

**AGENDA**  
**MUNICIPAL COUNCIL**

Bridgewater, NS

Tuesday, May 22, 2018 – 9:00 a.m.

Time & Page

1. CALL TO ORDER
2. ANNOUNCEMENTS, ACKNOWLEDGEMENTS, RECOGNITION:
3. PUBLIC INPUT (15 Minutes)
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES April 24 & May 8, 2018
6. BUSINESS ARISING FROM MINUTES: (Nil)
7. AWARDING OF TENDERS/RFPs:
  - 7.1 Tender 2018-05-004 "On-Site Sewage Disposal Systems for LaHave – Group 5 ..... 1-3
8. PRESENTATIONS/SCHEDULED TIMES:
  - 8.1 Angela Taylor re Littering ..... 9:15 a.m. 4-21
  - 8.2 Maria Butts & Department of Environment re LaHave River Project ..... 10:15 a.m. 22
9. CONSIDERATION OF CORRESPONDENCE:
  - 9.1 Bluenose Coastal Action Foundation re Lunenburg Harbour Health Authority ..... 23-30
  - 9.2 Province of Nova Scotia - Stakeholder Response re Traffic Safety Act ..... 31-50
10. RECOMMENDATIONS FROM COMMITTEES & BOARDS:
  - 10.1 Police Advisory Board
    - 10.1.1 Letter to Transportation & Infra. Renewal re Speed Study, Blockhouse ..... 51
11. STAFF REPORTS:
  - 11.1 Planning Department
    - 11.1.1 Hemford Forest Planning Plebiscite ..... 52-53
    - 11.1.2 South Shore Agri-Innovation Park Plan Review/Amendment ..... 54-55
    - 11.1.3 Abandoned Boat Program Update ..... 56-61
  - 11.2 Economic Development Department
    - 11.2.1 Road at Osprey Village ..... 62-64
12. MAYOR'S/DEPUTY MAYOR'S/COUNCILLORS' MATTERS:
  - 12.1 Update – Lunenburg County Lifestyle Centre (LCLC) (M. Ernst/E. Hustvedt)
  - 12.2 Update – Deputy Mayor
  - 12.3 Update – Mayor
13. IN CAMERA:
  - 13.1 Contract Negotiations re Centre School under Section 22(2)(e) of the MGA
  - 13.2 Contract Negotiations under Section 22(2)(e) of the MGA
14. ADJOURNMENT



# Municipality of the District of Lunenburg

---

## MEMORANDUM

**REPORT TO:** Council

**SUBMITTED BY:** Maria Butts, LaHave River Project Coordinator

**DATE:** May 22, 2018

**RE:** Tender Award: On-Site Sewage Disposal System Installations for LaHave River Properties. Project – Group #5

---

### RECOMMENDATIONS

*Authorize staff to award tender 2018-05-004 to Town and Country Property Improvement Ltd. in the amount of \$60,770.70 plus HST.*

### EXECUTIVE SUMMARY

Two bids were received for *Tender 2018-05-004 On-Site Sewage Disposal System Installations for LaHave River Properties. Project – Group #5*. All were accepted.

The scope of work consists of the supply and installation of five septic systems located on private property belonging to homeowners who have applied to participate in the LaHave River Straight Pipe Replacement Program (SPRP), administered by the Municipality of the District of Lunenburg (MODL).

Tender 2018-05-004 is a bundle of five traditional systems.

### BACKGROUND

In the Spring of 2016, *Our Living Future* campaign was launched to bring awareness and education around the issue of straight pipes and their impact on the LaHave River and Council authorized staff to make an application to the New Build Canada Fund for a SPRP. Staff were directed to prepare a Wastewater Management District (WWMD) By-Law and policies to implement such a program. The drafted By-Law and policies have since been adopted by Council.

On June 29, 2017, federal and provincial authorities announced joint funding along with the Municipality for the replacement of straight pipes with on-site sewage disposal systems along the LaHave River.

Replacement of straight pipes with functioning septic systems required the services of a qualified engineer to select, design, and oversee the installation of approved septic systems. As such, council authorized staff to award of *RFP 2017-05-400 On-Site Sewage Disposal System Design for Lahave River properties* to ABLE Engineering Services Inc (ABLE) on August 22, 2017.

To date, MODL has received 105 applications for replacement from property owners within the WWMD.

Over the past few months, MODL has been working with ABLE to produce sewage disposal designs for each property owner enrolled in the SPRP. Five designs were selected from those completed to date for inclusion in tender 2018-05-004.

No Municipal dollars are being spent on this program as the federal and provincial grants cover up to two thirds of the cost and all eligible homeowners are required to pay the remaining one third.

**DISCUSSION**

Tender 2018-05-004 was posted on Wednesday, April 25<sup>th</sup>, 2018 and closed on Thursday, May 10<sup>th</sup>, 2018.

Two bids were received by the deadline. Accepted tenderer names and bids are described in Table 1 below:

<b>Funding</b>	Total Bid (w/o HST)
Provincial/Federal Grants	2/3
Property Owner	1/3
<b>Tenderers</b>	
Town and Country Property Improvements Ltd	\$60,770.70
Dennis Lively Construction and Backhoe Services Ltd	\$66,500.00

Table 1: Accepted Bids for Tender 2018-05-004

Under the scope of work, the successful bidder is required to complete all excavation, bedding, pipe laying, backfill and compactions. They are to supply all septic tanks, miscellaneous fittings, filter sand, stone and concrete. The successful bidder is also required to complete leakage testing, and all surface restoration and any other work as specified and shown on the design drawings.

**CONCLUSION**

Tender 2018-05-004: Of the seven accepted bids received, the lowest bid was submitted by Town and Country Property Improvement Ltd of Cookville, Nova Scotia.

### **Tender Award Recommendation**

**Tender:** 2018-05-004 On-Site Sewage Disposal System Installation for LaHave River Properties.  
Project – Group #5.

**Scope of Work:** Install five On-Site Sewage Disposal Systems on five properties along the LaHave River.

**Closing Date:** May 10, 2018

<b>Funding</b>	<b>Total Bid (w/o HST)</b>
Provincial/Federal Grants	2/3
Property Owner	1/3
<b>Tenderers</b>	
Town and Country Property Improvements Ltd	\$60,770.70
Dennis Lively Construction and Backhoe Services Ltd	\$66,500.00

**Tender Award Recommendation:**

Council award Tender 2018-05-004 to Town and Country Property Improvement Ltd for the cost of \$60,770.70 plus HST.



# UNPLUG THE LITTERBUG

Angela Taylor, Special Constable - Outreach & Compliance Officer  
Municipal Joint Services Board, Lunenburg Region  
May 22, 2018



13. 2018-12-44



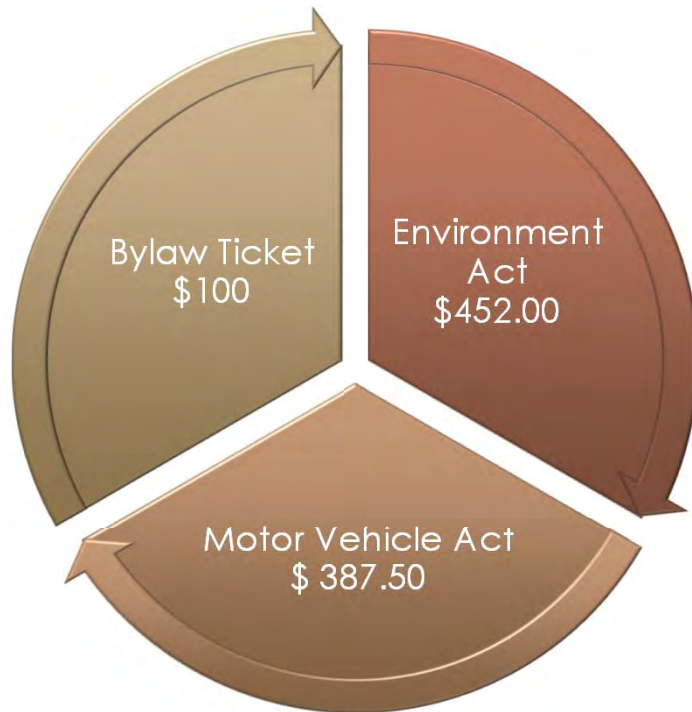


78%  
Tobacco  
products



# LITTER IN NOVA SCOTIA

2008 Litter Survey  
Nova Scotia Youth  
Conservation Corps



## LITTER FINES IN NOVA SCOTIA

WITNESSED ABOVE COMMITTED THE OFFENSE INDICATED:

