



## Municipality of the District of Lunenburg

### Report to Council

**Report To:** Council  
**Submitted By:** Tom MacEwan  
**Date:** May 4, 2021  
**Re:** Osprey Village AT Connection Project

---

#### Recommended Motion

**“that Municipal Council provide a letter of support for the ICIP-CCM Application for the Osprey Village AT Connection Project and commits to the municipal contributions for the project (26.67%) acknowledging that the Municipality will finance the total project costs upfront and submit claims throughout the year, and that it will secure any land purchases or easements to implement the project”.**

#### Background

Osprey Village, located along Highway 10 in Cookville, is a growing commercial development that continues to draw increased traffic from the surrounding area. The main connection point to Osprey Village from the Bridgewater area is Highway 10 which is estimated to see approximately 13,000 vehicle movements per day.

The location of Highway 103 has posed a challenge in connecting pedestrian or active transportation routes between Osprey Village and the Town of Bridgewater along Trunk 10. Currently, there are many residents walking and cycling along Trunk 10 and using the current bridge overpass that crosses over Highway 103 to access Osprey Village. This particular section of Trunk 10 has no sidewalks and the bridge was not designed for pedestrian travel.

Pedestrian access to the Osprey Village development is challenging due to the large volume of automobile traffic and lack of safe pedestrian crossings. Construction of infrastructure that will encourage pedestrian access from the Bridgewater area to Osprey Village is an attractive and safe option for continuing growth and offering services to the residents of Lunenburg County.

#### Osprey Village Active Transportation Connector

The proposed Osprey Village AT Connector consists of:

- 1.2 km multi-use pathway (4 m in width)
- 75-meter multi-use bridge (4 m in width)
- 280-meter sidewalk

If approved the Osprey Village AT Connector will be designed in 2021-2022 with construction taking place in 2022-2023. The total estimated cost for Project is \$9,735,847 with the design costing approximately \$168,950 and the construction estimate being \$9,566,897.

**Funding Opportunity: ICIP – CCM Application**

MODL has made application under the Investing in Canada Infrastructure Program (ICIP) Climate Change Mitigation substream. The ICIP – CCM program will see the Federal Government pay up to 40% for qualifying projects with the Provincial Government contributing up to 33.3% of the project and the municipal unit being responsible for the remaining 26.7%.

MODL would be responsible for costs in the amount of \$2,596,550 to be budgeted as follows:

2021-2022	Design	\$45,059	(Operating Reserves)
2022-2023	Construction	\$2,551,492	(Operating Reserves)

The ICIP – CCM Application has been approved at the Provincial level and has been forwarded to the Federal Government for final consideration and approval.

Our funding partners have requested a letter of support for the ICIP-CCM Application for the Osprey Village AT Connection Project including a commitment to the municipal contributions for the project (26.67%) acknowledging that the Municipality will finance the total project costs upfront and submit claims throughout the year, and that it will secure any land purchases or easements to implement the project.

**Recommendation**

As requested by the funding partners, it is recommended that Municipal Council provide a letter of support for the ICIP-CCM Application for the Osprey Village AT Connection Project and commits to the municipal contributions for the project (26.67%) acknowledging that the Municipality will finance the total project costs upfront and submit claims throughout the year, and that it will secure any land purchases or easements to implement the project.

---

Tom MacEwan, CAO



STAPLES



200 m

DOLL  
Pharmacy  
McDonald's  
STAPLES  
AUTO  
KAMARAPAK













The background of the slide features a series of colorful silhouettes representing various forms of mobility and accessibility. From left to right, there is a person in a wheelchair (blue), a couple walking (green), a person on a bicycle (blue), a person on a tricycle (purple), a person on a bicycle with a dog (green), and a person walking a dog (orange).

