expensive but more durable products such as the imbedded cold plastic crosswalk markings used in cities such as Toronto.

PEDESTRIAN SAFETY WORKSHOP	
Collision Modification Factors (CMF) for Veh-Ped Collisions	
Countermeasure	CMF
Install pedestrian countdown timers	0.30 (****)
Implement leading pedestrian interval	0.67 (***)
Implement pedestrian scramble phase	0.49 (**)
Implement safe routes to school program	0.88 (**)
Increase cycle length for pedestrian crossings	0.48 (**)
Install high-visibility crossing	0.60 (**)
Install HAWK pedestrian activated beacon	0.31 (****)
Install raised median with marked crosswalk (uncontrolled)	0.54 (****)
Provide intersection illumination (varies by severity)	0.19-0.69 (****)
Permit right turn on red	1.57 (****)

CMF Clearinghouse <http://www.smartclearinghouse.org/index.cfm>

SPECIFIC PROVISIONS

Section A: Installation and Removal of Crosswalks

The installation of new crosswalks, and the removal of existing crosswalks, on any public street owned by CBRM shall be governed by the decision support tool found in the most recent edition of the Pedestrian Crossing Control Guide produced by the Transportation Association of Canada (TAC). Interpretation of the guide shall be the responsibility of the Traffic Authority, who will make decisions in consultation with the Manager of CBRM Public Works for the area where the crosswalk is located. As required, CBRM may retain the services of an outside consultant who shall be a transportation engineer with expertise in crosswalk design to provide advice on these decisions.

All crosswalks in the Municipality, including the associated signage, shall be installed in accordance with the minimum standards recommended in most recent edition of the Pedestrian Crossing Control Guide produced by the Transportation Association of Canada (TAC).

More specifically, the policy includes the following provisions (Sections B to G) which are consistent with the TAC guidelines but in some cases may exceed the minimums recommended by TAC:

Section B: High Visibility Crosswalks

1. **High Visibility (ladder bar or zebra) crosswalks shall be used on:**
 - All 4 lane streets (almost 25% of all pedestrian collisions in CBRM occur on these streets, all of which are in the Sydney area)
 - All mid-block crosswalks
 - All intersections where a significant number of collisions involving AT users have occurred, based on CBRPS records.
 - All crosswalks in school zones (see Appendix A).
 - Any other crosswalk where, in the opinion of the Traffic Authority, high visibility markings are warranted due to high pedestrian volumes or hazardous conditions identified as part of a safety audit of the crosswalk. (Pedestrian volumes at selected intersections are found in Appendix B)
2. To the greatest extent possible, crosswalk bars shall be painted so as to avoid the tire tracks, to minimize wear.
3. Stop lines shall be installed parallel to crosswalks at signalized intersections and at all intersections on arterial routes. Stop lines shall be installed in accordance with the Manual of Uniform Traffic Control devices.
4. All crosswalks shall be painted twice a year, unless more durable markings are used.
5. Paints and other materials used for crosswalks will be installed as per Section F.

Section C: Signals

6. **Rectangular Rapid Flashing Beacons (RRFB's)** are more economical than the RA-5 crosswalk signals and some studies have shown them to be more effective than RA-5's or even the HAWK signals commonly used in the United States. TAC has recently endorsed the use of RRFB's in Canada. As a result, CBRM policy will be to consider RRFB's wherever extra traffic control is warranted.
7. **Pedestrian Countdown Timer Crosswalk Signals:** At intersections where at least one of the intersecting streets has four lanes, countdown crosswalk signals shall be installed whenever new traffic signals are installed or where an upgrade to existing signals is taking place. Consideration will be given to installing countdown crosswalk signals at all other intersections, based on a review of conditions at that intersection by the Traffic Authority.

Section D: Curb Extensions and Pedestrian Refuges

8. Curb extensions and pedestrian refuges create challenges for snow plough drivers but they have been proven to improve pedestrian safety and therefore should be considered in exceptional circumstances. One example is the crosswalk at the corner of Reeves and Welton Street in Sydney, where there has been discussion regarding the possible installation of a pedestrian refuge.

Section E: Crosswalk Flags

9. Crosswalk flags have shown to have a modest impact on pedestrian safety in some research studies. CBRM will not install crosswalk flags, but, subject to approval by the traffic authority, crosswalk flags may be installed by community organizations at crosswalks, providing that all expenses associated with installation and maintenance of the flags are covered by the community organizations.

Section F: Compliance with Standards

10. Crosswalk installation, whether carried out by CBRM staff or by contractors, shall be monitored so as to ensure that all work complies with MUTCD standards and that paint and glass beads used comply with Canadian General Standards Board (CGSB) standards and manufacturers' specifications.

Section G: Upgrading of Crosswalk Signage and Lighting

11. CBRM will monitor changes in standards and technological advancements related to crosswalk design and pedestrian safety, and will endeavour to upgrade pedestrian infrastructure in CBRM as resources permit. The CBRM will ensure that its staff have access to adequate training and, as resources permit, will encourage staff to attend conferences and training workshops sponsored by organizations such as the Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (CITE).

APPENDIX A- Nova Scotia Department of Transportation and Infrastructure Renewal Policy on School Zones

Establishment of School Areas on Provincial Highways

Policy Statement

School Areas are established on provincial highways where school buildings or grounds are directly adjacent to the highway or where a school crosswalk exists or needs to be installed on a highway where the maximum posted speed is 50 km/h or greater.

School areas may be established on highways provided the school offers instruction to any grade between primary and Grade 12 and meets the definition of a public or private school as defined by the *Education Act*.

A crosswalk is considered to be a school crosswalk if it is primarily for the use of a student population walking to and from an elementary or junior high school and is supervised.

Rationale

Motorists driving within school areas or near school crosswalks need to be particularly aware of the presence of children who may not have the capacity to understand the rules of traffic.

The *Motor Vehicle Act* permits the traffic authority to establish school areas to increase driver awareness with respect to the presence of children in these areas and to establish lower maximum speed limits when children are present.

Policy Objectives

To provide for the consistent establishment and signing of school areas on provincial highways.

Application

This policy applies to all departmental staff involved in the establishment of school areas and the erection of school area signage.

Accountability

Area Managers

Operations Supervisors
District Traffic Supervisors

Monitoring

District Directors
Manager of Traffic Engineering Services

Directives

1. When made aware of a scheduled school opening or closure, the Area Manager must make arrangements for the establishment or removal of a school area in coordination with the District Traffic Supervisor (DTS).
2. Prior to the establishment of a school area, the DTS must confirm that the identified school is listed in the Directory of Public Schools published by the Department of Education or that the school crosswalk is approved.
3. The length of the required school area is dependent upon the reasonable approach speed as determined by the DTS and is highlighted in a table in the standard sketches, as well as shown below.

