

## **Municipality of the District of Lunenburg**

### **Minutes of a Meeting of the Policy & Strategy Committee**

Held in Council Chamber, 10 Allée Champlain Drive, Cookville, N.S.

Tuesday, March 17, 2026 – 9:00 a.m.

#### **Attendance**

Deputy Mayor Chasidy Veinotte, District 10 (Chair)

Councillor Martin Bell, District 2 (Vice Chair)

Mayor Elspeth McLean-Wile

Councillor Morgen Reinhardt, District 1

Councillor Wendy Oickle, District 3

Councillor Pam Hubley, District 4

Councillor Cathy Moore, District 5

Councillor Alison Smith, District 6

Councillor Edgar Burns, District 7

#### **Regrets**

Councillor Kacy DeLong, District 8

Councillor Ben Brooks, District 9

#### **Staff**

Tom MacEwan, Chief Administrative Officer

Alex Dumaresq, Deputy CAO

April Whynot-Lohnes, Municipal Clerk

Lisa Andrews, Executive Assistant

#### **1. Call to Order**

Deputy Mayor Veinotte called the meeting to order at 9:00 a.m. and began by acknowledging that the meeting was held in Mi'kma'ki, the traditional territory of the Mi'kmaq people.

#### **2. Announcements/Acknowledgements/Recognition - Nil**

#### **3. Public Input - Nil**

#### **4. Approval of Agenda**

Mayor McLean-Wile requested that Correspondence from Jason Sutherland be added under Added Items as 11.1.

**Moved by Councillor Bell, seconded by Councillor Moore that the Agenda be approved, as amended, with the addition of Item 11.1 Correspondence from J. Sutherland. Carried unanimously.**

Deputy CAO, Alex Dumaresq declared conflict of interest for Items 7.1 and 10.1.

**5. Approval of Minutes – February 17, 2026**

**The Minutes of the February 17, 2026, Policy & Strategy Committee meeting were approved as circulated.**

**6. Business Arising from Minutes - Nil**

**7. Presentations**

**7.1 MICA re Blue Lantern Shellfish**

Alex Dumaresq left the table citing conflict of interest.

Syd Dumaresq, with the Mahone Islands Conservation Association (MICA), and board members Scott Robertson and Krista Longard, delivered a presentation emphasizing the importance of public access, not only to the islands, but also to surrounding waters, highlighting concerns about the proposed scallop farming leases in Mahone Bay. (circulated with Agenda)

The presentation highlighted the following key points:

- Three lease sites proposed (~106 acres)
- Potential impacts on navigation and recreational boating routes
- Concerns about ecological and environmental effects
- MICA not opposed to scallop farming in principle
- Suggested alternative, less disruptive locations in Mahone Bay
- Requested Council advocate to relocate the project

Following the presentation, comments regarding the potential increased safety risks for boaters and the need to balance recreational use with economic development were emphasized.

Alex Dumaresq returned to the table

**8. Referrals from Council - Nil**

**9. Staff Reports**

**9.1 Recreation, Parks & Tourism Department**

**9.1.1 Proposed Policy 103 Active Transportation**

Moira Frier, Active Living Coordinator, reviewed the report, “Proposed Policy 103 Active Transportation (AT)” (circulated with Agenda) and gave a presentation (attached to Minutes) providing details on the following:

- What is AT
- Purpose of AT
- Ways MODL is already supporting AT
- AT Background & Timeline at MODL
- Summary of AT Plan
- Feedback from Council
- Policy Approach (AT Policy and AT Plan)
- What the AT Policy Includes
- Benefits to this Approach
- Advancing Active Transportation
- Decision from Council

Staff proposed a policy-based approach, with a public-facing policy and internal AT Plan to guide implementation, informed by public engagement and available online. Implementation would require partnerships due to limited municipal infrastructure.

Concerns were expressed regarding the management of expectations, costs, and the original plan being aspirational for a rural municipality. It was noted that while full connectivity was unrealistic, strategic connections within key communities were achievable over time through partnerships and opportunities.

**Moved by Councillor Oickle, seconded by Councillor Hubley that the Policy and Strategy Committee recommends that Council approve new Policy 103 Active Transportation as presented and hereby gives 7 days' notice of Council's intent to adopt at the March 24, 2026, Council Meeting. Motion carried. Opposed by Councillor Bell.**

#### **9.1.2 Miller Point Peace Park Advisory Committee Dissolution**

Tissy Bolivar, Program Coordinator, reviewed the report "Miller Point Peace Park Advisory Committee Dissolution" (circulated with Agenda), outlining the justification for the proposed dissolution.

Highlighting the following:

- Attracting & retaining members
- Original committee issues no longer exist
- Members agreed the committee is no longer necessary and are satisfied with current park management
- Active community and regular park use provide informal oversight

**Moved by Mayor McLean-Wile, seconded by Councillor Bell that the Policy and Strategy Committee recommends that Council approve the dissolution of the Miller Point Peace Park Advisory Committee effective immediately. Carried unanimously.**

## **10. Mayor's/Deputy Mayor's/Councillors' Matters**

### **10.1 Council Deliberation re Blue Lantern Shellfish**

Alex Dumaresq left the table citing conflict of interest

Tom MacEwan, CAO, stated that Paul McInnes (Blue Lantern Shellfish), was invited to present at this meeting, however, there was no response. The Committee was advised that, due to the March 20 deadline, any submission to the application process had to be decided at this meeting.

The following comments were expressed by members:

- Insufficient knowledge of boating navigation and aquaculture to take a definitive position, noting concerns about safety in high boating areas.
- Supported aquaculture's economic potential but suggested exploring alternative locations to reduce conflicts with recreational users.
- Aquaculture, including kelp production, noted as a growing industry.
- Concerns raised regarding impacts on boating, sailing, and the visual and environmental character of the area.
- Importance of balanced representation, noting proponent input absent.
- Matter acknowledged as provincial jurisdiction; however, municipal input possible.
- Emphasis on dialogue and collaboration between stakeholders, including MICA, the proponent, and recreational users.

**Moved by Mayor McLean-Wile, seconded by Councillor Bell that the Policy & Strategy Committee direct staff to submit a letter to the application process outlining the Municipality's role and interest in protecting the islands and waterways for public use; and further, that Council encourage dialogue between MICA and the project proponent to explore alternative locations that would support coexistence and address the interests of all parties involved. Motion Carried. Opposed were Councillor Smith and Councillor Burns.**

Alex Dumaresq returned to the table.

## **11. Added Items**

### **11.1 Correspondence – J. Sutherland (circulated at meeting and attached to Minutes)**

Councillor Burns declared a conflict of interest and left the table.

Mayor McLean-Wile brought the Committee's attention to correspondence received from Jason and Genniene Sutherland on March 16, 2026.

The Mayor summarized the correspondence, noting that it primarily addressed:

- Concerns regarding the impact of coastal protection regulations on development opportunities.
- Potential effects on property values.

It was clarified that coastal protection regulations had already been adopted and were not part of the current Municipal Planning Strategy review process.

The Committee acknowledged that Councillors received the correspondence and were encouraged to read through it. It was also noted that the correspondence would be referred to planning staff for response.

Councillor Burns returned to the table.

Council recessed at 10:26 a.m. and resumed at 10:36 a.m.

## **12. In Camera**

**At 10:36 a.m. it was moved by Councillor Burns, seconded by Councillor Hubley that the Policy & Strategy Committee go In Camera to discuss the following item:**

### **12.1 Contract Negotiations under Section 22(2)(e) of the MGA**

**Motion carried.**

**At 11:36 a.m. the Policy & Strategy Committee came out of In Camera and returned to open session.**

Policy & Strategy Committee in session.

## **13. Adjournment**

**There being no further business, the meeting adjourned at 11:36 a.m.**

# Active Transportation (AT)

March 17, 2026

Moira Frier  
Active Living Coordinator



# Agenda

- Define Active Transportation (AT)
- AT Initiatives at MODL
- Background & Timeline
- Summary of AT Plan
- Feedback from Council
- Policy-based Approach
- Motion to Approve the Policy



# Motion

“That the **Policy and Strategy Committee** recommends that Council approve new **Policy 103 Active Transportation** as presented, and hereby gives 7 days’ notice of Council’s intent to adopt at the March 24, 2026 Council Meeting.”



# What is Active Transportation?

The movement of people or goods powered by human activity

- Cycling
  - Walking
  - Jogging
  - Skateboarding
  - Mobility Aids
  - E-bikes
  - Rollerblading
  - Skiing
  - Paddling
- 

More trips made by walking, cycling, and rolling supports a more balanced transportation system with a **wide range of benefits**



Health



Environmental



Economical



Community  
Connections



Safety



Convenience &  
Choice



# Purpose

**Reduce reliance on vehicles** - Lower emissions & traffic congestion

**Improve physical & mental well-being** - Reduce risk of chronic disease

**Enhance safety** - Reduce collisions and hazards

**Increase accessibility & equity** - Options for all ages, abilities and income levels

**Strengthen community connectivity** - Connecting schools, recreation, work, services and everyday destinations

Quality of Life



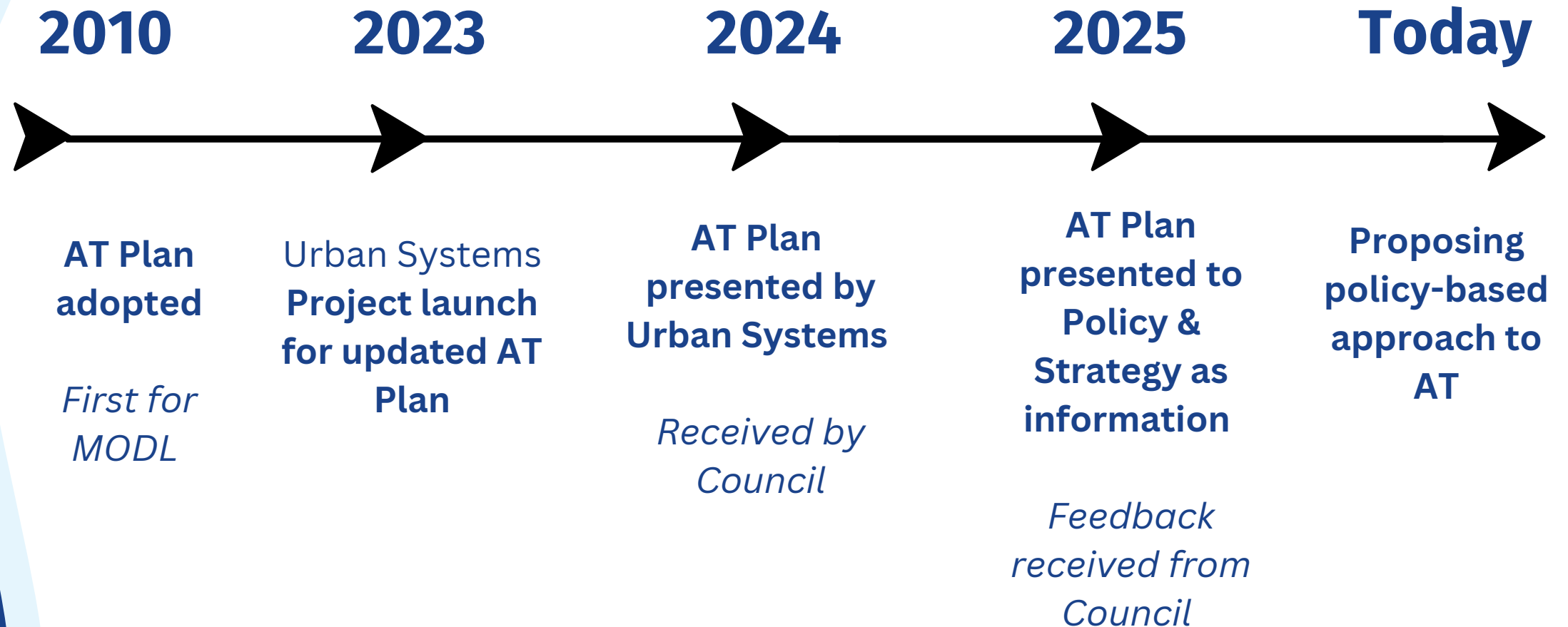
# Ways MODL is already supporting Active Transportation

