

# SUBDINSION BY-LAN

BY-LAW NO. 23-05

DECEMBER 2023

# TABLE OF CONTENTS

Subdivision By-law	pages 3-6
General Standard	page 7
Standard A-1	page 8
Standard B-1	page 9
Standard B-2	page 10
Standard B-3	pages 11
Standard C-1	page 12
Standard C-2	page 13
Appendix A - Subdivision Approval Steps	page 14

Under section 74(2.2) of the Community Planning Act (the "Act"), I certify that its contents meet the requirements of the Act.

Alex Henderson, MCIP (RPP NB) Southwest New Brunswick Service Commission



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Town of Saint Andrews

i certify that this instrument Is registered or filed in the Charlotte County Registry Office, New Brunswick J'atteste que cet instrument est enregistré ou déposé au bureau de l'enregistrement du comté de Char lotte

Nouveau-Brunswick 44565316 number/numéro 2023-12-21 date/date 51

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Conservateur

# SUBDIVISION BY-LAW

### 1.0 Subdivision By-law

The Council of the Town of Saint Andrews, under authority vested in it by the *Community Planning Act*, R.S.N.B. (2017), and amendments thereto, hereby makes By-Law 23-05, a subdivision by-law for the Town of Saint Andrews (herein referred to as the "subdivision by-law").

### 1.1 Definitions

In this By-law:

"Act" means the Community Planning Act.

"Advisory Committee" means the Planning Advisory Committee established by the Town or the Planning Review and Adjustment Committee established by the Regional Service Commission, as the case may be. "Arterial Road" means a roadway with the primary function to move large volumes of through traffic with limited direct access to adjacent development.

"Council" means the Mayor and Councillors of the Town of Saint Andrews.

*"Developer"* means an individual or corporation seeking to obtain the approval of a subdivision plan, or who enters into a subdivision agreement with the Town.

"Development Officer" means the Development Officer the planning director as defined in the Regional Services Delivery Act.

"Gradient" means the degree of rise or descent of a street.

"Land for public purposes" means land, other than streets, for the recreational or other use or for the enjoyment of the general public such as:

(a) a building lot dedicated to the Town for the purposes of a municipal-led development in the public interest, such as affordable housing projects or a utility use;

(b) an access to a lake, river, stream, sea, or other body of water;

- (c) a beach or scenic area along the shore of a lake, river, stream, sea, or other body of water;
- (d) a conservation area;
- (e) land adjoining a school for joint recreational purposes;
- (f) land for a community hall, public library, recreational use or other similar community facility;
- (g) open space to provide air and light to afford a view to or from a development, or to a lake, river, stream, sea, or other body of water, or for other purposes;
- (h) a park, greenbelt, or trail;
- (i) a pedestrian way to a school, shopping centre, recreational area, or other facility.

"Local street" means a right of way under the control of Council whose major function is to provide direct land access to abutting properties and is designed to carry low traffic volumes for short distances.

"Lot" means a parcel of land or two or more adjoining parcels held by the same owner and used or intended to be used as a site for a building or structure or an appurtenance thereof.

"Lot frontage" the horizontal distance between the side lot lines measured at the point where the side lot lines intersect the street right-of-way. All sides of a lot that abuts a street shall be considered frontage. On curvilinear streets, the arc between the side lot lines shall be considered the lot frontage.

"Municipal Plan" means the Municipal Plan of the Town of Saint Andrews and its amendments thereto.

*"Municipal Engineer"* means a licenced professional engineer engaged by or responsible to the Department of Public Works of the Town of Saint Andrews.

"*Night-sky friendly street lamps*" means fully shielded street lighting that has a barrier at both the top of the fixture and surrounding the light bulb or LED light source to prevent light trespass outside of the right of way, while also preventing glare and skyglow.

"Other access" means a private access other than a street that may be approved by the Advisory Committee. "Type 1 Subdivision" means a Subdivision of land that does not involve the construction or extension of a Street or Land for Public Purposes.

