

MUNICIPAL DISTRICT OF ST. STEPHEN

BY-LAW NO. 13-23

SUBDIVISION BY-LAW

The Council of the Municipal District of St. Stephen, under authority vested in it by the *Community Planning Act*, R.S.N.B. (2017), and amendments thereto, hereby makes the following by-law:

1. Definitions

1.1 In this By-law

"Act" means the *Community Planning Act*.

"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 Municipal District of St Stephen.

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

"PRAC" means the Planning Review and Adjustment Committee established by the Regional Service Commission.

"Development Officer" means the Development Officer of the Municipal District of St. Stephen appointed by Council or 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 for the enjoyment of the general public such as:

- (a) a building lot dedicated to the Municipal District for the purposes of affordable housing;
- (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 roadway 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.

"Municipal Plan" means the Municipal Plan of the Municipal District of St. Stephen and its amendments thereto.

"Night-sky friendly street lamps" means fully shielded street lighting 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 PRAC or the Regional Service Commission, as the case may be.

"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,

- i. where the side lot lines are parallel, the distance measured across the lot right angles to such lines, or
- ii. 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 a roadway with the functions of providing land access and traffic movement as equal importance.

"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 Municipal District of St. Stephen and its amendments thereto.

2. Purpose

2.1 The purpose of this By-law is to provide for regulation of the subdividing of land in the Municipal District of St. Stephen.

3. Streets & Classes of Subdivision

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 & Class	Required Standard for Subdivision	Application & Use of Access	Development/Zones Advisable for Access
Rural roads administered by the Department of Transportation & Infrastructure	<i>Minimum Standards for the Construction of Subdivision Roads and Streets (2017 or latest edition)</i>	Road to provide connection between urban communities and to provide direct access to rural resources and rural settlement areas.	Rural settlement zones, unserved industrial zones, or rural resource zones
Arterial roads	According to the Department of Transportation and Infrastructure	Highway to provide a means for large volumes of motorized vehicles and freight to move safely, fast, and efficiently from one point to another, with limited driveway accesses to adjoining land and grade separated walking & cycling paths.	N/A. Limited direct access to individual lots.
Local collector	Standards A-1 &	Main boulevard that	Medium and high-

streets	A-2	collects local streets into a central place in the community that mixes human activity and commerce and encourages slower moving vehicles.	density urban zones.
Local streets, Class A	Standards A-1 & B-1	Attractive narrow street for high-value, compact urban development.	Lower to medium density urban zones.
Local streets, Class B	Standards A-1 & B-2	Low-impact green street for industrial and low-density development with a grade separated multi-use path.	Low density urban and rural settlement zones. Urban industrial zones.
Local Laneway	Standards A-1 & B-3	Attractive, narrow pedestrian alley for high-value compact urban development with very limited vehicle traffic.	Medium and high-density urban zones.
Other access, Class A	Standards A-1 & C-1	Primarily recreational residential and rural resource development, low traffic volume	Rural settlement zones where convenient subdivision access to adjoining properties is not necessary, such as on a peninsula.
Other access, Class B	Standard C-2	Primarily rural resource development, very low traffic volume	Rural resource zones or 3 lots, or fewer, in a rural settlement zone.

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*.

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.

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

3.5 In arriving at a decision regarding a recommendation with respect to the location of streets in a proposed subdivision, the PRAC 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.

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

4. Lots, blocks and other parcels

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 PRAC for the development of land.

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

5. Land for public purposes

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 (10) 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 PRAC 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.

5.2 Council may require, in lieu of land set aside under section 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.

5.3 Nothing in this section shall affect the ability of the applicant and the Municipal District of St. Stephen 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 Municipal District shall not be less than that provided in subsections 5.1 or 5.2.

5.4 Notwithstanding anything contained in this by-law, subsections 5.1, 5.2, and 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 abuts a publicly-owned street that on the coming into force of this by-law was paved and had water and sewer facilities installed therein;
- (e) 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 A & B) – Standards C-1 and C-2;
- (f) in the case of a lot that is being created for the purpose of being conveyed to the Municipal District of St. Stephen.