SPEED (km/h)	MAXIMUM DISTANCE "X" (metres)
50	100
60	150
70	200
80	250
90+	300

4. Locations for school area signage must be approved by the Traffic Authority.

Guidelines

1. School areas for private schools on provincial highways may be established at the discretion of the Traffic Authority. Prior to erecting school area signage for a private school, it shall be the responsibility of the private school to supply documentation to the Traffic Authority indicating that it satisfies all requirements

for a private school as stated in the *Education Act* (and any corresponding regulations), and that it is recognized by the Minister of Education as meeting these requirements.

2. School area signs are typically to be erected in accordance with the Standard Sketches for School Area Signing. All WC-1 advance school area signs are to be supplemented by the Information tab "MAXIMUM 50 km/h WHEN CHILDREN PRESENT" (R-104T) when the speed zone immediately prior to entering the school area is greater than 50 km/h. If the speed zone immediately prior to entering the school area is 50 km/h, all WC-1 advance school area signs are to be supplemented by the information tab "MAXIMUM 30 km/h WHEN CHILDREN PRESENT" (R-103T).

3. Signage to indicate to motorists that speed fines are doubled in school areas may be erected at all school areas in accordance with the Standard Sketches for School Area Signing.

4. The school area signs may be oversized or double posted whenever this action is deemed necessary eg. On a high speed approach to a school, an oversize sign may be erected.

References

Manual of Uniform Traffic Control Devices for Canada, TAC
School and Playground Areas and Zones, TAC
Motor Vehicle Act
School Area Regulations