Signed (Informant) \_\_\_\_\_ This \_\_\_\_\_ Day of \_\_\_\_\_ 20\_\_\_\_

Informant ID: \_\_\_\_\_ Police Dept. or Agency \_\_\_\_\_

YOU ARE REQUIRED TO EITHER PLEAD GUILTY AND PAY THE AMOUNT PAYABLE (IF NOTED BELOW) OR NOTIFY THE COURT OF YOUR INTENT TO APPEAR IN COURT AND PLEAD NOT GUILTY AND HAVE A TRIAL OR PLEAD GUILTY AND MAKE A SUBMISSION AS TO PENALTY

BEFORE THE DUE DATE, THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

YOU MUST APPEAR ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

AT \_\_\_\_\_ PROVINCIAL COURT, IN COURTROOM \_\_\_\_\_ AT \_\_\_\_\_ M

COURT INFORMATION

AT \_\_\_\_\_ PROVINCIAL COURT TEL: 1-877-445-4012

ADDRESS \_\_\_\_\_

THE FOLLOWING DOES NOT FORM PART OF THE CHARGE

TOTAL AMOUNT PAYABLE AS SET BY REGULATION: \$ \_\_\_\_\_

DELIVER OTHER

BIRTH DATE: YEAR MONTH DAY SEX OCCUPATION

Driver's Lic. No. \_\_\_\_\_ FROM \_\_\_\_\_ STATE \_\_\_\_\_

CARRIER'S MASTER: NSC No. \_\_\_\_\_ FROM \_\_\_\_\_ STATE \_\_\_\_\_

VEHICLE

NAME \_\_\_\_\_ TYPE \_\_\_\_\_ MAKE/MAKE/NO. \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

BUS Seating Capacity \_\_\_\_\_  TRUCK Gross Weight \_\_\_\_\_

Owner's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Peace Officer Issuing: \_\_\_\_\_

Signature (print): \_\_\_\_\_

MUNICIPAL JOINT SERVICES BOARD, LUNenburg REGION

NOTICE OF VIOLATION

Pursuant to the Solid Waste Collection By-law for the:  
Municipality of Lunenburg Town of Mahone Bay Town of Bridgewater

ADMINISTRATIVE TICKET

To: \_\_\_\_\_ Date of Issuance: \_\_\_\_\_

Received By: \_\_\_\_\_ Penalty Due Date: \_\_\_\_\_

Street Address: \_\_\_\_\_ Mailing Address: \_\_\_\_\_

Tel: \_\_\_\_\_ Compliance Officer: \_\_\_\_\_

You are hereby notified that you have committed the following contraventions, as per section \_\_\_\_\_ of the Solid Waste Collection By-law for the \_\_\_\_\_ by doing the following act: \_\_\_\_\_

ACTION REQUIRED: Payment of penalty in the amount of One Hundred (\$100) dollars to the office of the Municipal Joint Services Board, Lunenburg Region within fourteen (14) days of the date of issuance of this Notice or as indicated above under 'Penalty Due Date'. Payment may be made in person at: 908 Mullock Road, Whyhotts Settlement, NS, Monday-Friday from 8:00 am-4:30 pm or cheques may be mailed to: P.O. Box 209, 131 North Street, Bridgewater, NS B4V 2W8 (please enclose ticket with payment). Cheques can be made out to the Municipal Joint Services Board, Lunenburg Region.

IF PAYMENT IS NOT RECEIVED BY THE DUE DATE, A SUMMONS MAY BE ISSUED FOR A COURT APPEARANCE AND A FINE MAY BE LEVIED TO THE MAXIMUM ALLOWED BY THE LAW.

# SUMMARY OFFENSE VS BYLAW TICKET

## Summary Offense Ticket

- Proof beyond a reasonable doubt
- Could end up in court

## Bylaw Ticket

- One piece of evidence
- Voluntary payment

# PROOF VS EVIDENCE

**Evidence:** one (or more) reasons for believing something has happened

**Proof:** conclusion we arrive to after analyzing the evidence

(who, what, when, where, why)





Earth Day 2017



# UNPLUG THE LITTERBUG CAMPAIGN

- See it
- Report it
- Prevent it



# HWY 325 – MAITLAND TO OAKHILL





13.04.2018 12:38



13.04.2018 12:44





# EARTH DAY 2018

South Shore Wildlife Association  
cleaned up 125 bags of litter

# WARNING

**LITTER WATCH IN EFFECT**

**VIOLATORS MAY BE FINED**

**UP TO \$452.00**



**REPORT A LITTERER TO (902) 543-2991**

- ▶ Give the feeling that you're being watched
- ▶ Encourage people to report it

# REPORT IT!

- ▶ License Plate Number
- ▶ Vehicle Description
- ▶ Date and Time
- ▶ Location



# RESPONSE TO A LITTER COMPLAINT

- ▶ Contact Registered owner of vehicle
- ▶ Speak to person responsible for litter
- ▶ Voluntary confession to Issue a Summary Offense Ticket.
- ▶ Bylaw ticket if no confession



TOSSING LOTTO LEFTOVERS ON HIGHWAY RESULTS IN A \$410 FINE



# TRAFFIC CHECKPOINTS



# MEASURE SUCCESS

- ▶ Compare volume of litter from previous year
- ▶ Volume of complaints/reports
- ▶ Successful fine/bylaw tickets

# THANK YOU!

**Angela Taylor, Special Constable – Outreach & Compliance Officer**  
Municipal Joint Services Board, Lunenburg Region



[angela.taylor@mjsb.ca](mailto:angela.taylor@mjsb.ca)


# LaHave River Wastewater Management District By-law Schedule A


First Reading – July 25, 2017


Second Reading – August 22, 2017


Effective Date – August 31, 2017  
(date advertisement appeared in paper)


 Straight Pipe Boundary


 Residential Address

 Highway

 Road

 Program Applicants

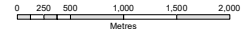
 System Installed

 Awarded Installations

**Confirmation of On-Site System**

 Records Received

 Records Required



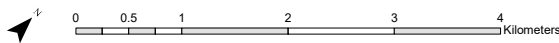
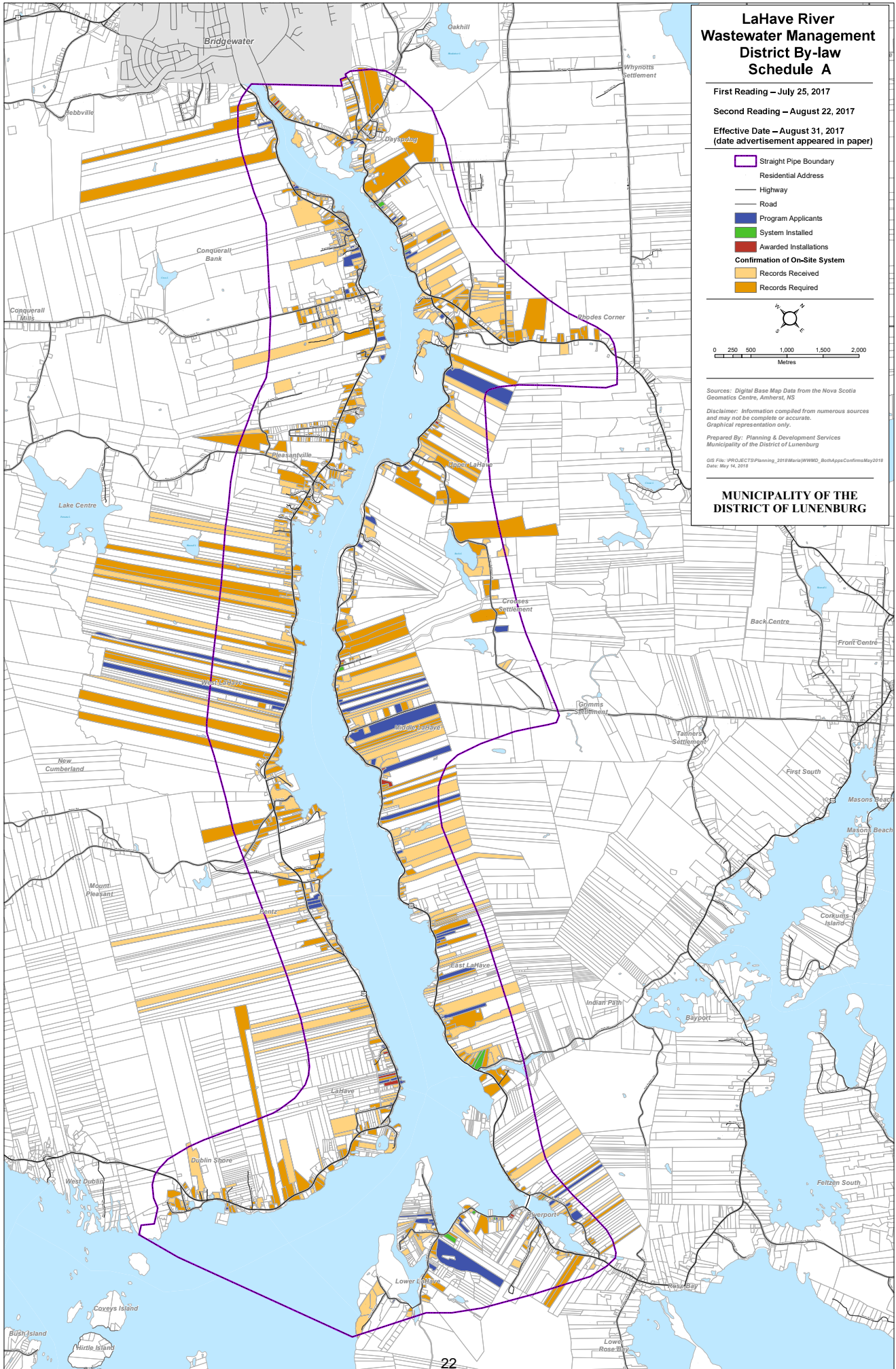
Sources: Digital Base Map Data from the Nova Scotia Geomatics Centre, Amherst, NS