5.5 Where, as a condition of approval of a subdivision plan, land has been set aside under subsections 5.1, 5.2 or 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.

6. Municipal facilities

6.1 In any subdivision where subdivision facilities are required, other than an Other Access (Class B) – Standard C-2, or a subdivision referenced in section 5.4, the person proposing to subdivide land shall provide within that subdivision such facilities as deemed required by the Municipal District, and the development officer shall not approve the plan unless the person proposing the subdivision enters into an agreement

with the Municipal District 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 Municipal District, sufficient to guarantee the faithful performance of said agreement.

6.2 Notwithstanding section 6.1, in any subdivision where subdivision facilities are required, Council may provide within that subdivision such facilities as deemed required by the Municipal District, 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.

7. Conditions precluding approval of a subdivision plan

8.1 The Development Officer shall not approve a subdivision plan if, in their opinion, and in the opinion of the PRAC,

- (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.

10. Fees

10.1 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.

11. Schedules Attached to and Forming Part of this By-law

- (a) [Municipal District of St. Stephen Standards for Streets and Other Accesses - Standards A-1, B-1, B-2, B-3, C-1, & C-2, 2023](#)

(b) Approval Steps for Subdivisions with Local Streets & Facilities

12. Repeal provision

12.1 By-law No. L-11, Subdivision By-law, adopted by the Town of St. Stephen Council on June 22, 2020, is hereby repealed.

12.2 The repeal of By-law No. L-11, 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.

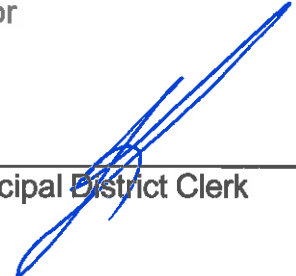
IN WITNESS WHEREOF the Municipal District of St. Stephen has caused the corporate seal of the said Municipal District to be affixed to this By-law the 26th day of July, 2023.

First Reading:	June 28, 2023
Second Reading:	July 26, 2023
Third and Final Reading:	July 26, 2023





Mayor



Municipal District Clerk

I certify that this instrument is registered or filed in the <u>Charlotte</u> County Registry Office New Brunswick	J'atteste que cet instrument est enregistré ou déposé au bureau de l'enregistrement du comté de <u>Charlotte</u> Nouveau-Brunswick	
<u>2023-11-17</u> date/date	<u>14:45:55</u> time/heure	<u>44456161</u> number/numéro
<u>A. Platt</u> Registrar/Conservateur		



SUBDIVISION STANDARDS

MUNICIPAL DISTRICT OF ST. STEPHEN STANDARDS FOR STREETS

AND OTHER ACCESSES -

STANDARDS A-1, B-1, B-2, B-3, C-1, & C-2

JUNE, 2023

STANDARD A-1

1.1 Standard for Local Subdivision Roads and Streets

1.1.1 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 (Schedule A-1) and any other applicable standard (Schedules A-2, B-1, B-2, B-3, or C-1) as the case may be.
2. The stamped professionally engineered drawings referred to in section 1.1.1(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 1.1.1(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.

1.1.2 Planning Requirements

1. 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.
 - 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. The approvals of new subdivisions are evaluated upon other planning criteria, including:
 - topography of the land;
 - provision of lots suitable for the intended use;
 - street and road intersections and interceptions being as nearly as possible at right angles;
 - provision of convenient access to the proposed subdivision and to lots within it; and,
 - convenient further subdividing of the land or adjoining land.

1.1.3 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;
- Have turnaround facilities for any dead-end portion of the access route more than 90 m long; and,
- Be connected with a public maintained street or road.