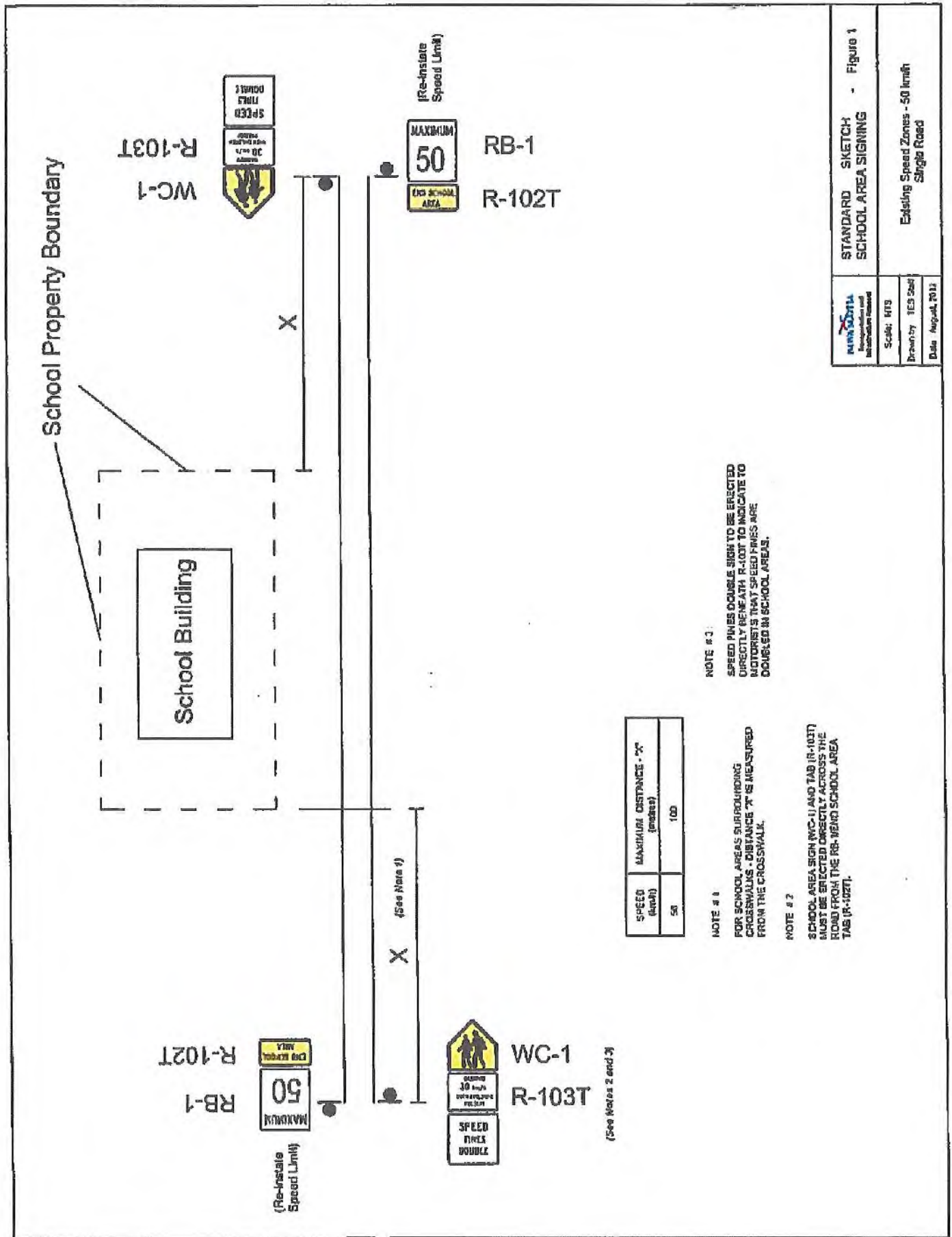
Enquiries

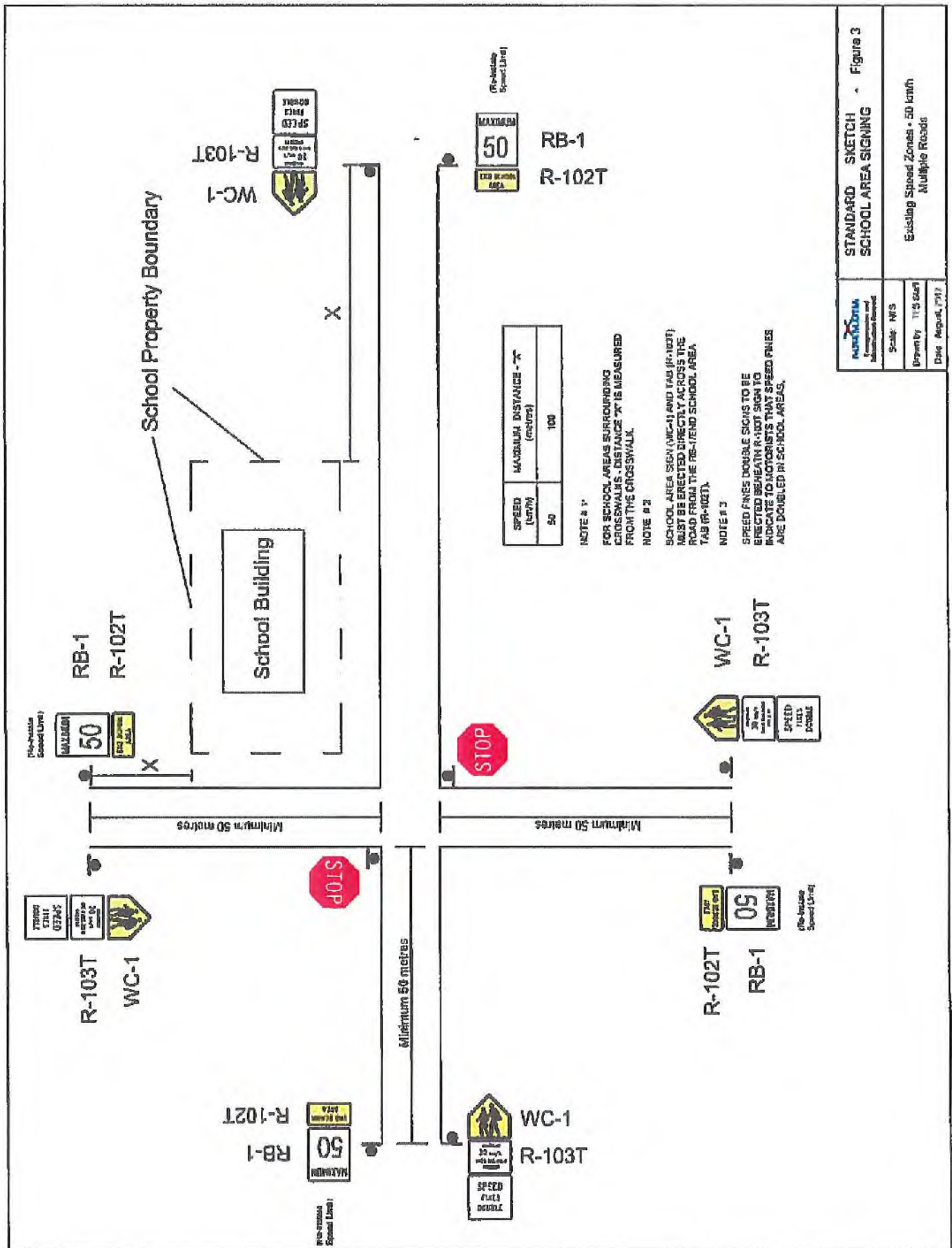
Traffic Engineering Services
District Traffic Supervisors

