municipality of cumberland

**RFP-MCC-2430**
**Addendum #2**

**To All Bidders of RFP-MCC-2430:**

Please note: the following addendum applies to RFP-MCC-2430 and shall be taken into consideration when preparing bid documents.

The existing sewer lateral may require video inspection to confirm its condition. This could be accessed from the manhole shown on the plans, as attached. Although it is disconnected from the main system our technician believe it can be restored to the sewer system via the existing lateral and provide connection to existing building

If additional development on the back lands is anticipated a separate sewer lateral will be required for new building(s) connected to the municipal sewer. If a sewer lateral is more than 60 metres in length and/or makes a turn greater than 45-90 degrees a private manhole will be required on site. This would be at the cost of the developer.

Depending on the number of potential units that would be serviced by the new lateral on back lands an upsizing of the lines diameter to the street and municipal system may be required. The developer of the site would need to provide an engineers report and design stating what appropriate line size (diameter) is based on number of units, bedrooms, etc., that are connecting to sewer. Our Municipal Engineer would have to approve any design.

We need to advise we do not have central water in the area and have no information on the former well for the site.

The property is currently zoned Institutional and will require rezoning. The MCC feels the highest and best use for the site is residential. Attached to this addendum are general requirements for parking. In addition zone requirements for the two main residential zones under our Land Use By-law (LUB) are included. If a different use for the site is anticipated any proponent/developer is encouraged to review our LUB by visiting Plan Cumberland website, https://www.plancumberland.ca/

A signed copy of each Addendum must also be included with the bid submission. Failure to include this Addendum may be cause for rejection. If you have any questions, please contact Shelby Hum at shelbyhum@cumberlandcounty.ns.ca

ALL OTHER SPECIFICATIONS, TERMS AND CONDITIONS REMAIN UNCHANGED.

Acknowledgement by Bidder:

Company Name: _____

Print Name: _____

Signed: _____

Date: _____

**End of Addendum #2**

**WasteWater Collection L...**
Length 507 m
25 km

FeatCode
GRVPSA

Mun_ID
CU

Status
Active

Condition
4

Install_Yr
1974

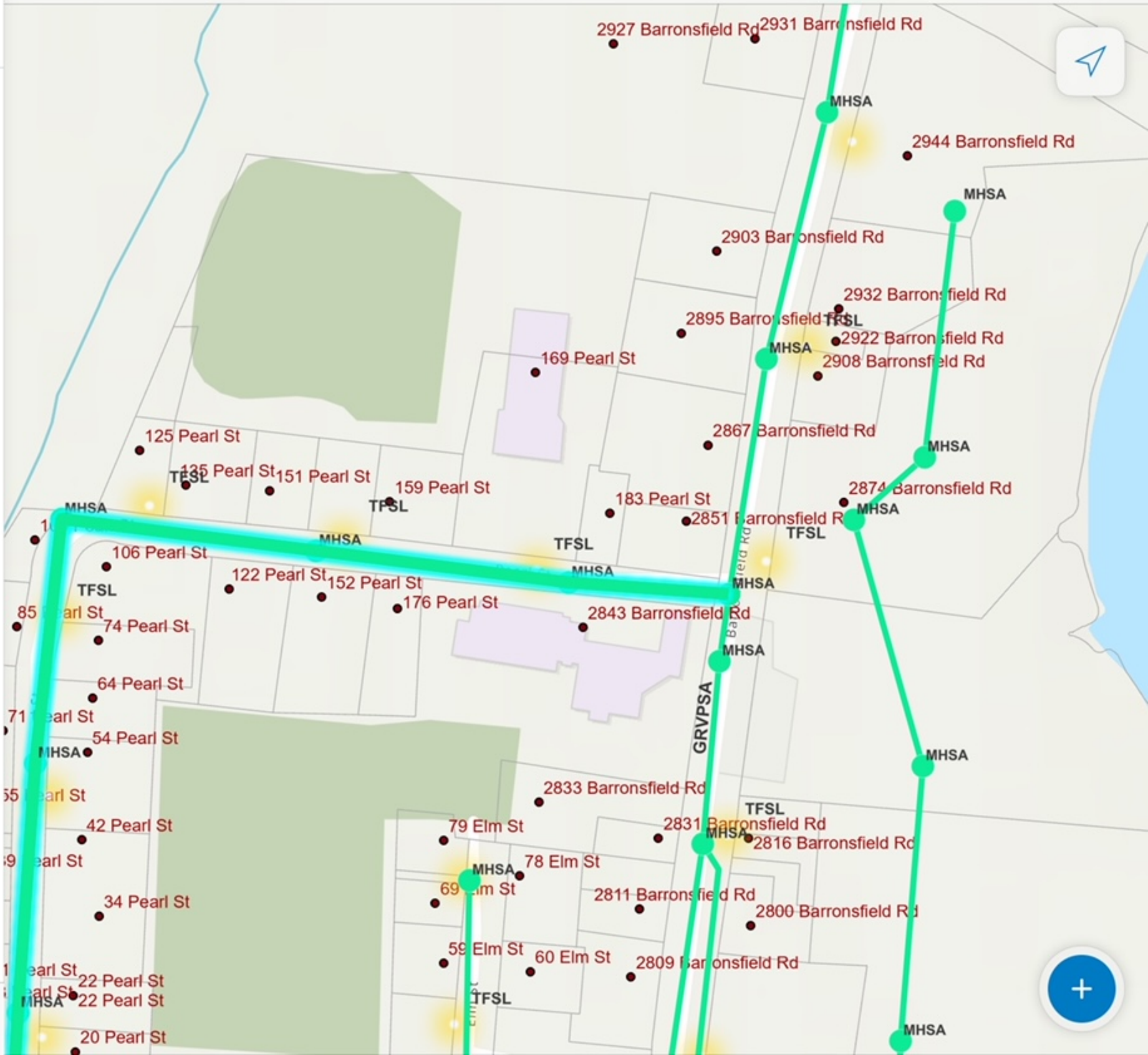
Quantity (m)
506.76

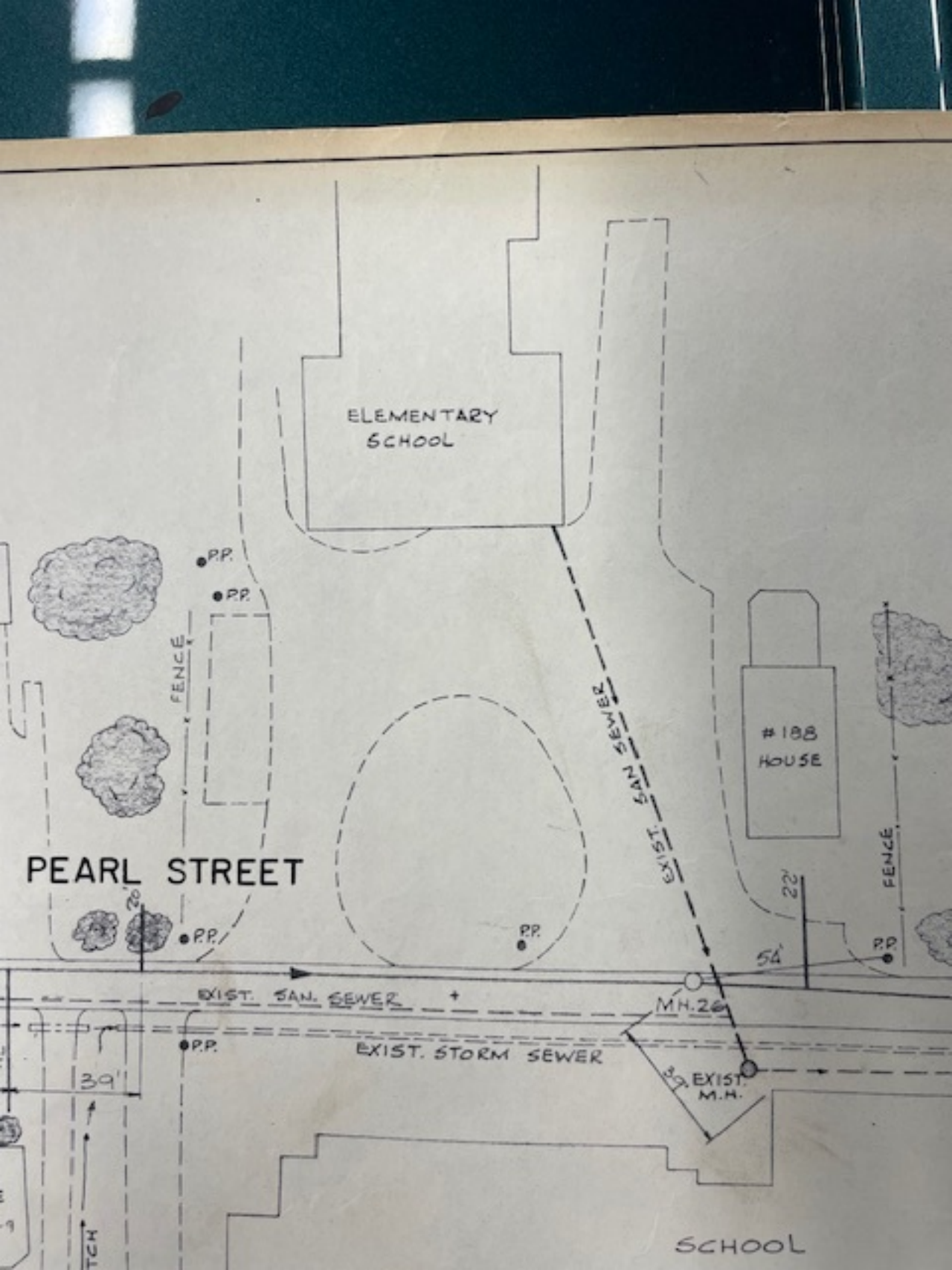
Diameter (mm)
200.00

Material
PVC

LocDesc

GPS accuracy 65 m · required 9 m




ELEMENTARY SCHOOL
P.P.
P.P.
FENCE
EXIST. SAN SEWER
#188 HOUSE
FENCE
PEARL STREET
20'
P.P.
P.P.
22'
54'
P.P.
EXIST. SAN. SEWER
MH. 26
P.P.
EXIST. STORM SEWER
39'
EXIST. M.H.
SCHOOL

# 6 Vehicle Control

plan cumberland | Land Use By-law



## 6.1 Minimum Number of Automobile Parking Spaces

6.1.1 For every building or structure to be erected or enlarged, or for any change of use, automobile parking spaces shall be provided and maintained in accordance with Table 4. Where a lot contains more than one use, the number of required parking spaces shall be the sum of the number of parking spaces required for each use.

**Table 4 – Minimum Automobile Parking Requirements**

| Use | Mixed-use (CM), General Commercial (CG), Highway Commercial (CH), Country Commercial (CC), and Commercial Recreation (CR) Zones | All Other Zones |
|---|---|---|
| (a) Automotive Service | 2 spaces per service bay | |
| (b) Bank | 1 space per 25 m² GFA | |