***Our Opportunity for the  
Osprey Village AT Connection***

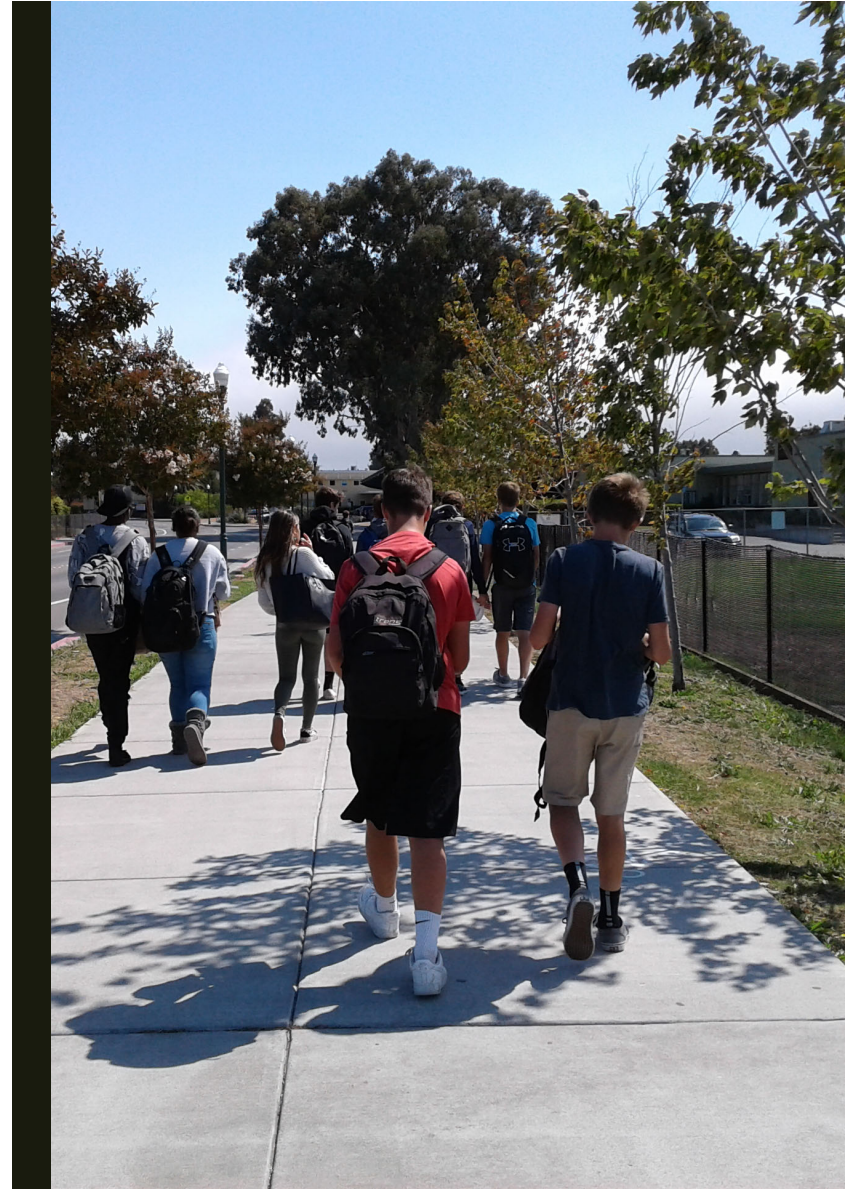


# Agenda

- Issue
- Background & Strategic Value
- Project Outline
- Partnerships
- Funding

# What is Active Transportation?

Active transportation is using human power to get from one place to another.







## A Few Facts

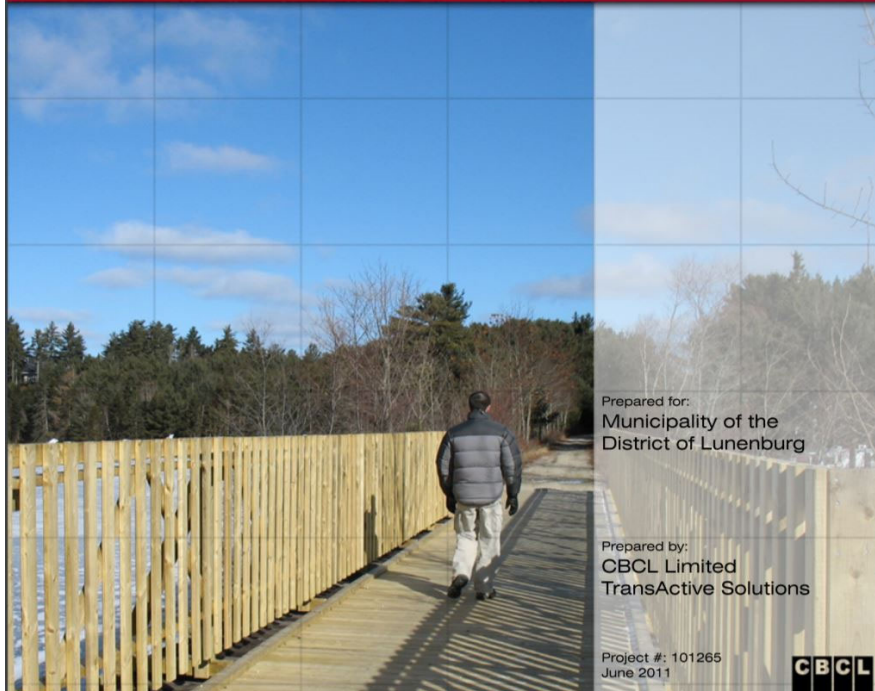
- 13,000(2021) vehicles per day over Trunk 10 Bridge
- People need/want to walk/bike to Osprey Village
- Nova Scotia Transportation and Active Transit support the need