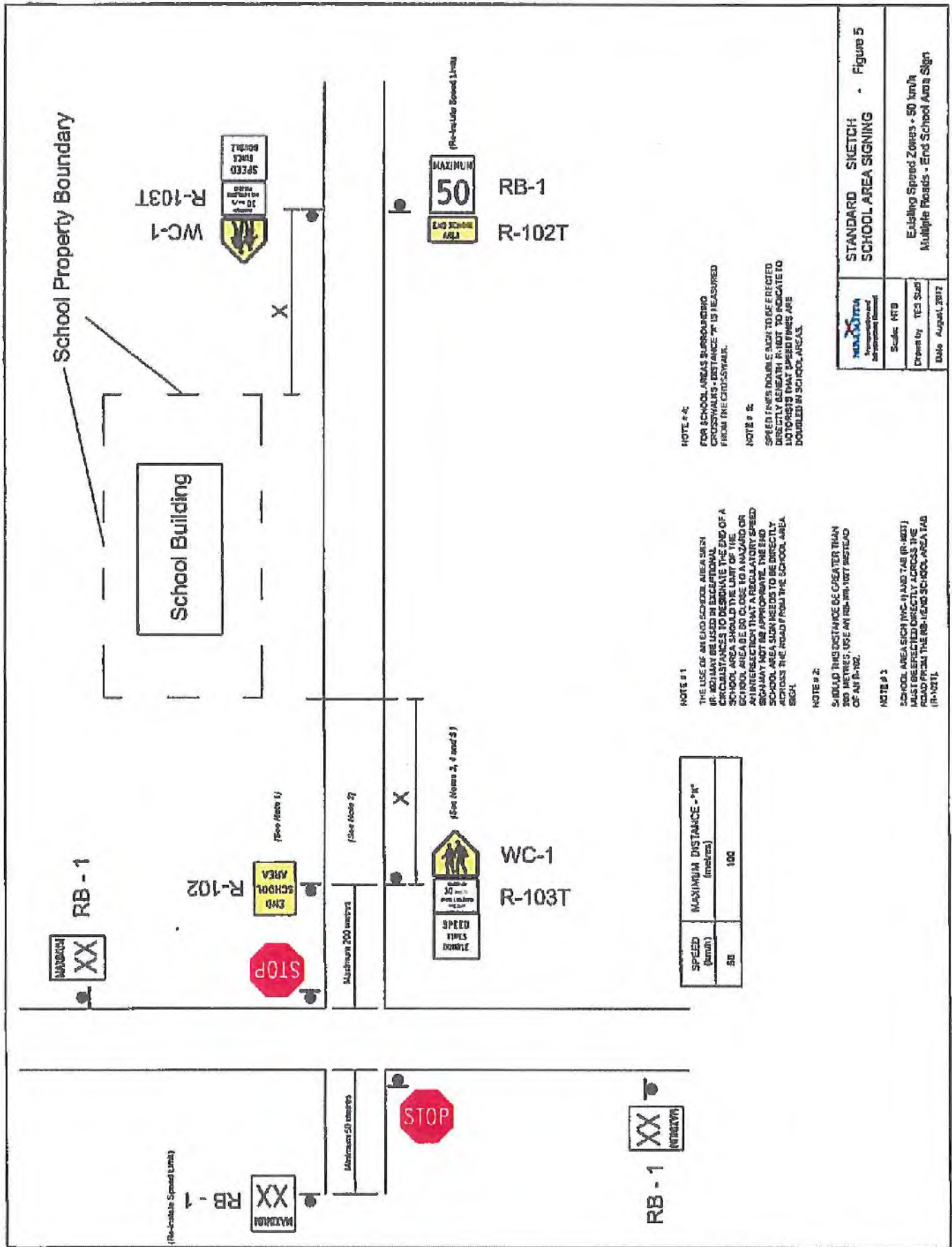
Appendices

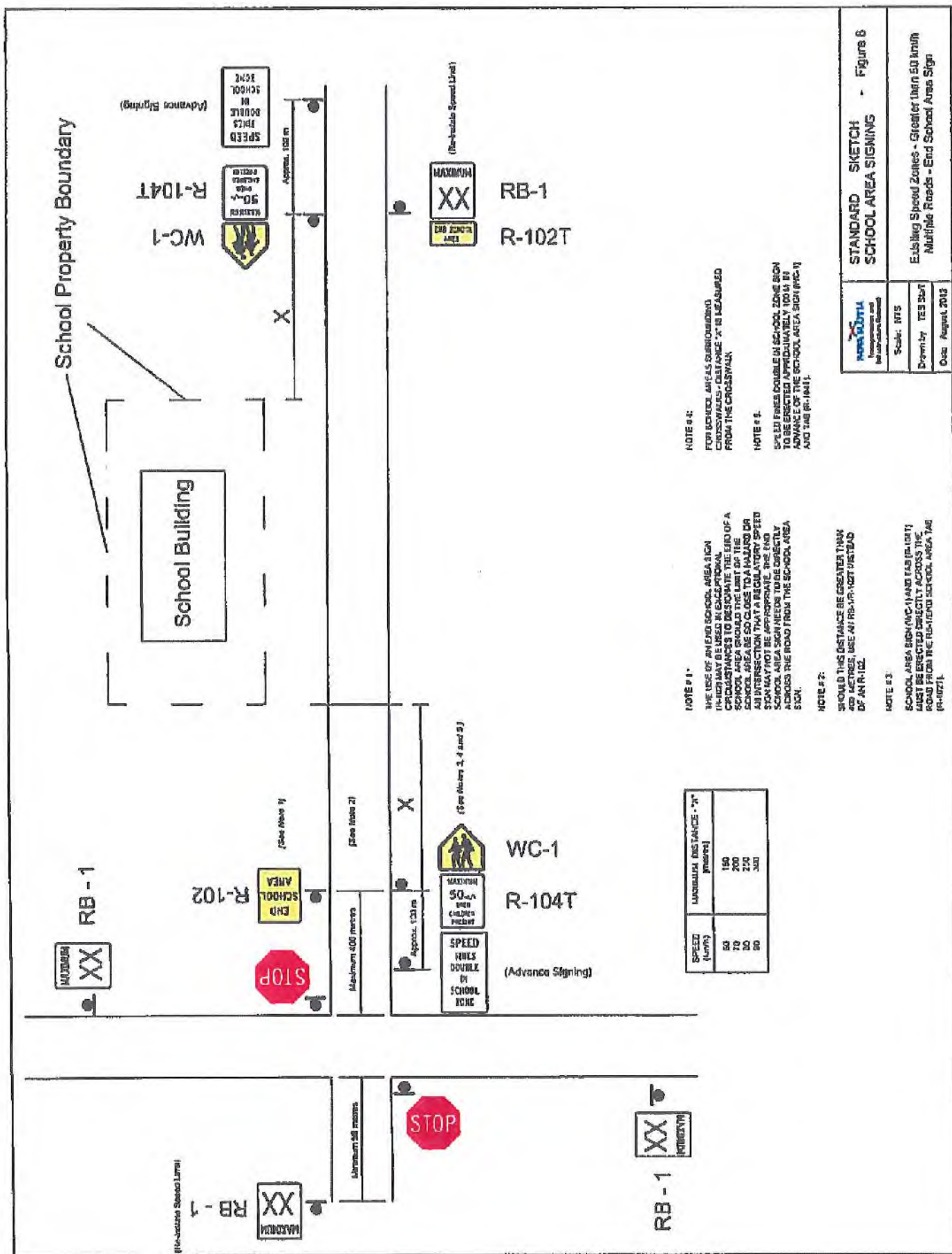
Standard Sketches- School Area Signing (Pages 4 to 9)

<i>Approved by:</i>	<i>Charles MacDonald, EDMO</i>	<i>Transportation & Infrastructure Renewal</i>
<i>Approval date:</i>	<i>19-JUL-2012</i>	<i>Policies and Procedures Manual</i>
<i>Effective date:</i>	<i>01-SEP-2012</i>	<i>Revision date: NEW</i>









Appendix B: Pedestrian and Cyclist Volumes for various intersections in CBRM

Pedestrian/Cyclist Counts		2009-2013				%		%		%	
Location	Date	Weather	Time	Ped Vol.	Peds per hr	Cyclist Volume	Cyclists per hr	cyclists on sidewalk	cyclists female	cyclists w/ helmet	%
Prince St/Syd Shopping Centre	Aug 18/2009	Sunny 30C	7 am to 7 pm	288	14	23	1				
	June 25/1009	Sunny 27C	7 am to 7 pm	329	27	18	1				
Old Railbed behind Sterling Mall	29-Jul-09	Sunny 29C	9 am to 5 pm	36	5	1	0				
	17-Aug-09	PtCloudy 25C	9 am to 5 pm	22	3	5	1				
NW Highway (South Bar Sch)	09-Jul-09	Sunny 22 C	7 am to 7 pm	813	68	63	6				
	23-Jul-09	PtCloudy 24C	9 am to 5 pm	470	53	31	4				
Prince (Sobeys walkway)	10-Jul-09	Sunny26C	7 am to 7 pm	40	3	7	1				
	17-Aug-10		7 am to 7 pm	2425	106	25	2	40%	4%	48%	
George/Townsend	summer 2010		7 am to 7 pm	977	81	77	6	58%	10%	38%	
	summer 2010	Sunny 28 C	7 am to 7 pm	168	14	6	0	100%	0%	0%	
Welton/Reeves	summer 2010	Sunny 26C	7 am to 7 pm	802	67	56	5	59%	13%	55%	
	18-Jul-10		7 am to 7 pm	479	40	19	1	58%	25%	53%	
George/Cottage	summer 2010	Sunny 27C	7 am to 7 pm	266	64	35	3	29%	17%	57%	
	08-Jul-10		1 pm to 8 pm	2	0	5	1			60%	
NW Highway (South Bar Sch)	20-Jul-11		7 am to 7 pm	1151	96	26	2	81%	4%	31%	
	20-Aug-11	Cloudy	7 am to 7 pm	469	39	27	2	63%	11%	58%	
Commercial/Wing (N.Sydney)	02-Aug-11	Sunny	7 am to 7 pm	80	7	11	1	55%	9%	91%	
	11-Aug-11		7 am to 7 pm	63	5	7	0	57%	14%	71%	
Main/Shore Rd.	06-Jul-11	Sunny 30C	8 am to 8 pm	24	2	13	1				
	summer 2011		7 om to 7 pm	2141	178	54	5	37%	2%	13%	
Fraser/Shore Rd.	summer 2012		7 am to 7 pm	3062	255	126	11	87%	11%	15%	
	July 31 2013	Sunny 28C	7 am to 7 pm	842	70	81	7	41%	19%	53%	
Coatheath Rd./Hanart	Sept 9 2013	Pt Cloudy 25C	7 am to 7 pm	154	13	21	2	48%	0%	19%	
	Sept 19 2013	Sunny 22C	7 am to 7 pm	70	6	10	1	60%	50%	90%	
Commercial/Marconi, Glace Bay	summer 2012		7 am to 7 pm	3062	255	126	11	87%	11%	15%	
	July 31 2013	Sunny 28C	7 am to 7 pm	842	70	81	7	41%	19%	53%	
George/Prince	Sept 9 2013	Pt Cloudy 25C	7 am to 7 pm	154	13	21	2	48%	0%	19%	
	Sept 19 2013	Sunny 22C	7 am to 7 pm	70	6	10	1	60%	50%	90%	
Alexandra/Churchlq	summer 2012		7 am to 7 pm	3062	255	126	11	87%	11%	15%	
	July 31 2013	Sunny 28C	7 am to 7 pm	842	70	81	7	41%	19%	53%	
SPAR/N125/GrandLakeRd	summer 2011		7 om to 7 pm	2141	178	54	5	37%	2%	13%	
	summer 2012		7 am to 7 pm	3062	255	126	11	87%	11%	15%	
George/Prince	July 31 2013	Sunny 28C	7 am to 7 pm	842	70	81	7	41%	19%	53%	
	Sept 9 2013	Pt Cloudy 25C	7 am to 7 pm	154	13	21	2	48%	0%	19%	
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	Sept 19 2013	Sunny 22C	7 am to 7 pm	70	6	10	1	60%	50%	90%	



**CBRM Councillors'
Office**

M·E·M·O

To: Municipal Clerk Deborah Campbell
From: Councillor Darren Bruckschwaiger – CBRM Councillor's Office
Re: **Request for Agenda Item – General Committee – June 6th, 2017**
Date: May 31st, 2017

Dear Deborah:

I am requesting that the issue of the Heavy Garbage "Illegal Dumping" be placed on the June 6th General Committee agenda.