| (c) Commercial School | 1 space per 50 m² GFA | |
| (d) Day Care Centre | 1 space per 30 m² GFA | |
| (e) Drive-through Restaurant | 1 space per 20 m² GFA | |
| (f) Dwellings – Grouped, Multi-unit | | 1 space per dwelling unit, plus 1 additional space |
| (g) Dwellings – Duplex, Semi-detached, Single-unit, Townhouse | | 1 space per dwelling unit |
| (h) Eat-In Restaurant | 1 space per 20 m² GFA | |
| (i) Fixed-roof Overnight Accommodation | 1 space per rental unit | |
| (j) Funeral Home | 1 space per 15 m² GFA | |
| (k) Home-based Business – Level 1 | 1 space | 1 space |
| (l) Home-based Business – Level 2 | 2 spaces | 2 spaces |
| (m) Household Item Repair Services | 1 space per 50 m² GFA | |
| (n) Indoor Commercial Recreation | 1 space per 50 m² GFA | |
| (o) Licensed Liquor Establishment | 1 space per 20 m² GFA | |
| (p) Light Manufacturing | 1 space per 50 m² GFA | |
| (q) Office | 1 space per 50 m² GFA | |
| (r) Personal Service Shop | 1 space per 50 m² GFA | |
| (s) Pet Grooming | 3 spaces | |
| (t) Post Office | 4 spaces | |
| (u) Private Club | 1 space per 30 m² GFA | |
| (v) Retail Store | 1 space per 30 m² GFA | |
| (w) Self-storage Facility | 1 space per 25 storage units, with a minimum of 4 spaces | |
| (x) Take-out Restaurant | 3 spaces | |
| (y) Short-term Rental | | 2 spaces |
| (z) Veterinary Clinic | 3 spaces | |