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

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

GIS File: \\PROJECTS\Planning\_2018\Main\WWM\WB\_Apps\Confirm\May2018  
Date: May 14, 2018

## MUNICIPALITY OF THE DISTRICT OF LUNENBURG



37 Tannery Road, PO Box 730, Lunenburg, NS, B0J 2C0

Tel: 902-634-9977 Email: info@coastalaction.org Web: www.coastalaction.org

Council  
May 22, 2018  
Item: 9.1  
Authorization: K. Malloy



April 23, 2018

APR 25 2018

RE: Lunenburg Harbour Health Advisory Group & Stakeholder Engagement Process

RECEIVED

Dear Stakeholder;

As you may be aware, the Town of Lunenburg experienced a lot of local, regional, and national attention last fall focused on the health of Lunenburg Harbour. Much of this publicity was not positive for the town and was also not based on accurate facts or clear information. As such, the Town of Lunenburg reached out to Bluenose Coastal Action Foundation (Coastal Action) to ask for help in addressing the issues surrounding the health of the harbour. An initial public meeting was held at the fire hall on November 9, 2017, to provide accurate information from a variety of sources on different issues affecting the health of the harbour. Coastal Action provided general information on what constitutes a healthy harbour and factors that can negatively impact a harbour. Staff from the engineering firm, CBCL, provided a very detailed presentation about the proposed bio-filter project that has been presented as the chosen solution for the odour issues coming from the Town's Wastewater Treatment facility. Town of Lunenburg staff provided a summary of how the wastewater treatment facility operates and the legal requirements that must be maintained to meet the provincial wastewater regulations. An engineer with Nova Scotia Environment was also on hand to address any questions related to the provincial legal requirements around wastewater management. By the end of the evening, the people that attended were more aware of the issues surrounding harbour health and had a better appreciation and understanding of the work that had either been done or was underway by the Town to address the sewage treatment issues.

As a follow up to the public meeting, the Town of Lunenburg committed to hiring Coastal Action to initiate a stakeholder engagement process to continue to work towards addressing the issue of the health of Lunenburg Harbour. The purpose of this engagement process is to consult with government, business/industry, residents, etc. with a stake in improving the health of the harbour to discuss potential threats and determine feasible solutions for improvement. A draft Terms of Reference for the proposed Lunenburg Harbour Health Advisory Group are attached with more details.

Coastal Action would like to invite you, or a representative from your organization, to participate in the stakeholder engagement process. We are accepting 'Invitation to Serve' applications as outlined in the attached Terms of Reference, see attached application form, with an application deadline of May 11, 2018. We intend to hold our first meeting in May, date yet to be determined, but likely sometime the week of either May 21 or May 28. If you should have any questions, or would like to discuss this invitation further, please do not hesitate to contact me via telephone at 902-634-9977, email at [brooke@coastalaction.org](mailto:brooke@coastalaction.org), or stop by the Coastal Action office at 37 Tannery Road, Lunenburg (office hours 9:00 AM to 4:00 PM, Monday to Friday). We look forward to working with you to improve the health of our harbour. Thank you.

Sincerely,

Brooke Nodding  
Executive Director



## Lunenburg Harbour Health Advisory Group

### Terms of Reference

#### Definitions

1. **'Advisory Group'** or **'Group'** refers to the standalone Lunenburg Harbour Health Group.
2. **'Chair'** means the person elected by the Group to preside at meetings.
3. **'Vice Chair'** means the person elected by the Group to preside at meetings when the Chair is unavailable;
4. **'Director'** refers to the Executive Director or Assistant Director for Bluenose Coastal Action Foundation;
5. **'Members'** means members of the Lunenburg Harbour Health Advisory Group;
6. **'Quorum'** means 50% + 1 of the membership of the Group

#### Mandate of the Group

The Lunenburg Harbour Health Advisory Group is a standalone advisory entity facilitated by Bluenose Coastal Action Foundation (Coastal Action) for the purposes of protecting the health of Lunenburg Harbour through the identification of threats and development of feasible solutions.

#### Group Objectives

1. Provide a forum for discussion on issues affecting the health of Lunenburg Harbour.
2. Consult with, advise, and make recommendations pertaining to existing and potential threats to the health of Lunenburg Harbour. Resulting advice and recommendations could be directed at one or all levels of government, as well as industry, depending on the issue and jurisdiction.
3. Consult with, advise, and develop potential solutions for harbor health improvements. This will include recommendations based on the results of the proposed harbor monitoring program.
4. Promote communication and collaboration between various stakeholders.
5. Assist with developing and delivering relevant communication and outreach tools and materials for public engagement.
6. Pursue funding opportunities for monitoring program and other potential solutions that result from the group.



## Group Membership

1. The members of the Advisory Group shall consist of twelve (12) members and five (5) resource personnel. Members will consist of the following:
  - a. Two (2) municipal government representatives
    - i. One (1) from the Municipality of the District of Lunenburg (Mayor or Councillor)
    - ii. One (1) from the Town of Lunenburg (Mayor or Councillor)
  - b. Two (2) citizen representatives
    - i. One (1) from the Municipality of the District of Lunenburg (preferably from the Garden Lots area)
    - ii. One (1) from the Town of Lunenburg
  - c. Four (4) industry representatives, who have a footprint that impacts Lunenburg Harbour (i.e., either owns property adjacent to the harbour or operates adjacent to or within the harbour)
  - d. Two (2) business community representatives, who have a stake in the health of the harbour
  - e. Two (2) tourism / recreation representatives, who have a stake in the health of the harbour

Resource personnel will consist of the following:

- f. Staff from Bluenose Coastal Action Foundation, which could include;
    - i. Brooke Nodding, Executive Director
    - ii. Shanna Fredericks, Assistant Director
    - iii. Sarah MacLeod, Water Quality Specialist
  - g. Staff from Town of Lunenburg
  - h. Staff from the Municipality of the District of Lunenburg
  - i. Staff from Nova Scotia Environment, Environmental Inspector for the area
  - j. Environment Canada Marine Water Quality Specialist
2. All Group Members are volunteers and are appointed to the group for a three (3) year term.
  3. A Chair and a Vice-Chair will be appointed by group members at first formal meeting and will be elected on an annual basis.
  4. Each member will serve on the group without remuneration.