I want the opportunity to enter into discussion on the options in reference to fines that could be implemented to those found guilty of illegal dumping in an effort to deter this practice.

I will be requesting staff to prepare an issue paper.

Thanking you for your time and assistance.

ORIGINAL SIGNED BY

Councillor Darren Bruckschwaiger – District #10 - CBRM

/cmi



ISSUE PAPER

To: **COUNCIL**

FROM: **Malcolm Gillis, Director of Planning**

SUBJECT: **Issue papers requested by Council:**

- *keeping of livestock*
- *coal and wood burning stoves*
- *advertising signs*

DATE: **June 2nd, 2017**

Introduction

Council instructed the Planning and Development Department to prepare an Issue Paper focused on the idea of regulating the keeping of livestock animals in residential neighbourhoods. In previous Motions Council also asked for an issue paper focused on the idea of regulating outdoor coal and wood burning stoves in accessory buildings and an issue paper on the idea of regulating advertising signs.

The range of complaints from Council's constituents include noise, odour, rodent infestation, smoke, and unsightliness, and that what is occurring is either dangerous to individuals health or to traffic. Given the common theme of nuisance associated with all three issues, and the necessity to have enforcement staff available to administer what would be regulatory provisions, I've prepared this one issue paper focused on all three issues.

It is our intention to outline the issues associated with each topic and provide several recommendations to Council.

Regarding current bylaws, our Development Officers are of the opinion the Land Use By-law is not the legislative tool to address these matters, our Property Maintenance Inspectors believe the Dangerous and Unsightly Premises provisions of the Municipal Government Act are ineffective when it comes to regulating advertising signs and staff of the Police Department have indicated the Noise Bylaw has been ineffective. It's our opinion if these matters are to be addressed seriously two new Bylaws should be adopted by Council i.e. a nuisance bylaw focused on the keeping of livestock animals in urban communities and coal and wood burning stoves and a 2nd Bylaw focused on regulating signs.

Because of the wide spectrum of complaints and jurisdictions, other departments of the Regional Municipality should be asked, and expected, to contribute to the drafting of the Bylaw.

Based on discussions with Planning and Development Department Staff and then a discussion at the Directors level, the following is a list of topic/questions that should be addressed by a larger group:

Enforcement

Current staff complement in my department is stretched enough as it is. Enforcement of an advertising sign Bylaw alone would warrant an increase in staff complement. For example, smaller municipalities than the CBRM which have made the decision to regulate signs have bolstered their staff complement. There is a forest of signs throughout the streetscapes of the CBRM and many are temporary and then relocated in various locations.

When it comes to provisions regulating the keeping of livestock animals in urban communities the enforcement responsibility will vary significantly depending on how the Bylaw is written. If it is an outright ban on specifically identified animals, enforcement is relatively easy. If the Bylaw instead regulates how they are kept and managed, then the enforcement responsibility becomes more complicated and therefore more involved with staff time.

The same argument is valid regarding coal and wood burning stoves. If it's a ban in urban communities enforcement again will be relatively easy, albeit we should expect to end up in court because people most likely (and this is what we are learning from other municipalities) won't ask for permission to erect a baby barn in their backyard and then install a stove in it to heat their house. By the time the neighbours complain they've already made a significant investment and we shouldn't expect the stove owner to complacently obey our orders, especially if they are competently maintaining their stove. If the Bylaw instead regulates emissions of wood burning appliances, our By-law Enforcement Officers would not be technically qualified to determine if a specific wood burning appliance is operating properly. Inspections to enforce this type of Bylaw would have to be conducted by a licenced professional specializing in the installation, maintenance of a wood or coal burning furnace appliance i.e. someone under contract with the Regional Municipality.

Should these Activities be Licenced?

Licensing could be used to offset the cost to the CBRM of regulating these activities, and when you consider the forest of advertising signs in the CBRM, may actually result in a significant subsidy. CBRM's Dog Bylaw imposes an annual licensing fee clearly intended to subsidize the cost of administering and enforcing it but the approximately \$7,000 collected annually only pays for less than 2% of the \$400,000 CBRM pays the SPCA to enforce our Dog Bylaw.

On the other hand, the business community will likely complain of another tax and they choose signs because advertising on the radio and in the newspapers is expensive and questionable in its effectiveness because there are so many social media options currently available.

What about public consultation?

Councillors have clearly heard from constituents who are advocating for such Bylaws. But there is another side to these issues. Businesses and not for profit agencies rely on advertising signs and there is a local industry providing this service. People obviously believe the use of outdoor furnaces is a relatively inexpensive and reliable way to heat their homes. And the keeping of livestock animals in urban communities is becoming a more prevalent activity in municipalities across the Country. Opposition to these initiatives should be expected. My experience is that a comprehensive public consultation process which provides a forum for opposing views is essential before we even draft regulatory documents.

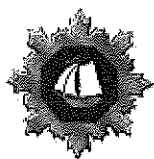
I believe Council needs to first address these three questions before staff commits time and energy away from other responsibilities to draft regulatory documents for consideration.

Recommendation:

My recommendation is that staff be authorized to conduct a public consultation process to determine if there is an interest to have such activities regulated in the CBRM, or prohibited in certain areas of the CBRM (e.g. densely developed central urban neighbourhoods).

Submitted by:**ORIGINAL SIGNED BY**

Malcolm Gillis
Director of Planning



CBRM

A Community of Communities

Cape Breton Regional Municipality

Paul Burt, QBO2
Manager Building, Planning &
Licensing Laws

320 Esplanade, Room 103
Sydney, NS B1P 7B9
Phone: 902-563-5175
Fax: 902-563-0833
Email: pdhurt@cbrm.ns.ca

Memo

TO: CBRM General Committee

FROM: Paul Burt, Manager Building, Planning & Licensing Laws

DATE: Wednesday, May 31, 2017

RE: Notices of Intent to Demolish

Attached is the list of properties we intend to present to on June 6, 2017 to seek a motion to demolish in accordance with the Dangerous and Unsightly provisions of the **Municipal Government Act**.

These are the worst properties on the list to be demolished as determined using the Vacant Building Assessment Checklist.