**Note to readers: Parking demand can vary widely for different establishments that are considered the same type of use. For example, some restaurants are busier than others. The minimum parking requirements in this Land Use By-law are minimums targeted at the lowest level of parking demand expected for these uses, so that a low-demand establishment is not required to install more parking than necessary. The minimums do not necessarily cover high-demand scenarios. You are encouraged to carefully consider the parking needs of your particular development and include additional parking if it is needed.**

## 6.2 Automobile Parking Space and Lot Standards

6.2.1 Each automobile parking space shall have a minimum width of 2.5 metres and a minimum length of 5.5 metres.

6.2.2 Unless otherwise permitted in this By-law, each automobile parking space shall be independently accessible.

6.2.3 In the Downtown Commercial (**CDwn**) Zone, no automobile parking space shall be located between the main building and the front lot line.

6.2.4 Unless otherwise permitted in this By-law, required automobile parking spaces shall be located on the same lot as the use to which they apply.

6.2.5 Any parking area for 4 or more automobile parking spaces shall meet the following requirements:

(a) The parking area shall be maintained with a stable surface.
(b) Any lights used for illumination of the parking area shall be designed and installed in a manner that does not project onto adjacent properties.
(c) A structure, not more than 4.5 metres in height and not more than 5 $m^2$ in area may be erected in the parking area for the use of attendants.
(d) When the parking area is of a permanent hard surfacing, each parking space shall be clearly demarcated and maintained as such.
(e) Gasoline pumps or other service station equipment shall not be located or maintained on the required parking area.
(f) Traffic aisles leading to and within parking areas shall be a minimum width of 3 metres for one- way traffic and a minimum width of 6 metres for two-way traffic.
(g) Individual parking spaces shall be located such that they do not interfere with the functioning of any entrance or exit to a building or structure.
(h) If the parking area is located between a main building and a street, a marked pedestrian pathway shall be provided between the street and the main entrance of the main building. The pedestrian pathway shall be a minimum 1.5 metres wide and surfaced with asphalt, concrete, or inteocking paving stones. This provision shall not apply in the Urban Industrial (IND) Zone, Agriculture (AG) Zone, Rural Resource (**Rsrc**) Zone, Rural Industrial (**IRur**) Zone, and Commercial Recreation (**CRec**) Zone.

## 6.3 Minimum Number of Bicycle Parking Spaces

6.3.1 For every building or structure to be erected or enlarged, or for any change of use, bicycle parking spaces shall be provided and maintained in accordance with Table 5.

**Table 5 – Minimum Bicycle Parking Requirements**

| Use | Downtown Commercial (CD) & Mixed-use (CM) Zones | General Commercial (CG) Zone | All Other Zones |
|---|---|---|---|
| (a) Academic School | | | 8 spaces |
| (b) Bank | 1 space | 1 space | |
| (c) Commercial School | 2 spaces | 2 spaces | |
| (d) Community Hall | | | 2 spaces |
| (e) Eat-In Restaurant | 2 spaces | 1 space per 50 $m^2$ GFA, rounded up, to a maximum of 6 spaces | |
| (f) Funeral Home | 1 space | 1 space | |
| (g) Grouped Dwelling | | | 1 space per 4 dwelling units, rounded up |
| (h) Household Item Repair Services | 1 space | 1 space | |
| (i) Indoor Commercial Recreation | 2 spaces | 2 spaces | |
| (j) Licensed Liquor Establishment | 2 spaces | 2 spaces | |
| (k) Light Manufacturing | 1 space | 1 space | |
| (l) Multi-unit Dwelling | | | 1 space per 4 dwelling units, rounded up |
| (m) Office | 1 space | 1 space per 50 $m^2$ GFA, rounded up, to a maximum of 10 spaces | |
| (n) Personal Service Shop | 1 space | 1 space | |
| (o) Pet Grooming | 1 space | 1 space | |
| (p) Place of Worship | | | 2 spaces |
| (q) Post Office | 1 space | 1 space | |
| (r) Post-secondary School | | | 8 spaces |
| (s) Recreation Centre | | | 8 spaces |
| (t) Retail Store | 1 space | 1 space per 50 $m^2$ GFA, rounded up, to a maximum of 10 spaces | |
| (u) Take-out Restaurant | 2 spaces | 2 spaces | |