1.1.4 Municipal Capital Investment Requirements

Municipal capital contributions towards any public road or streets, as well as any subdivision facilities, shall be based on the 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-2

2.1 Standard for Local Collector Streets

2.1.1 Right of Way Dimensions for Class

Required dimensional standards for local collectors include:

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

2.1.2 Land for Public Purposes for Class

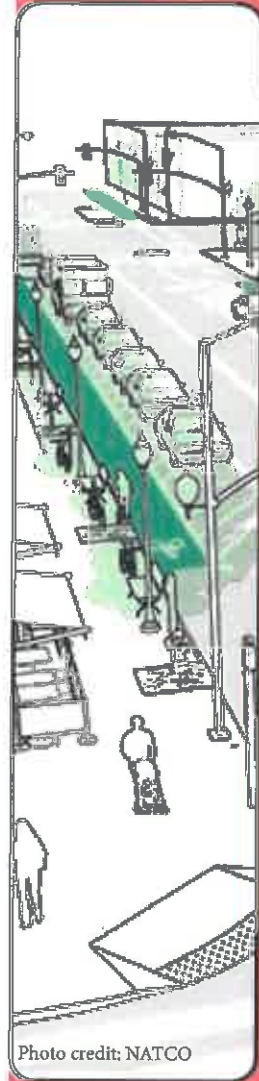
Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- A square or rectangular lot with at least 20 meters of lot frontage on the local collector; or,
- A parcel at the corner of an intersection; or,
- A connection to a trail system or body of water, with a path connecting to the local collector; or,
- Building lot(s) dedicated to the municipality for the purposes of affordable housing.

2.1.3 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 meters;
- Underground power, water and sewer lines, as approved by the municipal engineer; and,
- Decorative, night-sky friendly street lamps.



STANDARD B-1

3.1 Standard for Local Streets (Class A)

3.1.1 Right of Way Dimensions for Class

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

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

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 meters of lot frontage on the street; or,
- Parcel at the corner of an intersection or a common green surrounded by the street; or,
- Connection to a trail system or body of water, with a path connecting to the local street; or,
- Building lot(s) dedicated to the municipality for the purposes of affordable housing.

3.1.3 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 meters;
- 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.

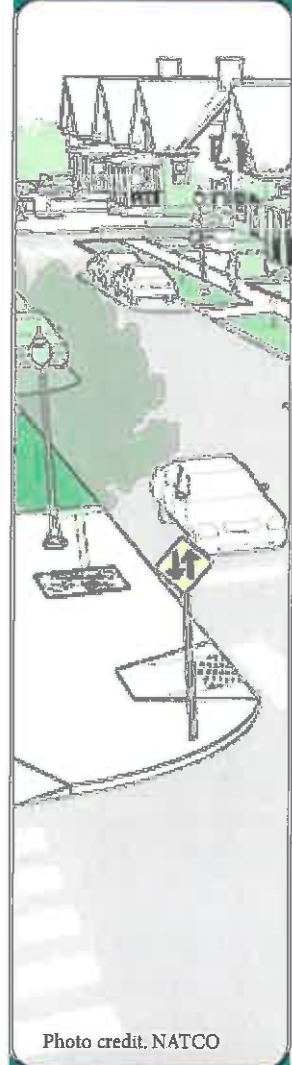


Photo credit. NATCO

Local Street (Class A)