# Safety is a Concern

- The current pedestrian route is dangerous.
- Average risk of severe injury for pedestrians and cyclists struck by impact speed of 63 km/h (39 mph) is 75%.  
And average risk of death for pedestrians and cyclists struck at 67 km/h (42 mph) is 50%.
- Pedestrians have less than a 50% chance of survival when struck by a vehicle traveling at 45 kmh.

**Municipality of the District of Lunenburg  
Active Transportation Plan**



MODL has already recognized the importance of AT in our municipality and have an approved plan of implementation.

# AT Plan approved in 2011



---

Ensure new developments incorporate Active Transportation

---

Create linkages and extensions between AT infrastructure

---

Liaise with NS Transportation Infrastructure Renewal (now TAT)

---

Linkage between municipal, provincial and federal initiatives

---

## **MODL Active Transportation Plan**

The #1 priority in our AT plan is a safe connection along Trunk 10 to Osprey Village.



# AT General Benefits

- **Health**

gives us an opportunity to be physically active on a regular basis

- **Society**

is accessible to all and increases social exchanges

- **Transportation System**

reduces road congestion

- **Environment**

contributes to reducing greenhouse gas emissions

- **Economy**

saves money on gas and parking



# Why did Council Choose this Connection as the #1 Priority?



Osprey Village has one of highest growth areas in MODL.



\$60 million commercial assessment.



17 commercial enterprises.



Approximately 800 employees.

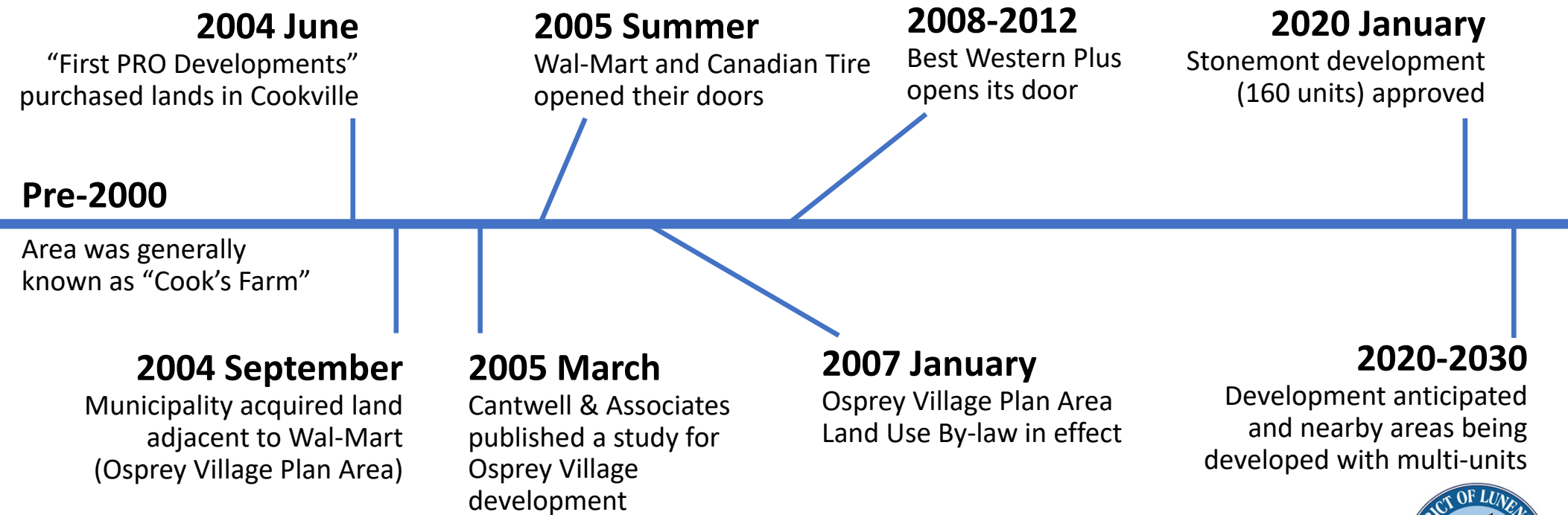


All 3 doubling in the last decade.



