

**PLANNING ADVISORY COMMITTEE MEETING
TELECONFERENCE MEETING
AGENDA**

**Thursday, September 24, 2020
7:00 P.M.**

Page

1. CALL TO ORDER
 2. REVIEW OF PROCEDURE FOR PUBLIC TO ADDRESS THE COMMITTEE – CHAIRPERSON (below)
 3. APPROVAL OF AGENDA (any other items to be added)
 4. APPROVAL OF MINUTES OF APRIL 23, 2020 MEETING AS CIRCULATED
 5. BUSINESS ARISING FROM MINUTES
 6. PLANNING ADVISORY COMMITTEE MATTERS:
 - 7.1 MODL2040 Project 1-22
 7. HERITAGE ADVISORY COMMITTEE MATTERS
 8. ADDED ITEMS
 9. IN CAMERA
 10. NEXT MEETING DATE: October 22, 2020
 11. ADJOURNMENT
-

PROCEDURE FOR ADDRESSING THE COMMITTEE

An opportunity will be provided to all citizens to address the Committee on each agenda item shown on this Agenda or added to the Agenda by the Committee. Individuals who wish to address the Committee are asked to note the following:

- *On each matter on the Committee’s Agenda, the Chair will seek public comment upon the completion of staff’s presentation.*
- *Each person shall state their name.*
- *All statements and questions shall be directed to the Chairperson.*
- *Presentations shall be limited to 10 minutes. Persons wishing to address the Committee a second time will be given opportunity to do so once all others in attendance have had the opportunity to address the Committee. Persons addressing the Committee for a second time shall limit their presentations to 5 minutes.*

Anyone wishing to address the Committee on a matter not included on this Agenda can have the matter added to the next meeting’s Agenda by contacting Jeff Merrill, Director of Planning, at 902-541-1340 or by email at planning@modl.ca

MEETING: PAC
DATE: September 24, 2020
ITEM NO.: 7.1
APPROVED BY: J. Merrill

MODL2040 Background Report

- Created: 2020-09-03 (version 1.0)
- Updated: 2020-09-17 (approved by Director)
- Presented: 2020-09-24 (PAC Workshop)

Introduction

The MODL2040 project represents a new approach to planning as well as community and property development with MODL, as mandated by the Province in 2018. The current Municipal Planning Strategy extends planning only for those communities who have requested such controls, or at the discretion of Council. This has led to the formation of 7 secondary planning strategies for the communities of Blockhouse, Riverport, Hebbville, Oakland, Princes Inlet, as well as for Osprey Village and the Lunenburg Municipal Industrial Park, along with Hemford Forest as the 8th secondary planning strategy in the Municipality.

Bill 58 amended the Municipal Government Act to require a minimum level of planning to include all areas within every municipal unit in the province by the end of 2022. Through a two-year process of public and stakeholder engagement, the MODL2040 project is designed to determine the appropriate level of minimum planning that will help guide development within the Municipality over the next twenty years.

To provide context to the plan review process (MODL2040), a background report is being prepared at the outset of the project. The aim of the background report is to act as an initial reference to enable discussion and help identify key issues that will be addressed over the course of the project. The expectation is that as issues are identified, the background report will be updated.

This document represents an update for the Planning Advisory Committee on the background report process. Early focus has been directed to addressing the Provincial Statements of Interest regarding drinking water, flood risk areas, infrastructure, and housing. Agriculture will be discussed in a subsequent update. Existing land use maps have been compiled indicating the current use of properties within the municipality.

A review of the services, infrastructure, and policies of each department within MODL is included as well as the current year's Council priorities respective to each.

This is a summary of the series of background reports produced for the MODL2040 Project. The full background report will be released by topic over the next couple of years.

Demographics and Housing

Adequate shelter is a fundamental requirement for all Nova Scotians. Inadequate housing becomes a constraint in population growth, economic development, and municipal revenue.

The population has decreased since 1996 and is anticipated to decrease at a much faster rate, as shown in Figure 1. Despite the projected population growth from immigration, the overall population is expected to decrease as the Baby Boomers start reaching the end of their average life expectancy in 2030.

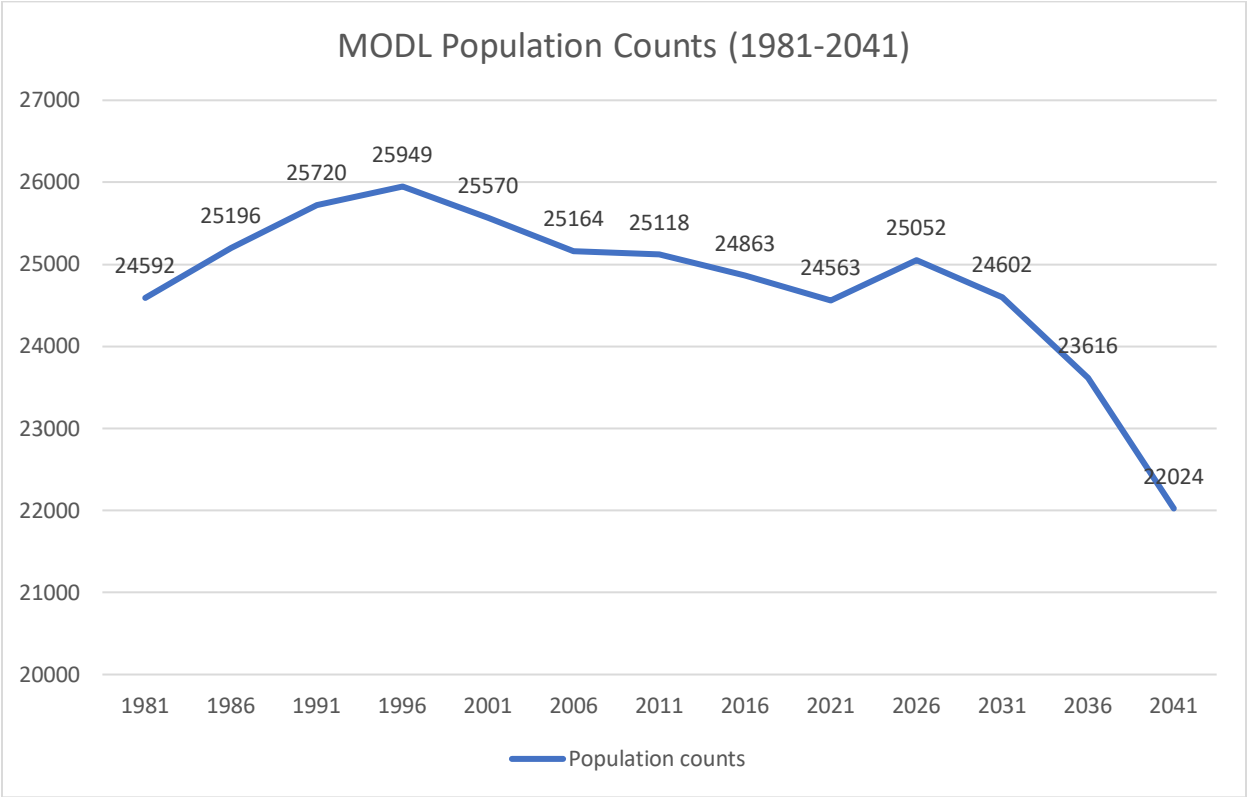


Figure 1. The population of the Municipality in 1981-2016 and its projection in 2021-2041.