- E-bike loan program
- Accessible E-bike
- E-bike try-a-rides
- Adult learn-to-ride
- Bike Fix-it stations
- Bike rack subsidy
- Women on Wheels
- Walking programs

- Park & Explore
- Osprey Village sidewalk
- Funding support for trail groups
- Trail accessibility upgrades
  - Miller Point, Indian Falls
- Installing seating and rest areas
- Public transit partnership - TOB
- Lunenburg County Wheels



# AT Background & Timeline



# Summary of AT Plan

- Completed by **Urban Systems** - 10 months
- Focused on:
  - Priorities **identified by community**
  - Addressing gaps in **existing AT networks**
- **34.15km** total network length
- Broken into **9** recommended corridors:

Cookville

Petite Riviere

Big Mush Lake

New Germany

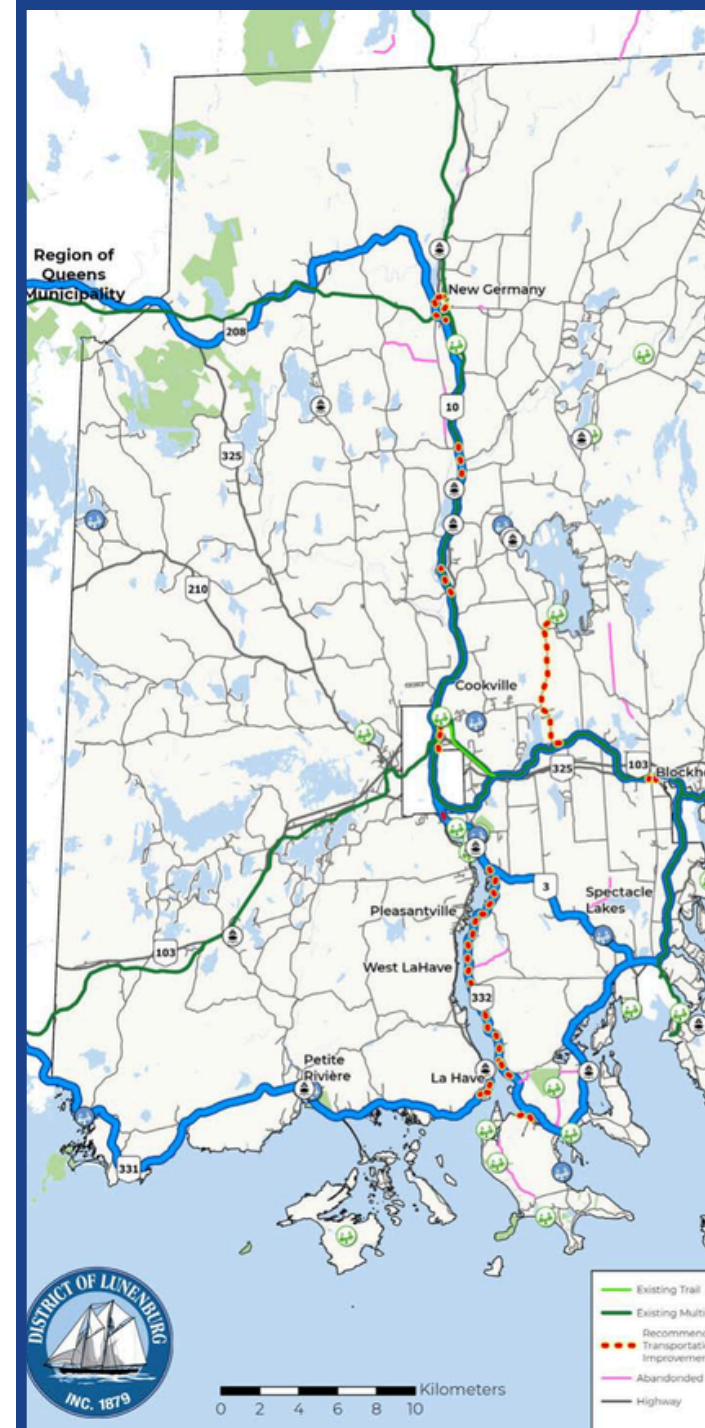
MARC Connector

South LaHave

Blockhouse

Lahave & Riverport

LaHave River Trail



# Summary of AT Plan

- **Recommended Facility Types**
  - Neighborhood Greenways
  - Multi-use Paths
  - Trails
  - Sidewalks
  - Paved Shoulders
- **Short, medium & long term** prioritizations
- Est. cost **\$26 - \$45 million** over 10 years
- **Living document**



# Feedback from Council

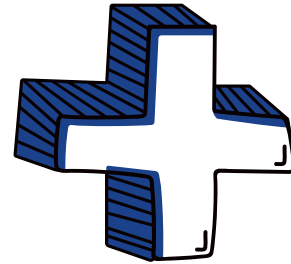
|                                     |  |
|-------------------------------------|--|
| <b>Managing Public Expectations</b> | Plan could be interpreted as a commitment to deliver specific projects and timelines |
| <b>Cost</b>                         | Infrastructure projects can be expensive, what is realistic and manageable?          |
| <b>Flexibility</b>                  | Need to adapt to changing circumstances and shift priorities as required             |
| <b>What can MODL Control?</b>       | What areas does the Municipality have more direct influence?                         |

**Goal:** Demonstrate Council's commitment to Active Transportation while staying **flexible**, managing public **expectations** responsibly, keeping **costs** realistic and recognizing that **staff need direction to advance the work.**



# Policy Approach

Active  
Transportation  
**Policy**



Active  
Transportation  
**Plan**

**Public Document**

**Internal Document**



# What the AT Policy Includes

## Purpose & Goals

Provides direction for advancing AT in MODL

## Approaches & Procedures

Guides planning, programs and investment decisions

## Guiding Principals

1. Education & Awareness
2. Safety, Convenience & Accessibility
3. Community Connections
4. Right Interventions, Right Place
5. Attractiveness & Enjoyment
6. Strategic & Opportunistic Action
7. Collaboration
8. Culture of AT
9. Alignment with Strategic Priorities
10. Partnership Development
11. Financial Planning



# Benefits to This Approach



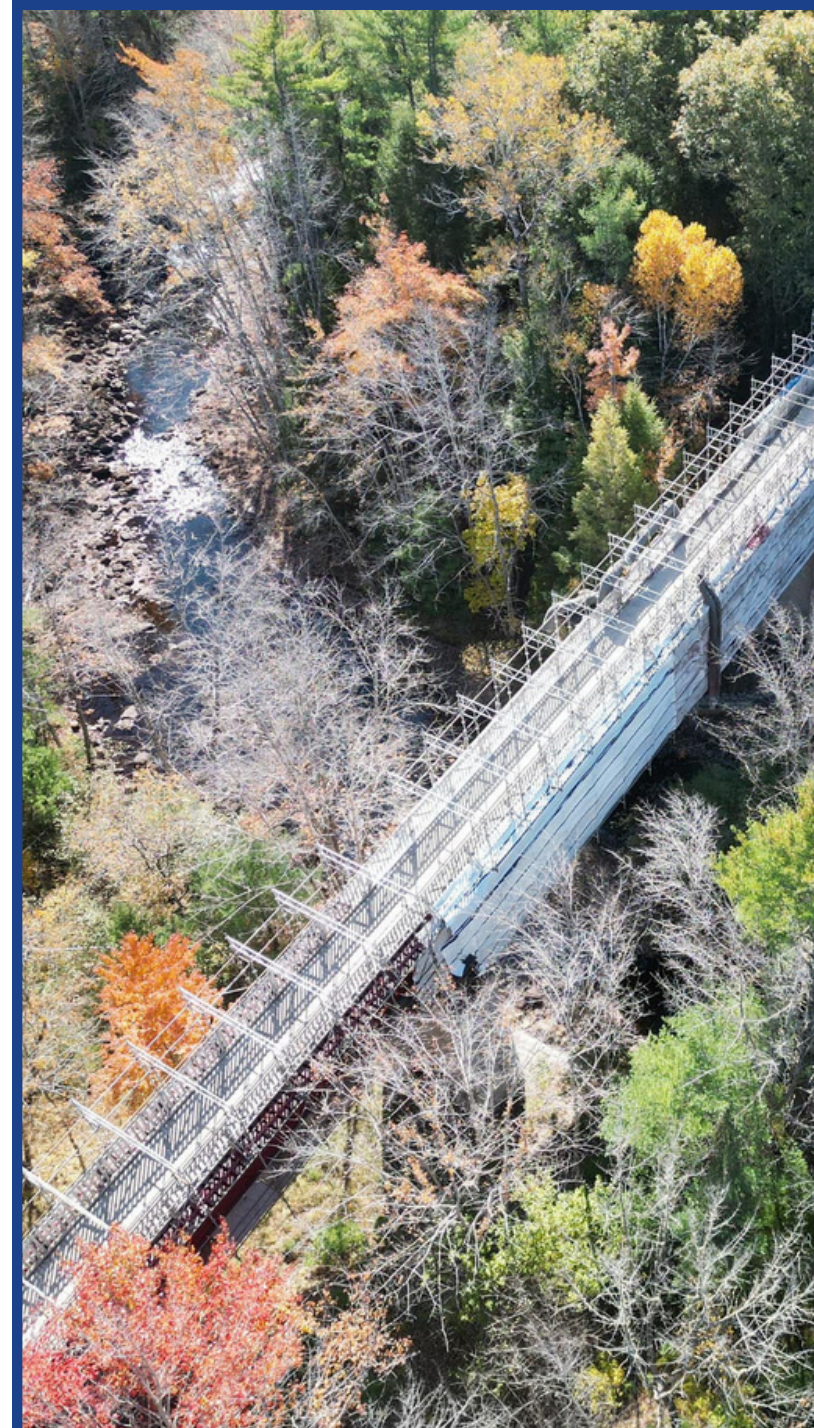
- Formalizes **Council's commitment to AT**
- No fixed projects, costs, or timelines
- **Council retains control** of project spending
- No large upfront financial commitments
- Keeps MODL **ready** for funding & partnerships
- Internal AT Plan **guides staff action**
- Positions MODL to advance AT responsibly



# Advancing Active Transportation

If endorsed, AT Initiatives would advance through:

- **Annual Capital and Operating Budgets**
- **5-year Capital Planning**
- **Grant and partnership opportunities as they arise**



# Decision from Council

- **Receive the updated approach**
- **Recognize that the AT Plan will be an internal working document that will guide the AT work at MODL.**
- **Adopt the motion to approve the Policy**



# Thank you!

Questions?