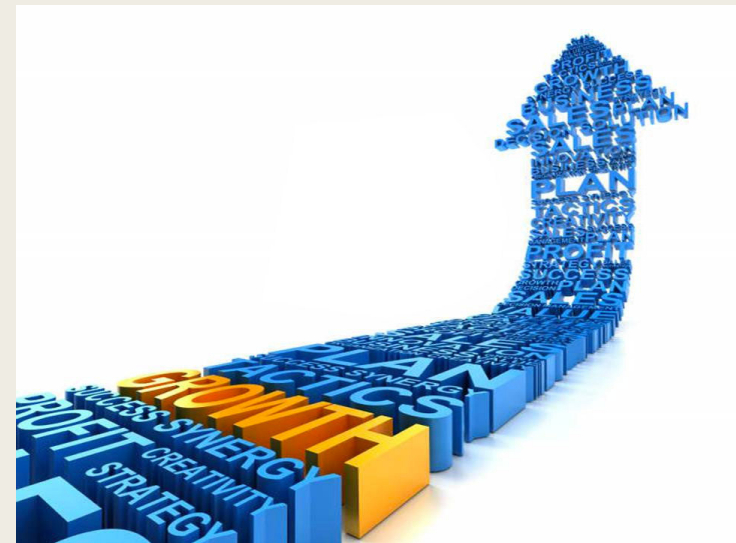
Traffic. Counts 13,000(2021) vehicles crossing the overpass to Osprey Village daily