*"Type 2 Subdivision"* means a subdivision of land that does involve the construction or extension of a Street (or other access), or land for public purposes.

"Width" means, in relation to a lot,

(a) where the side lot lines are parallel, the distance measured across the lot right angles to such lines, or

(b) if the side lot lines are not parallel, lot width is the horizontal distance between the side lot lines measured parallel to the front lot line at the minimum front or flankage yard setback as required by the applicable provisions of the Zoning By-Law.

*"Rural road"* means maintained roads, streets or highways that are under the control of the Minister of Transportation and Infrastructure, but does not include other roads such as those designated by the Minister as "public (non-maintained)";

"Street trees" means any broadleaf tree species planted or maintained within the right of way or other access

that can be demonstrated to thrive in New Brunswick's climate and has deep enough roots so as to not pose a negative impact to any surface municipal infrastructure, such as cherry trees; *"Zoning by-law"* means the Zoning By-Law of the Town of Saint Andrews and its amendments thereto, or

"Zoning by-law" means the Zoning By-Law of the Town of Saint Andrews and its amendments thereto, or any rural plan regulations that apply within the Town of Saint Andrews.

#### 1.2 Purpose of the By-Law

1.2 The purpose of this By-Law is to provide for regulation of the subdividing of land in the Town of Saint Andrews.

### 1.3 Streets & Classes of Subdivisions

1.3.1 In a subdivision, unless otherwise stipulated by Council, or the Minister, as the case may be, different types of roads, streets, and other accesses, shall be laid out in accordance with the following standards:

Type of Access &	Required Standard	Application & Use of Access	Development/Zones Advisable for
Class	for Subdivision		Access
Rural roads	Minimum	Road to provide connection between urban	Rural settlement zones, unserviced
administered by the	Standards for the	communities and to provide direct access to rural	industrial zones, or rural resource
Department of	Construction of	resources and rural settlement areas.	zones
Transportation &	Subdivision Roads		
Infrastructure	and Streets (2017		
	or latest edition)		
Arterial roads	According to the	Highway to provide a means for large volumes of	N/A. Limited direct access to
	Department of	motorized vehicles and freight to move safely, fast,	individual lots.
	Transportation and	and efficiently from one point to another, with limited	
	Infrastructure	driveway accesses to adjoining land and grade	
		separated walking & cycling paths.	
Local collector	General Standard	Main boulevard that collects local streets into a central	High-density urban zones.
street	& A-1	place in the community that mixes human activity and	
		commerce and encourages slower moving vehicles.	
		Buried utilities.	
Local street, Class	General Standard	Attractive narrow street for high-value, compact urban	Medium to higher density urban
1	& B-1	development. Buried utilities.	zones.
Local street, Class	General Standard	Low-impact green street for industrial and low-density	Lower to medium density urban
2	& B-2	development with a grade separated multi-use path.	and rural settlement zones. Urban
		Some or all aboveground utilities.	industrial zones.
Local Laneway,	General Standard	Attractive, narrow pedestrian alley for high-value	Medium and high-density urban
Class 3	& B-3	compact urban development with very limited vehicle	zones.
		traffic. Buried utilities.	
Other access,	General Standard	Primarily recreational residential and rural resource	Rural settlement zones where
Class 1	& C-1	development, low traffic volume. Above ground	convenient subdivision access to
		utilities.	adjoining properties is not
			necessary, such as on a peninsula.
Other access,	Standard C-2	Primarily rural resource development, very low traffic	Rural resource or less than 3 lots
Class 2		volume. Above ground utilities.	in a rural settlement zone.

1.3.2 Notwithstanding anything contained in this by-law, all proposed subdivision roads or streets that are proposed to connect to roads, streets or highways that are under the control of the Minister of Transportation and Infrastructure that are not vested in the Municipality under the provisions of section 32 of the Highway Act, are subject to that Department's latest edition of Minimum Standards for the Construction of Subdivision Roads and Streets.