Moira Frier  
Active Living Coordinator



# Motion

“That the **Policy and Strategy Committee** recommends that Council approve new **Policy 103 Active Transportation** as presented, and hereby gives 7 days’ notice of Council’s intent to adopt at the March 24, 2026 Council Meeting.”



**URGENT: DELIVER IMMEDIATELY VIA EMAIL, FAX, AND REGISTERED MAIL**

## **Coastal Flood Data Discrepancy Dispute - No formal intake processes with new ground truth MODL.**

**Date:** March 16, 2026

**To:** Elspeth McLean-Wile, Mayor, Municipality of the District of Lunenburg (MODL)  
Tom MacEwan, Chief Administrative Officer (CAO), MODL

**CC:** Chasidy Veinotte (Deputy Mayor) and all District Councillors (1-9)  
Alex Dumaresq (Deputy CAO)  
Norma Schiefer (MODL Planning Department)  
Patrick Cassidy (Cox & Palmer)  
Jonathan Cumming (Taylor Maclellan Cochrane)

**Subject: URGENT NEW BUSINESS: Systemic Flaw in Coastal Mapping – Formal Request for Agenda Placement at March 17 Policy & Strategy Meeting and March 26 PAC Meeting**  
**Subject Property:** 693 Masons Beach Road, First South (14-Unit Bare Land 0038 Lunenburg Condominium) (PID: 60723228)

Dear Mayor McLean-Wile, CAO MacEwan, and Members of Council,

We are writing to you today with extreme urgency ahead of the **Policy & Strategy Committee Meeting on Tuesday, March 17** and the **Planning Advisory Committee (PAC) meeting on March 26**.

Pursuant to the procedural requirements of the Nova Scotia *Municipal Government Act* (MGA), **we formally request that this correspondence, including the specific action items outlined below, be officially docketed and added to the agendas as "New Business" for both upcoming meetings.** We have uncovered a critical administrative blindspot in both the currently approved Municipal Planning Strategy (MPS) and the Draft MPS regarding the 3.97m Coastal Flood Risk Area. If left unaddressed before the final reading of the coastal regulations approved by the last council, this oversight will inadvertently devastate the property values, mortgage renewals, and insurance policies of all Nova Scotians with coastal property across the entire municipality.

**1. Building to Code, LiDAR vs. Ground Truth, & The "Ghost" Submission Process** MODL issued the building permits for these 14 homes. We built them to code and proactively raised the ground prior to anyone else doing it to safely conform with the Province's 2050 projections. No one from the municipality informed us that you were drastically raising the height requirement to an arbitrary 3.97m while we were building.

When we attempted to submit our certified 2026 surveyor data to prove our current safe elevation, we hit an insurmountable wall. For context, **LiDAR** (Light Detection and Ranging) is merely an outdated, remote aerial snapshot taken from a plane. "**Ground Truth**" data is the exact, physical reality measured on-site by a licensed Nova Scotia Land Surveyor. When LiDAR and Ground Truth conflict, Ground Truth must legally and logically prevail. However, on an audio-recorded call with Laura Roy from Geographic Information Services (Nova Scotia Geomatics Centre), she explicitly confirmed that the provincial LiDAR map is merely a model captured between 2016 and 2020, the terrain has changed since the flight, and the province has absolutely no budget or manpower to update the maps. When asked how to submit surveyor Ground Truth data to fix the map, she stated: *"I don't know how that's done... I have no idea how."*

**2. Fabricated Data: Where Did MODL Get 3.97 Metres?** MODL claims to be relying on the Province of Nova Scotia's data. However, a direct pull from the Nova Scotia Government's Coastal Hazard Map for our specific property (PID: 60723228) provides a clear, sliding-scale projection that completely contradicts MODL's sweeping 3.97m requirement:

- **Current Day:** Highest Tide (1.00m) + Storm Surge (0.79m) = **1.79m** Total Projected Flood Elevation.
- **2050 Projection:** Highest Tide (1.00m) + Storm Surge (0.79m) + Sea Level Rise (0.30m) = **2.09m** Total Projected Flood Elevation.
- **2100 Projection:** Highest Tide (1.00m) + Storm Surge (0.79m) + Sea Level Rise (1.26m) = **3.05m** Total Projected Flood Elevation.

Where exactly did MODL get 3.97 metres? The Province's absolute worst-case scenario for the year 2100 is 3.05m. MODL has arbitrarily added nearly a full metre of non-existent elevation risk and applied it as a sweeping, current-day "Red Flood Risk Area." Financial institutions, appraisers, and insurance underwriters rely strictly on published municipal zoning maps as the absolute legal baseline for risk. By publishing an inflated, unverified 2100 flood zone today without a clear sliding scale, you have handed insurance companies the perfect excuse to instantly skyrocket premiums or deny coverage.

We must ask: Does this constitute actionable **negligent misrepresentation** under Nova Scotia common law? Because the Province downloaded the administration of coastal protection to the municipalities, the legal liability now rests solely with MODL. This administrative negligence is directly destroying current property values based on un-contextualized, mathematically flawed future projections.

**3. Geographic Shielding, Quantifiable Financial Harm & LTV Reductions** A blanket 3.97m elevation arbitrarily treats all coastal properties the same, ignoring fundamental geography. A direct, South-facing property on the open Atlantic Ocean faces severe wave run-up and

crashing surf. In contrast, properties like 693 Masons Beach Road are located deep within protected coves, completely shielded from open-ocean wave action. Applying a massive, open-ocean wave buffer to an enclosed inlet is scientifically flawed and artificially inflates the risk.

Because the municipality is aggressively marketing this flawed 3.97m flood line, the financial fallout is immediate. Two banks have already brought this to our attention. Our current bank is actively looking at **REDUCING the Loan-to-Value (LTV) from 70% to 50%** directly related to the "Red Flood Risk Area" publishings. Furthermore, our Bare Land Condominium places virtually zero burden on municipal infrastructure. We are a massive net-positive tax generator for MODL. Yet, your Planning Department is using an inflated, un-updatable map to destroy home equity.

#### **4. The Gross Misapplication of the "Non-Conforming" Status & The MGA**

The MODL administrative staff is rigidly labeling our properties as "Non-Conforming" based on this flawed map. This ignores the physical adaptability of the site and the rights explicitly granted in your own by-laws. Under the Nova Scotia *Municipal Government Act* (MGA), planning strategies and by-laws must be applied consistently and fairly.

Under Section 5.5.5 of your approved MPS, Council authorizes non-conforming structures to undergo "*renovations, rebuilding, or relocation.*" Under Section 5.5.6, Council authorizes "*limited additions.*" Slapping a permanent "Non-Conforming" label on a property that has *already* been adapted—specifically raised to conforming standards using 4,000 tons of rock and engineered pier foundations—is a gross, arbitrary misapplication of the rules and a failure of procedural fairness.

#### **5. Administrative Delays & Unfair Fees**

Instead of transparently publishing the exact impact of these sweeping changes, the municipality is hiding this critical data behind administrative paywalls and delays. To satisfy our bank and obtain the facts about how MODL is currently viewing our property, we were forced to formally request a zoning confirmation letter. We were asked to pay a \$58.00 fee and told we must wait two weeks because your planning staff is overwhelmed. Property owners should not have to pay fees or suffer delays that jeopardize banking deadlines just to access basic facts about a sweeping zoning downgrade imposed upon them by the municipality.

#### **6. Political Accountability & The Devastating Impact on Demographics**

This sweeping, municipality-wide overlay—officially titled the **Designated Coastal Protection Area**—blankets every single property bordering the ocean and tidal rivers in Lunenburg County. We want to publicly acknowledge and thank Councillors Pam Hubley and Cathy Moore for having the foresight to vote **AGAINST** this flawed policy on June 18, 2024.

To Deputy Mayor Chasidy Veinotte, Cllr. Martin Bell, Cllr. Kacy DeLong, and Cllr. Wendy Oickle: You voted **FOR** these regulations. You voted to lock your constituents into an un-updatable provincial map that is actively destroying their property values. When casting that vote, did you truly think through the severe financial consequences this sweeping overlay would immediately

inflict on specific demographics within your own districts?

- **Seniors and Aging Homeowners:** We have spoken directly to several neighbours who had absolutely no idea of this change, including one gentleman in his 80s who is relying on the financial benefit of an impending sale to fund his future. By instantly labeling properties "Non-Conforming" and placing them in an inflated 2100 Red Zone, MODL has gutted their resale value and retirement plans.
- **Owners of Vacant Coastal Land (Legacy Landowners):** Families who have owned a piece of coastal land for generations are now trapped. The 30-metre erosion setback and 3.97m flood elevation mean that on many legacy lots, it is now mathematically impossible to build.
- **Existing Homeowners Needing to Renew Mortgages/Insurance:** If a resident goes to renew their mortgage or homeowner's insurance next year, the bank or underwriter will pull the new MODL GIS map. Seeing the "Red Flood Risk Area," the insurance company will either refuse to cover storm damage or skyrocket the premiums.

### **Our Request for Immediate Council Action**

MODL currently refuses to process a standard surveyor's map update, choosing instead to publish a sweeping, misleading flood zone that artificially increases costs rather than utilizing a realistic, gradual grading scale. Because MODL utilizes Esri GIS software, manually updating a parcel with surveyor Ground Truth data is a standard technological capability. The refusal to do so is an administrative choice.

We respectfully request that Council and the CAO take the following 15 actions prior to finalizing the new MPS:

#### **Action 1: Immediate Correction for 693 Masons Beach Rd**

- **1)** Direct the Planning Department to accept our certified 2026 Ground Truth topographical survey to manually update our PID in the municipal GIS system.
- **2)** Issue a corrected compliance letter to our financial institutions immediately so we can restore our financing.

#### **Action 2: Amendments to the Draft MPS (Policy Fixes)**

- **3) Mapping Overrides:** Introduce a policy clause (mirroring Sections 5.7.3 and 5.10.3) that explicitly allows property owners to submit site-specific, certified surveyor Ground Truth data to override the Coastal Flood Risk mapping when the remote provincial LiDAR is proven physically outdated.
- **4) Pathways to Conformance:** Include a clear policy outlining the specific physical upgrades a property owner can undertake to legally transition a grandfathered property from "Non-Conforming" to fully "Conforming" (e.g., raising land elevations, building engineered buffer walls, or raising structures to meet the 3.97m threshold).
- **5) Clear Policy on Data Reliance:** If MODL's policy is to rely strictly on provincial data, provide clear, written policy outlining exactly how discrepancies between the map and Ground Truth reality are handled.