## 6.4 Bicycle Parking Instead of Automobile Parking Spaces

6.4.1 The minimum number of automobile parking spaces required for a use, as outlined in Subsection 6.1.1, shall be reduced by 1 for every 4 bicycle parking spaces provided in excess of the requirements of Subsection 6.3.1 and meeting the standards of Subsection 6.5.1. This substitution shall not apply to dwellings, short-term rentals, or fixed-roof overnight accommodations.

## 6.5 Bicycle Parking Space Standards

*[Deleted CHG-601]*

## 6.5A Bicycle Parking Space Standards

**6.5A.1 Each required bicycle parking space shall:**

- **(a) be located between the main building and the front lot line, unless, in the opinion of the Development Officer, this location is impossible due to the main building being located on or near to the front lot line;**
- **(b) be accessible to the public;**
- **(c) have dimensions meeting the requirements of the Municipal Engineering Standards; and**
- **(d) include a bicycle rack meeting the requirements of the Municipal Engineering Standards.**

**6.5A.2 For greater clarity, one bicycle rack may be used to fulfill the rack requirements for two adjacent bicycle parking spaces by placing it on the shared border of the two spaces.**

**6.5A.3 Clauses 6.5.1 (a) and (b) shall not apply to bicycle parking spaces for dwellings.**

**[CHG-601]**

## 6.6 Parking for Existing Buildings

6.6.1 Existing buildings may provide fewer automobile parking spaces than required by Subsection 6.1.1 subject to the following:

(a) The existing number of automobile parking spaces, if fewer than the requirements of Subsection 6.1.1, shall not be reduced except in cases where credit provided by Subsection 6.4.1 would provide for fewer automobile parking spaces if applied to the number of spaces required under Subsection 6.1.1.

(b) For expansions to the building, the requirements of Subsection 6.1.1 and credit given in Subsection 6.4.1 shall be applied to the expansion, independently from the existing building. Clause 6.6.1 (a) will be applied to the existing area of the building.

(c) Where a change in use would normally result in additional required automobile parking spaces under Subsection 6.1.1, the number of automobile parking spaces required shall be calculated as follows:

$$R = E + Pp - Pe$$

Where:

R is the number of automobile parking spaces that will be required.
E is the existing number of automobile parking spaces.
Pp is the number of automobile parking spaces required by Subsection 6.1.1 for the proposed use.
Pe is the number of automobile parking spaces required by Subsection 6.1.1 for the existing use.

(d) Where a change in use would normally result in fewer required automobile parking spaces under Subsection 6.1.1 than existing, the number of automobile parking spaces provided may be reduced to meet the new requirements.

## 6.7 Access Control

6.7.1 Automobile parking areas in the Downtown Commercial (**CDwn**), General Commercial (**CGen**), and Highway Commercial (**CHwy**) Zones shall meet the following requirements:

(a) Except for access points as provided for below, the parking area shall be separated from the street by curbing or other similar physical barriers, or by a landscaped median at least 1 metre in width.

(b) No individual access point from the street to the parking area shall be wider than 10 metres.

(c) Access points from the street to the parking area shall be separated by a minimum of 5 metres, measured from the outer edges of the access points.

## 6.8 Parking of Commercial Vehicles in Residential Areas

6.8.1 Commercial vehicles parked overnight in the Lower Density Residential (**RLow**) Zone, Multi-unit Residential (**RMul**) Zone, Mixed-Use (**CMix**) Zone, Country Residential (**RCou**) Zone, and Recreational Residential (**RRec**) Zone shall be subject to the following conditions and no development permit shall be required:

(a) Not more than one commercial vehicle shall be parked overnight per lot.
(b) The commercial vehicle shall be personally used by a tenant, resident, or owner of the lot.
(c) The commercial vehicle shall not include an operating refrigeration unit.
(d) The commercial vehicle shall not be loaded with hazardous goods.
**(e) No mechanical work, pressure washing, excessive idling, or other obnoxious activity shall be permitted. [CHG-602]**