1.3.3 Where entry will be gained to a subdivision by means of an existing street or other access, by whomever owned, the person seeking approval of the plan of such subdivision shall make provision to bring the existing access to the same standard as is required for streets or other accesses within the proposed subdivision, with the full cost to be borne by the person seeking approval of the plan unless otherwise agreed by Council.

1.3.4 Reserve strips abutting a street in a subdivision are prohibited, except where such strips are vested in the municipality.

1.3.5 In arriving at a decision regarding a recommendation with respect to the location of streets in a proposed subdivision, the Advisory Committee shall give consideration to the relationship between such location, and

- (a) the topography of the land;
- (b) the provision of lots suitable for the intended use;
- (c) street intersections and interceptions being as nearly as possible at right angles;
- (d) convenient access to the proposed subdivision and to lots within it; and,
- (e) the convenient further subdividing of the land or adjoining land.

1.3.6 Names of streets in a subdivision are subject to approval of the Council.

#### 1.4 Lots. Blocks and Other Parcels

1.4.1 Every lot, block and other parcel of land in a subdivision shall abut a street owned by the Crown or the Municipality, or such other access as may be approved by the Advisory Committee for the development of land.

1.4.2 The dimensions and the area of a lot in a subdivision are subject to the requirements of the Zoning By-Law.

1.4.3 Where a proposed subdivision is not subject to lot dimension requirements in a Zoning By-Law, every lo: or other parcel of land therein shall, at a minimum, contain:

- (a) a width of at least fifty-four metres,
- (b) a depth of at least thirty-eight metres, and
- (c) an area of at least four thousand square metres.

### 1.5 Land for Public Purposes

1.5.1 Unless otherwise specified in the standards related to the class of subdivision, as a condition of approval of a subdivision plan, land in the amount of eight (8) percent of the area of the proposed subdivision exclusive of streets intended to be publicly-owned, at such location as may be recommended by the Advisory Committee or otherwise approved by Council, is to be set aside as land for public purposes and brought to street elevation, and so indicated on the plan.

1.5.2 Council may require, in lieu of land set aside under section 1.5.1, a sum of money to be paid to the Municipality in the amount of eight (8) percent of the market value of the land in the proposed subdivision at the time of submission for approval of the subdivision plan exclusive of streets intended to be publicly-owned.

1.5.3 Nothing in this section shall affect the ability of the applicant and the Town to enter into an agreement providing for the setting aside of part land and part cash-in-lieu, provided that the aggregate value to the Town shall not be less than that what is required on balance between subsections 1.5.1 and 1.5.2.

1.5.4 Notwithstanding anything contained in this By-Law, subsections 1.5.1, 1.5.2, and 1.5.3 do not apply:

(a) in the case of a parcel of land that is being created for the purpose of being added to and forming part of an adjoining parcel;

(b) in the case of a subdivision plan that involves the assembly of land for future subdivision;

(c) in the case of a lot that is being created to accommodate a useable main building, provided such building existed prior to this By-Law coming into force;

(d) in the case of a lot that is being created which has lot frontage on a local street that on the coming into force of this By-Law was paved and had water and sewer facilities installed therein ("Type 1 subdivision");
(e) in the case of a lot that is being created which has lot frontage on a rural road that is maintained by the Minister of Transportation ("Type 1 subdivision");

(f) in the case of a lot that is being created which abuts an other access that existed on the coming into force of this By-Law and where it does not exceed the total length permitted for right of way dimensions required for that class of subdivision, Other Access (Class 1 & 2) – Standards C-1 and C-2;

(g) in the case of a lot that is being created for the purpose of being conveyed to the Town.

1.5.5 Where, as a condition of approval of a subdivision plan, land has been set aside under subsections 1.5.1, 1.5.2 or 1.5.3, no further setting aside of land for public purposes or payment of additional sums shall be required as a condition of approval of any further or other subdividing of the land with respect to which the land has been set aside or sum paid.