These properties have had the intent to demolish orders posted on them and, as well, the registered property owners have been sent registered letters and/or have had the notices served on them personally and to date there have been no appeals received.

Sincerely,

Original Signed By

Paul Burt,
Manager Building, Planning and Licensing Laws

Protective Services

June 06, 2017

Motion To Demolish

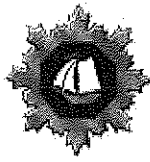
Dangerous Unsanitary

Monthly Report

Cape Breton Regional Municipality
Fire-Rescue Building Services

Record Count: 10

FILE #	PID #	TAX #	District	NAME	Property Address	Mailing Address	Appeal Date	Recommendation	INSPECTOR
10044	1541160 6	02682648	9	BOUTILLIER, MABEL A, BOUTILLIER, THOMAS	216 Brookside Street, Glouce Bay, B1A1L6	12 MCVICAR ST, GLACE BAY, NS, B1A3K2		Demolition	Jason MacDonald
7217	1500610 9	05402824	4	CASAGRANDE, JOSEPH	103 Lynch Drive, Sydney River, B1S1V3	103 LYNCH DR, SYDNEY, NS, B1S1V3		Demolition	Richard Wadden
7695	1522184 9	01238361	4	LONG, RACHAEL ANN	758 Keltic Drive, Point Edward, B2A4X4	758 Keltic DR, SYDNEY, NS, B1L1B6		Demolition	Richard Wadden
7811	1526390 8	04367138	11	LANGER, FREDERICK JOHN, LANGER, RENEE	1039 Wallace Road, New Victoria, B1H5C8	1039 WALLACE RD, NEW VICTORIA, NS, B1H5C8		Demolition	Jason MacDonald
8244	1525548 2	02821168	1	MACKEIGAN, ANITA BERNEDETTE, MACKEIGAN, RONALD	15 Highball Street, Florence, B1Y3Z2	35 CHURCH ST, SYDNEY MINES, NS, B1V2R8		Demolition	Richard Wadden
9263	1513270 7	02930293	12	SHEPPARD, KIMBERLEY	167 Henry Street, Sydney, B1N2H4	11 LITTLEBOROUGH CRT, SCARBOROUGH, ON, M1C4S6		Demolition	Richard Wadden
9908	1522886 9	03616193	12	JOHNSON, LOUIS	8 Junction Road, Grand Lake Road, B1M1A5	B JUNCTION RD, SYDNEY, NS, B1M1A5		Demolition	Jason MacDonald
9976	1537839 1	04294513	10	MACNEIL, NEIL	49 Brook Street, Dominion, B1G1A4	49 BROOK ST, DOMINION, NS, B1G1A4		Demolition	Jason MacDonald
9977	1537840 9	02944111	10	MACNEIL, NEIL	51 Brook Street, Dominion, B1G1A4	49 BROOK ST, DOMINION, NS, B1G1A4		Demolition	Jason MacDonald
9989	1551485 4	02223791	2	JOBES, FLORENCE	3877 Hillside Boulardenie Road, Southside Boulardenie, B1Y2R1	71 TOBIN AVE, NORTH SYDNEY, NS, B3A3K9		Demolition	Richard Wadden



CBRM

A Community of Communities

Cape Breton Regional Municipality

**Paul Burt,
Manager Building, Planning &
Licensing Laws**

320 Esplanade, Room 103
Sydney, NS B1P 7B9
Phone: 902-563-5175
Fax: 902-563-0833
Email: pdhurt@cbrm.ns.ca

Memo

TO: General Committee

FROM: Paul Burt, Manager Building, Planning & Licensing Laws

DATE: Wednesday, May 31, 2017

RE: Statistical Complaint Reports-Dangerous and Unsightly Properties

Attached is the monthly report which outlines all the complaint files opened since the last report that was presented at the May 2nd, 2017 meeting of General Committee.

Respectfully Submitted,

Original signed by

Paul Burt,
Manager Building, Planning & Licensing Laws

FILE #	Date Received	PID	District	Property Address	Inspector	Complaint Category	Status
10071	May 01, 2017	15087943	6	380 Townsend Street, Sydney, B1P5G4	Richard Wadden	Unsightly Premises	New
10072	May 01, 2017	15618721	4	55 Lombard Street, Sydney River, B1S3K1	Richard Wadden	Unsightly Premises	New
10073	May 01, 2017	15170376	1	103 Fraser Avenue, Sydney Mines, B1V2C8	Richard Wadden	Unsightly Premises	Active
10074	May 01, 2017	15170368	1	105 Fraser Avenue, Sydney Mines, B1V2C8	Richard Wadden	Unsightly Premises	Active
10075	May 01, 2017	15059595	5	25 Kendall Street, Sydney, B1P1S7	Richard Wadden	Structure Fire	Active
10076	May 02, 2017	15220619	4	76 Coxheath Road, Coxheath, B1R1R3	Richard Wadden	Unsightly Premises	Active
10077	May 03, 2017	15313844	3	3759 Grand Narrows Highway, Boisdale, B1Y3S2	Richard Wadden	Unsightly Premises	Active
10078	May 03, 2017	15438526	10	51 Second Street, Glace Bay, B1A4E7	Jason MacDonald	Unsightly Premises	Active
10080	May 03, 2017	15560147	1	110 Pond Road, Sydney Mines, B1V2X4	Richard Wadden	Unsightly Premises	New
10081	May 03, 2017	15511603	1	455 Pitt Street, Sydney Mines, B1V1S8	Richard Wadden	Unsightly Premises	New
10082	May 03, 2017	15602378	1	451 Pitt Street, Sydney Mines, B1V1S8	Richard Wadden	Unsightly Premises	New
10083	May 03, 2017	15447121	10	5 Arthur Street, Glace Bay, B1A3Y3	Jason MacDonald	Unsightly Premises	Closed
10084	May 03, 2017	15700263	11	310 Convent Street, New Waterford, B1H2Z1	Jason MacDonald	Unsightly Premises	Closed
10085	May 03, 2017	15025174	2	17 Foundry Street, North Sydney, B2A1X9	Richard Wadden	Unsightly Premises	New