### **Action 3: Fix the Administrative & Technical Intake Process**

- **6) Create a Public Data Submission Form:** Add an official submission form to the municipal website allowing citizens and surveyors to submit verified topographical data.
- **7) Assign an Internal Process Manager:** Confirm who is managing this process internally. We need a designated contact to ensure we do not have future issues with map updates.
- **8) Invest in Internal LiDAR Equipment:** Commit to reviewing equipment upgrades for your building inspectors. Scanning data with affordable tools like the Raven LiDAR Scanner would improve intake systems and ensure all Nova Scotians have a fair shake at protecting their property value.
- **9) Eliminate Unfair Fees & Delays:** Cease charging residents a \$58 fee and forcing a two-week delay to receive basic zoning confirmation letters regarding this new flood zone.

### **Action 4: Correct the Public Facing Maps & Literature**

- **10) Adopt a Sliding Scale Map:** Update the MODL mapping interface immediately to reflect the province's sliding scale (Current 1.79m / 2050 2.09m / 2100 3.05m) rather than a blanket "Red Zone" that misrepresents current-day risk and destroys market value.
- **11) Immediate Website Update:** Update the website immediately to clearly show the sliding scale. There is absolutely no literature published on the MODL website instructing citizens on how to submit Ground Truth data to correct these maps.
- **12) Provide Educational Illustrations for Upgrades:** Provide clear instructions, slides, and illustrations showing owners exactly what they can do to transition their property from "Non-Conforming" to "Conforming."
- **13) Clarify the 5-Year Update Commitment:** Section 5.3.2 of the MPS states that MODL will update the data every 5 years. You are currently using baseline data collected between 2016 and 2020; therefore, it is already expired. Council must clarify if the municipality is hiring a LiDAR plane to capture current data immediately to meet this 5-year commitment.
- **14) Confirm the Budget & Staffing:** Does this 5-year commitment mean the municipality is hiring a team of LiDAR professionals to update the system? This must be identified.

### **Action 5: Review the Notification Process for Affected Coastal Owners**

- **15) Under your own policies (Policy IMP-23),** when a single development is proposed, the municipality sends direct notification letters to all property owners within a 300-metre radius. Yet, for a sweeping zoning change that effectively downgrades the financial value of every coastal property in MODL, direct letters were not sent to the affected owners explaining the financial impact. Do Council members truly feel the public was properly informed? We have spoken directly to elderly neighbours who are completely unaware of these new rules or the severe financial consequences attached to their retirement assets.

**A Personal Note to All Council Members:**

On a personal level, while we are developers fighting for our project, we are deeply worried about the people you are *not* thinking about. We worry about the everyday Nova Scotian who does not have access to a legal firm, the money to hire surveyors, or the knowledge of these procedures.

By passing these blanket rules with an un-updatable map, you are, without knowing, severely reducing the financial future of aging homeowners who are relying on the equity in their coastal property for long-term care or other future needs. It is incredibly disappointing that MODL lacks the foresight to protect these property owners. Because of this "Red Zone" label, these everyday citizens will be aggressively negotiated down by future buyers and developers who will use your own maps to drastically reduce the purchase price of their family homes. This is a very dangerous, poorly thought-out position that provides no procedural remedy, ensuring an unfair resolution for the people living along the shoreline of Lunenburg County. We would like the Council members to reconsider this for the benefit of many you will not hear from and maybe have already impacted. Do the right thing.

**We look forward to your written confirmation that this letter and the 15 action items have been officially distributed to all Council members and placed on the public dockets for the March 17 and March 26 meetings.**

Sincerely,



**Jason & Genniene Sutherland**

lil HOOK Properties.

HOOK'd home



693 Masons Beach Rd. Lunenburg NS

[www.HOOKd12.com](http://www.HOOKd12.com)

**Enclosures:**

1. Correspondence sent to Norma Schiefer (MODL Planning) outlining site-specific engineering and map flaws.
2. GeoNOVA 2050/2100 Map Projections vs. MODL "Red Zone" map.
3. Provincial GeoNOVA Support Ticket (#31690) confirming closure and deferment to MODL.

March 16th, 2026

## ADDENDUM D: Missing Economic Impact Data on Coastal Zoning

Dear Mayor McLean-Wile, CAO MacEwan, and Members of Council,

Following up on the formal 6-page letter and 15-point action plan we submitted earlier today, we must urgently add a critical addendum to our submission for the public docket.

In preparation for the upcoming meetings, we have extensively reviewed the official MODL Council minutes, internal staff mapping scenarios, and the 'What We Heard' report dating from 2023 through the final vote on June 18, 2024. What we found—or rather, what we *didn't* find—is deeply concerning.

While Planning Staff provided the previous Council with GIS estimates on how many **vacant** properties would be rendered undevelopable (noting Option 1 affected 78 vacant lots, down from the original 256), **we cannot find a single staff report or Council debate analyzing the financial devastation these rules would inflict on the thousands of *existing* coastal homes.**

Publishing an un-updatable, worst-case 2100 flood map (inflated to 3.97m) as a current-day "Red Zone" is actively triggering national banks to slash Loan-to-Value (LTV) ratios and causing insurance companies to hike premiums.

**We formally ask the CAO and the Planning Department to answer this question at the upcoming meetings:** Can you point to the specific date or staff report where the immediate economic devaluation, banking restrictions, and insurance impacts on thousands of existing coastal homeowners were debated by this Council before these rules were passed?

It is clear this massive financial liability was entirely overlooked. This data omission proves exactly why mapping overrides and Ground Truth intake processes must be carved into the Final Reading of the new Draft MPS.

We look forward to addressing this critical oversight with you.