### 1.6 Municipal Facilities

1.6.1 In any subdivision where subdivision facilities are required, other than a subdivision referenced in section 1.3.2, an Other Access (Class 2) – Standard C-2, or any subdivision referenced in section 1.5.4, the person proposing to subdivide land shall provide within that subdivision such facilities as deemed required by the Town, and the Development Officer shall not approve the plan unless the person proposing the subdivision enters into an agreement with the Town that is binding upon his heirs, successors and assigns to construct and pay the cost of facilities required within the subdivision, and deposit a sum of money, performance bond, or other security with the Town, sufficient to guarantee the faithful performance of said agreement.

1.6.2 Notwithstanding section 1.6.1, in any subdivision where public subdivision facilities are required, Council may provide within that subdivision such facilities as deemed required by the Town, and the Development Officer shall not approve the plan, in such a case, unless the Council makes a resolution that it will be able in the near future to provide the proposed subdivision with streets, water and sewer lines, light, recreational areas or other facilities required by the By-Law for that subdivision.

#### 1.7 Conditions Precluding Approval of a Subdivision Plan

1.7.1 The Development Officer shall not approve a subdivision plan if, in their opinion, and in the opinion of the Advisory Committee,

(a) the land is not suited to the purpose for which it is intended or may not reasonably be expected to be used for that purpose within a reasonable time after the plan is approved; or

(b) the proposed manner of subdividing will prejudice the possibility of further subdividing the land or the convenient subdividing of adjoining land; or,

(c) the proposed manner of subdividing contravenes the *Community Planning Act*, other applicable provincial regulations, or municipal by-laws.

#### 1.8 Subdivision Application Fees

1.8.1 A person who applies to a Development Officer for approval of a tentative plan shall pay the following fee:

(a) for a Type 1 subdivision (abuts an existing street), \$200 plus \$25 for each lot in the subdivision;

(b) for a Type 2 subdivision (access off a new street or other access), \$500 plus \$50 for each lot in the subdivision; or,

(c) for a subdivision re-application administration fee, \$100; or

(d) for a parcel being created, adjusted or added to a lot, \$200.

#### 1.9 Schedules Attached to and Forming Part of this By-Law

1.9.1 Schedules and Appendices attached to and forming part of this By-Law:

- (a) Standards: General, A-1, B-1, B-2, B-3, C-1, & C-2
- (b) Appendix A Approval Steps for Subdivisions with Local Streets & Facilities

#### 1.10 Repeal Provision

1.10.2 The repeal of By-Law No. 69 Subdivision By-Law, adopted by the Town of Saint Andrews Council on June 4, 1984, is hereby repealed.

1.10.2 The repeal of By-Law No. 69, A Subdivision By-Law, shall not affect any penalty, forfeiture or liability, incurred before such repeal or any proceeding for enforcing the same completed or pending at the time of repeal; nor shall it repeal, defeat, disturb, invalidate or prejudicially affect any matter or thing whatsoever completed, existing or pending at the time of repeal.

Planning Advisory Committee	15th day of November, 2023
Public Hearing of Objections	22nd day of November, 2023
First Reading this	22nd day of November, 2023
Second Reading this	4th day of December, 2023
Third and Final Reading this	4th day of December, 2023

IN WITNESS WHEREOF the Town of Saint Andrews has caused the corporate seal of the said Town to be affixed to this By-Law the 4th day of December , 2023.