# Council Anticipated the Growth of Osprey Village

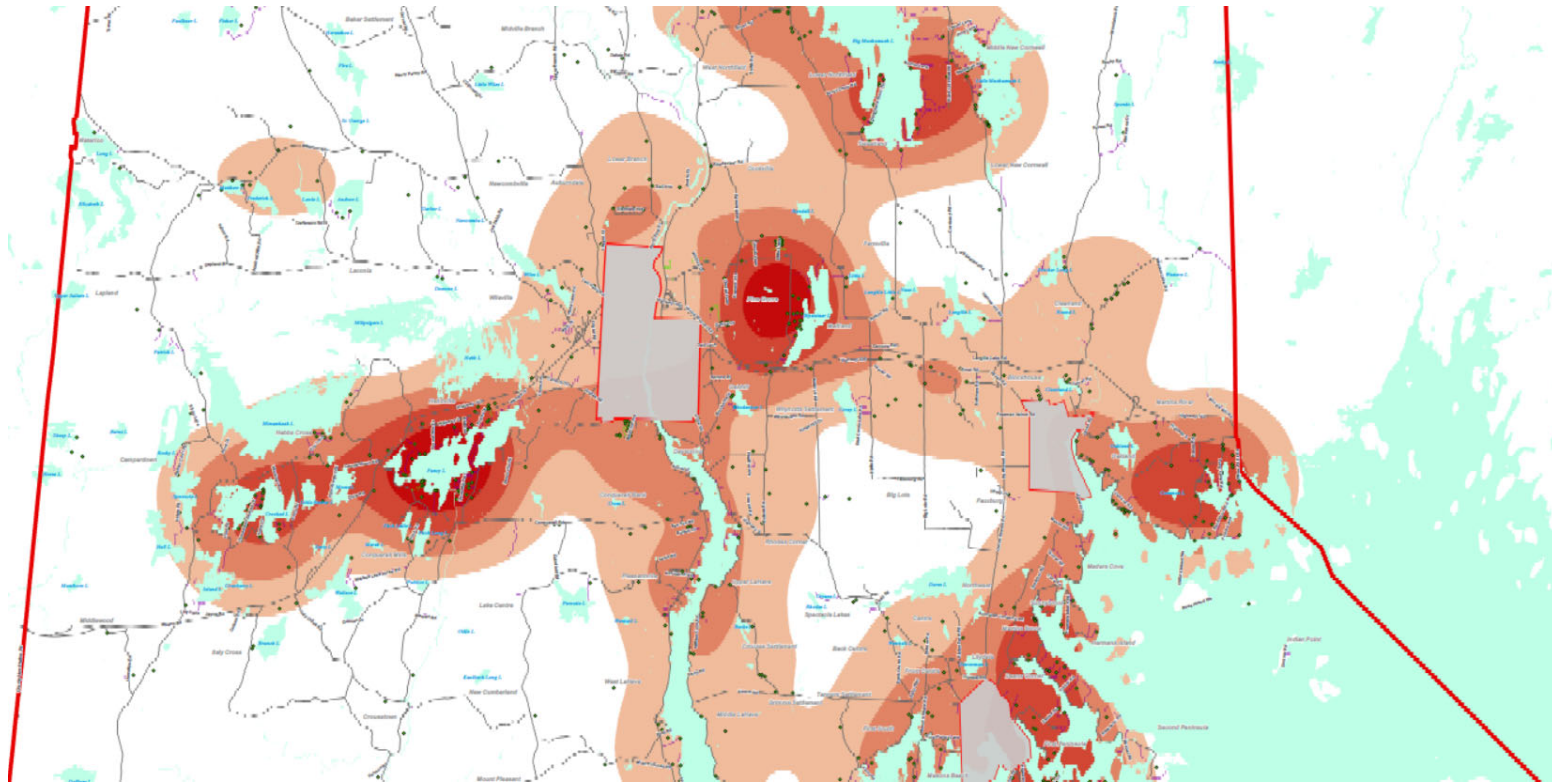


# Future Benefits of AT Connection

- Increased access to amenities.
- Increases employee availability to businesses.
- Increase in consumer purchasing, customer counts, cash flow and profitability.
- Future development in Osprey Village is increased.
- Connects adjacent communities.
- Reduction in GHG resulting from alternative transportation methods.



# Hotspots for New Residential Construction (2010-2020)



# Planning and Public Health

- Best practice to integrate transportation with land use planning
  - *UN - Sustainable Development Goals*
  - *Health Canada – Determinants of Health – Physical Environment*
  - *Nova Scotia – Sustainable Transportation Strategy*
  - *National Active Transportation Strategy to be developed*
- Key principles
  - *Providing more affordable transportation options*
  - *Creating more vibrant, walkable communities*
  - *Reducing traffic congestion*
  - *Improving health outcomes and reducing health care costs*
  - *Reducing greenhouse gas emissions and improving air quality*





## 2021 Council

- Council included Osprey Village developments as a strategic priority
- Active transportation links are critical part of growth strategy