Apr 28, 2017 - May 31, 2017

10086	May 03, 2017	15109622	6	446 Whitney Avenue, Sydney, B1P5A7	Jason MacDonald	Unsanitary Premises	Active
10087	May 03, 2017	15443591	10	6 Sixth Street, Glace Bay, B1A4J5	Jason MacDonald	Unsanitary Premises	Closed
10088	May 04, 2017	15390586	10	226 King Edward Street, Glace Bay, B1A3V8	Jason MacDonald	Minimum Standards	Active
10089	May 04, 2017	15508930	8	5 Beatrice Street, Louisbourg	Jason MacDonald	Unsanitary Premises	Active
10090	May 04, 2017	15469620	11	416 Arthur Street, New Waterford, B1H4H5	Jason MacDonald	Unsanitary Premises	Closed
10091	May 04, 2017	15119944	6	60 Welton Street, Sydney, B1P5R2	Jason MacDonald	Unsanitary Premises	Closed
10092	May 04, 2017	15205560	4	46 Fulton Avenue, Westmount, B1R1J7	Richard Wadden	Unsanitary Premises	Closed
10093	May 04, 2017	15296742	7	2070 Gabarus Highway, Dutch Brook, B1L1E9	Jason MacDonald	Unsanitary Premises	Closed
10094	May 05, 2017	15208291	4	321 Murphy Road, Westmount, B1R1W9	Richard Wadden	Unsanitary Premises	New
10095	May 05, 2017	15324387	3	797 Campbell Road, 8alls Creek, B2A4M1	Richard Wadden	Unsanitary Premises	New
10096	May 05, 2017	15083462	5	31 Leonard Street, Sydney, B1S2T4	Richard Wadden	Unsanitary Premises	New
10097	May 05, 2017	15444177	10	32 Fourth Street, Glace Bay, B1A4H6	Greg MacPhee	No Building Permit	New
10098	May 08, 2017	15110778	6	417 St Peters Road, Sydney, B1P4R6	Jason MacDonald	Unsanitary Premises	Active
10099	May 09, 2017	15129604	12	84 Victoria Road, Sydney, B1P2V6	Richard Wadden	Unsanitary Premises	New
10100	May 09, 2017	15474604	11	3437 Pellatt Avenue, New Waterford, B1H1S5	Jason MacDonald	Unsanitary Premises	Active

Protective Services		Dangerous & Unsightly Premises			Cape Breton Regional Municipality		
May 31, 2017		Report to Council			Inspection & By-law Division		
		Apr 28, 2017 - May 31, 2017					
10101	May 09, 2017	15443880	10	24 Fifth Street, Glace Bay, B1A4J3	Jason MacDonald	Unsightly Premises	Active
10102	May 09, 2017	15443898	10	26 Fifth Street, Glace Bay, B1A4J3	Jason MacDonald	Unsightly Premises	Active
10103	May 10, 2017	15471287	11	3140 Hinchey Avenue, New Waterford, B1H2K8	Jason MacDonald	Unsightly Premises	Active
10104	May 11, 2017	15267214	8	73 Dominion Street, Glace Bay, B1A3M8	Jason MacDonald	Unsightly Premises	Active
10105	May 11, 2017	15393473	10	24 Sterling Road, Glace Bay, B1A3X5	Jason MacDonald	Unsightly Premises	Active
10106	May 12, 2017	15156003	12	1583 Victoria Road, Sydney, B1N1N4	Jason MacDonald	Unsightly Premises	Active
10107	May 15, 2017	15055478	5	5 George Street, Sydney, B1P1H2	Richard Wadden	Structure Fire	Active
10108	May 15, 2017	15365539	8	115 Islandview Lane, Albert Bridge, B1K3A3	Richard Wadden	Structure Fire	Active
10109	May 15, 2017	15414238	9	26 Murphy Lane, Glace Bay, B1A1X1	Jason MacDonald	Structure Fire	Active
10110	May 15, 2017	15444201	10	19 Third Street, Glace Bay, B1A4G6	Jason MacDonald	Unsightly Premises	Closed
10111	May 16, 2017	15211741	4	625 Rudderham Road, Point Edward, B2A4W1	Richard Wadden	Unsightly Premises	New
10112	May 16, 2017	15379530	10	34 Dominion Street, Dominion, B1G1C4	Jason MacDonald	Unsightly Premises	New
10113	May 16, 2017	15055205	5	37 Campbell Street, Sydney, B1P1E8	Richard Wadden	Unsightly Premises	New
10114	May 16, 2017	15055197	5	41 Campbell Street, Sydney, B1P1E8	Richard Wadden	Unsightly Premises	New
10115	May 16, 2017	15436447	10	100 Third Street, Glace Bay, B1A4G1	Jason MacDonald	Unsightly Premises	New
10116	May 16, 2017	15436439	10	102 Third Street, Glace Bay, B1A4G1	Jason MacDonald	Unsightly Premises	New

10117	May 16, 2017	15129240	12	214 Victoria Road, Sydney, B1P2V6	Jason MacDonald	Minimum Standards	Closed
10118	May 16, 2017	15449655	10	5 Station Street, Glace Bay, B1A4T5	Jason MacDonald	Unsightly Premises	Active
10119	May 17, 2017	15238314	10	199 Centerville Street, Reserve Mines, B1E1A6	Jason MacDonald	Unsightly Premises	Active
10120	May 17, 2017	15253602	1	83 Park Road, Florence, B1Y1N3	Richard Wadden	Unsightly Premises	New
10121	May 17, 2017	15398969	9	140 Victoria Street, Glace Bay, B1A2Z8	Jason MacDonald	Unsightly Premises	Active
10122	May 17, 2017	15386063	10	134 Poplar Street, Glace Bay, B1A4M8	Jason MacDonald	Unsightly Premises	New
10123	May 17, 2017	15242613	1	108 Pitt Street, Florence, B1Y1N7	Richard Wadden	Unsightly Premises	New
10124	May 17, 2017	15242621	1	110 Pitt Street, Florence, B1Y1N7	Richard Wadden	Unsightly Premises	New
10125	May 18, 2017	15505175	1	90 Vickers Lane, Sydney Mines, B1V2V5	Richard Wadden	Unsightly Premises	Active
10126	May 18, 2017	15446206	10	69 Sterling Road, Glace Bay, B1A3X8	Jason MacDonald	Unsightly Premises	New
10127	May 18, 2017	15396948	9	8 MacFadden Street, Glace Bay	Jason MacDonald	Unsightly Premises	Closed
10128	May 18, 2017	15220213	4	96 Hillcrest Drive, Coxheath, B1R1V2	Richard Wadden	Unsightly Premises	New
10129	May 18, 2017	15382989	10	345 Kings Road, Dominion, B1G1J7	Jason MacDonald	Unsightly Premises	New
10130	May 18, 2017	15793532	12	30 Grant Street, Sydney, B1N3C7	Jason MacDonald	Unsightly Premises	New
10131	May 19, 2017	15702319	5	75 Dodd Street, Sydney, B1P1T7	Richard Wadden	Unsightly Premises	New