Brad Henderson, Mayor

WILLING CONTRACTOR Paul Nopper, Clerk - Senior

Administrator

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# **GENERAL STANDARD**

### 2.1 Standard for Local Subdivision Roads and Streets

### 2.1.1 Municipal Engineering Requirements

- 1. A developer seeking a subdivision shall engage a professional engineer, who is licensed to practice in the province of New Brunswick, and they shall submit stamped engineered drawings to the Development Officer and the Municipal Engineer for an approval regarding the design of the access and subdivision services in order to meet the minimum requirements of this General Standard and any other applicable standard (Standard A-1, B-1, B-2, B-3, or C-1) as the case may be.
- 2. The stamped professionally engineered drawings referred to in section 2.1.1(1) shall specify a pavement or a durable surface type, the drainage gradient of the paving or surfacing, the thicknesses of pavement and aggregate sub-bases, the material, sizes and locations of all curbs and curb-cuts, the underground or above-ground infrastructure for storm-water drainage and attenuation, the estimated storm-water flow rate & direction(s), the locations for tree planting, the location(s) of above-ground or below-ground utilities.
- 3. The stamped professionally engineered drawings referred to in section 2.1.1(1) shall also be accompanied by a cost estimate for the construction of the road, street, or other access as well as all subdivision facilities and a proposed time-line for completion of the subdivision or phases of the subdivision.
- 4. The professional engineer engaged by the developer is responsible for supervising the construction and quality control.

### 2.1.2 Planning Requirements

The approval of new roads or streets (and other accesses and laneways) in a subdivision shall be based on a transportation planning policy that differentiates between the purposes of roads and streets, namely:

- streets (and other accesses and laneways) should be designed to be narrow, with sharper turns, to slow traffic so as to increase safety for children, pedestrians and cyclists, while also being designed to be visually appealing and integrate well with the surrounding community, through the use of landscaped public parks, with pavement and lighting features that create a sense of "place" that add value to land in adjacent residential or commercial zones. Most Type-2 subdivisions involve streets.
- **roads** should be designed to be wider, with gentle curves, fewer driveway accesses, to speed up traffic and provide clear lines of sight for drivers, in order to be able to connect communities within the region and serve industrial or rural resource developments.

### 2.1.3 Fire Department Requirements

Any portion of a road or street (or private accesses and alleys) provided as a required access route for fire department use shall:

- Have a clear width not less than 6 m, unless it can be shown that lesser widths are satisfactory;
- Have a centre-line turning radius of not less than 12 m;
- Have an overhead clearance not less than 5 m;
- Have a change of gradient not more than 1 in 12.5 over a minimum distance of 15 m;
- Be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt, or other material that permits accessibility under all climatic conditions;
- Unless otherwise approved by the Town, have turnaround facilities for any dead-end portion of the access route more than 90 m long, terminating with a turnaround area having a turnaround radius of at least 18 m or as otherwise accepted by the Town; and,
- Be connected with a public maintained street or road.

### 2.1.4 Municipal Capital Investment Requirements

Municipal capital contributions towards any public road or streets, as well as any subdivision facilities, may be considered based on the Municipal Plan By-Law's capital budget, Municipality's financial return on the investment, the availability of funds, and whether the subdivision aligns with a proposal of a Municipal Plan or not.

# STANDARD A-1

### 3.1 Standard for Local Collector Streets

### 3.1.1 Right of Way Dimensions for Class

Required dimensional standards for local collectors include:

- Minimum right of way width of 20 metres;
- Maximum length of block of 100 metres;
- Maximum vehicle lane width of 3.1 metres, two lanes bi-directional;
- Required bike lane width of 3 metres with parking or landscaping buffer;
- Combined minimum sidewalk, lamp post, and tree planting area width 3.3 metres on both sides; and,
- Maximum parallel parking width 2.1 metres on both sides.

### 3.1.2 Land for Public Purposes for Class

Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- Square or rectangular lot with at least 20 metres of lot frontage; or,
- Parcel at the corner of an intersection; or,
- Connection to a trail system or body of water and a public road or street; or,
- Building lot(s) dedicated to the Town.