Sincerely,

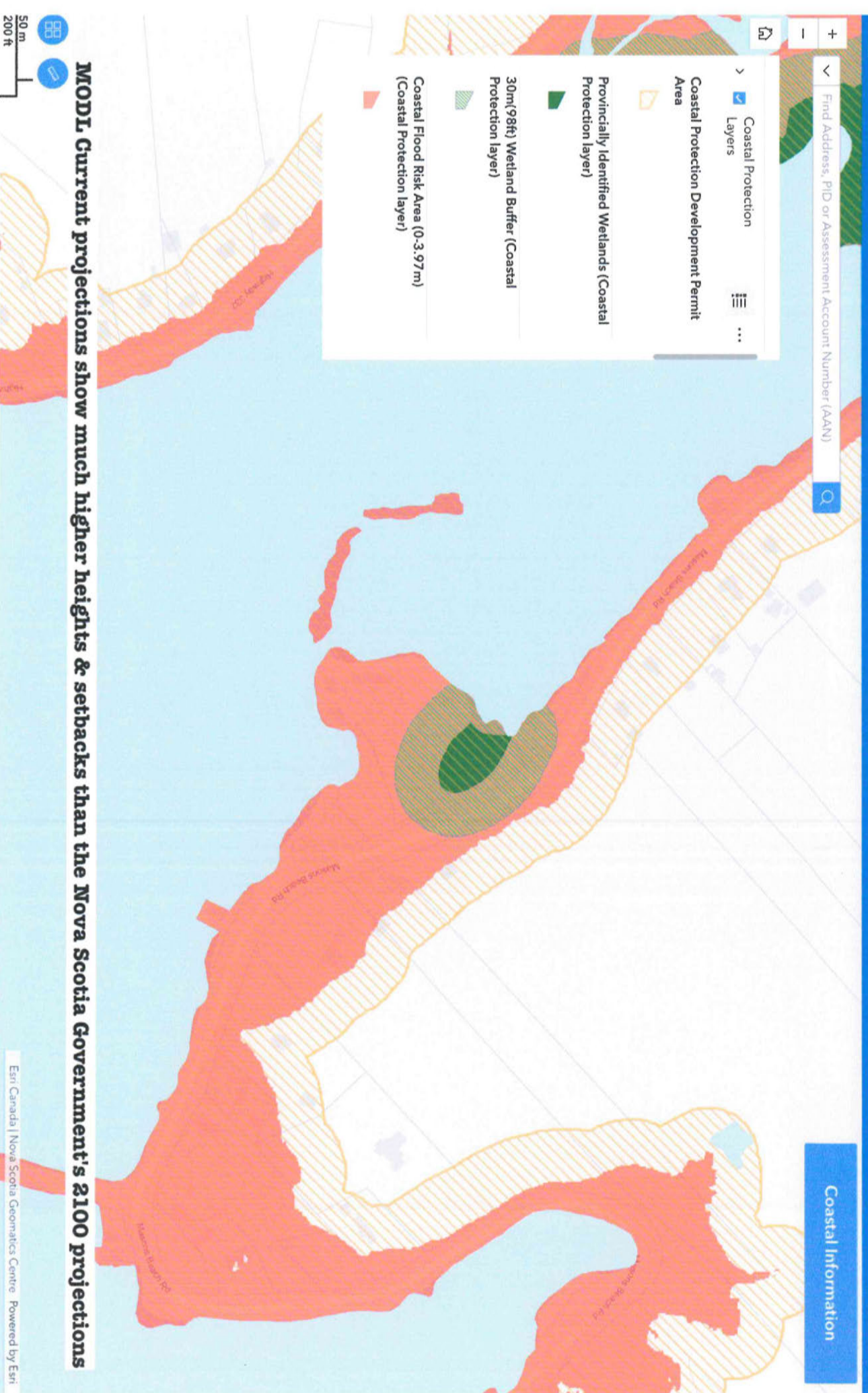
Jason & Genniene Sutherland,





# MODL Zoning Map

## MODL - Present day HIGHER NSG - 5.97 M- 2100 Projections



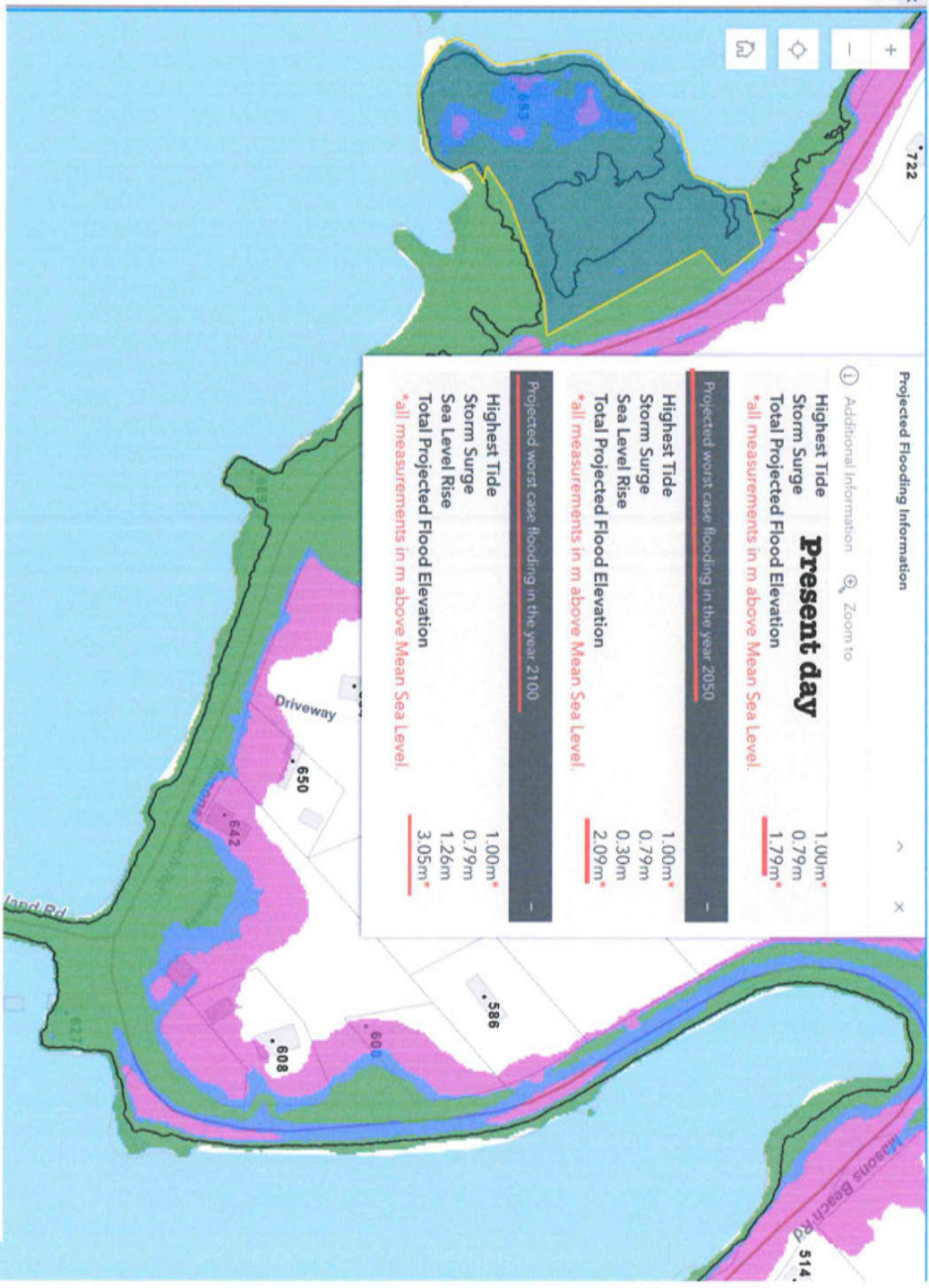
**MODL Current projections show much higher heights & setbacks than the Nova Scotia Government's 2100 projections**

**Misleading BLANKET - data causing banking, erosion of values, insurance and other issues.**

# Nova Scotia Gov - 3 Phase Present day, 2050, 2100

Search Layers Legend

- High Water Coastline
- Projected current day flooding
- Projected worst case flooding in the year 2050
- Projected worst case flooding in the year 2100
- Civic Address
- Civic Numbers
- Addressed Roads
- Non-Addressed Roads
- Community Boundaries
- Building Footprints
- Property Lines
- Other Boundaries
- HillShade
- Aerial Photography



**BASED on LIDAR  
2019 - captured N.S.G.**

**MODL Current projections show much higher heights & setbacks than the Nova Scotia Government's 2100 projections**

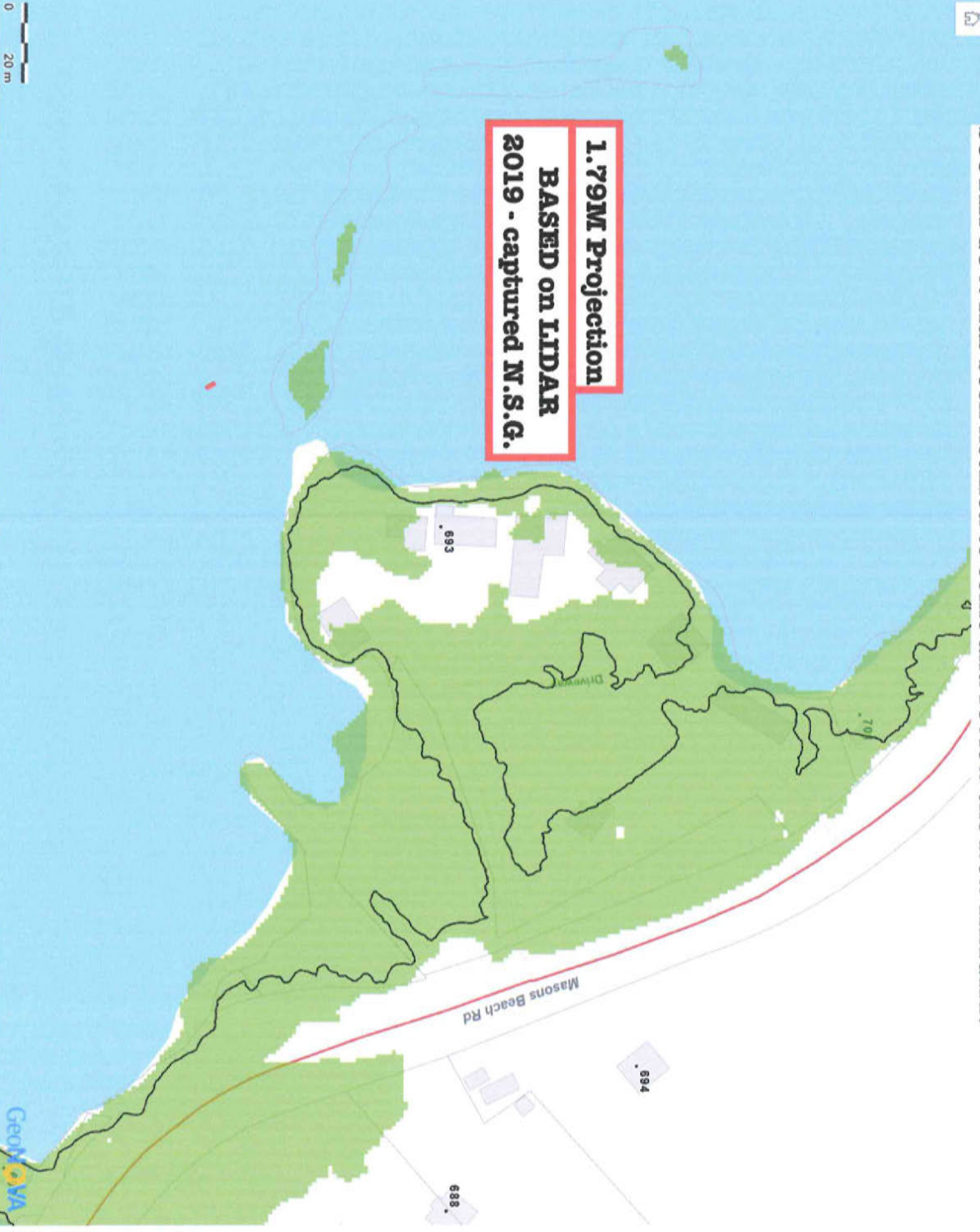


- High Water Coastline ①
- Projected current day flooding ①
- Projected worst case flooding in the year 2050 ①
- Projected worst case flooding in the year 2100 ①
- Civic Address
- Civic Numbers
- Addressed Roads
- Non-Addressed Roads
- Community Boundaries
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- Other Boundaries
- HillShade
- Aerial Photography ①

+ -

**2023 - Projection for COAST HAZARD MAP - Page 3.**  
**PLEASE NOTE, this DOCUMENT does not take into account of any of the UPGRADES made in Raising the HEIGHT of the PROPERTY. NOVA SCOTIA GOV. Has been notified to come and review the New HEIGHT.**

**1.79M Projection**  
**BASED on LIDAR**  
**2019 - captured N.S.G.**

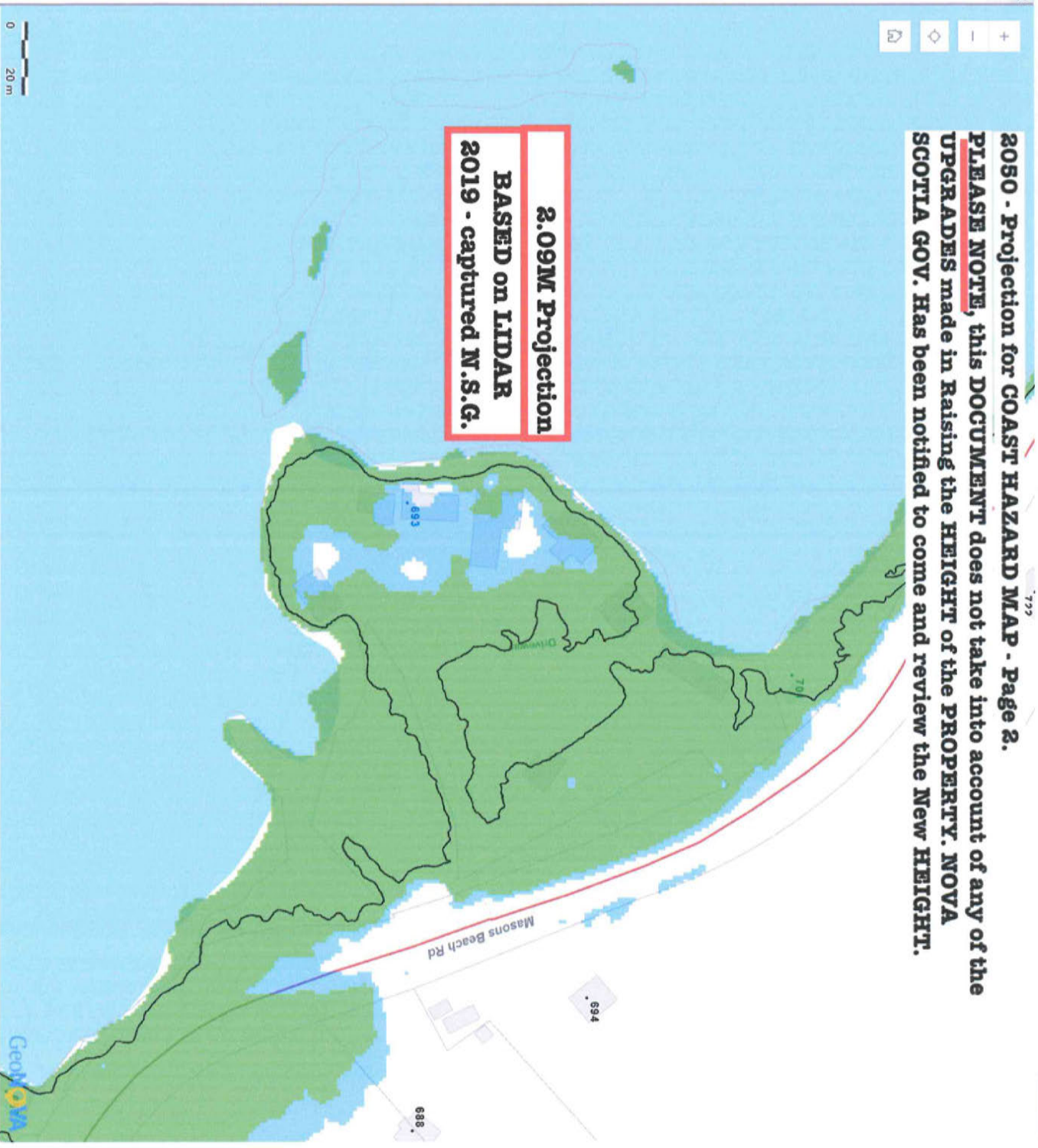




- High Water Coastline
- Projected current day flooding
- Projected worst case flooding in the year 2050
- Projected worst case flooding in the year 2100
- Civic Address
- Civic Numbers
- Addressed Roads
- Non-Addressed Roads
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**2050 - Projection for COAST HAZARD MAP - Page 2.**  
**PLEASE NOTE, this DOCUMENT does not take into account of any of the UPGRADES made in Raising the HEIGHT of the PROPERTY. NOVA SCOTIA GOV. Has been notified to come and review the New HEIGHT.**

