

AGENDA
POLICY & STRATEGY COMMITTEE MEETING

Bridgewater, NS

Tuesday, April 16, 2019 - 9:00 a.m.

Time & Page

1. CALL TO ORDER
2. ANNOUNCEMENTS, ACKNOWLEDGEMENTS, RECOGNITION
3. PUBLIC INPUT (15 Minutes)
4. APPROVAL OF AGENDA – Added Items
5. APPROVAL OF MINUTES – March 19, 2019 (as circulated)
6. BUSINESS ARISING FROM MINUTES – NIL
7. PRESENTATIONS
 - 7.1 Litter Clean Up Groups in Lunenburg County – Angela Taylor, 9:15 a.m. 1-8
Outreach & Compliance Officer & Stephanie Smits, Outreach &
Communication Supervisor
 - 7.2 Murray Crouse – Western Woodlot Services Co-op 10:15 a.m. 9-14
8. STAFF REPORTS
 - 8.1 Engineering Department
 - 8.1.1 Amendments to the Shore Drive Wastewater Management 15-25
District By-law
 - 8.2 Administration Department
 - 8.2.1 Strategic Priorities Update 26-29
 - 8.3 Recreation Department
 - 8.3.1 Trails Update – Laura Barkhouse, Trails & Open Space Coordinator..... 30-33
 - 8.3.2 Central Nova ATV Club – Request for a Letter of Support.....34
 - 8.3.3 Sponsorship Ad Request – The Rose Fund Dinner & Auction..... 35-37
9. MAYOR’S/DEPUTY MAYOR’S/COUNCILLORS’ MATTERS
 - 9.1 Relationship Between MODL Tax Rebate & Provincial Property Tax38
Rebate – Councillor Eric Hustvedt
10. ADDED ITEMS - NIL
11. IN CAMERA - NIL
12. NEXT MEETING – May 21, 2019 – 9:00 A.M.
13. ADJOURNMENT



Litter Clean Up Groups in Lunenburg County

Earth Day Litter Challenge

Began in 1999, Lighthouse Publishing staff challenged CKBW radio staff to clean up litter in Bridgewater. CKBW accepted and invited Town residents to join too.

The waste site in Whycott's Settlement supplied litter bags and GEs All Trucking offered to collect the filled bags.



By 2002: participation had grown; Region 6 Solid Waste Management began registering groups and giving away bags provided by Clean NS.

Community groups, schools, businesses and church groups throughout Lunenburg Co. continued to do litter clean ups every April.

2008: The Community Recycling Centre began to register groups, provide bags, gloves. Bags collected by GEs.

In 2018, participation included:

2,000+ residents

43 groups

38 communities

Most schools in Lunenburg County



Many Dedicated Groups

South Shore Wildlife Association has been involved for the past 10 years.

In 2018, SSWA:

Spent 91.5 hours collecting litter

Covered 10 kms of roadway

Filled 186 bags, gathered dozens larger items

Cleaned up 4 communities

Other Long-Standing Groups:

Women Unlimited (NSCC)

Nature's Reflections Landscaping

La Have River Credit Union

2nd Maitland Beavers & Cubs

The ARK

Small World Learning Centre

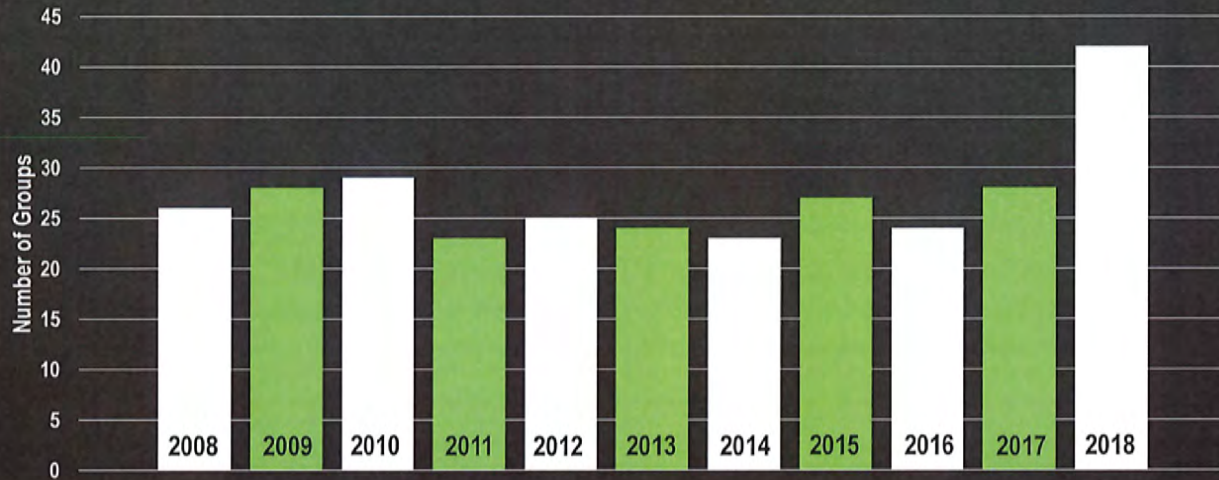


Litter Bags Lined Up Along Highway 325

The MJSB awarded SSWA with a Certificate of Recognition in 2015.



Litter Group Numbers 2008 - 2018



Adopt a Highway Program

Established in 1992:
Organizations, volunteer groups and businesses collect litter from roadsides and interchanges.

170 groups cover 1,000 kms of road Province-wide.

Community Recycling Centre accepts all wastes collected by area groups free of charge.



12 Lunenburg County Groups:

- La Have River Watershed Enhancement Foundation
- New Germany & Area Lions Club
- Rhyno's Limited
- Hill 'n Dale 4-H Club
- Millennium Solutions
- St. John's United Church
- Rotary Club Lunenburg
- Riverport & District Lions Club
- Friends Crescent Beach, Green Bay & Area Society
- Coastal Cruisers
- Broad Cove Community Association
- Alexander Family

2019 Earth Day Litter Challenge Wednesday, April 24

Groups can register and receive bag pick up anytime before or after the 24th.

Groups that submit pictures of their most unusual or interesting litter could win prizes!

To register, call (902) 543-2991.



Common Causes of Litter

- Rejected waste / Unsorted waste
- Unsecure loads / Unintentional
- 'Out the window' syndrome

People know that littering is wrong but since laws are not enforced it's not taken seriously

Unsecure Loads / Unintentional Litter



Signs developed and posted along HWY 325 (Whynott's Settlement) and Mullock Road.

47 Unsecured Load Warnings issued. Tarps and ties available for purchase at scale house.

'Out the Window' Syndrome

Learned behavior

Prevention through Enforcement

3 reports of litter in 2018

- ❖ 2x with a witness
- ❖ 1 x name found in a bag

All three tickets were paid



Post signs on Hwy 325

South Shore Wildlife
Association cleaned up 125 bags
of litter in 2018

Litter Traffic Stops with the
RCMP Community Police
Officer 2019

Community Litter Committee

Start media/social media
campaign

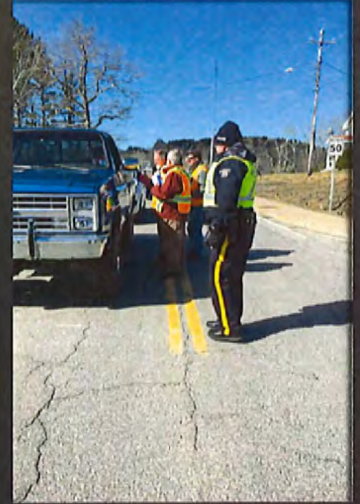
WARNING

LITTER WATCH IN EFFECT

**VIOLATORS MAY BE FINED
UP TO \$452.00**



REPORT A LITTERER TO (902) 543-2991



Prevention
through
Enforcement

LITTER EXCUSE

“ I couldn't find a bin”



**There is no excuse for littering!
Find a bin or take it home.**

Litter and face a fine up to \$697.00

#novascotiadoesntlitter

Prevention
through
Enforcement

REPORT A LITTERER

A 2.00 coffee could cost you hundreds



There is no excuse for littering!
Find a bin or take it home.