### 3.1.3 Facilities Required for Class

Required facilities are required for this class of subdivision, including:

- Paved streets and bike lane with cobble stone, asphalt, concrete, or another all-weather dust proof material as approved by a municipal engineer; and,
- Concrete or granite curbing and underground storm-sewers, as approved by the Municipal Engineer;
- Concrete, paving stone, or another all-weather dust proof material for sidewalks, as approved by the Municipal Engineer;
- Street trees of a minimum of 5 cm caliper width, planted or preserved a minimum of one per every 15 linear metres;
- Underground power, water and sewer lines, as approved by the Municipal Engineer; and,
- Decorative, night-sky friendly street lamps.



# STANDARD B-1

### 4.1 Standard for Local Streets (Class 1)

### 4.1.1 Right of Way Dimensions for Class

Required dimensional standards for local streets (Class 1) include:

- Minimum right of way width of 10 metres;
- Maximum length of block, dead end, or cul-de-sac of 100 metres;
- Maximum vehicle lane width of 3 metres, two lanes bi-directional;
- Combined minimum lamp post, landscaped tree planting area, or parallel parking area, with a maximum width of 2.2 metres on one side; and,
- At-grade sidewalk width of 1.8 metres on one side.

### 4.1.2 Land for Public Purposes for Class

Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- Square or rectangular lot with at least 20 metres of lot frontage; or,
- Parcel at the corner of an intersection or a common green; or,
- Connection to a trail system or body of water and a public road or street; or,
- Building lot(s) dedicated to the Town.

### 4.1.3 Facilities Required for Class of Subdivision

Required facilities are required for this class of subdivision, including:

- Paved streets with cobble stone, asphalt, concrete, or another all-weather dust proof material as approved by a municipal engineer; and,
- Concrete curbing and underground storm-sewers, as approved by the Municipal Engineer;
- Concrete, paving stone, or another all-weather dust proof material for sidewalks, at-grade with the street, as approved by the Municipal Engineer;
- Street trees of a minimum of 5 cm caliper width, planted or preserved a minimum of one per every 15 linear metres;
- Underground power, water and sewer lines, as approved by the Municipal Engineer; and,
- Decorative, night-sky friendly street lamps that safely illuminate both street and sidewalks.



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# STANDARD B-2

### 5.1 <u>Standard for Local Streets (Class 2)</u>

### 5.1.1 Right of Way Dimensions for Class

Required dimensional standards for local streets (Class 2) include:

- Minimum right of way width of 16 metres
- Maximum length of block, dead end, or cul-de-sac of 120 metres;
- Maximum vehicle lane width of 3 metres, two lanes bi-directional
- Required, separated multi-use lane (cycling & walking) width of 3.2 metres
- Maximum parallel parking width 2.1 metres
- Grassy drainage swale and public utility corridor width 4.6 metres

### 5.1.2 Land for Public Purposes for Class

Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- Square or rectangular lot with at least 20 metres of lot frontage; or,
- Parcel at the corner of an intersection or a common green; or,
- Connection to a trail system or body of water and a public road or street; or,
- Building lot(s) dedicated to the Municipality for the purposes of affordable housing.

### 5.1.3 Facilities Required for Class of Subdivision

Required facilities are required for this class of subdivision, including:

- Paved streets and bike lane with paving stone, asphalt, concrete, or another all-weather dust proof material as approved by a Municipal Engineer; and,
- Above-ground drainage swale, as approved by the Municipal Engineer;
- Street trees of a minimum of 5 cm caliper width, planted or preserved a minimum of one per every 15 linear metres;
- Above-ground power lines and below-ground water and sewer lines, as approved by the Municipal Engineer; and,
- Night-sky friendly street lamps that safely illuminate both street and multiuse path.



# STANDARD B-3

### 6.1 Standard for Local Laneways

### 6.1.1 Right of Way Dimensions for Class

Required dimensional standards for laneways include:

- Maximum right of way width of 6 metres;
- Minimum clear travel width of 3.8 metres, one lane, and one-directional;
- Maximum length of block of 100 metres, with no cul-de-sac or dead end;
- Shared low-speed street for pedestrians, bicycles, and vehicles; and,
- Minimum combined 2.2 metre wide flex area for on-street lighting, commercial activities or places for pedestrian respite.