In terms of age-specific demographics, the proportion of senior population is anticipated to increase rapidly in the future, accounting 54% of the total population by 2041. As evident from Figure 2, seniors will become the most dominant group in 2021. This information is relevant for investigating housing demands by structural types, as youth and senior populations are likely to opt for communal housing, such as apartments, condominiums, and other long-term rentals.

Although the population of Municipality in decreasing, the average household size is also decreasing from 2.7 persons in 1991 to 2.2 persons per household in 2016. This trend is expected continue with the lower birth rate, the continued aging of the population, and the higher rate of emigration. The numbers of 1-person and 2-person households are increasing as well, pushing up the demand for communal units.

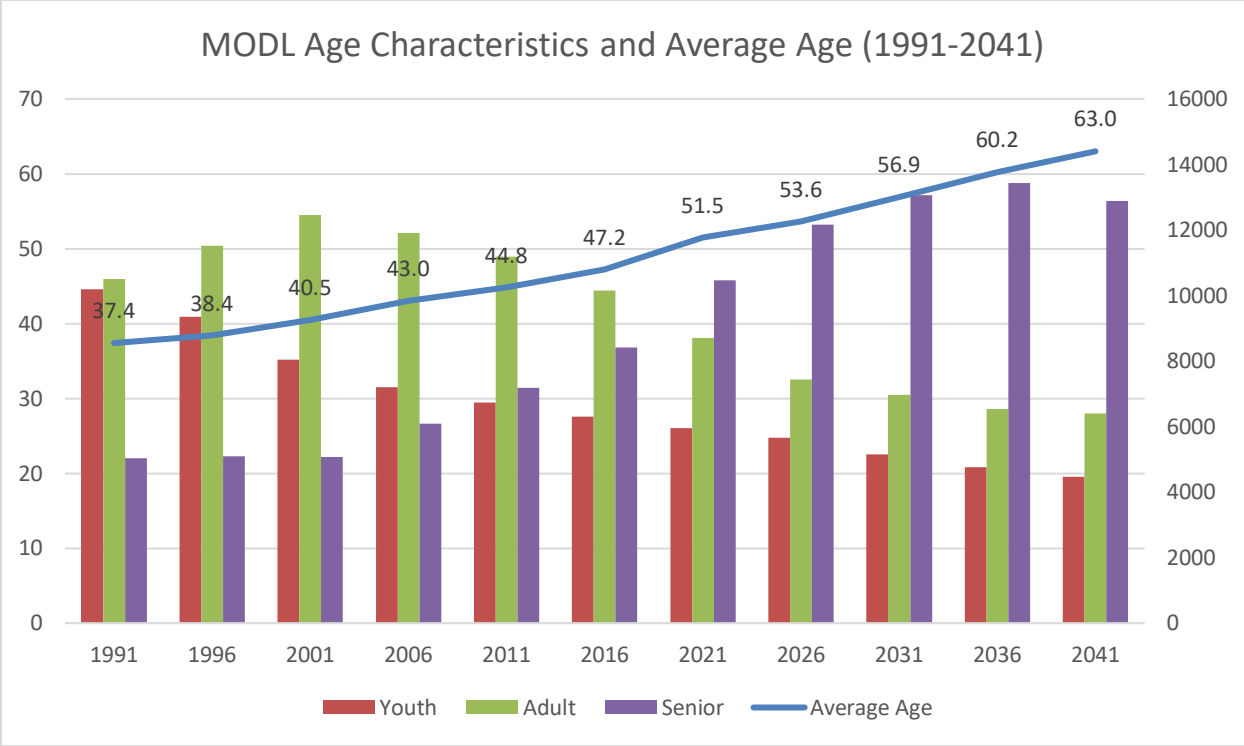


Figure 2. The age characteristics and average age of the population in the Municipality in 1991-2016 and their projections in 2021-2041.

Based on the projected age demographics, housing demands for smaller bedrooms and rental units are likely to increase in the Municipality, while the demands for larger bedrooms and single-detached dwelling units are likely to decrease. This is due to smaller-size households seeking to downsize their residences.

Housing supply, however, shows a mismatch with the housing demand. Construction of new dwellings is not occurring as frequently as it was in 1970 and before, and almost all the new dwellings built in recent years are intended for non-local, seasonal residents.

Figure 3 shows a clear trend of building single-detached dwellings over the last few decades, taking up 92.9% of the occupied private dwellings in the Municipality. This is much higher than the provincial average of 70.6%, but similar to the average of rural South Shore municipalities of 88.1%. This is a barrier for the local rental market, which is supported by a high home ownership rate, a steady number of renters, and a large increase in short-term rental units as shown in Figure 4.

As shown in Figure 5, the value of dwelling has increased about 8% every year, and the gross rent has increased about 3% every year between 1991 and 2016. Renters are experiencing more hardship in terms of housing affordability, as 33.2% of tenants in the Municipality are spending 30% or more of their gross-income on shelter costs, while 11.4% of homeowners are experiencing the situation.

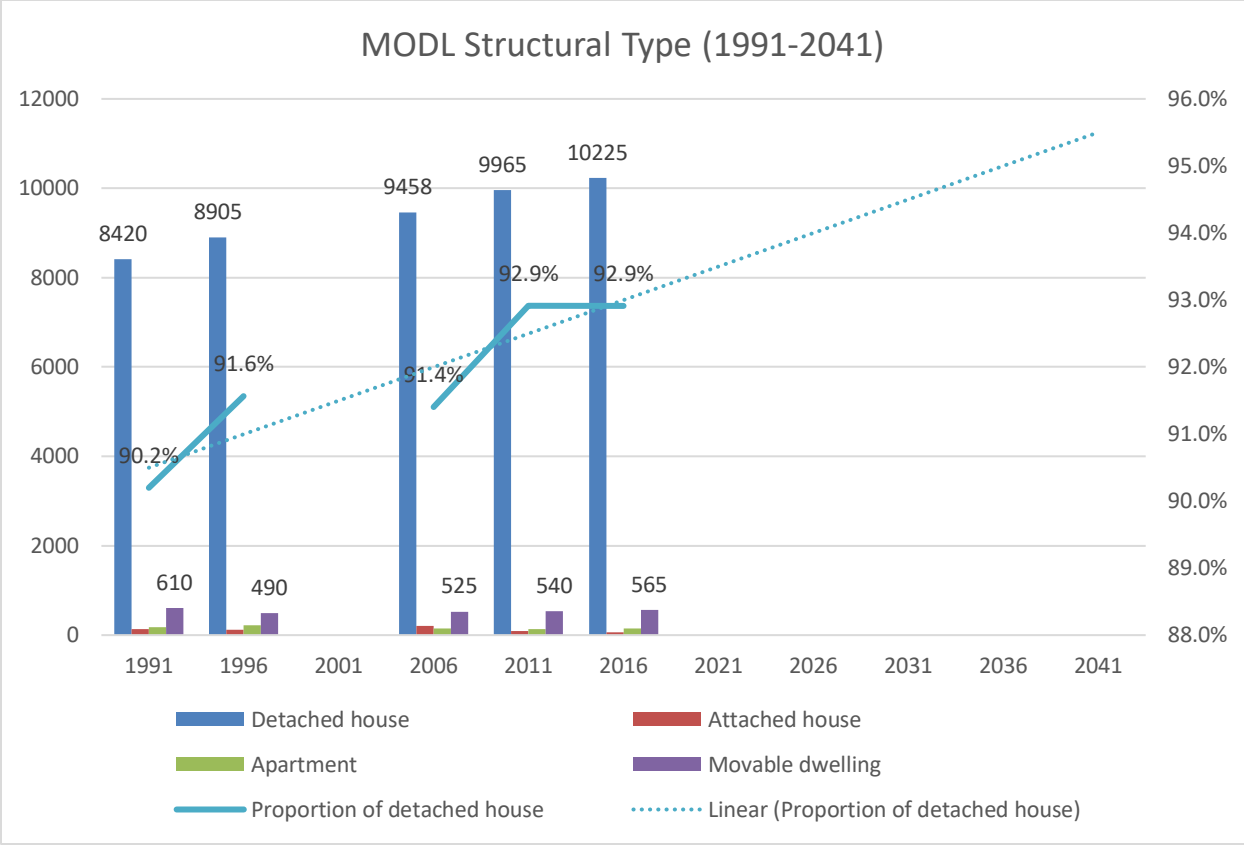


Figure 3. The occupied private dwellings by structural type of dwelling in the Municipality in 1991-2041.

