



# LABRADORCITY

DEVELOPMENT REGULATIONS, 2018-2028

AMENDMENT No. 04-2020

*'Street Intersections & Access'*

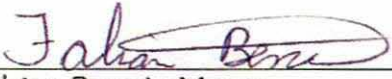


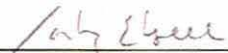
**URBAN AND RURAL PLANNING ACT, 2000**  
**RESOLUTION TO ADOPT**  
**TOWN OF LABRADOR CITY**  
**DEVELOPMENT REGULATION AMENDMENT No. 04-2020**

Under the authority of Section 16 of the *Urban and Rural Planning Act, 2000*, the Town Council of Labrador City adopts Development Regulation Amendment No. 04-2020.

Adopted by the Town Council of Labrador City on the 15<sup>th</sup> day of September, 2020.

SIGNED AND SEALED this 21 day of September, 2020.

  
\_\_\_\_\_  
Fabian Benoit, Mayor

  
\_\_\_\_\_  
Kim Conway, Town Clerk



**CANADIAN INSTITUTE OF PLANNERS CERTIFICATION**

I certify that the attached Development Regulation Amendment has been prepared in accordance with the requirements of the *Urban and Rural Planning Act, 2000*.



Development Regulations/Amendment	
<b>REGISTERED</b>	
Number	<u>2638-2020-005</u>
Date	<u>October 19, 2020</u>
Signature	<u>Maya Grey</u>

## DEVELOPMENT REGULATIONS AMENDMENT No. 04-2020

### PURPOSE

The Town of Labrador City Development Regulations standardize the placement of street accesses and driveways, which are generally restricted from being located in close proximity to a street intersection. Absent from the Regulations is a clear definition of what area forms a street intersection.

This Amendment proposes to introduce a new definition and accompanying images for 'Street Intersection' in order to clarify administration of the regulations. In addition, this Amendment proposes a slight adjustment to the existing metrics for vehicular accesses on local, collector and arterial streets in order to incorporate a consistent point of measurement for these accesses. This adjustment is accompanied by the introduction of language that enables the Council to issue its discretionary approval of accesses within restricted proximity to an intersection.

### PUBLIC CONSULTATION

In accordance with s.14 of the *Urban & Rural Planning Act, 2000*, notices seeking feedback on the proposed amendment were posted on the Town's website and social media outlets on July 18<sup>th</sup>, 2020 until July 2<sup>nd</sup>, 2020. The Town also provided notice on public access television, which ran from June 22<sup>nd</sup>, 2020 to July 3<sup>rd</sup>, 2020.

Due to the onset of the Covid-19 global pandemic, circulation of the notice in the local newspaper, *The Labrador Voice*, was not possible.

As a result of the Town's consultation efforts, no written submissions were received.

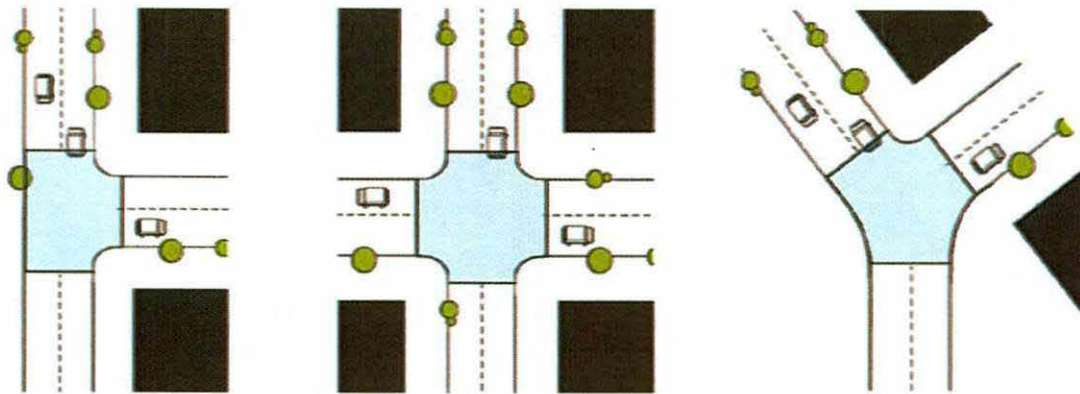
## DEVELOPMENT REGULATIONS AMENDMENT No. 04-2020