STANDARD B-2

4.1 Standard for Local Streets (Class B)

4.1.1 Right of Way Dimensions for Class

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

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

4.1.2 Land for Public Purposes for Class

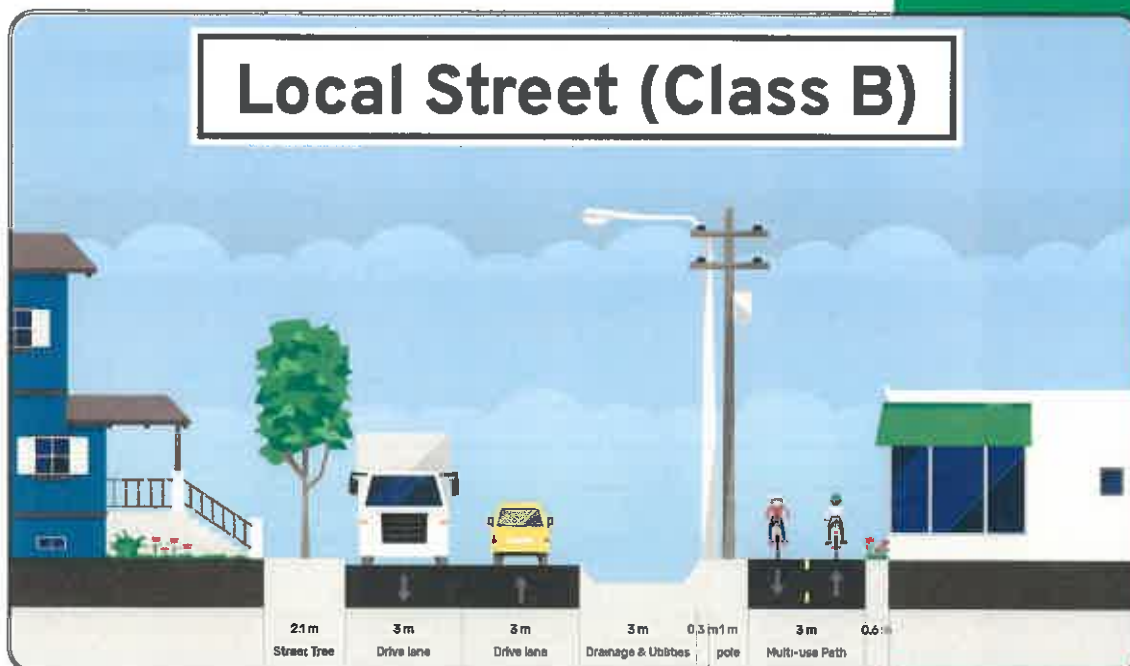
Required 8% land for public purposes contribution for land, in one or more of the following configurations:

- Square or rectangular lot with at least 20 meters of lot frontage on the local collector; or,
- Parcel at the corner of an intersection or a common green surrounded by the street; or,
- Connection to a trail system or body of water, with a path connecting to the local street; or,
- Building lot(s) dedicated to the municipality for the purposes of affordable housing.

4.1.3 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 meters;
- 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 multi-use path.



STANDARD B-3

5.1 Standard for Local Laneways

5.1.1 Right of Way Dimensions for Class

Required dimensional standards for laneways include:

- Maximum right of way width of 6 meters;
- Minimum clear travel width of 3.8 meters, one lane, and one-directional;
- Maximum length of block, dead end, or cul-de-sac of 90 meters; and,
- Shared low-speed street for pedestrians, bicycles, and vehicles; and,
- Combined 2.4 meter wide flex area for on-street lighting, commercial activities or places for pedestrian respite.

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:

- Paved plaza area at-grade with and adjacent to the right of way, with at least an 18 meter total width and 6 meter length; or,
- Parcel at the corner of an intersection or a common green surrounded by the laneway; or,
- Connection to a trail system or body of water, with a path connecting back to the laneway; or,
- Building lot(s) dedicated to the municipality for the purposes of affordable housing.

5.1.3 Facilities Required for Class of Subdivision

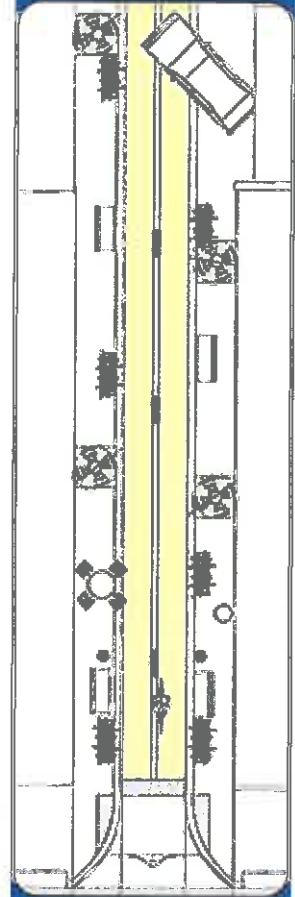
Required facilities are required for this class of subdivision, including:

- Paved streets with paving stone, as approved by the municipal engineer;
- Underground storm-sewers, 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 200 square meters upon any land for public purposes;
- Underground power, water and sewer lines, as approved by the municipal engineer; and,
- Decorative, night-sky friendly street lamps that safely illuminate the laneway.