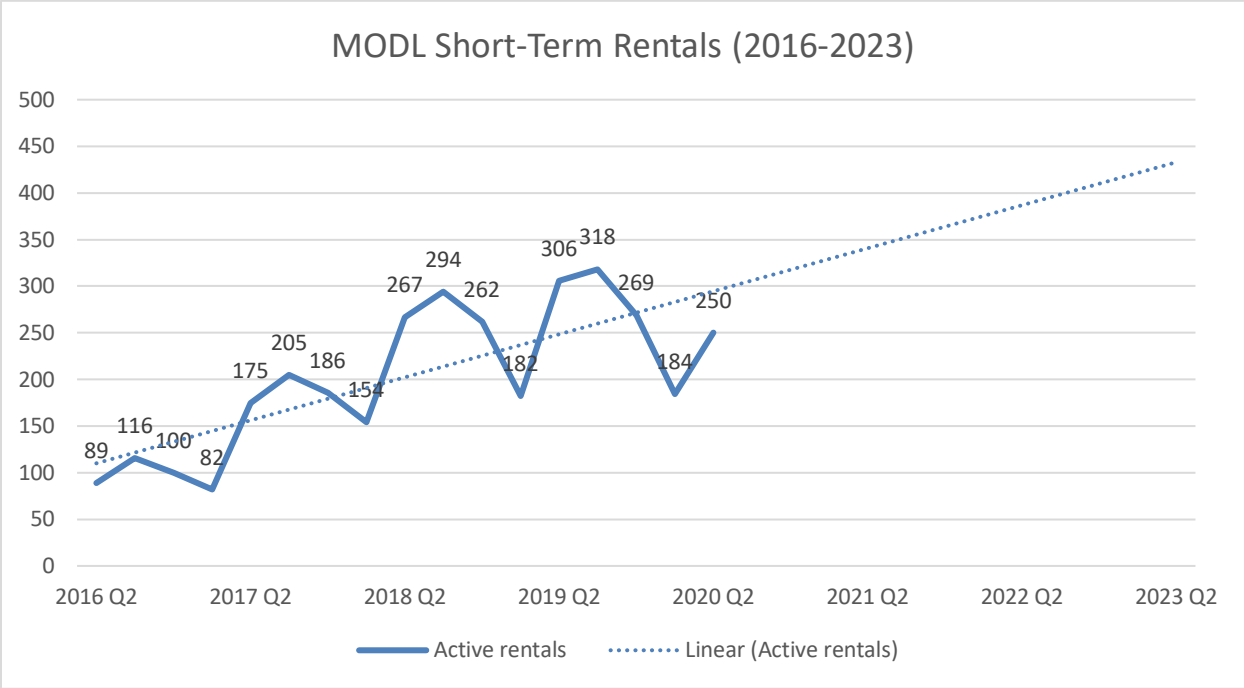


Figure 4. The number of short-term rentals in the Municipality in 2016-2023.

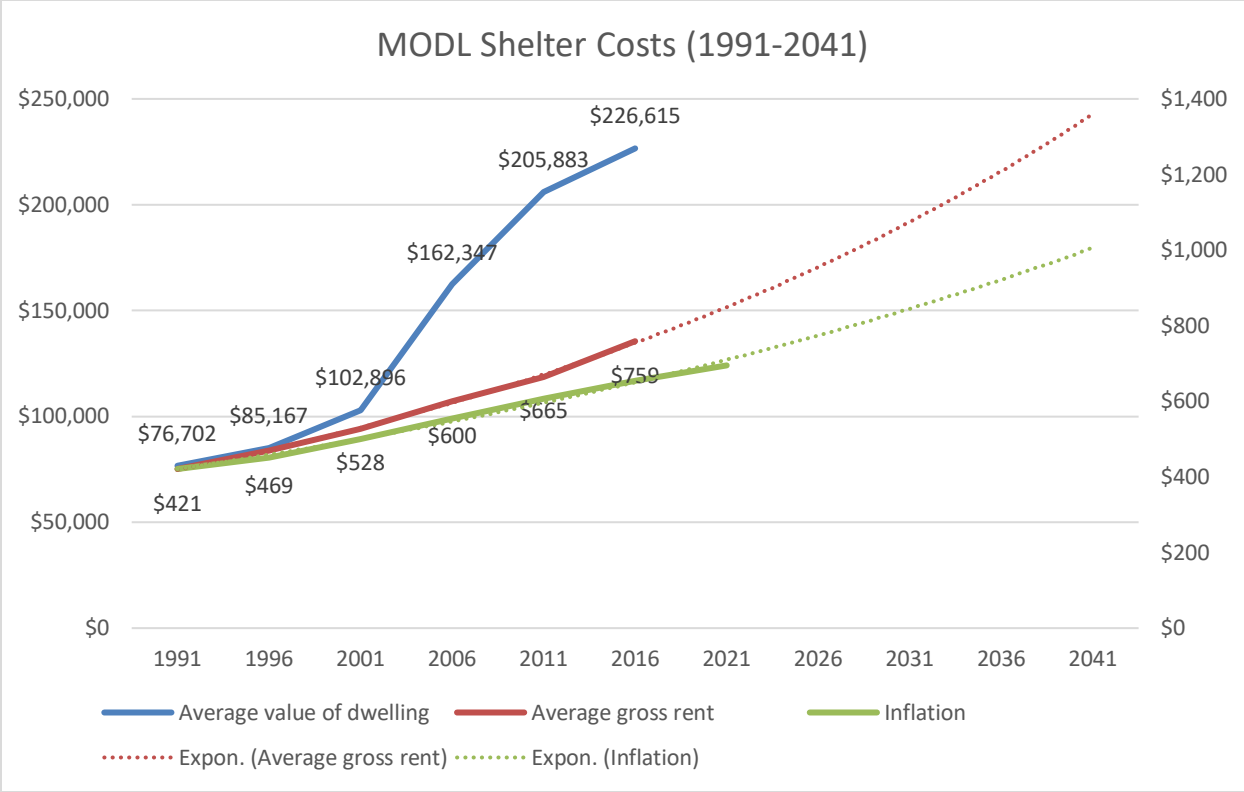


Figure 5. The average value of dwelling and gross rent in the Municipality in 1991-2041.

Municipal Infrastructure & Services

For the purposes of the MODL2040 project, it is essential to integrate the current priorities and direction from Council as well as the guiding documents from each department to provide a starting point for further discussion.

To provide context of the current level of service provision, the scope of investment in infrastructure, as well as the policy, bylaw, and strategic framework which support both the current operations of the Municipality as well as direction for the near future, a review of each municipal department is provided below.