Report a litterer (902) 543-2991

What? When? Where? Plate #

#novascotiadoesntlitter

Illegal
Dumping
Awareness

REPORT ILLEGAL DUMPING

What? When? Where

This could have been placed for curbside collection,
instead it was illegally dumped!



Illegally Dump and face a **fine up to \$1272.50**

Call (902) 543-2991


Questions?

Stephanie Smits – Outreach &
Communication Supervisor

Stephanie.smits@mjsb.ca

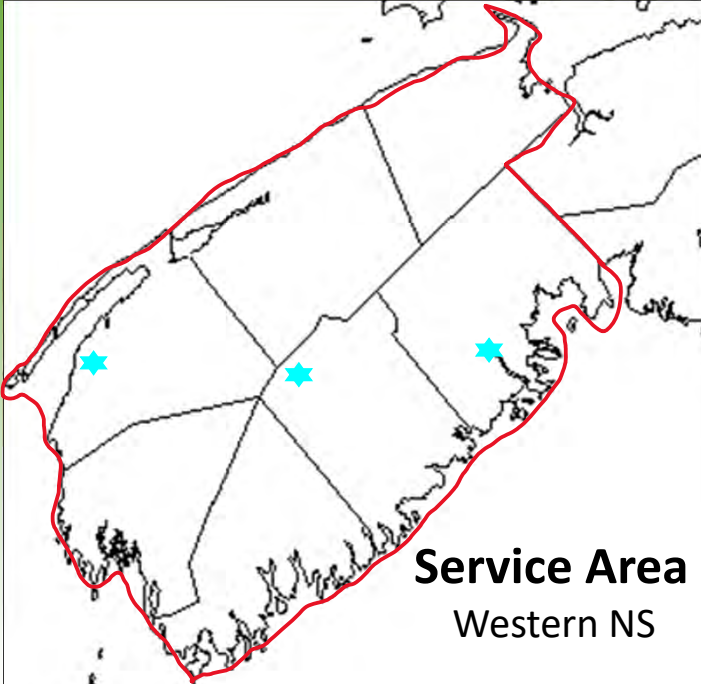
Angela Taylor – Outreach &
Compliance Officer

Angela.taylor@mjsb.ca



Our Mission:

- ❖ To provide forest management services that meet the *economic, environmental and social* objectives of private woodlot owners throughout the seven western counties of Nova Scotia



Service Area
Western NS

1

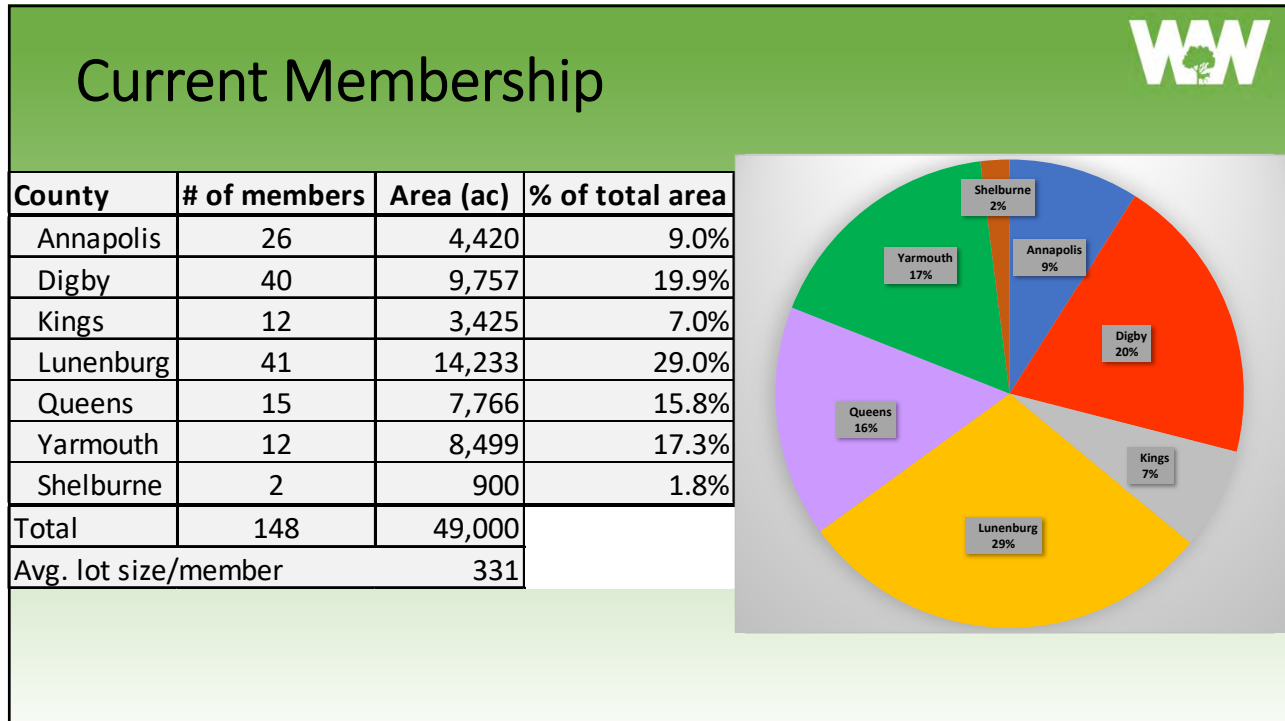
'One stop shop'

- Full range of forest management and operational services for our members, such as:

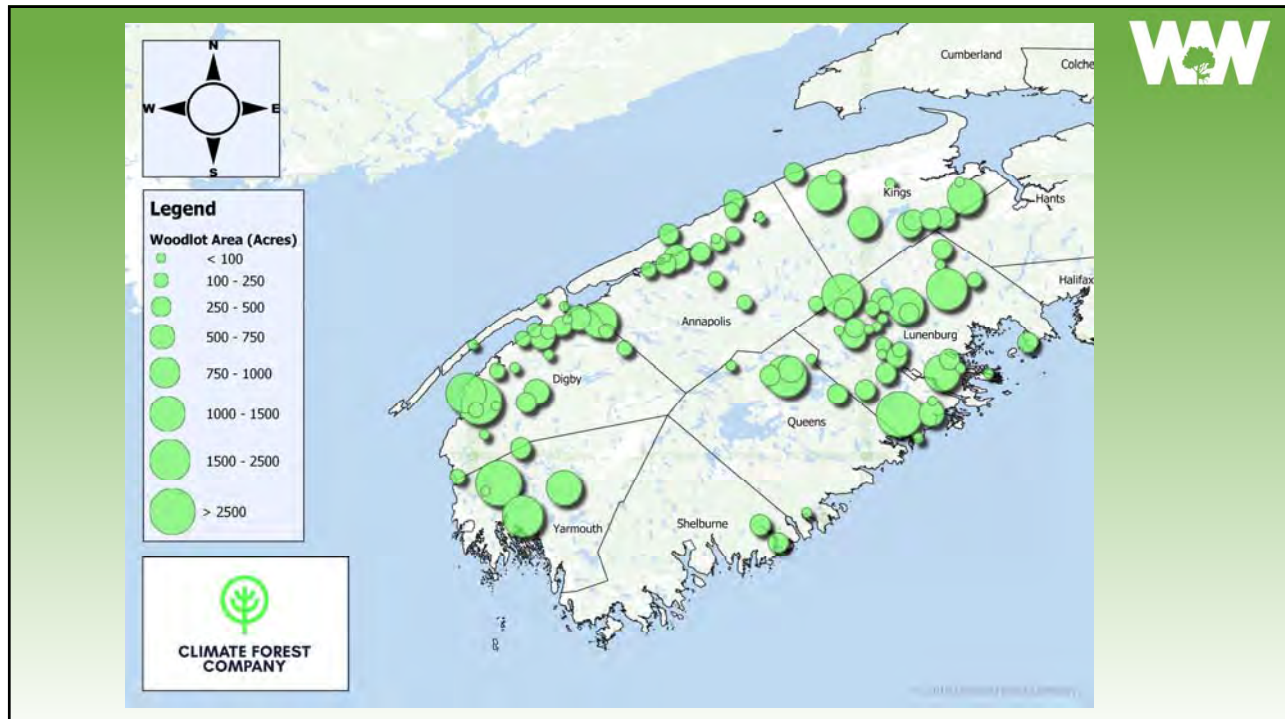
- Advice & consultations
- Timber cruising & evaluations
- Management & operational planning
- Forest certification (FSC)
- Silviculture / forest improvements
- Harvesting, supervision, trucking & marketing