**2.09M Projection**  
**BASED on LIDAR**  
**2019 - captured N.S.G.**



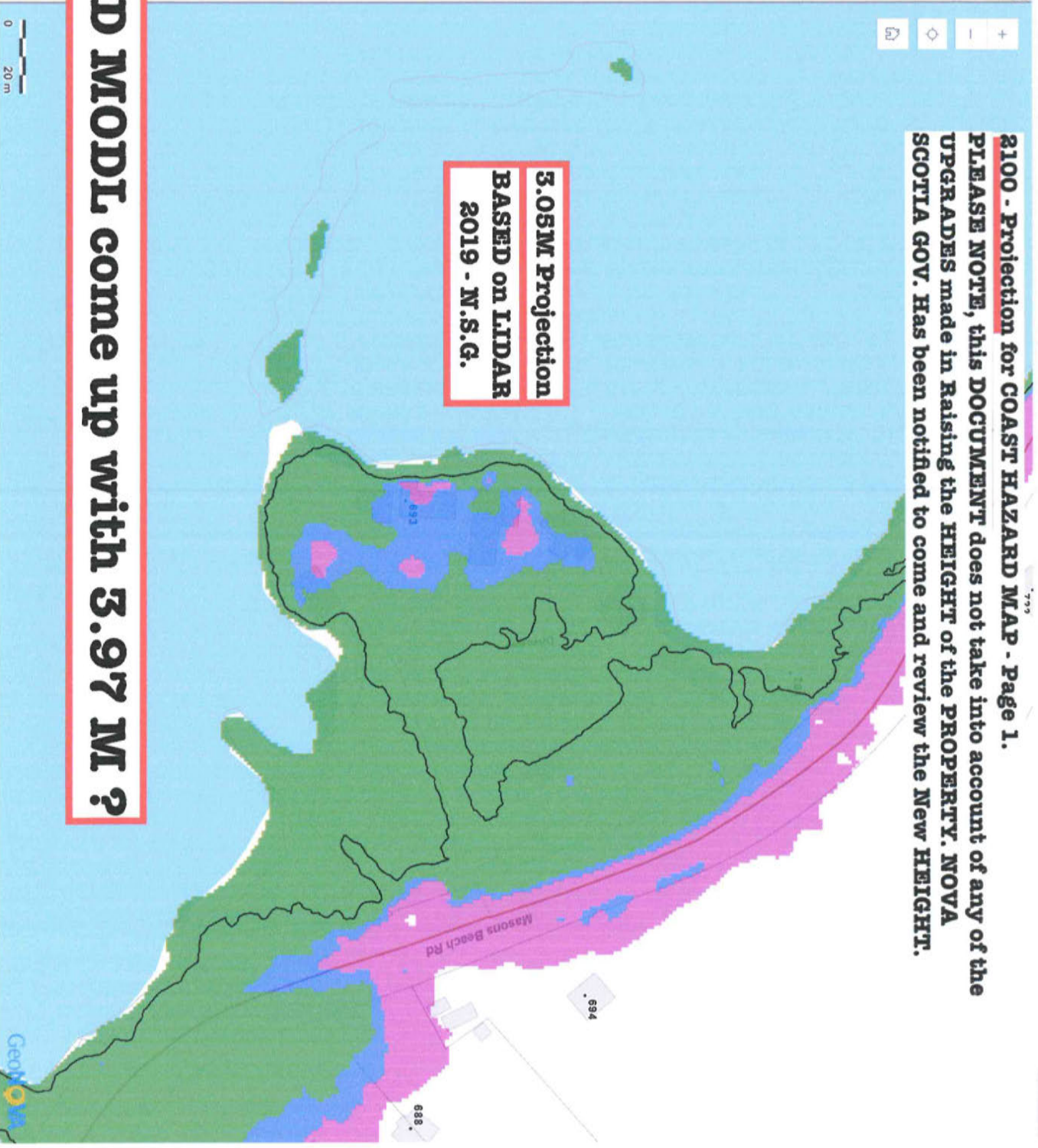


- Projected worst case flooding in the year 2100
- Projected worst case flooding in the year 2050
- Projected current day flooding
- High Water Coastline
- Civic Address
- Civic Numbers
- Addressed Roads
- Non-Addressed Roads
- Community Boundaries
- Building Footprints
- Property Lines
- Other Boundaries
- HillShade
- Aerial Photography

**2100 - Projection for COAST HAZARD MAP - Page 1.**  
**PLEASE NOTE, this DOCUMENT does not take into account of any of the UPGRADES made in Raising the HEIGHT of the PROPERTY. NOVA SCOTIA GOV. Has been notified to come and review the NEW HEIGHT.**

**3.05M Projection  
 BASED on LIDAR  
 2019 - N.S.G.**

**HOW DID MODL come up with 3.97 M ?**



# 2019 - LAST LIDAR Deployed

### Year Product Product Name Type

|      |      |   |  |
|------|------|---|--|
| 2016 | LAZ  | 393_49113_201601_laz                    |  |
| 2019 | LAZ  | 393_49113_201901_laz                    |  |
| 2016 | CHM  | 1044350064300_201601_CHM.tif            |  |
| 2016 | DEM  | 1044350064300_201601_DEM.tif            |  |
| 2016 | DSM  | 1044350064300_201601_DSM.tif            |  |
| 2016 | INT  | 1044350064300_201601_INT.tif            |  |
| 2016 | ASP  | 1044350064300_201601_ASP.tif            |  |
| 2016 | HILL | 1044350064300_201601_HILL.tif           |  |
| 2016 | SLP  | 1044350064300_201601_SLP.tif            |  |
| 2011 | RAW  | RAW_DEM1044350064300_201120_RAW_DEM.tif |  |
| 2013 | RAW  | RAW_DEM1044350064300_201315_RAW_DEM.tif |  |
| 2011 | HILL | 1044350064300_201120_HILL.tif           |  |
| 2013 | HILL | 1044350064300_201315_HILL.tif           |  |
| 2016 | RAW  | RAW_DEM1044350064300_201601_RAW_DEM.tif |  |
| 2019 | CHM  | 1044350064300_201901_CHM.tif            |  |
| 2019 | DSM  | 1044350064300_201901_DSM.tif            |  |
| 2019 | INT  | 1044350064300_201901_INT.tif            |  |
| 2019 | RAW  | RAW_DEM1044350064300_201901_RAW_DEM.tif |  |
| 2019 | DEM  | 1044350064300_201901_DEM.tif            |  |
| 2019 | HILL | 1044350064300_201901_HILL.tif           |  |

Project Areas

OBJECTID: 94

Project Number: 201601

Project Name: Lunenburg County

Projection: NAD\_1983\_CSRS\_UTM\_Zone\_20N

Horizontal Datum: NAD83\_CSRS\_2010

Vertical Datum: CGVD28

Acquisition Start Date: June 23, 2016

Acquisition End Date: July 11, 2016

Year: 2016

Pulse Spacing Requirement: 0.35

Pulse Density Requirement: 8.5

Sensor Make: REIGL Q6800

LAS Version: 1.2

Source: LIDAR

- 1044350064300\_201901\_HILL (32.7 MB)
- 1044350064300\_201901\_DEM (182.9 MB)
- 1044350064300\_201901\_RAW\_DEM (224.1 MB)
- 1044350064300\_201901\_INT (94 MB)
- 1044350064300\_201901\_DSM (231.8 MB)
- 1044350064300\_201901\_CHM (210.5 MB)
- 251125-37 - 693 Masons Beach Road (LI Hook) - Top (530 KB)
- 251125-37 - 693 Masons Beach Road (LI Hook) - Top (530 KB)



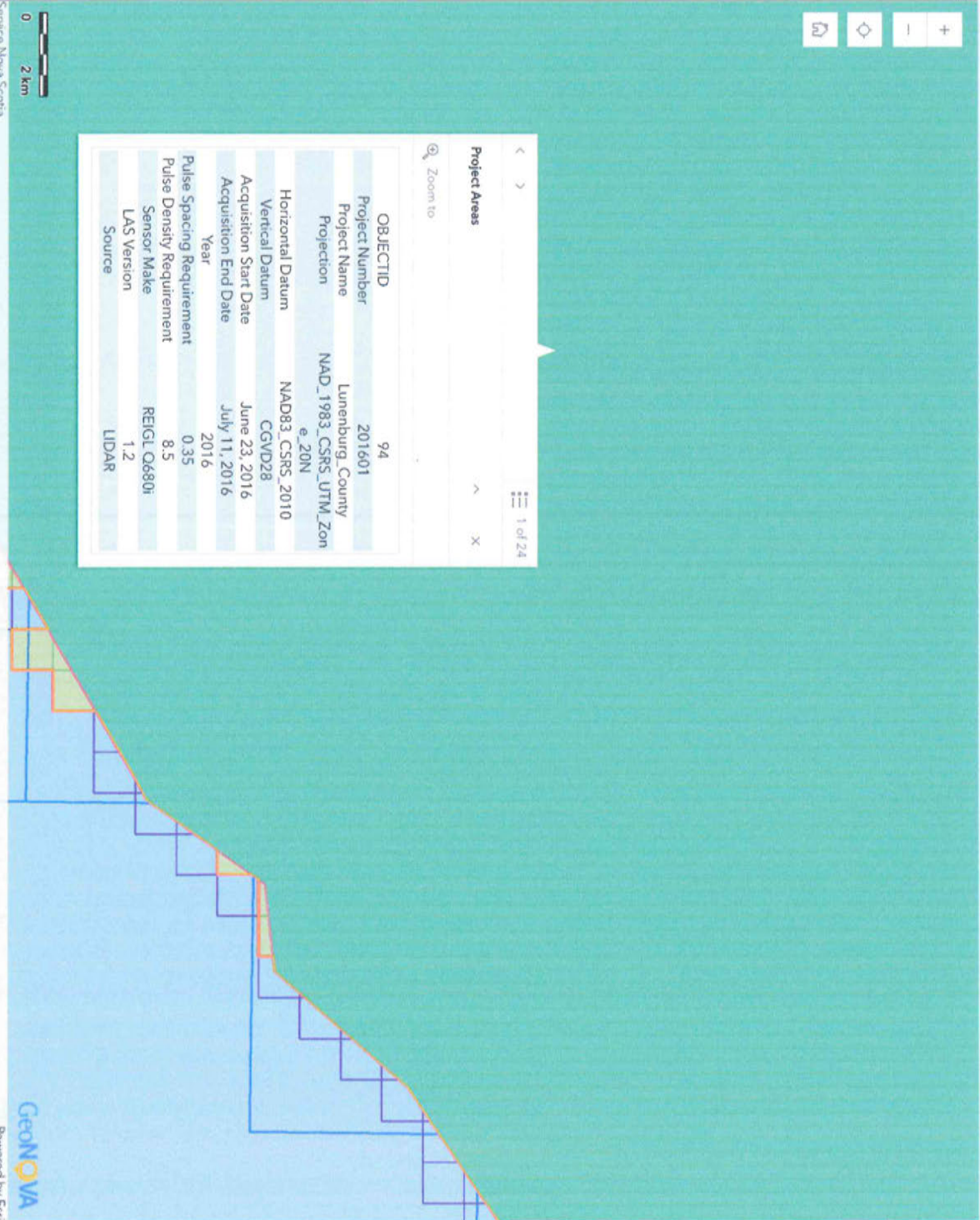
Search Layers Selection Results Legend Downloads