Administration Department

Council Strategic Priorities 2020-21 Related to Administration

Improve Community Services - Fire Services Recruitment and Retention. Continue the recruitment strategy's marketing and department supports, hold a fire service appreciation event, and implement employee/family assistance.

Improve Community Services - Accessibility Plan. Continue to provide leadership to the regional accessibility committee, as they prepare for county-wide accessibility plan.

Services

Fire Services

Municipalities may provide fire protection within their boundaries; however, in most municipalities this service is not provided directly by the Municipality. In order to provide these very important services, the Municipality of Lunenburg has registered twenty-four Fire Departments within our boundaries to carry out this service. The Towns of Mahone Bay and Lunenburg also register and provide these services to some areas adjoining their boundaries.

To assist these departments with their financial needs, the Municipality collects money, called a fire tax rate, through Municipal property tax bills. Fire departments annually hold ratepayer meetings in their communities to present the budget and hold a vote on the fire tax rate. The money collected by the Municipality is then forwarded to the individual Fire Service Providers so that they can maintain and purchase equipment; upkeep their facilities; train their volunteers; pay for subcontracted providers; and pay for insurance.

The Municipality also has a Fire and Emergency Services Committee that consists of four representatives from Fire Service Providers, four Councillors and two Members-at-large. The Committee meets on a regular basis to review fire service matters and appropriate rules and regulations.

Police Services

Policing within the Municipality is provided by the RCMP through a provincial policing servicing agreement. MODL has a police advisory board, made up of council and at large community

members. The Board meets regularly with local RCMP representatives to discuss policing matters and set annual priorities.

Regional Emergency Management Organization (REMO)

The Lunenburg County REMO supports the Municipality of the District of Lunenburg, the Municipality of the District of Chester, the Town of Bridgewater, the Town of Mahone Bay, and the Town of Lunenburg for emergency management response.

The Nova Scotia Emergency Management Act states that responsibility for the health and welfare of the public rests with the elected officials of a municipal government. Every municipality must be prepared within its own capabilities to meet any threat that may arise from emergencies or disasters. Given the close geographical proximity and the ability to increase efficiency of resources a Regional Emergency Response Agreement was signed creating a Regional Emergency Management Organization (REMO).

REMO assesses emergencies through an “all-hazard approach” of mitigation & prevention, preparedness, response, and recovery. A Regional Emergency Response Plan has been developed to guide actions and decisions during an emergency response whether the event involves a single municipal unit, a number of municipal units, or all municipal units.

Animal Control

Animal Control is outsourced to a contractor agency.

Accessibility

In line with the Province’s direction in “An Act Respecting Accessibility in Nova Scotia, 2017”, the Lunenburg County Accessibility Advisory Committee (AAC) was established to assist the five Lunenburg County municipal units in developing an Accessibility Plan. The AAC provides advice to the five municipal councils on identifying, preventing, and eliminating barriers to people with disabilities in all current and future municipal programs, services, initiatives, and facilities. The Committee plays a pivotal role in helping the five municipalities become barrier-free communities and ensuring the obligations under the Act are met.

Waste Collection & Recycling

In 2013 a Municipal Joint Services Board was created through a cost sharing arrangement to better serve residents of the Municipality of the District of Lunenburg and the Towns of Bridgewater and Mahone Bay. Each partnering unit appointed members to sit on the Board of Directors who report to the municipal councils regularly on the progress and to identify future shared services opportunities. The Lunenburg Regional Community Recycling Centre in Whynott’s Settlement was the first municipal shared service to be administered by the Board.

Policies, Bylaws, Plans, and Strategies Related to Administration

- Policy 036 Fire and Emergency Services
- Policy 053 Comfort Centre Generator Fund Policy
- Policy 057 Acceptance of Donated Land

- Policy 065 Divestiture of Surplus Land
- Policy 070 Procedure for the Award of a Certificate of Recognition to Businesses and Community Groups Supporting Fire and Emergency Services
- By-law 002 Dog By-law
- By-law 007 Domestic Animals
- By-law 019 Motor Vehicle Transient Vendor
- By-law 022 Regional EMO
- By-law 026 Vendors in Municipal Parks
- By-law 029 Saw Pit Wharf
- By-law 039 Solid Waste Collection & Disposal

Engineering and Public Works Department

Council Strategic Priorities 2020-21 Related to Engineering and Public Works

Improve Community Services – Roads Strategy. Continue road paving based on Road Improvement Policy and begin municipally-initiated paving of municipal streets, based on Road Improvement Policy.

Invest in Infrastructure – LaHave River Straight Pipes. Installation of 75-100 more systems to replace straight pipes and inspection of 400 more existing systems to determine the need for replacements, while remaining within the project budget.

Forward-Looking Administration – Municipal Services Building. Construction of new facility and relocation of municipal services to Osprey Village; sale of 210 Aberdeen property.

Services

Streetlight Services

The Municipality has policies in place regarding the installation and removal of general streetlights and intersection streetlights. The charge for the service will be part of the taxes on the property final tax bill in October. Council will decide the rate annually. The Municipality forwards all monies to Nova Scotia Power, so there is no profit to the Municipality, and no administration fee is charged for streetlight service.

Wastewater Services

The Municipality maintains three wastewater treatment plants and five sewer collection systems at New Germany, Cookville, Hebbville and Conquerall Bank (Shore Drive and Riverside Drive subdivision off of Highway 331).

The New Germany, Cookville and Conquerall Bank systems have their own approved sewage treatment plants; the Hebbville system is connected to the Town of Bridgewater system, with treatment provided by the Town sewage treatment plant.

In addition to these public sewer systems, the Municipality, through the Lunenburg Regional Community Recycling Centre, operates a septage disposal and treatment facility, for the use of licensed septic tank waste haulers.

Each municipal public sewer system is supported by property taxes of the connected properties each serves. Connections to the system are subject to the approval of the Manager of Wastewater Services.

LaHave River Straight-Pipe Replacement Program

The Municipality is currently working towards removing approximately 400 straight-pipes that exist on various properties along the Lower LaHave River. Traditionally, the straight pipes expelled raw sewage from neighboring households into the LaHave River. Recent water testing of the LaHave River raised concern as it showed that the level of fecal contamination exceeded federal levels for swimming and boating. As a result, the Municipality has developed a Wastewater Management District that requires all properties within the District to replace their straight-pipe with an approved, on-site septic system.

Property owners sign up with the Municipality in order to get their straight-pipe replaced, while the Municipality is in charge of managing, designing, and installing the septic system for the property owner. Design standards are subject to the Nova Scotia On-site Sewage Disposal Systems Standard established by the Minister of Environment.

Both provincial and federal government have agreed to fund two-thirds of the cost to install on-site septic systems for properties with a straight-pipe. The property owner is then responsible to pay one-third of the total project cost, in which the Municipality has allowed property owners 7 years to pay back their portion.

The Municipality is currently in its third year of the six-year project. Approximately 195 straight pipes along the Lower LaHave River have been replaced so far and the Municipality intends to have all straight pipes successfully removed by the year 2023. The municipal Capital Budget for the 2020-2021 fiscal year for this project has been set at \$2,476,800.

Stormwater Services

Storm water design is addressed in the Municipal Road Design and Construction Standards, Policy 085. In every case designs will be prepared by a qualified Professional Engineer licensed to practice in the Province of Nova Scotia. All design drawings will be subject to the approval by the Municipal Engineer.

Design and Construction of all storm water drainage systems shall comply with the Storm Drainage Works Approval issued by Nova Scotia Environment.