2



3



4

Objectives

- To **increase the number of woodlots** actively participating in forest management in western Nova Scotia
- To **create value** for the landowner
- To **stimulate economic development and strengthen rural communities**
- To maintain and **improve the health and diversity of the Acadian Forest** and the many values and benefits it offers
- To **support existing markets and promote development of new markets** for woodlot products
- To **support and promote existing and new contractors** to meet woodlot owner needs
- To work with partners to **improve understanding of the forest** and best ways to balance all forest values



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Wood Heat Conversion- Analysis project / feasibility study



Project Objectives:

- To investigate new markets for low-grade wood
- To identify existing buildings, as well as new sites, that show potential for wood heat installations or for the conversion of heating systems from fossil fuels to local wood fuel
- To build a business case (s) for the conversion of fossil fuel heating systems to wood heat and installation of new wood heat systems
- To develop a business model for wood supply and design, installation and operation of appropriate wood heating systems, for wood conversion and installation opportunities in Western Nova Scotia

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Technology



- Modern gasification technology
 - No smoke
 - Clean enough to operate in urban environments
 - Residue is pure carbon that is soil amendment
- 1-2 weeks of wood-chip storage on site
 - Delivery via custom trucking equipment
 - 1 year storage off site to ensure fuel quality, security
- Existing heating equipment retained for backup, emergency



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Business Model



- Heat Contracting Model
 - Contractor owns installation, provides heat at fixed rate
 - Eliminates capital costs, operating risks for facility owner
 - Lower capital costs; higher operating costs
- Supplier-Operator Model
 - Facility owner owns installation
 - Contractor hired to supply, operate and maintain installation at fixed rate
 - Lower operating costs; higher capital costs



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Local Economic Impact



One Typical Installation Results In...

- During Construction (one-time)
 - \$50,000 in wages
- During Operations (annually)
 - \$10,000 in wages associated with O&M
 - \$10,000 in wages associated with wood chip fuel production
 - \$41,000 total in direct, indirect and induced economic impact



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Example Installation



NB Municipal Aquatics Centre

- Description
 - 34,000 sq. ft.
 - 970,000 kWh annual heat consumption (120,000 litres oil eqv.)
- Proposed System
 - 540 kW boiler
 - 350 tonnes of wood chips per year
 - Reduce emissions by 240 tonnes/yr
- ~\$800,000 capital investment
- ~\$40,000/yr savings in heating bill compared to oil at \$1/litre

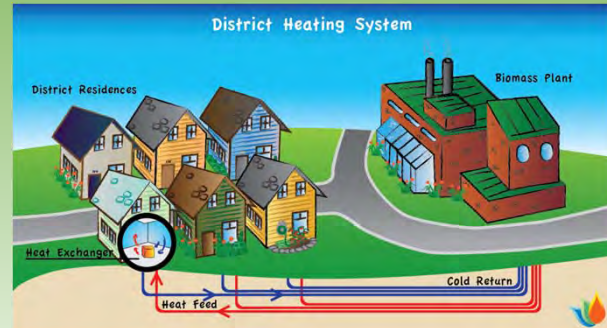


10

Capital Grant Programs



- **Green Infrastructure Program**
 - Federal; clean energy infrastructure; recurring
- **Provincial Cost Sharing**
 - Province of NS exploring conversion of prov buildings
- **Green Municipal Fund**
 - FCM; support sustainability initiatives; ongoing
- **Federal Gas Tax Fund**
 - Municipally controlled; annual



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Contacts

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Dale Prest

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**CLIMATE FOREST
COMPANY**

12

MEMORANDUM

TO: Policy & Strategy Committee
FROM: Satu Peori, Manager of Wastewater Services
DATE: April 16, 2019
RE: Amendments to the Shore Drive Wastewater Management District Bylaw

Amendments are required to the Shore Drive Wastewater Management District Bylaw to allow for the hook up of properties that can connect to the Shore Drive septic tank effluent pumping system for sewage treatment at the Conquerall Bank Wastewater Treatment Plant. The connection of these properties does not require any collection system infrastructure to be constructed by MODL.

This will provide an option for the property owners to connect to the Municipal Sewer System to comply with the LaHave River Wastewater Management District Bylaw.

Recommended Motion

“that the Policy & Strategy Committee recommends to Council that Municipal Council approves the proposed “A By-law Amending the By-law Respecting Shore Drive Wastewater Management District”, as presented, conducts First Reading of same on April 23, 2019 and gives Notice of Intent to conduct Second Reading on May 14, 2019”.

MUNICIPALITY OF THE DISTRICT OF LUNENBURG
A By-law Amending the By-law Respecting Shore Drive Wastewater Management District

First Reading: April 23, 2019
Second Reading: May 14, 2019

Be it enacted by the Council of the Municipality of the District of Lunenburg that the By-law Respecting Shore Drive Wastewater Management District be amended as follows:

- 1.0 Section 3 of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "which are as described in Schedule "A" hereto attached, and" between the words "of" and "shown" .
- 2.0 Section 3 of the By-law Respecting Shore Drive Wastewater Management District by deleting the text ""B" between the words "Schedule" and "hereto" and replacing it with the text "A".
- 3.0 Section 3 of the By-law Respecting Shore Drive Wastewater Management District by deleting the word "boundaries" between the words "the" and "are" and replacing it with the text "Wastewater Management District".
- 4.0 Section 3 of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "C" between the words "Schedule" and "The" and replacing it with the text "B".
- 5.0 Section 6 of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "Certificate of Approval" between the words "the" and "issued" and replacing it with the text "Approval to Construct and Operate".
- 6.0 Section 6 of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "Department of Environment and Labour" between the words "Scotia" and "and" and replacing it with the word "Environment".
- 7.0 Subsection 10(1) of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "Certificate of Approval" between the words "the" and "issued" and replacing it with the text "Approval to Construct and Operate".
- 8.0 Subsection 10(1) of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "Department of Environment and Labour" between the words "Scotia" and "and" and replacing it with the word "Environment".
- 9.0 Subsection 10(3) of the By-law Respecting Shore Drive Wastewater Management District by deleting the text "Certificate of Approval" between the words "the" and "and" and replacing it with the text "Approval to Construct and Operate".
- 10.0 Schedule "A" of the By-law Respecting Shore Drive Wastewater Management District by deleting the Schedule in its entirety and replacing it with a new Schedule "A".

- 11.0 Schedule "B" of the By-law Respecting Shore Drive Wastewater Management District by deleting it in its entirety.
- 12.0 Schedule "C" of the By-law Respecting Shore Drive Wastewater Management District by renaming it to "Schedule B" and by adding the following new PID Reference Numbers to the current list: 60425840, 60490273, and 60622818.

Annotation for Official By-law Book	Date of Adoption
Date of First Reading: Date of Advertisement - Notice of Intention	
Date of Second Reading: *Date of Advertisement of Amendments to By-law	
Date of mailing to Minister A Certified copy of By-law:	
<p>I certify that this "<i>By-law Amending the Respecting Shore Drive Wastewater Management District By-law</i>" was adopted by Council and published as indicated above.</p> <p>_____</p> <p>Sherry Conrad, Municipal Clerk</p>	
<p>_____</p> <p>Date</p>	
<p>*Effective Date of the By-law unless otherwise specified in the text of this By-law</p>	

MUNICIPALITY OF THE DISTRICT OF LUNENBURG
By-law Respecting Shore Drive Wastewater Management District

First Reading: June 24, 2014
Second Reading: July 22, 2014

TITLE

1.0 This By-Law is entitled the "Shore Drive Wastewater Management District By-Law".

PURPOSE

2.0 The purpose of this By-Law is to regulate the design, construction; use and operation of an innovative septic tank effluent pump sewer system, serving properties along Shore Drive, Conquerall Bank, Lunenburg County, Nova Scotia. This sewer system is owned and maintained by the Municipality of the District of Lunenburg.