## Expectations of Group Members

Group members are expected to:

1. Understand the mandate of the Group.
2. Understand their role as a Group member.

3. Understand the role of the Group Chair.
4. Strive to attend all scheduled and special group meetings.
5. Prepare for meetings by reading agendas and any background information supplied.
6. Actively participate in the discussion and decision-making process.
7. Undertake any work assigned, including special projects, participation on sub-committees and research.
8. Be open-minded and allow for a variety of opinions to be heard.
9. Respect the individual worth and dignity of opinions of other Group members and maintain a high degree of decorum.
10. Refer to the Chair for questions and procedure.
11. Recognize the limitations on participation and inform the chair of your limitations.
12. Ask questions and seek clarification through the Chair or resource personnel.
13. Respect the decisions and finality of the Group.
14. Clearly identify and orally disclose any conflict of interest, and refrain from any discussion which could influence the opinions of Group members.
15. In a public forum, clearly identify when they are speaking in their capacity as a group member, or as an independent citizen, where appropriate.

### Appointment of Sub-Committees

1. The Group may appoint a sub-committee from its members to investigate and report on any matters related to Group business, provided that:
  - a. The sub-committee, reports directly to the appointing Group.
  - b. The established sub-committee does not have the power to appoint a further committee nor shall it add to its membership without permission from the Group.

### Membership Selection Process & Criteria

1. Prospective members of the Group will be required to submit a completed 'Invitation to Serve' application (Schedule A) to the committee, if stakeholder interest exceeds that of the available positions.

2. The call for the invitation to serve process shall, at minimum, include one notice in the local newspaper and on Coastal Action's website / social media platforms, and provide a minimum of two weeks for responses.
3. All applications received will be reviewed by the Group and decisions on appointments will be done by consensus.
4. Where a vacancy occurs on the Advisory Group, other than by reason of the expiration of the term of a member, the Group upon response to a call for an Invitation to Serve, and review and input from the Group, shall appoint a person to fill the vacancy as soon as possible; and that person shall hold office for the remainder of the term of the member in whose place that person is appointed.

### Calling Meetings

1. Meetings will be held three (3) times a year (January, April, and September) unless decided otherwise by the Chair.
2. Special meetings and sub-committee meetings can be called as needed.
3. Regular meetings of the Group shall be held on at least seven (7) days notice, but emergency meetings may be called by the Chair on one day's notice.

### Absenteeism

1. If a member is absent without good reason or prior acknowledgement from meetings of the Group for two (2) out of the three (3) meetings in any one (1) year, the Group may declare the position vacant and ask for a replacement member.
2. Should a member of the Committee Group not be able to attend a regular meeting of the Group, the member shall advise the Chair at least one (1) day prior to the meeting unless there are extenuating circumstances.

### Meeting Procedures

Procedurally, the following shall be followed:

1. The Group makes recommendations based on general consensus.
2. Quorum shall be a simple majority (50% + 1) of the Group members.
3. Non-quorum meetings shall be permitted, but may not contain any actions to be taken, or recommendations.
4. If the Chair is not present at the group meeting, the Vice Chair shall preside. If the Vice Chair is not present at the group meeting, the members present shall appoint, by consensus, an acting Chair, who will preside for the duration of the meeting.

37 Tannery Road, PO Box 730, Lunenburg, NS, B0J 2C0

Tel: 902-634-9977 Email: [info@coastalaction.org](mailto:info@coastalaction.org) Web: [www.coastalaction.org](http://www.coastalaction.org)



## Administration

1. Proposed agenda items should be submitted to the Director for consideration by the Chair.
2. The Chair is responsible for meeting agenda content and shall review proposed agenda items with the Director before each meeting.
3. No Group member shall instruct or give direction to, either publicly or privately, any resource personnel involved in the group.



## Invitation to Serve Application: Lunenburg Harbour Health Advisory Group

---

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

1. Please explain your specific interests in Harbour Health.

---

---

---

---

---

---

2. Please provide a brief overview of your interest in or relationship to Lunenburg, Nova Scotia.

---

---

---

---

---

---

3. Regular Group meetings will be held three times a year (January, April, and September) during the work day, Monday to Friday, 8:30 AM to 4:30 PM (exact dates and times yet to be finalized). Are you available to meet during those time frames?

Yes

No

37 Tannery Road, PO Box 730, Lunenburg, NS, B0J 2C0

Tel: 902-634-9977 Email: info@coastalaction.org Web: www.coastalaction.org



4. What member position are you applying for? Please check one.

a. Representative of Stakeholder Organization

Industry       Business       Tourism/Recreation

b. Citizen Representative

Town of Lunenburg       Municipality of the District of Lunenburg

If you checked a., please state the name of your organization.

---

5. Please provide any other information or comments about yourself that you think may assist us with our selection process.

---

---

---

---

---

---

Please submit this completed application form by no later than 4:30 PM on May 11, 2018 to the following name/address at your earliest convenience:

Brooke Nodding  
Bluenose Coastal Action Foundation  
PO Box 730, 37 Tannery Road  
Lunenburg, Nova Scotia  
B0J 2C0  
[brooke@coastalaction.org](mailto:brooke@coastalaction.org)

We appreciate all submissions; however, only successful applicants will be notified.

Thank you!

1. Please indicate which stakeholder group you are representing.

---

2. **What changes do you think should be considered in the new TSA and its accompanying Regulations?**

Feel free to address multiple issues but please be very concise with your responses. You can use up to 1000 words in total and you must keep to the allocated space and form. When providing your response, for each item you wish to address please:

- Identify the part of the act you are addressing.
- Identify the issue you re addressing, which may include a reference to a particular section of the current Motor Vehicle Act.
- Indicate your proposed solution to the issue you are addressing.
- Identify other jurisdictions that have implemented your proposed change.
- Submit your completed form to Kory Harrington at:

[Kory.harrington@novascotia.ca](mailto:Kory.harrington@novascotia.ca)

- Responses within 2 weeks of receiving this template would be greatly appreciated.

Provide your response in the space below:



# **MVA Rewrite Initiative Traffic Safety Act (TSA)**

## **Stakeholder Engagement Presentation**

# Today's Agenda...

1. Purpose of today's session
2. What are we doing
3. Why are we doing it and key features
4. How we are approaching it
5. Our timeline
6. Your role
7. Getting stakeholder input
8. Defining the sections
9. The engagement process
10. The question

# Purpose of today's session...

The purpose of today's session is to inform our stakeholders of what we are doing and how we are doing it.

It is also to introduce the process by which our stakeholders can provide input that will inform the development of the drafting instructions for the new TSA.

It is about the process not a session to discuss policy or specific aspects of the TSA.

# What we are doing...

- Creating the *Traffic Safety Act(TSA)* to replace the current *Motor Vehicle Act(MVA)*
- Consolidating and reorganizing the regulations that support the Act
- Moving technical detail to regulations with a mix of Governor in Council (GIC) Government in Council (GIC) and Ministerial authority

# Why we are doing this...

- Provide a more modern, flexible and responsive framework so future amendments can be done efficiently and without unintended consequences.
- Reduce gaps and provide greater clarity and certainty for law enforcement and administration.

# Key TSA Features

- Provides new streamlined legislative framework with minimal policy changes
- Organize into specific subject matter parts and minimize cross referencing and making it easier to read.
- Add up-to-date content, remove irrelevant content, and use consistent terminology
- Use modern language – clearer, more understandable, more accessible

## How we are doing it...

- Technical Committee (TIR and Legal Services Staff) is conducting detailed analysis of current draft of TSA including regulations.
- Consultation Team is engaging key stakeholders, our partners and the public to obtain valuable input
- Steering Committee is managing process and reviewing policy changes proposed by TSA for consideration by Minister.