Dangerous & Unsanitary Premises

Report to Council

Apr 28, 2017 - May 31, 2017

Protective Services

May 31, 2017

10132	May 19, 2017	15445679	10	6 Hill Street, Glace Bay, B1A5L4	Jason MacDonald	Unsanitary Premises	New
10133	May 19, 2017	15447352	10	32 Jessome Street, Glace Bay, B1A5J3	Jason MacDonald	Unsanitary Premises	New
10134	May 22, 2017	15278328	8	36 Center Street, Donkin, B1A6X6	Richard Wadden	Structure Fire	Active
10135	May 22, 2017	15278310	8	34 Central Street, Sydney, B1P2A8	Richard Wadden	Structure Fire	Active
10136	May 23, 2017	15038102	7	2624 Kings Road, Sydney Forks, B1L1A1	Richard Wadden	Unsanitary Premises	New
10137	May 23, 2017	15474802	11	3413 Wood Avenue, New Waterford, B1H1V4	Jason MacDonald	Unsanitary Premises	New
10138	May 23, 2017	15033384	2	21 Howe Street, North Sydney, B2A3C8	Richard Wadden	Unsanitary Premises	New
10139	May 23, 2017	15444219	10	17 Third Street, Glace Bay, B1A4G6	Jason MacDonald	Unsanitary Premises	New
10140	May 23, 2017	15033392	2	23 Howe Street, North Sydney, B2A3C8	Richard Wadden	Unsanitary Premises	New
10141	May 23, 2017	15684673	12	46 Cameron Street, Sydney, B1N1E5	Jason MacDonald	Unsanitary Premises	Active
10142	May 24, 2017	15380090	10	50 Pleasant Street, Dominion, B1G1S6	Jason MacDonald	Unsanitary Premises	New
10143	May 24, 2017	15445414	10	48 Hay Street, Glace Bay, B1A5L8	Jason MacDonald	Unsanitary Premises	New
10144	May 24, 2017	15095540	6	511 Cottage Road, Sydney, B1P6R4	Richard Wadden	Structure Fire	Active
10145	May 24, 2017	15141153	12	175 Maloney Street, Sydney, B1N2C7	Jason MacDonald	Unsanitary Premises	New
10146	May 25, 2017	15215338	3	153 Beaton Road, Coxheath, B1L1A9	Duncan MacQueen	No Building Permit	New
10147	May 25, 2017	15243546	1	6 Jardine Street, Florence, B1Y1J5	Richard Wadden	Unsanitary Premises	New

Dangerous & Unsanitary Premises
Report to Council
Apr 28, 2017 - May 31, 2017

Protective Services
May 31, 2017

10148	May 26, 2017	15430580	B	123 Dorchester Street, Glace Bay, B1A3P3	Jason MacDonald	Unsanitary Premises	Active
10149	May 26, 2017	15436900	10	96 Fourth Street, Glace Bay, B1A4G9	Jason MacDonald	Unsanitary Premises	New
10150	May 26, 2017	15245277	1	31 Church Street, Florence, B1Y1E8	Richard Wadden	Unsanitary Premises	New
10151	May 26, 2017	15470636	11	3185 LeDrew Avenue, New Waterford, B1H2N5	Jason MacDonald	Unsanitary Premises	New
10152	May 26, 2017	15376718	10	129 Birch Street, Dominion, B1G1A3	Jason MacDonald	Unsanitary Premises	New
10153	May 29, 2017	15229784	12	455 Grand Lake Road, Grand Lake Road, B1P5T2	Jason MacDonald	Unsanitary Premises	New
10154	May 29, 2017	15491053	11	377 James Street, New Waterford, B1H2X9	Jason MacDonald	Structure Fire	Active
10155	May 29, 2017	15129570	12	94 Victoria Road, Sydney, B1P2V6	Richard Wadden	Unsanitary Premises	Active
10156	May 29, 2017	15129562	12	96 Victoria Road, Sydney, B1P2V6	Richard Wadden	Unsanitary Premises	Active
10157	May 29, 2017	15129554	12	100 Victoria Road, Sydney, B1P2V6	Richard Wadden	Unsanitary Premises	Active
10158	May 29, 2017	15129125	12	205 Victoria Road, Sydney, B1P2V7	Jason MacDonald	Unsanitary Premises	Active
10159	May 29, 2017	15129414	12	156 Victoria Road, Sydney, B1P2V6	Richard Wadden	Unsanitary Premises	Active
10160	May 29, 2017	15129059	12	181 Victoria Road, Sydney, B1P2V7	Jason MacDonald	Unsanitary Premises	Active
10161	May 29, 2017	15129042	12	179 Victoria Road, Sydney, B1P2V7	Jason MacDonald	Unsanitary Premises	Active
10162	May 29, 2017	15276322	11	5548 Union Highway, River Ryan, B1H1B2	Jason MacDonald	Unsanitary Premises	New

Protective Services		Dangerous & Unsanitary Premises			Cape Breton Regional Municipality	
May 31, 2017		Report to Council			Inspection & By-law Division	
		Apr 28, 2017 - May 31, 2017				
10163	May 29, 2017	15270358	11	5559 Union Highway, River Ryan, B1H1B5	Jason MacDonald	Unsanitary Premises
10164	May 29, 2017	15118359	6	812 Upper Prince Street, Sydney, B1P5N7	Jason MacDonald	Unsanitary Premises
10165	May 29, 2017	15122997	6	45 Macaulays Lane, Sydney, B1P3Z8	Jason MacDonald	Unsanitary Premises
10166	May 30, 2017	15177298	1	7 Cottage Street, Sydney Mines, B1V2N3	Richard Wadden	Unsanitary Premises
10167	May 31, 2017	15439151	10	71 Fourth Street, Glace Bay, B1A4H3	Jason MacDonald	Unsanitary Premises

Port of Sydney Development Corporation

Income Statement April 30, 2017

	YTD Actual	YTD Budget	Variance to Budget
Wharfage & Berthage	25,422.50	25,715.95	-293.45
Event Revenue	8,250.00	5,600.00	2,650.00
Miscellaneous Revenue	774.10	1,100.00	-325.90
Storage & Rental	10,261.15	7,931.25	2,329.90
Passenger tax	10,064.00	9,720.00	344.00
Security/Traffic Control	4,532.72	4,961.46	-428.74
Craft Market Revenue	1,120.00	1,120.00	0.00
Business Development - Harbour	13,905.15	17,000.00	-3,094.85
	\$ 74,329.62	\$ 73,148.66	\$ 1,180.96
Wages & Salaries	65,790.00	74,910.11	-9,120.11
Professional Fees	1,000.00	15,000.00	-14,000.00
Advertising & Promotions	3,165.48	4,000.00	-844.52
Cruise Activities	6,376.94	4,220.00	2,156.94
Dues & Membership Fees	11,090.13	10,760.00	330.13
Insurance	3,622.13	3,969.00	-346.87
Interest & Bank Charges	341.81	380.00	-38.19
Office & Admin	2,916.10	9,686.50	-6,770.40
Miscellaneous	2,489.73	9,650.00	-7,160.27
Repairs & Maintenance	15,577.98	47,615.34	-32,037.36
Travel	3,500.08	5,150.00	-1,649.92
Utilities	10,087.93	12,555.00	-2,467.07
Security Expense	11,890.08	12,675.89	-785.81
Business Development - Harbour	13,905.15	17,000.00	-3,094.85
Transport Ca	1,362.50	0.00	1,362.50
Leasehold Improvements	5,300.00	50,000.00	-44,700.00
	\$ 158,406.04	\$ 277,571.84	-\$ 119,165.80
Deficit	-\$ 84,076.42	-\$ 204,423.18	\$ 120,346.76