ESTABLISHMENT OF WASTEWATER MANAGEMENT DISTRICT

3.0 The Municipality hereby establishes the Shore Drive Wastewater Management District, the boundaries of ~~which are as described in Schedule "A" hereto attached, and~~ shown on Schedule "A B" hereto attached. PID reference of properties within the ~~boundaries~~ Wastewater Management District are shown on Schedule "C B". The establishment of the Shore Drive Wastewater Management District is pursuant to Part XIV, Section 342 of the Municipal Government Act, R.S.N.S. Chapter 295, and subsequent amendments.
[Amended July 30, 2014]

DEFINITIONS

4.0 In this By-Law:

- (1) "**BUILDING SERVICE CONNECTION**" shall mean a sewer pipe, and its appurtenances, including septic tanks, pumps and pressure sewer laterals that is located on both private and public property, and which connects a building or structure to the Shore Drive sewer system.
- (2) "**COUNCIL**" shall mean the Council of the Municipality of the District of Lunenburg.
- (3) "**ENGINEER**" shall mean the Director of Engineering and Public Works of the Municipality of the District of Lunenburg, and/or designate.
- (4) **[deleted April 21, 2009]**
- (5) "**MUNICIPALITY**" shall mean the Municipality of the District of Lunenburg.
- (6) "**OWNER**" shall mean the owner or authorized agent of property that is serviced by, or connected to the sewer system.
- (7) "**PRESSURE SEWER LATERAL**" shall mean the pressure pipe designed and installed to convey sewage from the septic tank to the sewer main.

- (8) **"PRIVATE SEWER"** shall mean a sewer system that is located on private property and that is not owned or maintained by the Municipality.
- (9) **"PUBLIC SEWER"** shall mean the Shore Drive sewer system that is located on both private and public property and that is owned and maintained by the Municipality.
- (10) **"SANITARY SEWAGE"** shall mean wastewater generated from buildings, including residences, and industrial, commercial and institutional establishments, but excluding storm water.
- (11) **"SEPTIC TANK"** shall mean the chamber, influent pipe, pump and appurtenances, designed to store and convey sanitary sewage received from the building to the pressure sewer lateral.
- (12) **"SEWAGE TREATMENT PLANT"** is the wastewater treatment plant designed and installed to treat and dispose of sanitary sewage collected by the Shore Drive sewer system.
- (13) **"SEWER MAIN"** shall mean that portion of the Shore Drive sewer system designed to accept and convey sanitary sewage from the pressure sewer lateral to the sewage treatment plant.
- (14) **"SHORE DRIVE SEWER SYSTEM"** shall mean all works and components, including pipes, conduits, septic tanks, pumps, and treatment plant, designed, constructed and/or maintained for the collection, storage, transmission, treatment and disposal of sanitary sewage from the Shore Drive Wastewater Management District.
- (15) **"STORM WATER"** shall mean naturally occurring ground and surface waters, and rainfall run-off, and industrial heating and cooling, and process wastewaters, with contaminant concentrations within approved maximum levels.
- (16) **"WASTEWATER"** shall mean a combination of liquid or water-carried wastes removed from residences, and industrial, commercial and institutional establishments, together with such ground, surface and rainfall runoff waters, as may be present.

MUNICIPAL SEWER BY-LAW

5.0 Unless specified otherwise in this By-Law, the requirements of the Municipal Sewer By-Law will apply to the Shore Drive sewer system and are to be read in conjunction with this By-Law's requirements.

TYPE OF SEWER SYSTEM

6.0 The sewage collection, treatment and disposal system permitted in the Shore Drive Wastewater Management District will be the Shore Drive sewer system as approved by the Engineer, and as defined in terms of capacity and extent, in the ~~Certificate of Approval~~ [Approval to Construct and Operate](#) issued by the Nova Scotia [Environment](#) ~~Department of Environment and Labour~~, and subsequent amendments.

MUNICIPALITY RESPONSIBILITY

7.0

- (1) The Municipality will undertake the on-going maintenance, repair and component replacement of the Shore Drive sewer system, to the standard of recognized Canadian wastewater engineering practice, including the portions of the system located on public lands, as well as those portions

located on private land, but limited to the influent sewage pipe from the building exterior to the septic tank, the septic tank, pump, controls, filter and related appurtenances, and the pressure sewer lateral.

(2) [deleted April 21, 2009]

OWNER RESPONSIBILITY

8.0

- (1) The Owner will be responsible for providing and maintaining clear access to authorized Municipality personnel for on-going inspections, maintenance, repair and component replacement of those portions of the Shore Drive sewer system located on the Owner's property. [amended April 21, 2009]
- (2) The Owner will be responsible for maintaining the plumbing system in the building served by the building service connection such that no portion of the Shore Drive sewer system is compromised, nor damaged or disrupted in any way. [amended April 21, 2009]
- (3) The electrical power consumption charges for the septic tank pump will be to the Owner's account, and the Owner will maintain the electrical power supply and distribution system in the building served by the building service connection such that the septic tank pump operation is not compromised.
- (4) The Owner will not disrupt, relocate, modify, remove, damage or destroy any portion of the Shore Drive sewer system located on either private or public property, without the written permission of the Engineer.
- (5) Discharge of wastewaters into the Shore Drive sewer system with respect to contents and volume will be subject to the requirements of the Municipal Sewer By-Law.
- (6) Notwithstanding Subsection 32 (7) of the Municipal Sewer By-Law, the contents of septic tanks from building service connections can be discharged into the Shore Drive sewer system, where such contents have been subject to normal removal of solids provided by the septic tank and pump screens.

WATER METERS

9.0

- (1) [deleted April 21, 2009]
- (2) [deleted April 21, 2009]
- (3) [deleted April 21, 2009]

CAPACITY

10.0

- (1) The capacity of the Shore Drive sewer system will be limited to the wastewater flow volumes as approved by the Engineer, and as defined in the ~~Certificate of Approval~~ [Approval to Construct and](#)

Operate issued by the Nova Scotia Environment Department of Environment and Labour, and subsequent amendments.

- (2) Each building service connection will be sized to handle an average annual daily flow of 1,000 litres.
- (3) Expansions in capacity and addition of building service connections will be based on the ability of the sewage treatment plant to hydraulically handle the increased flow and continue to meet the effluent disposal requirements of the ~~Certificate of Approval~~Approval to Construct and Operate, and subsequent amendments.
- (4) No storm drainage nor other surface or ground water will be permitted to enter the Shore Drive sewer system.

PETITION

11.0 The approved petition of August 28, 2002 is binding on all owners of property located within the Shore Drive Wastewater Management District.

CHARGES

12.0

- (1) One-time building service connection charges for the ten (10) properties identified in the August 28, 2002 petition will be \$500.00.
- (2) One-time building service connection charges for other properties will be as determined by motion of Municipal Council, from time to time.
- (3) Annual charges for the owners of property in the Shore Drive Wastewater Management District will be in accordance with Section 44 of the Municipal Sewer By-law. **[amended April 21, 2009]**

PROHIBITION

13.0

- (1) No development of occupied property, as described by the Nova Scotia Building Code Regulations, N.S. Reg. 38/97, amended by, can take place in the Shore Drive Wastewater Management District unless the development is connected to the Shore Drive sewer system.
- (2) Holding tanks, as defined by the On-site Sewage Disposal Systems Regulations, N.S. Reg. 51/97, as amended, are not permitted to be installed or used in the Shore Drive Wastewater Management District.