# Our Timeline...

Action	Completion Date
1. Engagement (Stakeholders/Partners/Public)	May 2018
2. Review of Engagement Feedback	June – 2018
3. Finalize Drafting Instructions for the new TSA	July 2018
4. Request for Legislation	August 2018
5. Implementation	TBA
Other Major Initiatives	Completion Date
1. Regulations Development	March 2019
2. Information Systems Re-Development	TBA

# Defining the Parts of the New TSA...

**Roles and Responsibility** – Minister, Registrar, Traffic Authority, Motor Vehicle Inspector, Seizers, Peace Officer, Motor Vehicle Appeal Board, Medical Advisory Committee

**Vehicles** – Standards, Documents, Inspection, Suspensions, Reinstatements Offences, Regulations

**Drivers** – Standards, Licensing, Suspensions, Reinstatements, Training, Offences, Regulations

**Using the Road** – Standards, Pedestrians, Cyclists, Prohibitions, Commercial Vehicles, Offences, Collisions, Insurance, Seizers, Regulations

**Business and Licensing** – General, Dealers, Inspection Stations, Driving Schools, Signing Authorities

**Administration** – Courts, Documents, Records, Reciprocal Agreements, Information Sharing, Reviews, Offences, Fines, Points, Regulations

# Act vs. Regulations...

	Act	Governor In Council Regulations	Ministerial Regulations
<b>What</b>	High Level Policy/Principles	Policy Details and Definitions	Technical Detail including adopting Standards
<b>Who</b>	House of Assembly	Executive Council	Minister
<b>Example</b>	Require drivers license to operate a motor vehicle	Set requirements to get a driver's license.	Describe what a driver's license looks like.

# Your Role...

Your feedback through this process is extremely valuable and important. It will inform the technical team responsible for drafting the instructions for the TSA from your perspective.

All feedback will be reviewed processed and considered by identified parts to help shape the TSA

# The Process...

- **All stakeholders will be asked one question.**
- **Responses must be concise (limited to 1000 words in total) and include:**
  - Identify the part of the act you are addressing.
  - Identify the issue you re addressing, which may include a reference to a particular section of the existing MVA.
  - Indicate your proposed solution to the issue you are addressing.
  - Identify other jurisdictions that have implemented your proposed change.

# The Process...

- Only responses submitted on the official response form will be submitted for review.
- The response templates are to be completed and submitted to Kory Harrington at this e-mail address:

[Kory.Harrington@novascotia.ca](mailto:Kory.Harrington@novascotia.ca)

- The deadline for submissions is Thursday, May 31

## The Question...

***What changes do you think should be considered in the new TSA and its accompanying Regulations?***

# Official Response Template...



## Traffic Safety Act Stakeholder Response Form

1. Please indicate which stakeholder group you are representing.

---

2. **What changes do you think should be considered in the new TSA and its accompanying Regulations?**

Feel free to address multiple issues but please be very concise with your responses. You can use up to 1000 words in total and you must keep to the allocated space and form. When providing your response, for each item you wish to address please:

1. Identify the part of the act you are addressing.
2. Identify the issue you re addressing, which may include a reference to a particular section of the current Motor Vehicle Act.
3. Indicate your proposed solution to the issue you are addressing.
4. Identify other jurisdictions that have implemented your proposed change.
5. Submit your completed form to Kory Harrington at:

[Kory.harrington@novascotia.ca](mailto:Kory.harrington@novascotia.ca)

Responses will be accepted up until **4:00pm on Thursday, May 31, 2018.**





**Questions????**

**Subject:** FW: Have your say in Nova Scotia's new "Traffic Safety Act"

---

**From:** Bicycle Nova Scotia <[abarnett=bicycle.ns.ca@mail141.suw14.mcdlv.net](mailto:abarnett=bicycle.ns.ca@mail141.suw14.mcdlv.net)> **On Behalf Of** Bicycle Nova Scotia

**Sent:** May 16, 2018 10:15 AM

**To:** Trudy Payne <[Trudy.Payne@modl.ca](mailto:Trudy.Payne@modl.ca)>

**Subject:** Have your say in Nova Scotia's new "Traffic Safety Act"

[View this email in your browser](#)



---

## Updating of the Motor Vehicle Act to the new "Traffic Safety Act". How you can help!

This fall, the Nova Scotia government plans to introduce a new Traffic Safety Act to replace the out-dated Motor Vehicle Act, which has not been rewritten since the 1920's.

Bicycle Nova Scotia has been working with other partners in the province to push for changes to this legislation. Reviewing the act, we are suggesting that the public advocate for 5 changes that will have significant impact for the safety and rights of cyclists in the province.

### The top 5 changes that need to be included in the new Traffic Safety Act are:

1. Recognize and define **Vulnerable Road Users** under the new Traffic Safety Act
2. Allow for a municipal council to direct their traffic authority to set **speed limits under 50 km/hour**, without the need to seek permission from the Provincial Traffic Authority

3. Legislation to **prohibit “dooring”**
4. Legislation to **prohibit the “right-hook” and “left cross”**
5. Permit the use of a **“bicycle signal”**, and legislation for **“cross-rides”** in Nova Scotia

**We ask you to please fill out [the online form](#) to send your feedback to NSTIR.** Feel free to cut and paste the above 5 points in order to provide a consistent message.

The deadline for input is on June 8.

If you want to review the current Motor Vehicle Act, [you can do so here](#).

Please share with your family, friends, neighbours, and fellow cyclists.

Thanks for your help! Let’s use our voices effectively to enact positive change.

Bicycle Nova Scotia

---

## **Details & Information related to Advocacy Efforts**

These initiatives are informed by best practice research and an effort to bring NS traffic safety legislation in line with North American standards.

**Cross-rides and Bicycle Signals** are standard contemporary bicycle facility intersection treatments that are prohibited in Nova Scotia because of the Motor Vehicle Act. HRM has made a request to the Province to change legislation in order to enable cross-rides. These treatments are required to implement many types of protected bikeway infrastructure, including treatments planned for the McKay Bridge bike lane approaches. The background of HRM's request can be found here: <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/171003rc1412.pdf>

**Dooring legislation** is in force in all other Canadian provinces with the exception of Nova Scotia and Saskatchewan. Several “dooring” incidents occurring in NS each year (4 have been reported in our incident report form). Without specific legislation against dooring, police have been unable to charge drivers who open their door into oncoming cyclists. It is essentially looked at as the fault of the cyclists.

**Right-hook and left-cross collisions** are among the most [common types of bicycle/automobile collision](#). As the MVA is improved, we have an opportunity to add clarity on the responsibilities of drivers toward cyclists within intersections. The case involving Kyle McKay, in which Crown charges against a driver who failed to yield to a cyclist in an intersection while turning left were dismissed by a provincial court judge, is an example of how inadequately the MVA deals with this issue. <http://thechronicleherald.ca/metro/1567849-injured-cyclist-calls-for-bikes-to-be-considered-vehicles-in-eyes-of-law>

Pedestrians and cyclists' chances of surviving a collision with a vehicle improve drastically as speeds are decreased. Research shows lowering speeds from 50 - 30km/hr on residential streets and in areas where vulnerable road user/ motor vehicle interactions are frequent has great health and safety benefits: <http://visionzeroyc.ca/information-on-traffic-speed/information-on-50k/>

In Nova Scotia, a municipality wishing to implement a speed limit below 50km/hr must make a request to the Minister of Transportation and Infrastructure Renewal. We believe that local traffic authorities should have jurisdiction to make these decisions independently and responsibly without the deterrent of having to make their case to the Minister on each occasion.





# Municipality of the District of Lunenburg

April 25, 2018

To Her Worship, Mayor Bolivar-Getson, and Councillors  
of the Municipality of the District of Lunenburg

Dear Mayor and Councillors:

The Police Advisory Board, in session on Wednesday, April 25, 2018, made the following recommendations to Council:

1. That Municipal Council write a letter to the Department of Transportation & Infrastructure Renewal requesting that a speed study be carried out in the Blockhouse area; more specifically, the section of Highway 325 where the 70km/hour speed limit starts (at or about Civic # 111) to the beginning of the 50km/hour speed limit, just before Castle Building Supplies.

Respectfully submitted,

Chairman and Members  
Police Advisory Board

/trb



## Municipality of the District of Lunenburg REQUEST FOR DECISION

**REPORT TO:** Mayor Bolivar-Getson & members of Municipal Council  
**FROM:** Douglas Reid.  
**DATE:** May 10th 2018.  
**RE:** Required Resolutions - Hemford Forest Planning Plebiscite.  
**ORIGIN:** Follow-up to Council's motions, made February 27th.

---

### BACKGROUND.

On February 27th, 2018, Council made two motions regarding a petition received from residents of the Hemford Forest subdivision, requesting land use planning.

In keeping with Council Policy MDL-21: Council directed that a Plebiscite be held prior to December 1, 2018, and that two public information meetings are to be conducted by planning staff, prior to the date of the Plebiscite.