The Town of Labrador City Development Regulations shall be amended as follows:

1. In **Section 2.0 DEFINITIONS**, the following definition and accompanying images shall be added in alphabetical sequence of the existing list of definitions:

***'STREET INTERSECTION'** means an at-grade junction where two or more streets meet or cross and is the area embraced within the prolongation or connection of the radius of the curb line or, if none, then the lateral boundary lines of the roadway of two or more streets which join one another at, or approximately at, right angles, or the area within which vehicles upon different streets joining at any other angle may come in conflict.'*





2. In Section 4.1 ACCESS AND SERVICE STREETS, subsection 4.1(2) shall be amended to read as follows:

EXISTING

2. No vehicular access shall be closer than 10 metres to the street line of a street intersection of a local road, or 20 metres to the street line of a street intersection in the case of a collector or arterial road.

PROPOSED

*'2. No vehicular access shall be closer than 6 metres to a street intersection of a local street, or 15 metres to the intersection in the case of a collector or arterial street, unless otherwise approved by Council.'*

## TOWN OF LABRADOR CITY DEVELOPMENT REGULATIONS

### DEFINITIONS

April 19, 2018

**SERVICE STREET** means a street constructed parallel to or close to a public street for providing an alternative to direct access to that street.

**SETBACK** means the distance that a development or a specified portion of a development must be set back from a property line.

**SHOP** means a building or part thereof used for retail trade wherein the primary purpose is the selling or offering for sale of goods, wares or merchandise by retail or the selling or offering for sale of retail services but does not include an establishment wherein the primary purpose is the serving of meals or refreshments, an amusement use, a general garage, or a service station.

**SHOPPING CENTRE** means a group of retail stores with integrated parking, which is planned, developed, and designed as a unit containing a minimum of five (5) retail establishments.

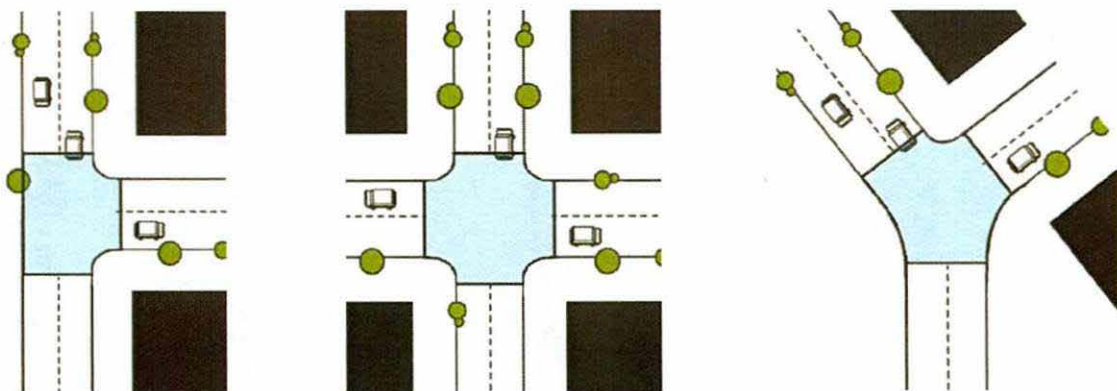
**SHOWROOM** means a building or part of a building in which samples or patterns are displayed and in which orders may be taken for goods, wares, or merchandise, including vehicles and equipment, for later delivery.

**SIGN** means a word, letter, model, placard, board, device, or representation, whether illuminated or not, or employed wholly or in part for advertisement, announcement, or direction and excludes those things employed wholly as a memorial, advertisements or local government, utilities and boarding or similar structures used for the display of advertisements.