## 6.9 Off-site and Shared Parking

6.9.1 All or a portion of the required automobile parking spaces for a use may be provided on a separate lot than the main use in the Mixed-use (**CMix**) Zone, General Commercial (CG) Zone, Highway Commercial (**CHwy**) Zone, Country Commercial (**CCou**) Zone, and Commercial Recreation (**CRec**) Zone by site plan approval, subject to Part 13. For greater clarity, an off-site parking area may be used to service multiple premises or lots.

### Part 6 Changelog

| Reference Number | Date | File or Project | General Nature of the Changes |
|---|---|---|---|
| CHG-601 | 2018.11.14 | 2018 Housekeeping | Moved technical details of bicycle parking standards to Municipal Engineering Standards |
| CHG-602 | 2018.11.14 | 2018 Housekeeping | Added prohibition on activities related to parking of commercial vehicles in residential areas |

# 8 Urban Residential Zones

plan cumberland | Land Use By-law



## 8.1 Lower Density Residential Zone

**Purpose**

8.1.1 The Lower Density Residential Zone is intended to permit lower density residential development on serviced and unserviced lots in an urban setting.

**Uses Permitted As-of-Right**

8.1.2 The following uses shall be permitted in the Lower Density Residential Zone, subject to all applicable requirements of this By-law:

(a) Academic School
(b) Accessory Dwelling
(c) Agricultural Uses – Existing
(d) Community Hall
(e) Duplex Dwelling
(f) Home-based Business – Level 1
(g) Place of Worship
(h) Semi-detached Dwelling
(i) Single-unit Dwelling
(j) Short-term Rental

**Uses Permitted by Site Plan Agreement**

8.1.3 The following uses shall be permitted in the Lower Density Residential Zone, subject to Part 13 and all applicable requirements of this By-law:

(a) Expansion of a non-conforming use
(b) Home-based Business – Level 2
**(c) Grouped Dwellings – 4 or Fewer Dwelling Units on a Lot**
**(d) Multi-unit Dwelling – 4 or Fewer Dwelling Units on a Lot**
**(e) Townhouse Dwelling – 4 or Fewer Dwelling Units on a Lot**
**(f) Conversion of Existing Dwellings to Fixed-Roof Overnight Accommodation – 4 or Fewer Housekeeping Units on a lot**

**[CHG-802]**

**Uses Permitted by Development Agreement**

8.1.4 The following uses shall be permitted in the Lower Density Residential Zone, subject to the applicable policy of the Municipal Planning Strategy:

**(a) Commercial Uses – MPS Policy 5-9A [CHG-801]**
**(b) Conversion of Existing Dwellings to Multi-unit Dwelling – more than 4 Housekeeping Units on a lot – MPS Policy 5-6A**
**(c) Conversion of Existing Dwellings to Fixed-Roof Overnight Accommodation – more than 4 Housekeeping Units on a lot – MPS Policy 5-6A**

**[CHG-802]**

**Zone Requirements**

8.1.5 Except as otherwise permitted by this By-law, the Development Officer shall not issue a development permit for a use on a lot in the Lower Density Residential Zone unless the following requirements are met:

| Requirement | All Permitted Uses |
|---|---|
| (a) Minimum Lot Area | |
| (i) Central sewer | 450 $m^2$ |
| (ii) On-site wastewater treatment | 2,700 $m^2$ |
| (b) Minimum Lot Frontage | 12 m |
| (c) Minimum Front/Flankage Setback | 3 m |
| (d) Minimum Rear Setback | |
| (i) Main building | 6 m |
| (ii) Accessory buildings | 1.4 m |
| (e) Minimum Side Setback | 1.4 m |
| (f) Maximum Building Height | |
| (i) Main building | 10 m |
| (ii) Accessory buildings | 6 m |

**(g) Accessory Buildings exceeding the requirements of section 8.1.5 (f) (ii), up to the height requirements for Main Buildings in section 8.1.5 (f) (i) are permitted by Site Plan Agreement. [CHG-803]**

**Special Requirements**

8.1.6 A total of only one dwelling or one short-term rental shall be permitted on a lot in the Lower Density Residential Zone. An accessory dwelling is not counted for the purposes of this Subsection.