On the following page, is the proposed resolution that fixes the official date of the Plebiscite and requisite advance polling days.

**Section 53** of the *Municipal Government Act* requires that a Plebiscite be held on a Saturday that is not less than ten weeks after the date of Council's resolution. **Section 114** of the *Municipal Elections Act* identifies where the dates of the two advance polls are in relation to the ordinary polling day.

Once a resolution regarding the Plebiscite date is passed, Council would then need to make subsequent motions to:

- Appoint the Returning Officer and Assistant Returning Officer regarding this matter;
- Authorize the Returning Officer to use the 2016 List of Electors as the basis for preparing the Preliminary List of Electors regarding this matter;
- Authorize the Returning Officer to make and amend a Tariff of Fees & Expenses in relation to this matter.

From these motions, the Returning Officer and any assisting staff can then carry out the necessary activities in preparing the Preliminary List of Electors, and in publishing any official Public Notices regarding the Plebiscite.

### RELATED INFORMATION.

Planning staff has booked the Hemford Fire Hall for **Wednesday June 13th** and **Wednesday September 5th**, being the dates of the two public information meetings to be held prior to the Plebiscite.

These information meetings will be conducted in similar fashion to that which were conducted in Wileville in 2016. Staff will send a notice for these meetings via a direct mailout to all landowners (identified via Property Online) found in the defined area. A page on the municipal website will also host related information specific to the Hemford Forest Planning Plebiscite.

The Hemford Fire Hall has also been booked for the proposed dates of the Plebiscite & advance polls.

If Council agrees with the proposed timing of the action, the following resolution is in order:

**COUNCIL RESOLUTION.**

Be it so resolved:

THAT Municipal Council conduct a Plebiscite on Saturday **September 22nd, 2018**, to determine *identified* public opinion concerning whether land use planning should be established for the area identified as the Hemford Forest subdivision, with advanced polls on Thursday September 13th, 2018 and on Tuesday September 18th, 2018.

*Subsequent Motions, to follow Resolution:*

- That Municipal Council appoint Sherry Conrad as **Returning Officer** to conduct a plebiscite concerning land use planning in the Hemford Forest subdivision, and Douglas Reid as Assistant Returning Officer.
- That Municipal Council authorizes the Returning Officer to use the List of Electors from the 2016 Municipal Election, for the purposes of preparing and posting the **Preliminary List of Electors** for the Hemford Forest Planning Plebiscite
- That Municipal Council authorizes the Returning Officer to make and amend a Tariff of Fees and Expenses, and to appoint Poll Clerks, if and as necessary, in relation to the Hemford Forest Planning Plebiscite.



# MUNICIPALITY OF THE DISTRICT OF LUNENBURG

## Memorandum - Request for Direction

Report to: Mayor Bolivar-Getson & Members of Municipal Council.  
Submitted by: Douglas Reid.  
Date: May 11th 2018.  
Re: Lunenburg Municipal Industrial Zone Land Use By-law: **Plan Review / Amendment**

### ORIGIN.

Municipal Council made the following motion at their Tuesday April 24th meeting:

"...That Municipal Council approve the attached Development Plan as outlined in the updated South Shore Agri-Innovation Park Proposal; that Municipal Council direct the Nominating Committee to appoint one Council member & one member-at-large person to sit on the Agri-Innovation Park Association Board; that Municipal Council direct staff to bring back a Management Agreement on the 7 acres not set aside for the investigative vineyard at PID 60487824 on Harold Whynot Road; and, **that Municipal Council refer the Municipal Industrial Park By-law to the Planning Department to initiate a review.**" *(emphasis staff)*

### REQUEST FOR DIRECTION.

It is staff's intention to provide a brief overview of the context of the current Lunenburg Municipal Industrial Zone Strategy & By-law with Municipal Council. Council members can then provide additional input in directing this matter to Planning Advisory Committee for more comprehensive review and recommendation, in proceeding towards either a "standard" amendment process, or towards one of two other policy alternatives, identified under "**Discussion**". The map below provides a schematic of the affected Plan Area.



## BACKGROUND

- Council adopted the current “Lunenburg Municipal Industrial Zone” Secondary Planning Strategy & Land Use By-law on **May 4th, 1999**, which replaced the previous documents, dated **June 30th, 1994**. The Strategy & By-law have not changed in any substantive manner since adoption. Two amendments have been made, respecting fees (2011) and in linking with Council's Policy on public participation (2015).
- The Municipality owns 12 acres of land on Harold Whynot Rd. The land is zoned Industrial. The list of permitted uses in that Zone Designation (**By-law s.5.1**) does not include provision for agricultural uses.
- In keeping with the proposed direction of the motion, and to allow for the Agri-Innovation Park proposal to successfully proceed, a change in the Strategy & By-law is required.

## DISCUSSION

Given Council's motion, and prior to undertaking any considerable activity in initiating a review of the current planning documents with Planning Advisory Committee, staff seeks Council's input on three alternatives.

1. Council may determine that a “**standard**” amendment process be undertaken, to allow for the proposed re-development as identified with the Agri-Innovation Park proposal, so that the existing Strategy & By-law can accommodate for agricultural uses on the identified parcel.
2. Council may determine that there be a re-assessment of need to have **any** Secondary Planning Strategy & Land Use By-law that is highly specific to the 250 acres of land identified in the current documents. It may be Council's perspective that a review of the objectives as found in the current Strategy be undertaken, to determine if these stated land use planning objectives are relevant to Council's current direction.
3. Council may determine that, given the proximity of two existing sets of planning documents which are very specific in intent and geography, that there be a coordination / **consolidation** of these existing Lands Use By-laws, which would reflect Council's (*updated*) perspective on the direction of local development activity.

*(Image taken from Google Maps)*





## MUNICIPALITY OF THE DISTRICT OF LUNENBURG

**MEMO TO:** Mayor Bolivar-Getson & members of Municipal Council.  
**SUBMITTED BY:** Douglas Reid.  
**DATE:** May 14th 2018.  
**RE:** Update: **Abandoned Boats Program** (*Schwalbe* case)  
**ORIGIN:** Response received from Transport Canada

---

### BACKGROUND.

The Municipality sent a letter to Transport Canada following Council's determination **not to proceed** with an application to the Abandoned Boats Program [ABP] by the initial October 31st deadline. The Municipality's letter highlighted the potential liability concerns (via the application's requirement to take "**possession**") to be a barrier for a third party's involvement. The letter also noted where the federal government is already identified as the Receiver of Wrecks, and where the federal government may wish to go forward by its authority, to remove abandoned boats, such as the *Schwalbe*, from shores across Canada.

Attached, for Council's review, is the response sent from the Minister of Transport Canada. (*received March 27th*) Also in March: Transport Canada announced recipients of the first round of ABP funding: three were rewarded funds under the "assessment" stage and three received funding directly under the "removal" stage. All projects were located in British Columbia. See attached.

Following the Transport Canada letter's receipt, staff shared communications, and related materials, with the Municipality's insurance provider. It was affirmed that if the Municipality were to proceed with an ABP application, there would be a liability exposure. A list of actions was highlighted by our insurer, tied with any potential project activity, should the Municipality wish to re-consider the decision, following Transport Canada's response.

### DISCUSSION.

It has been more than three years since the *Schwalbe* was wrecked on the shores of Feltzen South. Other than the Coast Guard's carrying out of initial responsibilities in removing fuel and pollutants at the time of the incident in February 2015, no government authority has been involved with removal of the vessel.

Staff's first report to Council (*July 2017*) noted several potential issues tied with municipal involvement, summarized as follows:

- Risks
- Costs
- Precedent
- *Schwalbe* case particulars (i.e. boat conditions, etc)
- Project Management / Workplan implications

The next round of applications to the **Abandoned Boat Program** runs to March 31, 2019. If Council is prepared to review its previous decision, based on the updated information, and is prepared to commit resources targeting the removal of the *Schwalbe*, a Motion would be required.

That Council directs staff to prepare an application to the **Abandoned Boats Program**, regarding the *Schwalbe*, and present to Council, prior to a formal submission to the federal government.

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

MAR 21 2018

Municipality of Lunenburg

Her Worship Carolyn Bolivar-Getson  
Mayor  
Municipality of the District of Lunenburg  
210 Aberdeen Road  
Bridgewater NS B4V 4G8

MAR 27 2018

RECEIVED

Dear Madame Mayor:

Thank you for your correspondence of December 1, 2017, regarding the Abandoned Boats Program (ABP). Please accept my apology for the delay in replying.