Clear All Clear Downloaded

Year Product Product Name Type

|      |         |                                  |  |
|------|---------|----------------------------------|--|
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| 2019 | LAZ     | 393_4913_201901.laz              |  |
| 2016 | CHM     | 1044350064300_201601_CHM.tif     |  |
| 2016 | DEM     | 1044350064300_201601_DEM.tif     |  |
| 2016 | DSM     | 1044350064300_201601_DSM.tif     |  |
| 2016 | INT     | 1044350064300_201601_INT.tif     |  |
| 2016 | ASP     | 1044350064300_201601_ASP.tif     |  |
| 2016 | HILL    | 1044350064300_201601_HILL.tif    |  |
| 2016 | SLP     | 1044350064300_201601_SLP.tif     |  |
| 2011 | RAW_DEM | 1044350064300_201120_RAW_DEM.tif |  |
| 2013 | RAW_DEM | 1044350064300_201315_RAW_DEM.tif |  |
| 2011 | HILL    | 1044350064300_201120_HILL.tif    |  |
| 2013 | HILL    | 1044350064300_201315_HILL.tif    |  |
| 2016 | RAW_DEM | 1044350064300_201601_RAW_DEM.tif |  |
| 2019 | CHM     | 1044350064300_201901_CHM.tif     |  |
| 2019 | DSM     | 1044350064300_201901_DSM.tif     |  |
| 2019 | INT     | 1044350064300_201901_INT.tif     |  |
| 2019 | RAW_DEM | 1044350064300_201901_RAW_DEM.tif |  |
| 2019 | DEM     | 1044350064300_201901_DEM.tif     |  |
| 2019 | HILL    | 1044350064300_201901_HILL.tif    |  |

Showing 20 results



**Project Areas**

Zoom to

|                           |                                |
|---------------------------|--------------------------------|
| OBJECTID                  | 94                             |
| Project Number            | 201601                         |
| Project Name              | Lunenburg County               |
| Projection                | NAD_1983_CSRS_UTM_Zon<br>e_20N |
| Horizontal Datum          | NAD83_CSRS_2010                |
| Vertical Datum            | CGVD28                         |
| Acquisition Start Date    | June 23, 2016                  |
| Acquisition End Date      | July 11, 2016                  |
| Year                      | 2016                           |
| Pulse Spacing Requirement | 0.35                           |
| Pulse Density Requirement | 8.5                            |
| Sensor Make               | REIGL Q680i                    |
| LAS Version               | 1.2                            |
| Source                    | LIDAR                          |

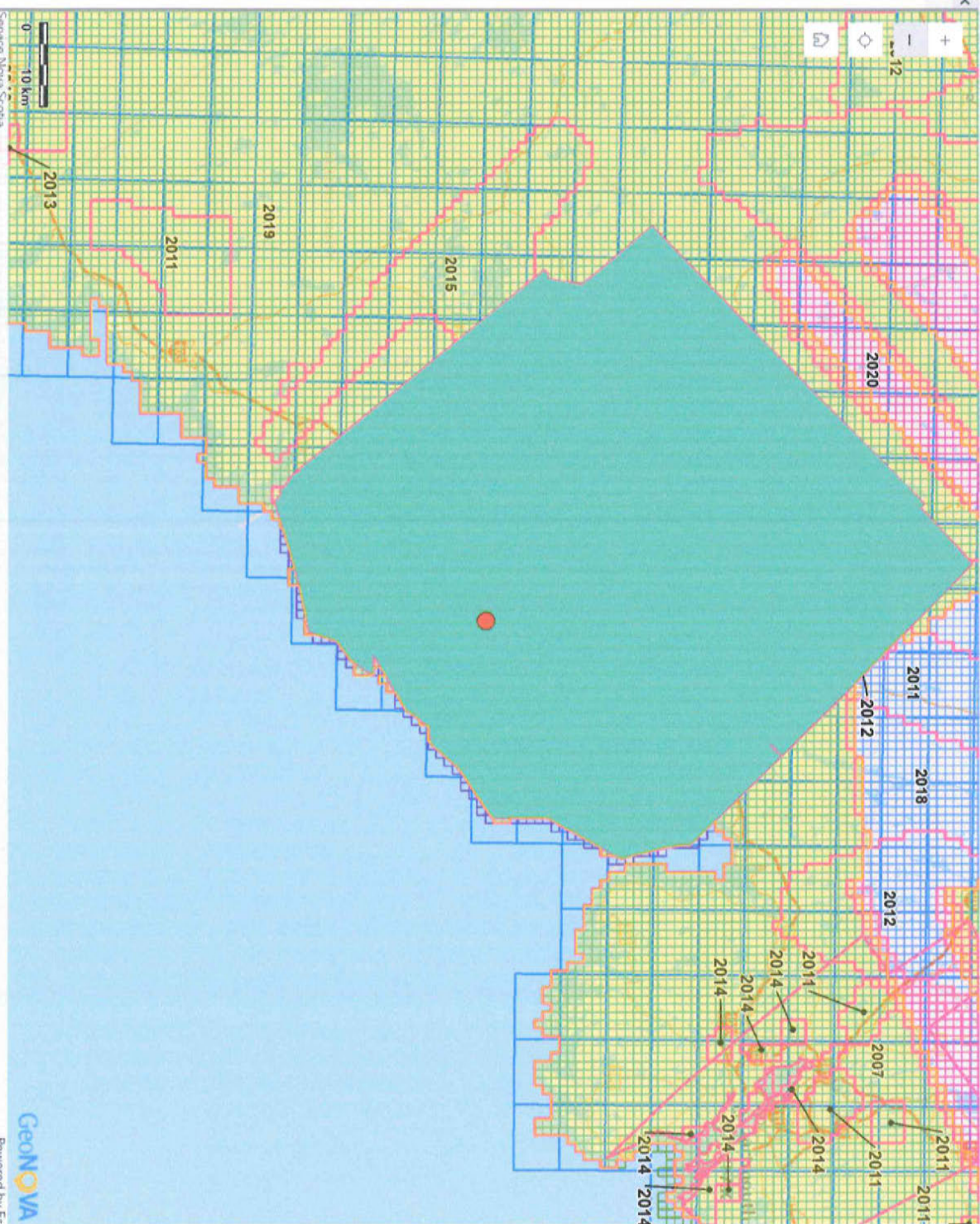
Search for an area of interest by:

Civic Address

Civic Address Search

693 Masons Beach Rd, First South, Mur

Clear







Jay Sutherland &lt;jay@lilhook.com&gt;

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## 693 Mason Beach rd, Property report and zoning confirmation - Bank Request.

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Jay Sutherland &lt;jay@lilhook.com&gt;

13 March 2026 at 12:24

To: Norma Schiefer &lt;Norma.Schiefer@modl.ca&gt;

Cc: Genniene Sutherland &lt;Genniene@gmail.com&gt;, "Cassidy, Patrick (Halifax)" &lt;pcassidy@coxandpalmer.com&gt;

Hi Norma,

Thank you for the update and for prioritizing this despite your looming deadlines. I really appreciate you taking the time to sort out the file for the ECCU property report.

To help streamline your research and provide clear context for the bank's request, I've compiled a comprehensive elevation and flood risk analysis for 693 Masons Beach Road (PID: 60723228). This compares our recently surveyed Finished Floor Elevations (FFE) directly against the Province's Coastal Hazard Map projections.

As you review the file, there are two critical site-specific factors I'd like to highlight regarding the MODL 3.97m minimum requirement:

### 1. Geographic Shielding (No Wave Run-up)

Our property is located deep within Upper South Cove. As shown on provincial mapping, the site is heavily sheltered by mainland peninsulas to the North and South, and by Corkums Island to the East. Due to this enclosed geography, the property lacks the open-ocean "fetch" required to generate large, crashing storm waves. Applying a blanket wave run-up buffer—which the 3.97m MODL minimum accounts for—is overly conservative and physically unsupported by the local topography.

### 2. Unmapped Site Upgrades & The Provincial Dead End

Please note that the baseline data on the Nova Scotia Coastal Hazard Map does not reflect the physical upgrades and fill that have already raised the property's height, specifically the 4,000 tons of rock added to secure the site. The site is currently far safer than the province's outdated data suggests.

We have actively tried to rectify this. We sent multiple emails to [geoinfo@novascotia.ca](mailto:geoinfo@novascotia.ca) (I reached out again today, having sent requests, including dates on February 2, 4, and 19) is attempting to get the province to review the new measurements. Instead of assistance, we received automated ticket generations and a message stating the Province was closing the ticket on their end. Despite direct requests for a property form or intake procedure to update the public mapping, no return emails or calls have been provided.