**8.1.7 Notwithstanding Subsection 4.10.1, the Development Officer may issue a development permit on lots in the Lower Density Residential Zone without frontage on a public street or existing private road, subject to the following requirements:**

**(a) the lot has the equivalent minimum lot frontage on a private road; and**

**(b) all minimum setbacks shall be measured as if the private road were a public street. [CHG-804]**

## 8.2 Multi-unit Residential Zone

**Purpose**

8.2.1 The Multi-unit Residential Zone is intended to permit higher density residential development on serviced and unserviced lots in an urban setting.

**Uses Permitted As-of-Right**

8.2.2 The following uses shall be permitted in the Multi-unit Residential Zone, subject to all applicable requirements of this By-law:

(a) Academic School
(b) Accessory Dwelling
(c) Community Hall
(d) Duplex Dwelling
(e) Grouped Dwellings – 4 or Fewer Dwelling Units on a Lot
(f) Home-based Business – Level 1
(g) Home-based Business – Level 2
(h) Mobile Home Parks – Existing
(i) Multi-unit Dwelling – 4 or Fewer Dwelling Units on a Lot
(j) Place of Worship
(k) Semi-detached Dwelling
(l) Short-term Rental
(m) Single-unit Dwelling
(n) Townhouse Dwelling – 4 or Fewer Dwelling Units on a Lot

**Uses Permitted by Site Plan Agreement**

8.2.3 The following uses shall be permitted in the Multi-unit Residential Zone, subject to Part 13 and all applicable requirements of this By-law:

(a) Expansion of a non-conforming use
(b) Grouped Dwellings – 5 to 16 Dwelling Units on a Lot
(c) Multi-unit Dwelling – 5 to 16 Dwelling Units on a Lot
(d) Townhouse Dwelling – 5 to 16 Dwelling Units on a Lot

**Uses Permitted by Development Agreement**

8.2.4 The following uses shall be permitted in the Multi-unit Residential Zone, subject to the applicable policy of the Municipal Planning Strategy:

**(a.1) Commercial Uses – MPS Policy 5-9A [CHG-801]**
(a) More than 16 Dwelling Units on a Lot – MPS Policy 5-8.

## Zone Requirements

8.2.5 Except as otherwise permitted by this By-law, the Development Officer shall not issue a development permit for a use on a lot in the Multi-unit Residential Zone unless the following requirements are met:

| Requirement | Multi-unit, Grouped, and Townhouse Dwellings | All Other Permitted Uses |
|---|---|---|
| (a) Minimum Lot Area | | |
| (i) Central sewer | 175 $m^2$ / dwelling unit | 450 $m^2$ |
| (ii) On-site wastewater treatment | 1,000 $m^2$ / dwelling unit | 2,700 $m^2$ |
| (b) Minimum Lot Frontage | 15 m | 12 m |
| (c) Minimum Front/Flankage Setback | 3 m | 3 m |
| (d) Minimum Rear Setback | | |
| (i) Main building | 6 m | 6 m |
| (ii) Accessory buildings | 1.4 m | 1.4 m |
| (e) Minimum Side Setback | 1.4 m | 1.4 m |
| (f) Maximum Building Height | | |
| (i) Main building | 12 m | 12 m |
| (ii) Accessory buildings | 6 m | 6 m |

## Special Requirements

## Part 8 Changelog

| Reference Number | Date | File or Project | General Nature of the Changes |
|---|---|---|---|
| CHG-801 | 2018.11.14 | 2018 Housekeeping | Added commercial uses to uses permitted by development agreement in Lower Density Residential Zone and Multi-unit Residential Zone |
| CHG-802 | 2020.09.16 | 2020 MPS and LUB Amendments | Added additional uses permitted by site plan agreement and development agreement in the Lower Density Residential Zone |
| CHG-803 | 2020.09.16 | 2020 MPS and LUB Amendments | Added height exemptions by site plan agreement to the Lower Density Residential Zone |
| CHG-804 | 2020.09.16 | 2020 MPS and LUB Amendments | Added allowance for development on private roads in the Lower Density Residential Zone |