I understand that you were writing with respect to the *Schwalbe*. The federal government has instituted the ABP as a mechanism to more efficiently and collaboratively address problem vessels.

I am happy to announce that on March 12, 2018, I approved funding for the assessment of 26 vessels and the removal of 12 vessels under the ABP. A new call for proposals under the program was also announced, which will begin on April 3, 2018, and will be open until March 31, 2019.

As you are aware, the objective of the ABP is to provide funding support to local governments and other entities to dispose of abandoned and/or wrecked small boats. The ABP is focussed on funding external recipients to undertake this work. Transport Canada has no funding under this program to directly remove these boats.

The program consists of a two-step process. First, the assessment of small boats for removal, and second, the removal and disposal of small boats.

In the first step, Transport Canada provides applicants with the necessary authority to take possession of the boat under section 20 of the *Navigation Protection Act*, legally access it for assessment purposes, and decide whether to move forward to the second step, which includes seeking funds for the removal and disposal of the boat. A municipality or entity, even with authorization, does not need to exercise this authority in the event that it decides not to proceed.

Canada

It is important to note that the authorization from Transport Canada to take possession of an abandoned boat does not transfer ownership to the applicant. The possession granted is for purposes of assessment only, and if funding is granted for removal and disposal, the authorization to take possession is likewise limited to the carrying out of these purposes only. It is true that a person authorized to take possession of a boat must act reasonably in the exercise of this authority. For example, this may entail ensuring that qualified contractors are retained to carry out the removal and disposal functions.

You also mentioned the Receiver of Wreck authority and whether this authority might be workable to address the *Schwalbe*. A Receiver of Wreck (ROW) is a person designated by the Minister of Transport to exercise the powers under Part 7 of the *Canada Shipping Act, 2001*. Currently, Transport Canada's Navigation Protection Program officials are designated as the ROW.

The key role for the ROW is to act as a custodian of a wreck in the absence of its rightful owner and to provide a salvage award to the salvor (typically the person having reported the wreck). In the event that the owner is not found, the ROW may release the wreck to a salvor or dispose of a salvaged wreck by various means (e.g., sell, give away, destroy, etc.).

The salvor is required to complete a Notice to Receiver of Wreck form. Once the form is completed and submitted, the ROW will provide the salvor with further instructions on his or her obligations under Part 7 of the *Canada Shipping Act, 2001*.

In the case of the *Schwalbe*, the owner is known. When the owner is known, the ROW provisions of the *Canada Shipping Act, 2001* do not apply. This being the case, we hope that you will consider the Abandoned Boats Program further.

Should you have any further questions, please do not hesitate to contact Transport Canada's Atlantic Region Regional Manager, Mr. Carl Ripley, at the following coordinates:

Navigation Protection Program  
Transport Canada  
95 Foundry Street, 6<sup>th</sup> Floor  
PO Box 42  
Moncton NB E1C 8K6

Telephone: 506-851-3113  
Fax: 506-851-7542  
Email: [NPPATL-PPNATL@tc.gc.ca](mailto:NPPATL-PPNATL@tc.gc.ca)

Thank you again for writing.

Yours sincerely,



The Honourable Marc Garneau, P.C., M.P.  
Minister of Transport

c.c. Ms. Bernadette Jordan, M.P.  
South Shore—St. Margaret's

## **Abandoned Boats Program - Projects for 2017-18**

See Website: <https://www.tc.gc.ca/en/campaigns/abandoned-boats-program-projects-2017-18.html>

Under the Oceans Protection Plan, the Government announced a strategy to address abandoned and wrecked vessels. This strategy includes two funding programs:

- the [Abandoned Boats Program \(ABP\)](#) at Transport Canada
- the [Small Craft Harbours Abandoned & Wrecked Vessels Removal Program](#) at Fisheries & Oceans Canada

The projects listed here will receive funding for 2017-18 under the first call for proposals.

### **Projects to assess abandoned boats**

Organization	Location	Scope of project	Funding
Capital Regional District	Victoria, B.C.	10 boats	\$10,000+
Pender Harbour Advisory Council	Madeira Park, B.C.	2 boats	\$10,000
District of Sechelt	Sechelt, B.C.	14 boats	\$70,000

These organizations may also apply for funding to remove the boats after assessment.

### **Projects to remove abandoned boats**

Organization	Location	Scope of project	Funding
Vancouver Fraser Port Authority	Vancouver, B.C.	1 boat	\$12,000
BC Parks	Vancouver, B.C.	2 boats	\$15,000
Town of Ladysmith	Ladysmith, B.C.	9 boats	\$62,000

### **Projects to remove boats from small craft harbours**

Organization	Location	Scope of project	Funding
Ford Cove Harbour Authority	Ford Cove, B.C.	1 boat	\$6,500
Powell River Harbour Authority	Powell River, B.C.	1 boat	\$6,400
Port Edward Harbour Authority	Port Edward & Prince Rupert, B.C.	6 boats	\$113,600
Port Saunders Harbour Authority	Port Saunders, Newfoundland	1 boat	\$13,900

### **Education and awareness projects**

Organization	Location	Project details	Funding
Capital Regional District	Victoria, B.C.	The regional district will educate boat owners, Indigenous communities, local governments and the public about owners' responsibilities, and how to recycle or dispose of boats. To help reduce boat abandonment in the region.	\$50,100
Boating BC Association	Richmond, B.C.	The not-for-profit organization will increase awareness of boat owners' responsibilities, from a boat's purchase to disposal. To help reduce the harmful dumping of abandoned boats in B.C.	\$150,000
Fisheries and Marine Institute of Memorial University of Newfoundland	St. John's, Newfoundland	The Institute will do outreach and provide education resources. To help reduce the harmful abandoning of boats in Canadian waters.	\$140,604
Boating Ontario Association	Penetanguishene, Ontario	The not-for-profit organization will raise boat owners' awareness of their responsibilities, including managing a boat at the end of its useful life. To educate marina operators, boaters and the general public (including potential boat buyers) about ways to recycle boats and prevent boat abandonment.	\$149,500
Eastern Nova Scotia Marine Stewardship Society	Louisbourg, Nova Scotia	The non-profit organization will provide information to fish harvesters on how to dispose of commercial fishing vessels. To help reduce number of abandoned boats in Nova Scotia.	\$48,400

## Research Projects

Organization	Location	Project details	Funding
Innovation Maritime in partnership with le Centre de développement des composites du Québec	Saint-Jérôme, Québec	This organization (affiliated with le Cégep de Rimouski) is working with le Centre de développement des composites du Québec (affiliated with le Cégep de Saint-Jérôme) to study how to recycle vessels made of composite materials (fiberglass and thermosetting resin). The goal is to develop recyclable materials for use in new boats.	\$300,000
CleanTech Renewables Limited	Sydney, Nova Scotia	This organization is developing an efficient way to recycle fiberglass boats. The research will assess and test the feasibility of recycling wood, fiberglass, and fiberglass over wood vessels. It will research the technology and equipment for separating fiberglass waste, and find buyers for the materials.	\$130,000
PlaySafe Production	Keswick, Ontario	This organization will look for practical, economical, safe and environmentally sustainable ways to re-use or recycle boat hulls. The goal is to find environmentally-friendly ways to dispose of an entire boat.	\$47,500