5.1.4 Lot Standards Required for Class

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

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



STANDARD C-1

6.1 Standard for Other Access (Class A)

6.1.1 Right of Way Dimensions for Class

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

- Minimum right of way total width of 20 meters;
- 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 meters;
- Maximum vehicle lane width of 3.05 meters, two lanes bi-directional; and,
- Required multi-use path width of 3 meters.

6.1.2 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 meter wide public access to a public street or road; or,
- Public trail system directly adjacent to and following a body of water and connecting back to a public street or road; 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 or compacted gravel streets, and compacted gravel multi-use path, as specified and determined by the municipal engineer to meet section 1.1.3 ;
- 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 meters; and,
- Above-ground power lines.

6.1.4 Lot Standards Required for Class

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

- 54 meter minimum lot width, 38 meter minimum lot depth, and 4000 square meters of lot area, where municipal services are not provided to each lot.

STANDARD C-2

7.1 Standard for Other Access (Class B)

7.1.1 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 B) include:

- Minimum right of way total width of 10 meters; and,
- For the purposes of emergency vehicle response and basic subdivision standards, 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 meters.

7.1.2 Land for Public Purposes for Class

N/A

7.1.3 Facilities Required for Class of Subdivision

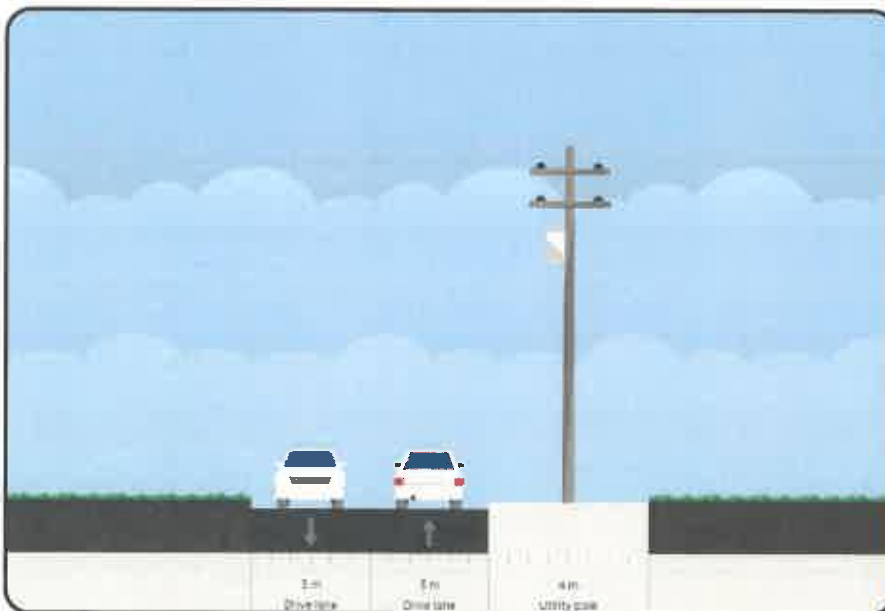
Facilities are required for this class of subdivision, including:

- 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.

7.1.4 Lot Standards Required for Class

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

- 54 meter minimum lot width, 38 meter minimum lot depth, and 4000 square meters of lot area, where municipal services are not provided to each lot;
- For lots subdivided on Class-B private access, it is required that a notice be placed on land gazette regarding the unsuitability for a year-round residential use or any building that is required to meet the National Building Code.



Approval Steps for Subdivisions with Local Streets & Facilities