Driveway culvert construction and maintenance is the responsibility of the property owner although all construction must be approved by the Municipality.

Infrastructure

Wastewater Infrastructure

MODL maintains 3 wastewater treatment plants, located in New Germany, Cookville and Conquerall Bank as well as 5 sewer collection systems, located in New Germany, Cookville, Hebbville, and Conquerall Bank – Riverside and Shore Drive sewer collection systems.

Each of these locations have their own approved sewage treatment plant except for Hebbville, which is connected to the Town of Bridgewater's system that also provides sewage treatment.

The Municipality operates a septage disposal and treatment facility - through the Lunenburg Regional Community Recycling Centre – that is used by licensed septic tank waste haulers.

All municipal public sewer systems are maintained and operated through the property taxes of each property connected to either system.

New Germany Wastewater Treatment Plant & Sewer Collection System. The New Germany Wastewater Treatment Plant (WWTP) was constructed in 1978. Significant improvements and upgrades were completed in 2009. In 2010 and 2011, collection system upgrades on various gravity lines and manholes were made. Pump and panel upgrades were completed on pump stations PS1, PS2, PS3, PS4 and PS5 in 2011. A diesel-powered electric generator and effluent discharge pump were installed in the fall of 2015.

The plant is an extended aeration treatment system consisting of grit removal, a grinder, an aeration basin, secondary sedimentation, UV disinfection and an aerated sludge tank.

The collection system consists of gravity mains and 6 pumping stations serving commercial, institutional, and residential properties. Approximately 264 municipal sewer connections exist in New Germany. The WWTP operates at approximately 60% capacity on average.

Cookville Wastewater Treatment Plant & Sewer Collection System. The Cookville Wastewater Treatment Plant (WWTP) was constructed in 2006. The plant includes treatment using preliminary screening, denitrification, aeration, membrane filtration, and UV disinfection.

The collection system consists of gravity mains and two pumping stations serving development consisting of 20 connections for commercial, institutional, and residential properties. The WWTP operates at approximately 25% capacity on average.

Conquerall Bank Wastewater Treatment Plant & Sewer Collection System. The Conquerall Bank Wastewater Treatment Plant (WWTP) consists of two previously separated WWTPs: the Riverside WWTP and the Shore Drive WWTP.

The Riverside WWTP was originally constructed in the 1970s and the Shore Drive WWTP in 2004. The two treatment plants were combined and upgrades were completed in 2015 which became the Conquerall Bank WWTP. The Conquerall Bank WWTP consists of primary tank and recirculation tank both with effluent filters, textile filter pods and UV disinfection. A project to install a propane-powered electric generator is underway with an expected completion in the fall of 2020.

The Riverside Heights collection system is a gravity system with 22 residential connections. The collection system along Shore Drive consists of septic tank effluent pump (STEP) systems servicing 11 residential properties and a pressurized force main. The WWTP undergoes plenty of inflow and possibly infiltration despite a concerted effort to minimize those sources of influent. In dry weather, the WWTP operates at approximately 70% capacity.

Hebbsville Sewer Collection System. The Hebbsville collection system consists of 3 pumping stations that pump flow to the Town of Bridgewater collection system then the treatment plant. There are 34 industrial, commercial, and residential connections to the collection system.

Transportation Infrastructure

The Municipality's Road Improvement Policy guides the decision-making process with regards to improvements to municipal public and provincially cost-shared roads.

The Municipality of the District of Lunenburg currently owns and maintains approximately 11km of public roads within the Municipality, most of which were created through subdivision or by a transfer from public ownership after April 1, 1996. There are currently thirty-one Municipally owned public roads.

Policies, Bylaws, Plans, and Strategies Related to Engineering and Public Works

- Policy 031 Intersection Street Light Policy
- Policy 035 Street Lights
- Policy 072 LaHave River Straight Pipe Replacement Program
- Policy 075 Road Improvement Policy
- Policy 080 Minimum Lot sizes with Central Sewer
- Policy 084 Specifications and Design Requirements for Water and Sewer Systems
- Policy 085 Municipal Road Design and Construction Standards
- Policy 086 Stopping Sight Distance Chart
- Policy 087 Standard Details for Public Roads and Private Designed Roads
- By-law 001 Street Improvement
- By-law 011 Municipal Sewer
- By-law 012 Shore Drive Wastewater Management District
- By-law 034 LaHave River Wastewater Management District
- By-law 036 Subdivision By-law
- By-law 040 Private Roads By-law

Economic Development Department

Council Strategic Priorities 2020-21 Related to Economic Development

Economic Development – Rural Internet. Complete Hemford Fibre Extension Project (CTI); Complete the Tancooks & Whynott's Settlement Fixed Wireless Project; Continue TNC Fixed Wireless (CTI) project tower approvals and installations; Designing new potential internet expansion projects with partner ISPs.

Economic Development Services

The Economic Development Department's work focus is to facilitate the achievement of business objectives by fostering an environment suitable for the growth of existing businesses and to assist new businesses locate or expand in the District of Lunenburg.

Services for existing businesses.

- Assist with answers/solutions to any questions or issues that pertain to your growth objectives
- Provide referrals to appropriate government assistance
- Identify and help with red-tape reduction
- Promote Entrepreneurship
- Organize and/or support sector development initiatives: tourism, arts and culture, agriculture and food production, forestry, fishing
- Support Business Networks
- Source the information and contacts necessary for you to succeed in today's competitive global economy by expanding your business internationally
- Facilitate your access to affordable marketing and promotion media
- Increase awareness of your business and its exposure through marketing initiatives

Services for the business investor. The Department offers information on both business and residential investment and provides detailed information to companies wanting to make informed decisions on site selection. Through partnerships, we work to create and maintain an environment conducive to regional development initiatives. The Economic Development staff can assist clients in all phases of the site selection process. Our Investment Readiness Asset Inventory and Community Profile, prepared to the highest standards of the industry and easily accessible on our Economic Development website – www.lunenburgdistrict.com, provide all the information one needs for making an investment decision.

Internet Service Project

Access to high-speed Internet for residents of the Municipality remains a priority for Council. Council is pursuing multiple avenues for expanding internet service, with a total investment of \$3,791,000 expected over the next two years, affecting up to 2,000 residents.

Policies, Bylaws, Plans, and Strategies Related to Economic Development

Economic Development Strategic Action Plan. The Strategic Action Plan establishes a framework and guideline for economic development activities to be undertaken by the Municipality. It was developed following an independent review of the previous Economic Development Strategy (2009) and Action Plan (2010). The strategic directions were developed following two interactive workshops with the Municipal Council which focused on identifying economic development directions, opportunities, and priorities.

Internet Connectivity Strategy. Though Internet is not identified as a municipal responsibility in the Municipal Government Act, the Municipality has been one of the leaders in responding to community outcry. Access to high-speed Internet is of critical importance to the Municipality, and a key priority for our Council. The Municipality has taken a very active role in researching the issues with current Internet service and developing solutions. This work has been critical in learning about options available to the Municipality, and about leveraging funding and opportunities to attract partners. The Strategy considers the provincial government's recently released Internet strategies, the I-Valley report financially supported by the Municipality, and

builds on the knowledge and partnerships the Municipality has developed in pursuing the short and long-term funding opportunities. It is based on Council and Committee discussions, public engagement, research with various partners, Provincial and Federal funding opportunities and reports, and practical experience gained with the Sweetland pilot project.

Finance Department

Council Strategic Priorities 2020-21 Related to Finance Department

Sound Finances – 5-Year Financial Strategy – Continued implementation of the strategy including maintaining stable tax rates and capital planning to be debt free by 2021.