### 6.1.2 Land for Public Purposes for Class

Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- Paved plaza area at-grade with and adjacent to the right of way, with at least an 18 metre total width and 6 metre length; or,
- Parcel at the corner of an intersection or a common green; or,
- Connection to a trail system or body of water and a public road or street; or,
  Building lot(s) dedicated to the Municipality for the purposes of affordable
- housing.

### 6.1.3 Facilities Required for Class of Subdivision

Required facilities are required for this class of subdivision, including:

- Paved streets with paving stone, as approved by the Municipal Engineer;
- Underground storm-sewers, as approved by the Municipal Engineer;
- Underground power, water and sewer lines, as approved by the Municipal Engineer; and,
- Decorative, night-sky friendly street lamps that safely illuminate the laneway.

### 6.1.4 Lot Standards Required for Class

Required lot standards are required for this class of subdivision, including:

• 10 metre maximum lot width onto an alleyway where municipal sewer and water services are provided to each lot.



# STANDARD C-1

### 7.1 <u>Standard for Other Access (Class 1)</u>

### 7.1.1 Right of Way Dimensions for Class

Required dimensional standards for other accesses (Class 1) include:

- Minimum right of way total width of 20 metres;
- For the purposes of emergency vehicle response and emergency egress, the total length of cul-de-sac, or total length measured from the point of access on a public maintained road, is not greater than 365 metres;
- Maximum vehicle lane width of 3 metres, two lanes bi-directional; and,
- Required multi-use path width of 3 metres on one side.

### 7.1.2 Land for Public Purposes for Class

Required 8% land for public purposes contribution for land, for one of the following purposes:

- Parcel at the corner of an intersection adjacent to a public street or road; or,
- Parcel of environmentally significant land, such as a wetland, with a minimum 3 metre wide public access to a public street or road; or,
- Connection to a trail system or body of water and a public road or street; or,
- Building lot(s) dedicated to the Municipality for the purposes of affordable housing.

### 7.1.3 Facilities Required for Class of Subdivision

Required facilities are required for this class of subdivision, including:

- Paved or compacted gravel streets, and compacted gravel multi-use path, as specified and determined by the Municipal Engineer to meet section 2.1.3;
- Above-ground drainage swale, as approved by the Municipal Engineer;
- Street trees of a minimum of 5 cm caliper width, planted or preserved at a minimum of one per every 15 linear metres; and,
- Above-ground power lines.

### 7.1.4 Lot Standards Required for Class

Required lot standards are required for this class of subdivision, including:

• 54 metre minimum lot width, 38 metre minimum lot depth, and 4000 square metres of lot area, where municipal services are not provided to each lot.





### STANDARD C-2

### 8.1 Standard for Other Access (Class 2)

### 8.1.1 Right of Way Dimensions for Class

Except for lots that are proposed to be accessed via a watercourse, the required dimensional standards for other accesses (Class 2) include:

- Minimum right of way total width of 10 metres; and,
- For the purposes of emergency vehicle response and basic subdivision stan-dards, the total length of cul-de-sac, or the total length of access measured from the point of access on a public maintained road, shall not be greater than 90 metres.

### 8.1.2 Land for Public Purposes for Class

N/A

### 8.1.3 Facilities Required for Class of Subdivision

Facilities are required for this class of subdivision, including:

• Where the manner of access is proposed to be a watercourse, an identified off-site public boat launch facility must be advisable to provide access to lots that being are accessed by way of a watercourse.

### 8.1.4 Lot Standards Required for Class

Required lot standards are required for this class of subdivision, including:

• 54 metre minimum lot width, 38 metre minimum lot depth, and 4000 square metres of lot area, where municipal services are not provided to each lot.



# APPENDIX A

### Approval Steps for Subdivisions with Local Streets and/or Municipal Facilities