EFFECTIVE DATE

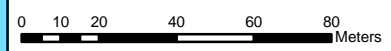
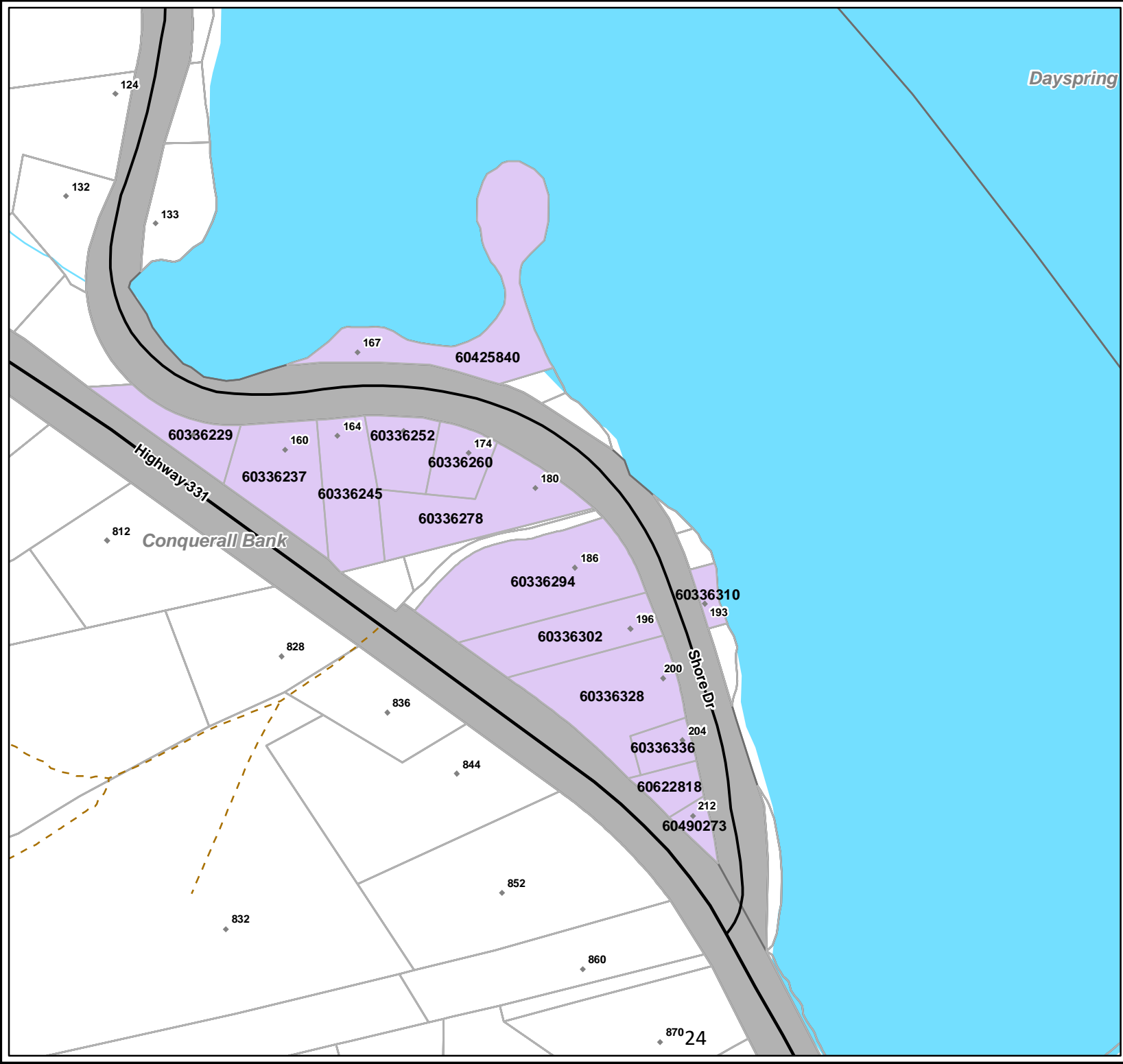
14.0 This By-Law comes into force on October 8, 2003.

Annotation for Official By-law Book	Date of Adoption – Oct. 8, 2003, amended Apr. 21, 2009, July 30, 2014
Date of First Reading: Date of Advertisement - Notice of Intention	<u>June 24, 2014</u> <u>June 30, 2014</u>
Date of Second Reading: *Date of Advertisement of Amendments to By-law	<u>July 22, 2014</u> <u>July 30, 2014</u>
Date of mailing to Minister A Certified copy of By-law:	<u>July 30, 2014</u>
I certify that this " <i>Shore Drive Wastewater Management District By-law</i> " was adopted by Council and published as indicated above. _____ April Whynot-Lohnes, Municipal Clerk	
_____ Date	
*Effective Date of the By-law unless otherwise specified in the text of this By-law	

Existing Shore Drive WWMD
Connected PIDs shown in yellow



WWMD Amended PIDs



Project Description:

MUNICIPALITY OF THE DISTRICT OF LUNENBURG

Sources: Digital Base Map Data from the Nova Scotia Geomatics Centre, Amherst, NS

Disclaimer: Information compiled from numerous sources and may not be complete or accurate. Graphical representation only.

Date: January 2019

File: \\plan2019\maria\WMDamendedPIDsSatu2019

Prepared By: Planning & Development Services
Municipality of the District of Lunenburg

SCHEDULE B

**Shore Drive Wastewater Management District
Properties within Boundaries**

PID Reference No.

60336229
60336237
60336245
60336252
60336260
60336278
60336294
60336302
60336310
60336328
60336336
60425840
60490273
60622818



MEMORANDUM

TO: Policy and Strategy Committee

FROM: Alex Dumaresq, Deputy CAO

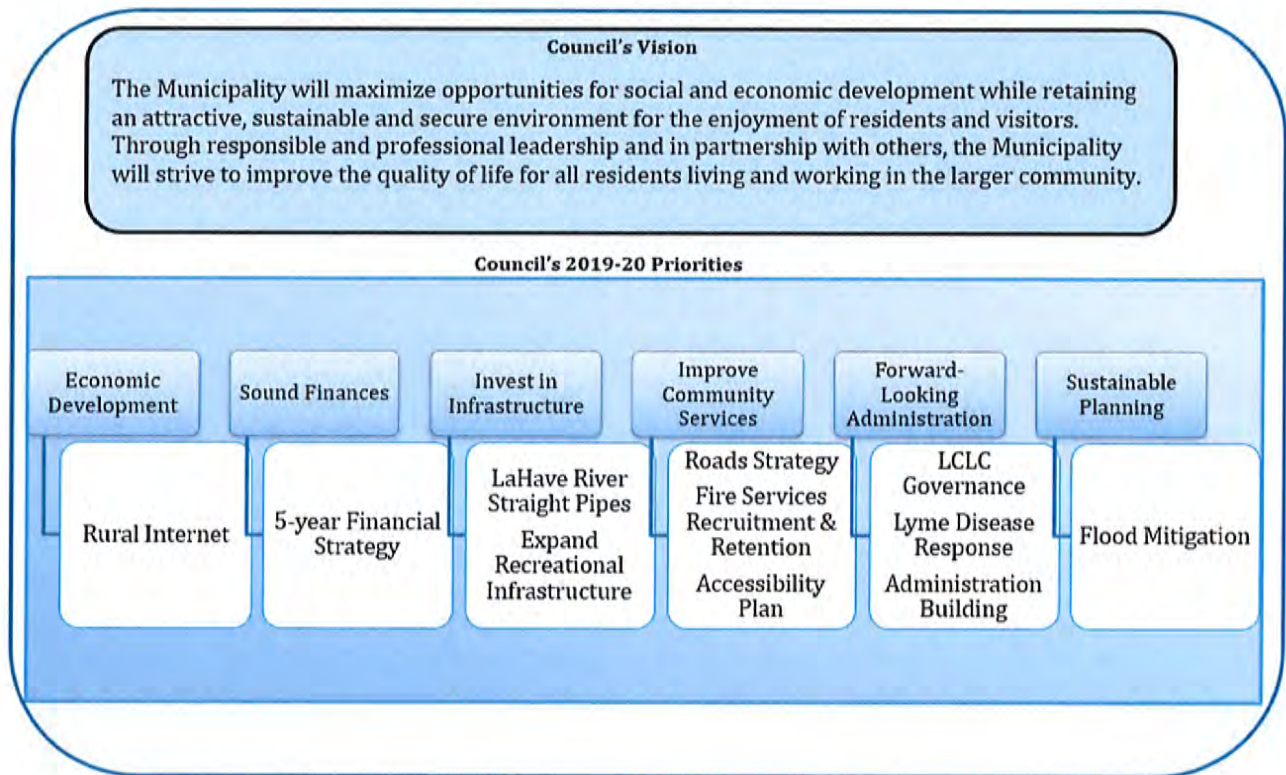
DATE: April 16th, 2019

RE: Strategic Priorities update – April 2019

Background

Council approved the 2019/20 Strategic Priorities Chart on January 22, 2019. The chart reflects input received by Council members during the 2016 election and the feedback received during the 2018 Your Government Your Ideas meeting series. The Chart identifies major initiatives for the Municipality in this fiscal year and Council term.