Services

The Finance Department is responsible for:

- Financial planning and control with a focus on long-term strategic outlook for the Municipality delivered through six main areas of accountability
- Treasury portfolio management of all investments, cash assets, banking relationships and debt management
- Risk management - all insurance purchases, claims management and risk control
- Financial policy and strategic analysis - research and development including tax policy, economic analysis, and performance bench-marking
- Financial management system coordination - systems development and maintenance
- Financial planning and budgets - providing financial planning, monitoring, and reporting for the Municipality

Financial services include accounts payable, accounts receivable, taxes, payroll, procurement, and general ledger.

Policies, Bylaws, Plans, and Strategies Related to Finance

Five-year Financial Strategy. In February 2018, the Municipality accepted a modified Debt Affordability Model as its Five-Year Financial Strategy. The development of a Five-Year Financial Strategy gives Council the ability to see how current and planned projects affect the Municipal budget and in turn, the tax rate, going forward. It is a tool that can be used to help communicate why decisions are made and their effect on the Municipality's finances. It gives Council a solid model to be used as a budgeting tool going forward. The development of the strategy focused on:

1. being debt free by 2021;
2. the desire to maintain stable tax rates;
3. the ability to add special rates for new infrastructure projects as required; and
4. the desire to carefully manage the reserves and continue to fund current commitments.

- Policy 006 Loan Guarantees for Community Organizations
- Policy 009 Payment of Taxes by Installments
- Policy 012 Tax Exemption/Reduction Policy
- Policy 034 Pro-ration of Sewer Area Rates Policy
- Policy 049 Property Tax Rebate
- Policy 058 Municipal Fee Policy
- Policy 062 Capital Debt Policy
- By-law 013 Capital Cost Recovery Charges for Water Systems
- By-law 016 Deed Transfer Tax
- By-law 008 Fire Department Tax Exemption
- By-law 009 Full Tax Exemption
- By-law 010 Partial Tax Exemption

Planning and Development Services Department

Council Strategic Priorities 2020-21 Related to Planning and Development Department

Sustainable Planning – Climate Emergency Response. Complete inventory of greenhouse gases and establish a community committee to guide municipal climate response.

Sustainable Planning – Flood Mitigation. Continue floodplain mapping, including continued study of flood risk in the Petite Riviere Watershed, public engagement on floodplains and land-use policy, in conjunction with provincial requirement for mandatory planning.

Services

Planning Services. Within the Municipality of the District of Lunenburg, community planning has been accomplished through the management of land development to preserve and enhance the quality of life within a community. The management of land development involves consideration of infrastructure requirements (sewer, roads), land patterns, and a community's perception of how they want their community to grow.

Provincial legislation, under the Municipal Government Act, enables Council to do this through the adoption of a Planning Strategy and Land Use By-law (commonly referred to as Zoning). Presently, the Municipality has seven Planning Strategies and Land Use By-laws. Each Planning Strategy and Land Use By-law reflects how each of the communities wants growth to occur within their respective areas.

Building Inspection Services. Building permits and competent building practices along with professional builders ensure a minimum standard for housing. Effective April 1, 2017 the 2015 National Building Code of Canada has been adopted for use in all Municipalities in Nova Scotia. A system of permit approvals and inspections are used to make sure the requirements of the Building Code are achieved. Except for a very few exemptions, all residential, commercial, industrial, and institutional buildings constructed, altered, re-located, or demolished in the Municipality require a municipal building permit.

Fire Inspection Services. Fire Inspectors, which municipalities are required to have according to the Fire Safety Act of Nova Scotia, carry out inspections on the following:

- Assembly occupancies - churches, community halls, licensed establishments, restaurants, theatres, arenas, gyms, museums...
- Residential occupancies containing 4 or more dwelling units - apartments, motels...
- Business and personal service occupancies - offices, banks, and service shops
- Mercantile occupancies - stores, markets, and retail outlets
- Industrial occupancies - workshops, factories, warehouses, garages, gas stations...

The Fire Inspector ensures that these occupancies are complying with the National Fire Code of Canada and provides information on fire safety and fire emergency planning.

Property Assessed Clean Energy Program. The Municipality of the District of Lunenburg has partnered with Clean Foundation and the Province of Nova Scotia to provide Clean Energy Financing, also known as Property Assessed Clean Energy (PACE) financing.

The financing allows homeowners to install clean energy upgrades such as insulation, energy efficient windows and doors, as well as high efficiency heat pumps and solar panels as part of the program. A Home Energy Assessment determines what upgrades a home is eligible for.

We offer a low lending rate (4%) for the upgrades and the ability to spread installment payments over a period of 10 years, repayable through charges attached to their property. Should the home sell, the remaining payments become the obligation of the new homeowner. Lump sum payments can be made at any time without penalty. The financing is available on a first-come-first-served basis annually.

Policies, Bylaws, Plans, and Strategies Related to Planning and Development

- Policy 007 Dangerous and Unsightly Property
- Policy 015 Land-Use Bylaw Violations
- Policy 016 Development Agreement Inspections & Violations
- Policy 026 Policy Respecting a System of Fire inspections
- Policy 027 Heritage Property Alterations
- Policy 032 Enforcement Policy
- Policy 066 Public Engagement Policy
- Policy 067 PACE Program Clean Energy Upgrade Standards
- Policy 068 PACE Program Lending Rate
- Policy 069 Antenna Siting Protocol
- Policy 074 Unsightly Premises Clean-up Assistance Program
- Policy 078 Subdivision Application Form
- Policy 079 List of Existing Private Schedule B Roads
- Policy 080 Minimum Lot Sizes for Lots with Central Sewer
- Policy 081 Subdivision Approval Notice Form
- Policy 082 Application Form for Repeal of Subdivision
- Policy 083 Repeal of Subdivision Notification Form
- Policy 084 Specifications and Design Requirements for Water and Sewer
- Policy 088 Areas Where New Public Roads Are Permitted
- Policy 090 Planning Advisory Committee Policy

- By-law 004 Heritage Property
- By-law 018 Building Code
- By-law 030 Civic Address
- By-law 031 Property Assessed Clean Energy Program By-law (PACE)
- By-law 036 Subdivision By-law

Municipal Planning Strategy

The intent of the existing Municipal Planning Strategy is to provide land use control. In the past, zoning regulations applied only when a community or the Council requested. As such, there are seven secondary planning strategies with corresponding land use by-laws in force currently in the Municipality, with an eighth by-law (Hemford Forest) in the final stages of approval. With the new MODL2040 project, the Municipality is moving towards having one Municipal Planning Strategy and one Land Use By-law that would cover the entire jurisdiction, providing consistent rules for land development in the Municipality.

Secondary Planning Strategy & Land Use Bylaw

- By-laws 023 & 024 Blockhouse
- By-laws 027 & 028 Hebbville
- By-laws 043 & 044 Hemford Forest (*pending Council approval)
- By-laws 005 & 006 Lunenburg Municipal Industrial Park
- By-laws 037 & 038 Oakland
- By-laws 020 & 021 Osprey Village
- By-laws 032 & 033 Princes Inlet & Area
- By-laws 014 & 015 Riverport & District

Integrated Community Sustainability Plan. The Integrated Community Sustainability Plan (ICSP) (2010) was seen as an opportunity to integrate the Municipality’s decision-making, by giving greater consideration to how a number of its current policy and infrastructure choices are encouraging or discouraging a viable future for residents living here thirty years from now. A series of nine strategic goals were advanced with corresponding action items aimed at protecting the natural environment and sustaining the socio-economic viability of our communities.