## Municipality of the District of Lunenburg

---

**REPORT TO:** Council.

**SUBMITTED BY:** Dave Waters – Economic Development

**DATE:** May 22, 2018

**RE:** Osprey Village Water Services Update

---

### **DIRECTION**

**Council gives staff direction to bring back detail design on the Road/Water/Sewer extension at Osprey Village.**

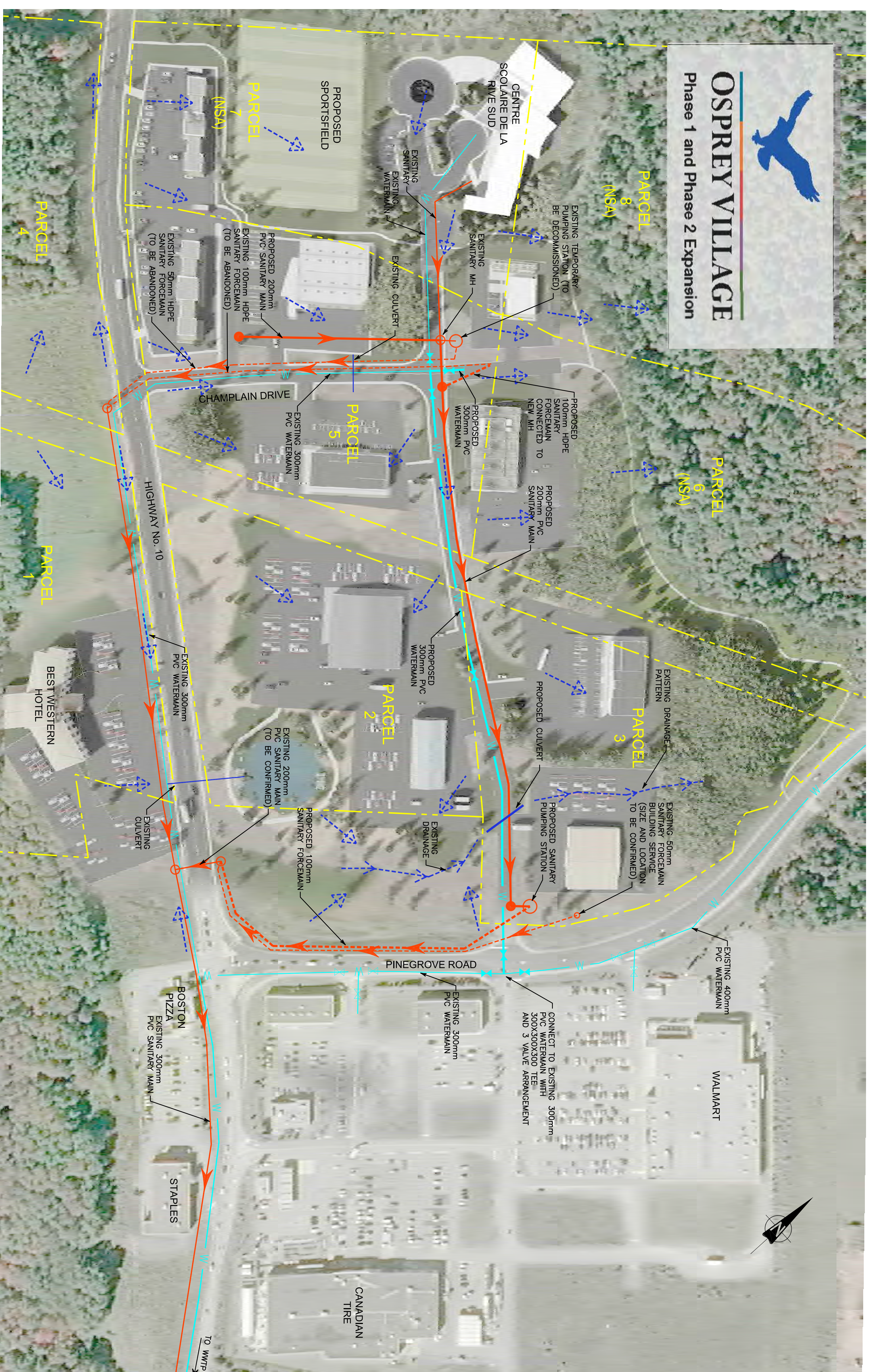
### **OVERVIEW**

Recently Council directed staff to meet with BPSC (Bridgewater Public Service Commission) to seek approval for a water loop from Nathan Cirillo to Champlain. To facilitate this request Vince MacDonald was contracted to work with Stantec to provide a concept plan (see attached) that would address the water loop issue and identify where road, water and sewer services would go and what would need to be done.

At a meeting on Thursday May 10<sup>th</sup>, 2018, MODL presented the concept plan to BPSC. BPSC approved the concept plan and asked that MODL bring back a detail design for final approval. BPSC was clear that they would provide approval for the Administration building on Parcel 5 after the detail plan was presented.

This new direction would allow MODL to make lots in Parcel 2 and 3 (Phase 1) available for sale as they would have road, water and sewer services after completion and it would allow the Municipality to locate the Administration building on Parcel 5.

MODL has contracted Stantec to bring back a Class D estimate for the proposed services.



- Legend**
- EXISTING DRAINAGE CULVERT
  - EXISTING DRAINAGE CULVERT
  - EXISTING WATERMAIN
  - PROPOSED WATERMAIN
  - EXISTING FORCEMAIN
  - PROPOSED FORCEMAIN
  - EXISTING SANITARY SEWER
  - PROPOSED SANITARY SEWER
  - SURFACE WATER FLOW DIRECTION
  - WATER VALVE (PROPOSED)
  - WATER VALVE (EXISTING)
  - PUMPING STATION (PROPOSED)
  - PUMPING STATION (EXISTING)
  - MANHOLE (PROPOSED)
  - MANHOLE (EXISTING)
  - PARCEL BOUNDARY
  - END CAP WITH THRUST BLOCK
  - NO SERVING AGREEMENT
- (NSA)**  
NO SERVING AGREEMENT

- Notes**
1. FOR INFORMATION ONLY, NOT FOR CONSTRUCTION
  2. APPROXIMATE PARCEL BOUNDARIES ADOPED APR. 13, 2018 (FOR DISCUSSION PURPOSES ONLY)
  3. APPROXIMATE SERVICES LOCATIONS ARE APPROXIMATE ONLY.

**SUBMITTED FOR INFORMATION ONLY**

FILE NUMBER	RSP	CH	CH	CH	18.04.16
133348086-1	DATE	CHG1	DATE	CHG2	17.04.16

Client/Project  
MUNICIPALITY OF THE DISTRICT OF LUNenburg  
OSPREY VILLAGE COMMERCIAL DEVELOPMENT  
ROADWAY EXTENSION CONCEPT  
COOKVILLE, NS

**Title**  
CONCEPT SERVICING PLAN

Project No.	Scale	Drawing No.	Sheet	Revision
133348086	1:1,500	1	1 of 2	0



May 11, 2018

Municipality of the District of Lunenburg  
210 Aberdeen Rd  
Bridgewater, NS B4V 4G8

Attention: Kevin Malloy, Chief Administrative Officer

**RE: Parcel 5 Development - Infrastructure Concept Approval**

Dear Kevin:

On May 10, 2018, the Public Service Commission considered the following request from the Municipality of the District of Lunenburg as item 18-005 of the agenda:

*"Please find attached the site plan for the Osprey Village showing a conceptual plan of an interconnecting watermain between Champlain Drive and New Pine Grove Road. Please confirm if the construction of the interconnecting watermain will meet the requirements of sections three and four of the 2009 amending agreement between Municipality of District of Lunenburg and the Public Service Commission, allowing the development within parcel 5 as described in the Exit 12 Osprey Village Water System Extension Study Final Concept Report (February 2007)."*

Following your presentation, review of schematics submitted May 7th, and discussion, the Public Service Commission confirmed that the interconnection watermain infrastructure meets the requirements of sections three and four of the 2009 amending agreement. Thank you for the submission.

I note that during discussion of the subject, there was a brief moment where Municipal staff suggested the development of Parcel 6 and other future properties at Exit 12 that are not included in existing agreements. The comments were problematic. While it was clarified at the meeting that the infrastructure proposed was for the development of Parcel 5, it is important that it is understood that the Public Service Commission will not entertain any infrastructure or service requests until the problems of the existing file of agreements are remedied.

PSC staff have been working on the development of a logical and transparent approach, meeting sound utility principles, that will satisfy the remedy of the existing framework of agreements and enable the Municipality to foster development at Exit 12.

Best regards,

A handwritten signature in black ink, appearing to read 'R MacLellan', is written over a light blue horizontal line.

Richard MacLellan  
Board Secretary, Public Service Commission

Copy to: Andrew Tanner, Chair Public Service Commission  
PSC File

---

*Providing a clean, safe & sustainable source of drinking water to the community.*

60 Pleasant Street, Bridgewater, Nova Scotia B4V 3X9  
Tel: 902.543.4651 • Fax: 902.543.6876  
[www.bridgewater.ca/town-services-psc/public-service-commission](http://www.bridgewater.ca/town-services-psc/public-service-commission)