Strategic Priorities Chart 2019/20



Project Highlights

Rural High-Speed Internet:

- Council passed a multi-year connectivity strategy for the Municipality; the strategy focuses on expanding coverage of reliable high-speed internet by leverage funding from private sector and other governments, while limiting risks to the Municipality.
- Based on this strategic direction Council is pursuing multiple avenues for expanding internet service:
 - Pursuing the execution of Federal Connect To Innovate Projects:
 - Finalizing contracts and funding agreements for eastlink backhaul and wired service to Hemford, service expected to be operational by Fall of 2019;
 - Service Level Agreement now signed for TNC Fixed wireless project north of the 103, siting for first towers begun and construction expended in summer 2019);
 - directly procuring private sector partnerships to install fixed wireless service in Whynotts Settlement and Tancook Islands (Contract awarded to TNC; siting approval process underway; construction to occur in summer 2019); and
 - Continuing to develop relationships with Funders (e.g. NS internet Trust) and possible ISPs who have interest in expanding in Lunenburg County

Five-Year Financial Strategy

- Council has completed and adopted the 5-year financial strategy. The Strategy documents have now been used in the development of the 2018/19 & 2019/20 Municipal Budgets. The model underlying the strategy is updated regularly and will continue to be a valuable tool for Council when making decisions on capital projects, reserves and tax policy. Council is on track to achieve the goals of the strategy; namely, to be debt free by 2021 while maintaining stable tax rates and contributions to reserves.

LaHave River Straight Pipes

- MODL has been successfully reducing the number of non-responding property owners, of more than 1700 properties, all but 130 have been in contact with program staff to confirm the existence of a system, enroll in the program or are identified for the inspection program.
- Owners for 164 properties have signed agreements enrolling them in the replacement program. Designs have been completed for 150 of those properties and 77 systems have been installed.
- Tendering for year 2 of the program has begun, 30 systems have been awarded and a further 10 are currently posted for bids. Pricing for system installations remains below project estimates, due in part to the design of the procurement program and the ability to increase early season tenders in the second year of the program. The scheduling of inspection of existing systems has begun and those are expected to be underway before the end of this month.

Expand Recreational Infrastructure

- Council continues to aggressively pursue expansions to the network of public parks and trails. The proposed 2019/20 budget includes funding for trails and active transportation, as well as \$320,000 for construction in the lower portion of River Ridge Common. The Sherbrooke Lake Water Quality report has been received from the committee, and testing on the lake will continue in 2019/20.

Roads Strategy

- The proposed 2019/20 budget includes over \$1 million in funding for paving of cost-shared provincial roads, should provincial approval be granted. A letter regarding approved projects is expected very shortly.
- Council has reviewed the existing petition bylaws and staff are preparing an options report on revisions that will make passing petitions easier for residents. In conjunction with this policy work, engineering staff are completing assessments and preparing pre-design work for possible upgrade and paving projects on existing municipal roads in the 2020 construction season.

Fire Services Recruitment and Retention

- The FESC has made significant strides towards completing the strategy development: The Committee and Council have approved a draft strategy for consultation with the wider fire service; the consultation will be complete in May of 2019.
- Council has included \$58,800 in funding for the implementation of recruiting and retention tactics, which could begin as soon as the FESC recommends and Council approves a final draft of the strategy.

Accessibility Plan

- The Province has passed accessibility legislation which will create higher standards for accessibility for all public facilities, websites and other services. The legislation requires municipalities to establish accessibility committees with expertise and at large members representing communities with different accessibility requirements. MODL successfully led the creation of a county-wide committee, to make best use of resources and ensure we are able to adequately populate and support the committee.
- Partner units are in the process of nominating members, and staff will remain engaged as implementation of the Act begins.

LCLC Governance

- The LCLC Board and both partner Councils have approved a revised short term strategic plan for the facility. The first priority of the plan is to secure an independent review of the operations, recommendations on regionalizing programming, and short term operations oversight. The RFP requesting submissions for these tasks will be issued in April of 2019.

Lyme Disease Response

- MODL continues to work with the Public Health Agency of Canada on the deer bait station research project: Year 2 of the 3 year data collection project is currently underway as temperatures are now above 4 degrees Celsius.
- The second year of the public education component of the project is underway as well. This year will see the continuation of outreach booths, print and radio ads, and educational posters and material, all designed to raise awareness of how to protect against the contraction of Lyme disease.
- The 2019/20 budget also includes funding to support a proposed conference on Lyme disease in the fall of 2019. The conference is being planned by community members who have requested financial and in-kind support from the Municipality. A decision on financial support will be discussed at a Finance Committee meeting following budget approval.

Municipal Services Building

- In March of 2019, Council authorized the release of tenders for the construction of a new municipal services building to replace the current administration facilities. The tender for sitework was awarded and the general construction tender will be posted for bidders in mid-April. Construction is slated to begin in June of 2019, with project completion planned for March of 2020. The Project Manager continues to work with MODL staff to ensure the project remains within the approved budget and on schedule.

Flood Mitigation

- MODL now has completed LIDAR data for the entire Municipality, and is in the process of converting the data into elevation maps showing floodplains for a range of storms.
- The Province has indicated that municipalities will be required to have land-use planning in place across the entire Municipality in the near future, though specific requirements with respect to what must be included in the bylaw is not currently available
- The floodplain mapping will be necessary to have an informed discussion on the type and of development controls in a new municipal-wide Land-use bylaw, and what is an appropriate level of planning for Lunenburg County.



Municipality of the District of Lunenburg

Recreation Services

MEMORANDUM

TO: CAO, Mayor and Council

FROM: Laura Barkhouse, Trails and Open Space Coordinator

DATE: April 9, 2019

SUBJECT: Trails Update, Cookville Area

Staff has been asked to provide an update on the various trail projects that are currently taking place in the Cookville Area near Osprey Village. The managing groups for each of the volunteer projects have been working hard to ensure that trail connectivity, as well as safe and responsible trail use remains a priority.

1. Central Nova ATV Club - Adventure Trail in Oakhill to Cookville

This project will create the only existing trail link for OHV's between the South Shore and Halifax. The Town of Bridgewater does not permit OHV's to travel on the LaHave Street section of trail that connects at the end of the Adventure Trail from Mahone Bay, and, as a result, OHV trail users are not able to access accommodations, restaurants or services that they require. This proposed trail project will create a



necessary trail link between the Adventure Trail in Oakhill (and from HRM) to the LaHave River Trail in Cookville. The finished trail will be constructed in such a way that will permit OHV users safe access to the shops and services in Cookville.