**SINGLE DWELLING** means one (1) building containing a single dwelling unit for the use of one household, placed on its own lot, and can include a subsidiary apartment.

**STREET** means a street, road, highway, or other way designed for the passage of vehicles and pedestrians that is accessible by fire department and other emergency vehicles.

**STREET INTERSECTION** means an at-grade junction where two or more streets meet or cross and is the area embraced within the prolongation or connection of the radius of the curb line or, if none, then the lateral boundary lines of the roadway of two or more streets which join one another at, or approximately at, right angles, or the area within which vehicles upon different streets joining at any other angle may come in conflict.



(DRA-04-2020)

## TOWN OF LABRADOR CITY DEVELOPMENT REGULATIONS

### GENERAL DEVELOPMENT STANDARDS

April 19, 2018

construction, alteration, repair, or any other works whatsoever which Council is empowered to regulate.

### 3.25 RECORD OF VIOLATIONS

1. A designated official shall keep a record of each violation of these Regulations and report that violation to Council.

### 3.26 STOP WORK ORDER AND PROSECUTION

1. Where a person begins or continues a development contrary, or apparently contrary, to the Municipal Plan and these Regulations, Council may order that person to stop the development, and any work connected with it, pending the submission and approval of an application or a final decision in a prosecution arising out of the development.
2. A person who does not comply with an order made under Regulation 3.26(1) is guilty of an offence under Sections 102-107 of the Act.

### 3.27 DELEGATION OF POWERS

1. Council shall, where designating employees to whom a power is to be delegated under Subsection 109(3) of the Act, make that designation in writing.

## 4.0 GENERAL DEVELOPMENT STANDARDS

### 4.1 ACCESS AND SERVICE STREETS

1. An access shall be located as specified by Council to ensure the greatest possible convenience and safety of the street system and Council may prescribe the construction of service streets to reduce the number of accesses to collector and arterial streets.
2. No vehicular access shall be closer than 6 metres to a street intersection of a local street, or 15 metres to the intersection in the case of a collector or arterial street, unless otherwise approved by Council.

(DRA-04-2020)

3. Council may require the provision of service streets to reduce the number of individual accesses to an adjacent street.

### 4.2 ACCESSORY BUILDINGS

1. Accessory buildings shall be clearly incidental and complementary to the use of the main building in character, use and size, and shall be contained on the same lot as the main building.
2. No accessory building or part thereof shall project in front of any established building line. An accessory building that is fully attached (greater than 50%) to the main building, may establish a new building line for the developed lot provided the building line is in accordance with the minimum setback as specified in Section 6 of these Regulations.





# LABRADORCITY

## PUBLIC CONSULTATION Development Regulations Amendment #04-2020

The general public is invited to view a draft copy of the Town of Labrador City Development Regulations Amendment #04-2020. In general terms, the Amendment proposes to introduce a new definition and accompanying images for 'Street Intersection' in order to clarify administration of the existing regulations. In addition, this Amendment proposes a slight adjustment to the existing metrics for vehicular accesses on local, collector and arterial streets. This adjustment is accompanied by the introduction of language that enables the Council to issue its discretionary approval of accesses within restricted proximity to an intersection.

The public may provide any comments or concerns on the proposed change to the Town in writing before Council proceeds with adopting the proposed amendment.

The Town of Labrador City Development Regulations Amendment #04-2020, shall be on display June 15<sup>th</sup> to June 26<sup>th</sup>, 2020 on the Town of Labrador City's website – [www.labradorwest.com](http://www.labradorwest.com).

The deadline for written comments shall be 4:00 pm., June 26<sup>th</sup>, 2020.

More information may be obtained by contacting:

Town of Labrador City  
P.O. Box 280  
317 Hudson Drive  
Labrador City, NL  
A2V 2K5  
E-mail: [permits@labradorcity.ca](mailto:permits@labradorcity.ca)