# Overview of Proposed Osprey Village Corridor

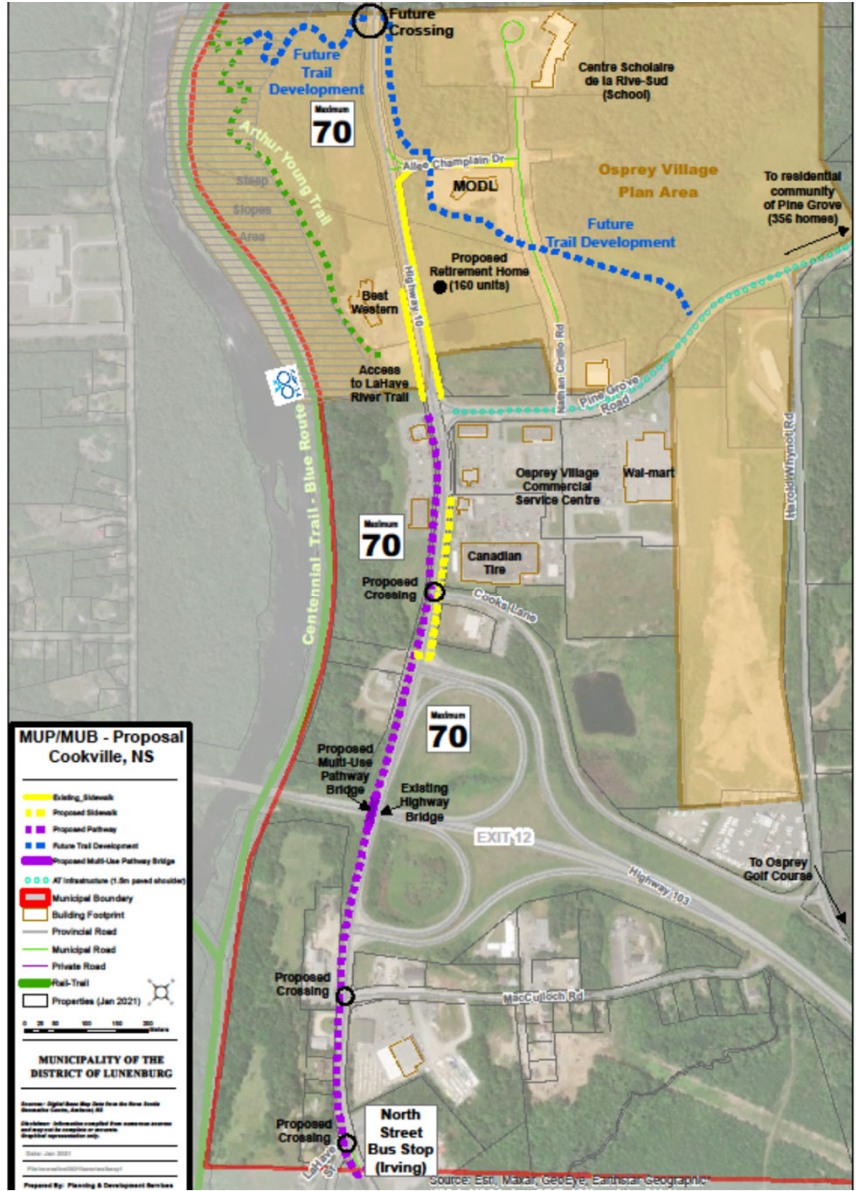
Osprey Village is the most influential economic centre in MODL, making this the right time for MODL to prioritize AT infrastructure in this particular area before its full commercial development and residential build-out is realized.





## Osprey Village AT Connector Consists of:

- 1.2-kilometer multi-use pathway (MUP)
- 75-meter multi-use bridge (MUB)
- 280-meter sidewalk
- MUP and MUB will have a 4m width



**TRURO HEIGHTS PEDESTRIAN BRIDGE, HighField Park Pedestrian Bridge**





**HIGHFIELD PARK PEDESTRIAN BRIDGE, DARTMOUTH, NS**



# Funding Opportunity

- Investing in Canada Infrastructure Program (ICIP) Climate Change Mitigation Sub Stream
- Federal government will pay up to:
  - *40% for projects led by municipalities*
- Provincial government will pay up to:
  - *33.33% of the project*

**TOTAL FUNDING 73.33%**

# Project Price Tag

The Osprey Village Connector will be designed in 2021-2022 and built in 2022-2023.

Design Estimate: \$168,950

Build Estimate: \$9,566,897

- The project will come at a substantial expense due to the site conditions in the project area.
- There are challenges in estimating highly accurate numbers given the lack of geotechnical investigation, incomplete design, and COVID economic conditions.
- Identify strategy for the grant application estimates



## MODL Project Share is 26.66%

- 2021-22 budget: \$45,058.97 (Operating Reserves)
- 2022-23 budget: \$2,551,491.43 (Operating Reserves)



# Timing Is Right

- MODL has been waiting to complete this project in tandem with TAT road upgrades. We can design the project this year and be ready to co-construct with TAT next fiscal year.
- This opportunity happened to align with one of the most generous funding programs ever announced for AT infrastructure.
- TAT has agreed to act as Project Manager to alleviate MODL staffing pressures.
- The Province has approved our application for funding, which means our application proceeds to the Federal review level.



# Local Business Owner Feedback

"The only sidewalk access to Boston Pizza once you cross the road at the lights and head towards town you no longer have access to a sidewalk."

"One has to cross six on / off ramps and one larger area near the Tim Hortons with no access to a sidewalk until you pass the Irving entrance which is another concern as such a large access area. I feel unsafe in doing so especially such high traffic areas."

"Access for pedestrians needs to be provided for their safety."

"Whether you are walking south or north on the Number 10, it poses safety concerns for us walkers. As a business owner we also have staff that walk to work, a lot of the hours being evening hours which creates more concerns of their safety being dark and no sidewalk."



Questions?