The proposed route will fall, in part, within the Northern edge of the Highway 103 right of way just prior to exit #12. The ROW is (on average) 120m wide, so the proposed trail route is some distance from the travelled section of roadway. In fact, ninety percent of the

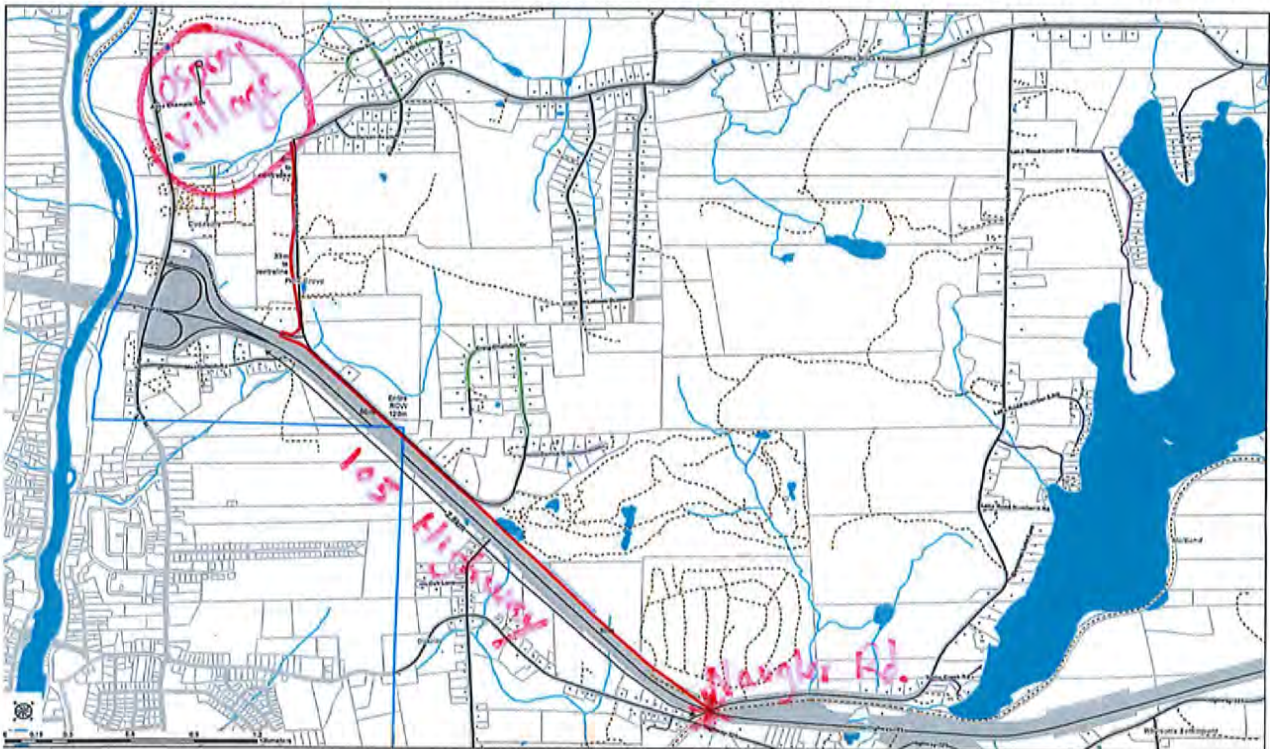
proposed route along the controlled access highway ROW is either below grade or above grade from the highway and would be unseen from the road. The small remaining section of trail that would be at grade could be constructed to ensure that users of the trail would NOT be a distraction to vehicle users on the highway.

In addition, most of the route falls within a heavily wooded area, and would be located within crown land in its entirety. As a first step, CNATV has already had the route surveyed for the approval and permission of NSDOTIR.

To ensure that trail users remain on the trail and not interfere with adjoining landowners or the highway, barricades and fences will be installed along the linear route. Barriers will eliminate light pollution along the highway and will also be installed where needed to ensure the ongoing safety of road users.

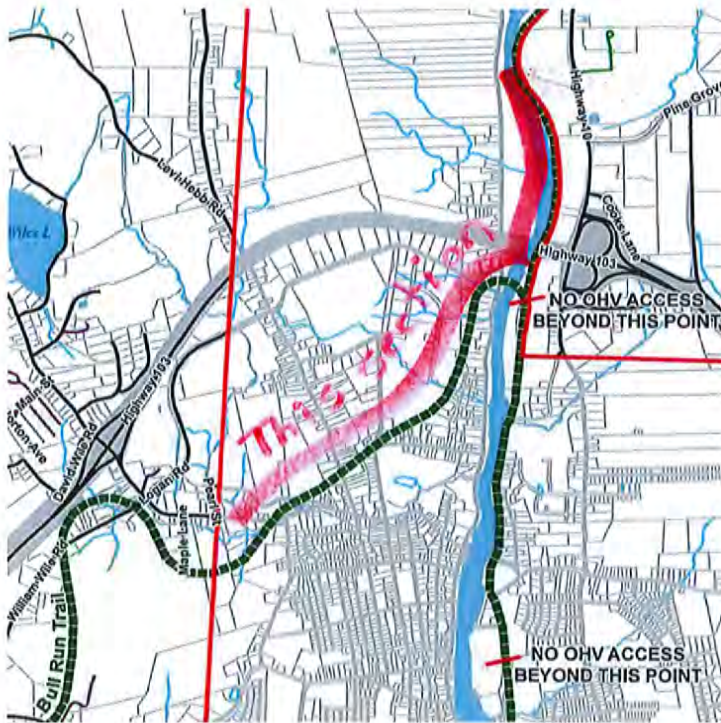
Central Nova ATV Club will be the developers and managers of the trail, and this club is a proven asset to the local community, promoting safe and responsible OHV travel. This trail route is an essential piece to support trail connectivity for users and has the support of many people in the local community.

The issue that is most concerning is the ongoing struggle to get permission from DOTIR for travel within



the controlled access highway. The authorities are stating that permission for such construction cannot take place, but there is already significant precedent elsewhere in NS that has not only permitted this type of trail but has partnered with DOTIR itself to complete some of the work. The perceived lack of fairness in this type of decision making gives the impression that the rules are not being evenly applied.

2. Central Nova ATV Club – Request to access the Centennial Bridge in the Town of Bridgewater



CNATV are requesting an opportunity to work with the Town of Bridgewater and allow off highway vehicles(OHV's) access on the portion of the Centennial Trail that connects between Cookville and Hebbville. This would include access over the bridge, which currently is the only connection between the east and west sides of the LaHave River. With this connectivity, The LaHave River Trail would be connected to the Bull Run Trail for all users. This would also allow a connection of the multi -use trail from Bridgewater to the Region of Queens. Central Nova ATV Club has been working closely with the District of Lunenburg staff to create links for OHV travel that will open up the entire region to the benefits of trail tourism.

The group is not requesting access along LaHave street, simply interested in the connectivity over the river. CNATV is willing to partner for funding of upgrades and maintenance costs for this section of trail and the bridge. They are presenting at the May 5th Council meeting in the Town.

3. LaHave River Trail Association – Cookville to New Germany

This volunteer trail group has accomplished much in the past 2 years. Besides working with landowners to get permission for a trail over their private property, they have been busy with fundraising and ongoing construction. The section that they are currently working on is from the #10 highway past Mossman Road to Bruhm Rd. They are continually seeking landowner partnerships along further sections to help close the gap between the communities. When they first started this project in 2005, they had permission to complete 7 km's in total. Today, they have approximately 19 km's completed or in construction, leaving only two short gaps of 1.5 and 2.5 km. Work is ongoing and the volunteers remain committed.

This trail is the remaining section to be completed for a continuous shared-use trail link to the Annapolis Valley.

Upcoming issues may include getting permission from DOTIR for crossings on the #10 and bridge assessment and repairs of the structure over Rhodenizer Brook.

4. Tower Trail - under construction

This project is underway and the contractor starts this spring for project completion by July 31, 2019.

The proposed trail connection will provide direct access for staff and students from L'école De La Riv Sude in Cookville to the LaHave River Trail and Centennial Trail in Bridgewater. It will be approximately 500 m long and will offer a well-marked, safe crossing for trail users in the Cookville area to access shops, services and restaurants to the business centre in Cookville

There is no direct permitted crossing currently available in this area for the students and staff going to or from the school, except at the marked crosswalk some distance from the top of Champlain Drive.