With the government cutting this department directly in the 2026 budget, no one is returning messages. This current, incorrect mapping is a massive liability. **My question is: How is the MODL going to help its community tackle this issue when the provincial government is completely unresponsive?** We

cannot be held back by mapping data that the province refuses to update. Even relying on that outdated provincial mapping, our units sit well above the projected mid-century flood levels, and nearly all survive the end-of-century projections:

### Table 1: Mid-Century (2050) Flood Projection Analysis

*Based on a projected 2050 worst-case flood elevation of 2.09 meters (1.00m Highest Tide + 0.79m Storm Surge + 0.30m Sea Level Rise).*

| Unit    | Proposed FFE (Meters) | Safety Buffer Above 2050 Flood Level | MODL Minimum Requirement |
|---------|-----------------------|--------------------------------------|--------------------------|
| Unit 2  | 3.50m                 | +1.41m                               | 3.97m                    |
| Unit 3  | 2.68m                 | +0.59m                               | 3.97m                    |
| Unit 4  | 3.58m                 | +1.49m                               | 3.97m                    |
| Unit 5  | 3.69m                 | +1.60m                               | 3.97m                    |
| Unit 12 | 3.04m                 | +0.95m                               | 3.97m                    |
| Unit 14 | 3.20m                 | +1.11m                               | 3.97m                    |

### Table 2: End-of-Century (2100) Flood Projection Analysis

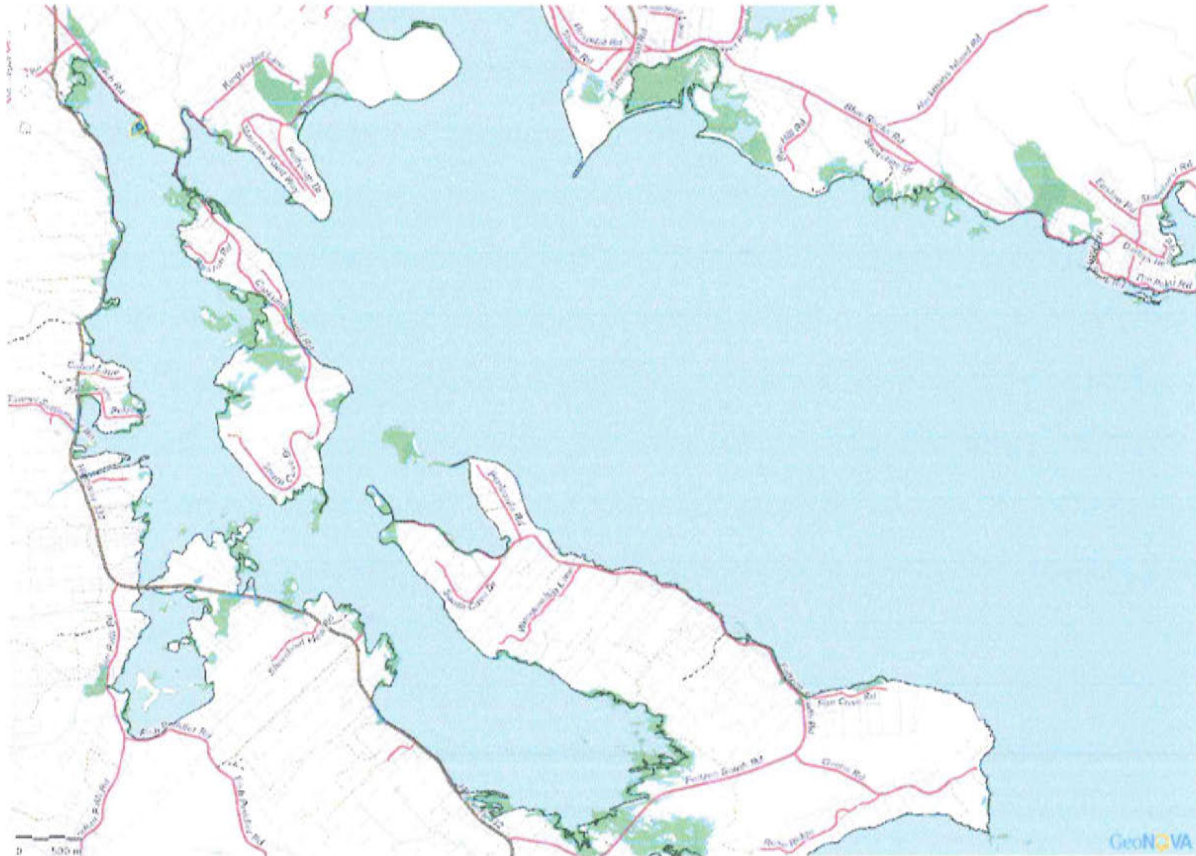
*Based on an estimated 2100 worst-case flood elevation of ~2.80 meters (Current 1.79m + estimated 1.01m end-of-century sea-level rise).*

| Unit    | Proposed FFE (Meters) | Safety Buffer Above 2100 Flood Level | MODL Minimum Requirement |
|---------|-----------------------|--------------------------------------|--------------------------|
| Unit 2  | 3.50m                 | +0.70m                               | 3.97m                    |
| Unit 3  | 2.68m                 | -0.12m                               | 3.97m                    |
| Unit 4  | 3.58m                 | +0.78m                               | 3.97m                    |
| Unit 5  | 3.69m                 | +0.89m                               | 3.97m                    |
| Unit 12 | 3.04m                 | +0.24m                               | 3.97m                    |
| Unit 14 | 3.20m                 | +0.40m                               | 3.97m                    |

### Sources & Reference Information

- Topographic Sketch:** "251125-37 - 693 Masons Beach Road (Lil Hook) - Topo-2.pdf" (Surveyed by ABLE Land Surveying, showing Finished Floor Elevations in meters).
- Current Flood Data & 2050 Projections:** Scraped text from the Nova Scotia Coastal Hazard Map (<https://nsgi.novascotia.ca/chm>) for PID: 60723228. This details the 2050 projection calculation: 1.00m (Highest Tide) + 0.79m (Storm Surge) + 0.30m (Sea Level Rise) = 2.09m Total Projected Flood Elevation.

- 3. **2100 Estimations & Map Data:** "COASTAL PROTECTION ACT & 2050 & 2100 Projections copy.pdf" and the supplemental map screenshot, illustrating the enclosed geography of Upper South Cove and noting the pending provincial review of unmapped property height upgrades.
- 4. **Municipal Code:** Municipality of the District of Lunenburg (MODL) Coastal Protection Regulations (June 2024), establishing the 3.97m (CGVD2013) minimum elevation for habitable space in new residential structures.







I hope this detailed breakdown gives you the exact context needed to finalize the property report for ECCU, and illustrates why relying strictly on the un-updated 3.97m baseline doesn't reflect the reality of our specific build.

Thanks again for your help. Happy to jump on a quick call next week if you want to discuss any of this in more detail before you finalize the letter.

Talk soon,  
**Jay Sutherland**  
lil HOOK Properties.  
**HOOK'd home**

693 Mason Beach Rd. Lunenburg NS  
[www.HOOKd12.com](http://www.HOOKd12.com)  
HOOKd Youtube  
HOOKd Facebook

On Wed, 11 Mar 2026 at 15:50, Norma Schiefer <[Norma.Schiefer@modl.ca](mailto:Norma.Schiefer@modl.ca)> wrote:  
[Quoted text hidden]

2 attachments

 **251125-37 - 693 Masons Beach Road (Lil Hook) - Topo-3.pdf**  
518K

 **COASTAL PROTECTION ACT & 2050 & 2100 Projections copy.pdf**  
1706K

# FAX

Jason & Genniene  
Sutherland - [REDACTED]  
693 Mason Beach Rd.  
Lunenburg NS

## TO:

Name: Municipal Clerk April Whynot-Lohnes and Acting Clerk Tina Robichaud-Bond:

Fax Number: (902) 543-7123

# of Pages: 3  
(including cover sheet)

## FROM:

Name: Jason Suterland - 1139541 BC Ltd.

Fax Number: [REDACTED]

**Subject:** V2. FINAL - Formal Request to Read Aloud Public Input – March 17 26th,

### Message:

V2. FINAL - STATEMENT - Subject: UPDATED: Formal Request to Read Aloud During Public Input – March 17 & March 26 Meetings

To Municipal Clerk April Whynot-Lohnes and Acting Clerk Tina Robichaud-Bond:

As I cannot be in attendance, I formally request that the following updated statement be read aloud into the official public record during the Public Input session. It has been timed to fall well under the 5-minute municipal limit. Please disregard any previous versions of this statement.

## **V2. Finalized "Read-Aloud" Email for the Clerks**

To: [april.whynot-lohnes@modl.ca](mailto:april.whynot-lohnes@modl.ca), [tina.bond@modl.ca](mailto:tina.bond@modl.ca)

**V2. FINAL - STATEMENT - Subject:** UPDATED: Formal Request to Read Aloud During Public Input – March 17 & March 26 Meetings

**To Municipal Clerk April Whynot-Lohnes and Acting Clerk Tina Robichaud-Bond:**

*As I cannot be in attendance, I formally request that the following updated statement be read aloud into the official public record during the Public Input session. It has been timed to fall well under the 5-minute municipal limit. Please disregard any previous versions of this statement.*

### **[START OF STATEMENT TO BE READ ALOUD]**

"Members of Council, Mayor McLean-Wile, and CAO MacEwan.

My name is Jason Sutherland, speaking on behalf of my family and the residents of 693 Masons Beach Road.

We submitted a formal 6-page legal request to your dockets with attachments a, b, c, d, today, but I want to ensure every Councillor and citizen listening understands the massive financial oversight hidden in the new 'Designated Coastal Protection Area' mapping.

When this Council adopted the sweeping 3.97-metre coastal flood risk zone last June, you locked thousands of existing shoreline homeowners into an un-updatable, mathematically flawed provincial map. The Nova Scotia Government's own website states that the worst-case sea-level rise projection for the year 2100 is 3.05 metres. Yet, MODL arbitrarily inflated that number to a 3.97-metre 'Red Flood Zone,' taking an open-ocean crashing-wave buffer and blanketing it over protected, inland coves.

The financial devastation from this administrative error is happening right now. Because you published this inflated map without geographic context, national banks and insurance agencies are using it against us. Our own bank is actively looking at slashing our Loan-to-Value ratios from 70% to 50% directly because of MODL's 'Red Zone' label.

I have reviewed the official Council minutes and staff reports leading up to your June 2024 vote. While Staff provided Council with estimates showing that 78 vacant lots would be rendered unbuildable, I cannot find a single report or debate analyzing how this map would trigger banks and insurance companies to devalue thousands of existing family homes.

**We formally ask the CAO and the Planning Department to answer this question at the upcoming meetings: Can you point to the specific date or staff report where the immediate economic devaluation, banking restrictions, and insurance impacts on thousands of existing coastal homeowners were debated by this Council before these rules were passed?**

You passed a sweeping law without doing the basic financial math on how it would affect your citizens. Worse still, you provided no way for citizens to fix it. We spent the money to hire certified surveyors to capture the 'Ground Truth' data proving our property is safe. Yet, the Province admits they have no budget to update their LiDAR maps, and MODL refuses to process our certified surveyor data to override it.

To the Councillors representing the coast: Are you prepared to tell the seniors and legacy landowners in your districts that their retirement savings are gone because MODL refuses to process a standard surveyor's map update?

Before you pass the Final Reading of the new Land Use By-laws, you must introduce a policy clause that allows property owners to submit certified surveyor Ground Truth data to override these flawed maps.

Furthermore, MODL must adopt a sliding scale exactly like the Nova Scotia Government has already published. You must be clear with the public about what the *current* risks actually are, rather than burying them under a 74-year worst-case scenario. Council needs to ensure an updated map reflecting reasonable, commercial realities is produced—not a sweeping, context-less map that artificially lowers property values and triggers banks to pull funding.

Do not permanently cement a broken policy.

Fix this administrative oversight now.

**Question for the clerk to the Mayor:**

Have all councillors received the various documents and attachments via email and physical delivery to ensure a thorough & fair review?

Thank you. Jason & Genniene Sutherland

**[END OF STATEMENT TO BE READ ALOUD]**

693 Mason Beach Rd. Lunenburg County.