Municipal Climate Change Action Plan. The Municipal Climate Change Action Plan (MCCAP) (2013) was a project which was used to identify how well local governments are prepared to respond to future climate hazard events in an effective way; and also how examine how they can best alter existing policy, programs and municipal infrastructure decisions, so as to mitigate against increased risks, resulting from the hazards associated with climate change.

Local Climate Change Action Plan. In early 2019, a petition was circulated by municipal residents asking Council to declare a climate emergency. A climate emergency is a declaration made by an organization or group in recognition of the fact that the risks posed by climate change are both serious in nature and require urgent action. This was followed by a presentation to council by a group of citizens and ultimately led to council declaring a climate emergency on October 19th, 2019.

Recreation

Council Strategic Priorities 2020-21 Related to Recreation Department

Invest in Infrastructure – Expand Recreational Infrastructure. Continued development of recreation facilities: River Ridge Commons, Osprey Village Trail, MARC improvements, and LaHave Sunset Park.

Services

Active Living. To help communities in our municipality become more physically active, the Municipality of Lunenburg became a partner in the Municipal Physical Activity Leadership (MPAL) program. Working with the Nova Scotia Department of Communities, Culture and Heritage, and other key decision-makers, the Active Living Coordinator promotes physical activity and led the creation of a Physical Activity Strategy that is specific to the challenges and opportunities in our Municipality.

The Municipality of Lunenburg has realized the necessity and benefits of active transportation and developed an Active Transportation (AT) Plan specific to the Municipality in 2010. Our AT Plan involved extensive community consultation and focuses on the rural nature of our municipality. It can be challenging to develop AT in a spread-out community such as ours, but the benefits that can be realized are certainly worth it!

Currently, the Municipality is focusing on the implementation of the AT Plan, with the Active Living Coordinator being the key contact for these projects.

The Nova Scotia Active Smarter Kids (ASK) Project is a unique collaboration between multiple levels and departments of government including; the Municipality of the District of Lunenburg (MODL), the South Shore Regional Centre for Education (SSRCE), the Health Promoting Schools Partnership (HPS), the Nova Scotia Department of Communities, Culture, and Heritage, and the Nova Scotia Department of Education and Early Childhood Development.

Since September, 2018, the NS ASK Project has been piloting and evaluating the effectiveness of physically active learning/lessons (PAL) as a feasible and desirable way to increase elementary school children's daily physical activity (PA), while reinforcing learning in key subject areas such as mathematics and language arts.

The NS ASK Project has now moved out of piloting PALs to more sustained implementation of this health-promoting teaching and learning method. With funds committed for the duration of the 2020-2021 school year, the NS ASK Project Lead now has the mandate to support the implementation of ASK lessons across all schools located within the SSRCE, and in other regional centres for education across Nova Scotia.

Trails, Parks and Open Space. In addition to numerous parks, trails and open spaces owned and managed by MODL, there is also approximately 110 kilometres of former rail line in the District that is managed and maintained as shared-use trail by six active community groups. Trail users include pedestrians, bicyclists, Off-Highway Vehicles (OHVs) and horses.

- Bay to Bay Trail Association - 10 km between the Towns of Mahone Bay and Lunenburg – 1 km between Sawpit Road and Garden Lots.
- Dynamite Trail – 10 km from Martin's River to the Town of Mahone Bay.
- Adventure Trail – 15 km from Mahone Bay to Bridgewater.
- South Shore Annapolis Valley Recreational Trail – approximately 35 km within the District – 125 km overall.
- LaHave River Trail Association - 17 km completed, and 4 km to go! Sections are still under development (no through connection) from Bridgewater to New Germany.
- Bull Run Trail Association – 27 km from Bridgewater to the Region of Queens.

The Municipality has a Trails and Open Space Coordinator who works closely with community trail and park groups. This includes preparing budgets, assisting with construction planning, management, and maintenance planning, researching various government funding programs, and submitting applications. Additional duties include increasing the public awareness on the benefits of trail use and development, and acting as a resource for trail development issues.

Many of our parks and trails (listed below) are managed and maintained in partnership with community not for profit organizations. These volunteer organizations have made significant commitment to outdoor opportunities in their local communities. They had added significantly to the outdoor assets that MODL can offer to residents and visitors.

Infrastructure

Parks, Playgrounds, and Trails.

- Arthur Young Trail
- Indian Falls Park
- Church Lake Park
- Sucker Lake – managed by community group
- Indian Path Common – Guided by Committee of Council
- LaHave Sunset Park
- MARC
- Miller Point Peace Park – Guided by Committee of Council
- Molega Lake Park – Managed by community group
- Mushamush Beach Park
- Pine Grove Outdoor Park – Managed by community group
- River Ridge Common
- Sawpit Wharf – Guided by Committee of Council
- Rose Bay Wharf Park – Managed by community group
- United Communities Marine Park – Managed by community group
- Wiles Lake Park
- Old Southeast Cove Wharf Park

Existing Infrastructure Policies, Bylaws, Plans, & Strategies

- Policy 043 Community Grants Program/Sponsorship Request
- Policy 048 Designated Community Project Fund

Open Space Strategic Plan. The Open Space Strategic Plan (OSSP) is used as a tool to help guide the acquisition and disposal of property, as well as management and development of parks and trails. It had been developed first in 2003 and updated in 2013. The OSSP will be updated in 2021 to reflect new or changed demographic data as well as the priorities of community, staff, and Council.

Active Living Strategy. Through the Active Living Strategy, MODL is striving to create and sustain a culture that supports healthy, active lifestyles throughout the lifespan. The Municipality of the District of Lunenburg strives to build strong working partnerships with the community in a spirit of collaboration with our regional partners. As a rural municipality, we value and enjoy access to the pristine natural beauty of our region's coastline, lakes, and forests. Healthy, active lifestyles are built on a strong volunteer base and social connection that enhances the quality of life in our region. We embrace our rural communities, which are caring, productive, and engaged. There are equitable opportunities for everyone to access recreation, through a mix of structured and unstructured play for all ages and demographics. Inclusive and welcoming access to places and spaces promotes social interaction and the pure joy of participation, with recreation opportunities for all.

Active Transportation Plan. By creating a well-connected, safe and functional Active Transportation Plan, the District of Lunenburg can encourage a more active, healthy lifestyle. Active transportation enhances quality of life, attracts business and knowledge workers to a community and contributes to economic development. Active transportation includes walking and biking, but also in-line skating, jogging, skateboarding and the use of motorized personal mobility devices such as powered wheelchairs or medical scooters. The Active Transportation Plan for the Municipality of the District of Lunenburg provides:

- an inventory of existing active transportation infrastructure;
- mapping of proposed active transportation infrastructure improvements;
- a 20-year phased approach for implementation, identifying priorities and including cost estimates;
- an active transportation policy statement;
- proposed changes to the subdivision bylaw; and
- suggestions for funding.

The plan is based on an analysis of local conditions, a review of existing policies and by-laws, best case active transportation practices, and community consultation.

Drinking Water Protection

A safe supply of drinking water is a basic requirement for all Nova Scotians. Although the Municipality does not have its own municipal water supply, about 11.2 million litres of drinking water flows from the Municipality to the Towns of Bridgewater, Lunenburg, and Mahone Bay every day. Figure 6 shows the supply and demand of drinking water for each town. Simultaneously, communities such as Garden Lots, Hebbville, Osprey Village, and Wileville benefit from the extended water services from the towns' Water Utilities.