There is an active biking club at the school that utilizes sidewalks into the business centre for students to walk their bikes. This trail provides an alternate route that eliminates the need for the students to walk their bicycles on pedestrian infrastructure while providing linking access to the adjacent connected trail system.

The site has been approved by DOTIR as having a safe stopping sight distance for on-road traffic and is their preferred location for crossing in this area. It will be signed with regulatory signage, including stop signs, yield signs, traffic control barriers and safety guidelines for users

5. Trail Planning for Osprey Village

A completed site plan and investigations into the most resourceful routing for this important trail connection will hopefully begin this spring. Working with Economic Development, Engineering and Recreation, a route can be clearly established to ensure that siting of the proposed trail will not interfere with any upcoming plans.

There is a greater land-use plan, to be initiated in the coming years, for the remaining site that will include small businesses, shops and services, as well as residential and recreational services. This trail connection will provide a value added facility for local residents and visitors and will be a vital part of a greater trail connection for Active Transportation initiatives in the region. **In addition it will link the Tower Trail to the Central Nova ATV Club trail projects that link through the Town of Bridgewater and to the rail trail system that is connected to HRM.**

Respectfully Submitted,



Laura Barkhouse

Trails and Open Space Coordinator

April 16, 2019

Item: 8.3.2

Authorization: K. Malloy

Central Nova ATV Club

Peter Lee Young
3131 Northfield Road
Upper Northfield NS B4V 4Y9
902-212-0758 pyoung@oregans.com



April 2nd, 2019

Mayor and Councillors
Municipality of the District of Lunenburg
210 Aberdeen Rd
Bridgewater, NS

Dear Mayor and Councillors;

On behalf of Central Nova ATV Club, I would like to request a letter of support for our request to the Town of Bridgewater regarding the use of OHV's on the Centennial Trail section that spans the LaHave River. Our group is seeking conditional access for OHV's to the east and west trail sections, including the LaHave River Bridge (please see attached map). In addition to the trail connection projects that are ongoing between Cookville and Oakhill, access to this one section Centennial Trail would allow a multi-use trail connection between all of Lunenburg County to the Halifax Regional Municipality (HRM). We are not seeking access along LaHave Street, but simply interested in the connectivity between the LaHave River Trail and the Bull Run Trail.

The short- and long-term economic benefits that this helps create would be a real asset to our region. It would welcome the OHV community from outside of MODL to visit, stay, shop and recreate on our well-developed trail system. OHV tourism provides significant advantages to rural communities, including a boost in the need for more accommodations, support for local restaurants, and an increased need for support services such as taxis and tour operators. OHV tourism has also been a proven success in other provinces such as Newfoundland and New Brunswick.

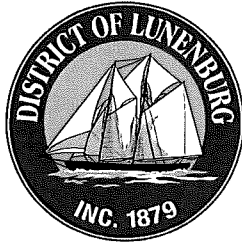
In addition, based on the Nova Insights Inc. research, the "Report on Direct Spending in Nova Scotia" (attached), households that own OHV's spend an annual average of \$2,492 on regular outings and an additional \$693 on their special outings. MODL would be better poised to benefit from this spending if there was access across the LaHave River in Bridgewater.

CNATV has been invited to speak to Bridgewater Town Council on Monday, May 6th, 2019, and we would like to precede our visit with a letter of support from the MODL Council.

Thank you for your time, and your tremendous partnership to date which supports and encourages safe OHV riding in MODL.

Sincerely

Peter Lee Young



Municipality of the District of Lunenburg

210 Aberdeen Road Bridgewater Nova Scotia Canada B4V 4G8
Phone: 902-543-8181 / Fax: 902-543-7123 / Web Site: www.modl.ca

MEMORANDUM

TO: *Policy and Strategy Committee*

FROM: Tissy Bolivar
Recreation Program Coordinator

DATE: April 10, 2019

RE: Sponsorship Ad – The Rose Fund’s 10th Annual Dinner and Auction: May 4, 2019
c.c. Trudy Payne, Director of Recreation Services

RECOMMENDATION

That *the Policy and Strategy Committee* recommend to Council, that Municipal Council approve the sponsorship ad request of **The Rose Fund’s 10th Annual Dinner and Auction** for **\$250.00**, for the “Silver” level sponsorship for their community fundraising event taking place May 4, 2019.

Motion Required

BACKGROUND

The Rosanne Himmelman Cancer Fund (The Rose Fund) aids individuals in Lunenburg and Queens Counties who are struggling with a cancer diagnosis and experiencing financial hardship. The needs of the patient population is great, and the Rose Fund volunteers work diligently to raise money to meet those needs.

Last year, The Rose Fund was able to fulfill 90 requests from cancer patients in Lunenburg and Queens Counties. With the amazing support of community members, they were able to assist patients by providing groceries, travel expenses, heat, medical equipment and so much more that otherwise, they would not have had access to.

Their Annual Dinner and Auction is the primary fundraising activity. This year, they are dedicating their dinner to the Memory of Lila O’Connor. Lila was a valued Director for 10 years and believed strongly in the efforts of The Rose Fund. Her spirit, generosity and commitment, continue to inspire those involved.


“Silver” level sponsorship includes:

- ½ page ad in dinner and auction booklet
- Mentions on Facebook
- 2 tickets to the dinner and auction

We have not sponsored this event in the past.

BUDGET IMPLICATIONS

There are sufficient funds in the Sponsorship Ad Grant account as this is the first request in the 2019-2020 budget.



Tissy Bolivar

TB/sc

Enclosure – Sponsorship Information



The Rose Fund

The Rose Fund Dinner & Auction

in

Memory of Lila O'Connor

Last year, the Rose Fund was able to fulfill **90** requests from cancer patients in Lunenburg and Queens Counties. With the amazing support of our community members we were able to assist patients in providing groceries, travel expenses, heat, medical equipment, and so much more that otherwise, they would not have had access to.

This year we are offering sponsorship/advertising packages for the Dinner & Auction. This is a great opportunity to show your community support and help so many in need. Please email katlacey24@live.ca to book your ad by March 29th, 2019. (Ad content due by April 5th, 2019.)

Thank you!



Sponsorship/Advertising Levels



Platinum - \$1000

Full Page — Inside Cover (7.3 x 4.5) Ad in Dinner & Auction Booklet
Logo on Poster, Banner Displayed at Dinner, Logo on Tables
Mentions on Facebook
6 Tickets to Dinner & Auction

Gold - \$500

Full Page (7.3 x 4.5) Ad in Dinner & Auction Booklet
Logo on Dinner & Auction Poster, Logo on Tables
Mentions on Facebook
4 Tickets to Dinner & Auction

Silver - \$250

1/2 page (3.6 x 4.5) Ad in Dinner & Auction Booklet
Mentions on Facebook
2 Tickets to Dinner & Auction

Bronze - \$100

1/4 page (1.75 X 4.5) Ad in Dinner & Auction Booklet
Mentions on Facebook

Request for Agenda Items under Mayor's/Deputy Mayor's/Councillors' Matters

TO: Chief Administrative Officer
FROM: Eric Hustvedt
DATE: Date of issue April 9, 2019

1. Agenda Item
Relationship between MODL tax rebate and provincial property tax rebate for seniors on GIS

2. On what agenda do you want the item placed?
April 16 Policy and Strategy Committee

3. Do you have written material to circulate with the agenda? Yes No

If you do, please attach it to this form. If you do not, please explain.
I am hoping that the Finance Director and Communications Officer can be on hand to outline scenarios.
(I have explained to them the type of information that would be useful.)

4. What is its relevance to Council or the committee?
A resident in my area claimed "There was no benefit" in applying for the MODL reduction if he was going to be applying for the Provincial rebate.


5. What outcome(s) are you seeking?
I want to set the record straight that there is a benefit for seniors on GIS to apply for both rebates.
A Council discussion would help, as would consideration re: explanations on the website, Municipal Matters.

EOHustvedt
Councillor's Signature

April 9, 2019
Date

Approval for agenda: Yes No

Reason for Denial:



Mayor or Chair of Committee

April 11 / 19
Date