The **Environment Act** defines the boundary of Protected Water Areas and the permitted activities within the prescribed areas. While the natural watershed of Oakland Lake is entirely covered by the environmental **Protected Water Area Regulations**, tens of thousands of hectares of lands remain unprotected. Most of the protected water areas are not zoned as well. Those un-zoned areas must be designated with a new zone under the new Municipal Planning Strategy, which requires a new set of policy statements and zoning regulations.

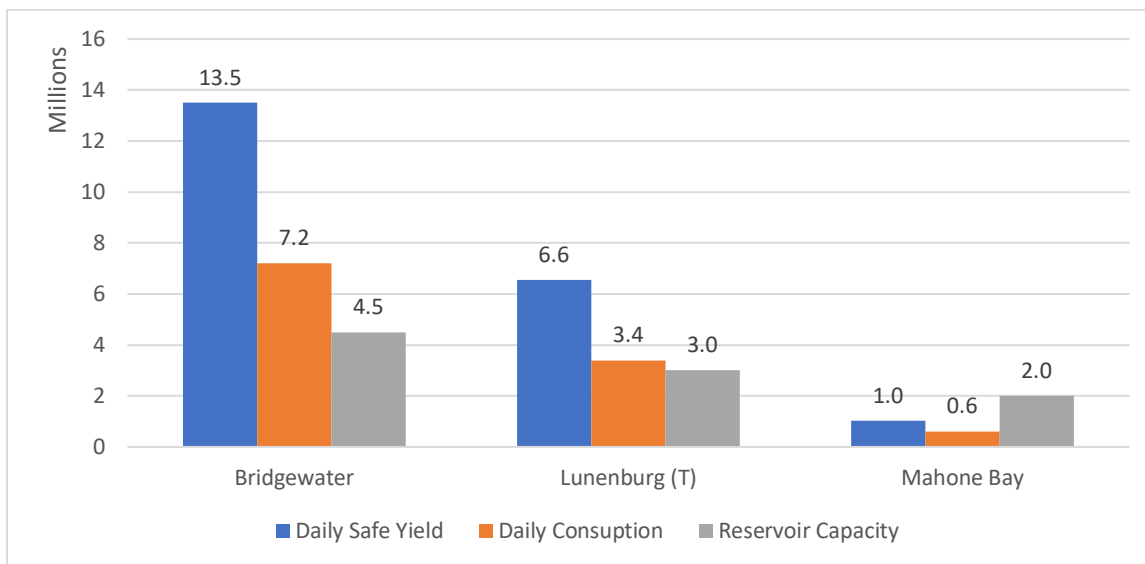


Figure 6. Daily water consumption and capacity of each Protected Water Area in million litres.

Coastal & Inland Flood Risk Mitigation

With the rising sea level, sinking lands, and strengthening storms, the risk of coastal and inland flooding is becoming higher in the Municipality. The recent experience with Hurricane Dorian on September 7, 2019 was alarming for the majority of residents living on the coast, as the storm increased the sea level as much as Hurricane Juan did in 2003. As the impact of the climate change becomes more evident, the Municipality must brace for the storm.

Municipality has been working on identifying flood risk areas. With a LiDAR mapping completed, a consulting firm is producing the complete inventory of inland flood risk area, which will be used for identifying floodway and floodway fringe areas. Consideration must also be given to the Coastal Protection Act, in which the Province will determine a buffer distance from the seashore.

Climate Emergency

In early 2019, a petition was circulated by municipal residents asking Council to declare a climate emergency. A climate emergency is a declaration made by an organization or group in recognition of the fact that the risks posed by climate change are both serious in nature and require urgent action. This was followed by a presentation to council by a group of citizens and ultimately led to council declaring a climate emergency on October 19, 2019.

Climate change is defined as a change in global or regional climate patterns, over a period of time. It can encompass a variety of climate factors such as temperature, precipitation, and wind patterns and can have different effects in different places around the world. It is widely agreed that the causes of climate change are the result of human activities and principally are due to the creation of greenhouse gas (GHG) emissions from burning fossil fuels.

If action is not taken to reduce GHG emissions, or if emissions continue to rise, it is expected that strong and widespread impacts will be felt across the globe increasing in effect over the next 80 years. Although impacts may be felt more strongly in certain parts of MODL than others the likely impacts of climate change will include but are not limited to:

Sea Level Rise, Coastal Flooding, Erosion and Storm Surge Events

Associated with anticipated rising of sea levels along the coast of Nova Scotia are the greater risks for coastal flooding, coastal erosion, and storm surge events (ACAS, 2012). Due to a higher sea-level, events of coastal flooding are expected to increase (MCCAP, 2012), while extreme storm events are predicted to become more frequent (Nova Scotia, 2009): storm surges could become more powerful and inflict greater damage to both coastal homes, businesses, critical public infrastructure (i.e. roads, bridges, power lines, and treatment plants) (ACAS, 2012).

Precipitation and Temperature Changes

By the year 2050, it is estimated that average annual temperatures could increase by 1.7 degrees Celsius within MODL (climate atlas) In addition the number of hot days (days with a temperature 30°C or higher) will rise from 3.6 per year to 10.7. Precipitation is also expected to change in terms of type and frequency. While precipitation levels are expected to stay approximately the same as previous levels, precipitation intensity is predicted to rise (Nova Scotia). This means that while we may expect to receive the same amount of annual precipitation, it will come in larger events but fewer events. This can have impact on infrastructure and water availability for residents on wells.

Hurricanes

Although hurricanes are not expected to increase in frequency, they are expected to increase in intensity due in part to higher sea levels and warmer ocean temperatures associated with climate change. As hurricanes increase in size so too will their impacts with stronger winds, higher storm surges, and longer lasting storms all expected.

Drought

While the province is expected to receive more annual precipitation as a result of climate change, an increase in annual temperature - especially in the summer months - means a higher rate of evaporation and an overall decrease of water and surface water levels. A decline in surface water levels has multiple detrimental impacts associated with it such as a decrease in drinking water quality, a risk of seawater contamination in freshwater wells as sea levels rise and the water table falls amongst coastal communities and a decrease in the quantity of freshwater available for consumption.

Although humans have already had an impact on the climate it is still possible to avoid the worst impacts of climate change by reducing our emissions and limiting the warming of the planet. The 5th IPCC report makes clear that if we wish to avoid these impacts, we must limit warming to 1.5°C which will require us to significantly reduce our emissions and reach net zero by 2050.

In order to reduce emissions and in recognition of the climate emergency declared in 2019 MODL has joined the Partners for Climate Protection program (PCP) through the Federation of Canadian Municipalities. The PCP program is made up of five milestones which will help guide the municipality and its residents through GHG emissions reduction. The five milestones are:

1. Create a Municipal operations and Community GHG emissions inventory
2. Set an emissions reduction target
3. Create a Local Action Plan
4. Implement the local action plan
5. Monitor results

While each milestone of the program feeds into the next the most important aspect of the PCP plan is the creation of a local action plan to set the pathway for local GHG emissions reductions.

Within MODL this will take the form of a Local Climate Change Action Plan (LCCAP) which will set out emissions reduction activities for all aspects of municipal operations as well as plans and policies to help community members and businesses reduce their GHG emissions.

Conclusion

The impacts of climate change will be felt by all residents of MODL over the next 80 years with increasing intensity as emissions rise. By reducing our GHG emissions both within the community and as part of municipal operations we can help do our part to reduce the impacts of climate change and help ensure MODL remains a healthy, desirable community.