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**Municipal Council Meeting Agenda**  
**Tuesday, September 10, 2024– 9:00 a.m.**  
**MODL Council Chambers – 10 Allée Champlain Drive, Cookville**

- 1. Call to Order**
  - 1.1 Mi'kma'ki Territorial Acknowledgement
- 2. Announcements, Acknowledgements, Recognition**
  - 2.1 Firefighter 50 Year Services Awards  
Donald W. Russell, Phillip Michael Smith, and Meryvn Mossman
- 3. Public Input (15 Minutes)**
- 4. Changes/Approval of Agenda (as circulated)**
- 5. Approval of Minutes - Council of July 23, 2024 and Special Council of July 30, 2024**
- 6. Business Arising from Minutes**
- 7. Awarding of Tenders/RFPs**
  - 7.1 Award of RFP 2024-01-403 Watershed Gap Analysis and Data Collection ..... 1-3
- 8. Presentations/Scheduled Times - Nil**
- 9. Consideration of Correspondence**
  - 9.1 Letter from New Germany Volunteer Fire Department re Intersection  
at Barss Corner Road and Forties Road ..... 4
  - 9.2 Letter from Town & Country Property Improvements Ltd. re meeting request ..... 5
- 10. Recommendations from Committees & Boards**
  - 10.1 Police Advisory Board**
    - 10.1.1 Proposed Neighbourhood Nuisance Bylaw ..... 6-11
- 11. Staff Reports**
  - 11.1 Recreation, Parks and Tourism**
    - 11.1.1 Sherbrooke Lake Stewardship Committee Water Quality Monitoring Program ..... 12-16
    - 11.1.2 Good Neighbour Builders Project – Funding Request .....17-19
    - 11.1.3 Sawpit Wharf Park Preliminary Draft Concept Report ..... 9:15 a.m. 20-32

**11.2 Administration**

- 11.2.1 Amendment to Lunenburg County Anti-Racism & Diversity Intermunicipal Agreement ..... 33-35
- 11.2.2 Public Works Quarterly Report ..... 10:15 a.m.

**11.3 Planning & Development**

- 11.3.1 Site Plan Appeal re Multi Residential Development..... 11:30 a.m. 36-44
- 11.3.2 Annual Report re Local Climate Change Action Plan 2030 ..... 45-104
- 11.3.3 Housing Accelerator Fund Application

**11.4 Engineering**

- 11.4.1 J Class Road Paving Priorities 2025/2026.....105-106

**12. Mayor's/Deputy Mayor's/Councillors' Matters**

- 12.1 Deputy Mayor's Update
- 12.2 Mayor's Update

**13. Added Items**

**14. In Camera**

- 14.1 Land Negotiations under Section 22(2)(a) of the MGA
- 14.2 Contract Negotiations under Section 22(2)(e) of the MGA
- 14.3 Land Negotiations under Section 22(2)(a) of the MGA
- 14.4 Contract Negotiations under Section 22(2)(e) of the MGA
- 14.5 Contract Negotiations under Section 22(2)(e) of the MGA
- 14.6 Land Negotiations under Section 22(2)(a) of the MGA

**15. Adjournment**

**Council**  
Item #: 7.1  
Date: September 10, 2024  
Authorization: T. MacEwan



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

### **Request for Decision**

**Report to:** Municipal Council

**Submitted by:** Jeff Merrill, LPP, MCIP, Director of Planning & Development Services

**Date:** September 10, 2024

**Re:** Award of RFP 2024-01-403 Watershed Gap Analysis and Data Collection

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### **Recommendation**

The Evaluation Committee recommends that Council award the request for proposals 2024-01-403 Watershed Gap Analysis and Data Collection to Dillon Consulting Limited in the amount of \$354,214.20 plus HST.

### **Background**

Nova Scotia is one of the provinces most vulnerable to the impacts of flooding and climate change, notably through the combination of land subsidence, sea level rise, and increased precipitation. Most of the development in the province is located along the coastline or a major watercourse, meaning that the issue of flooding is a significant concern in Nova Scotia.

One of the tools available to Municipalities to protect public safety is the development of flood maps. Municipal Planning Strategies and Land Use By-laws can then be developed to control the type of development that may take place within flood-prone areas.

In 1999, the Province of Nova Scotia enacted regulations under the Municipal Government Act (MGA), through the Statements of Provincial Interest (SPI), to set minimum criteria and planning standards within floodplain areas.

The Municipal Flood Line Mapping (MFLM) Program endeavors to create a set of standards that will apply across the entire province, creating consistency in how flood line mapping is carried out. It is structured to provide guidance to municipalities as they engage consultants to carry

out the work, while providing specific technical specification that consultants will follow. Its end goal is to ensure that all municipalities are applying the SPI on Flood Risk to areas in their jurisdiction that are likely to flood.

In 2024-25, the Municipality of the District of Lunenburg (MODL) received \$500,000 from the province to conduct a watershed gap analysis and collect data for future flood risk mapping. The MFLM program is funded, in part, through the Climate Change Plan for Clean Growth produced by the Department of Environment and Climate Change (ECC). The program is managed by the Department of Municipal Affairs and Housing (DMAH), with support provided by other relevant provincial, municipal, and federal government departments.

MODL’s MFLM project is managed by a Project Team consisting of municipal and DMAH staff.

**Discussion**

The Municipality issued a RFP for to conduct a watershed data gap analysis and to collect watershed data. Three proposals were received by the deadline. The evaluation team included Daniel Bryce, Senior Planner NS Municipal Affairs & Housing; and Reid Shepherd and Jeff Merrill from MODL.

Proponent names, scoring and quotes are described in the table below:

Proponent	Average Technical Score	Cost Proposal		Total Score	Overall Rank
		Price	Price Score		
Dillon Consulting Ltd.	77.3	\$ 354,214.20	10	87.3	1
Stantec Consulting Ltd.	60.7	\$ 357,930.00	9.9	70.6	2
Water’s Edge Environmental Solutions Team Ltd.	57.7	\$ 479,417.50	7.4	65.1	3

Note: prices exclude HST.

Dillon Consulting stands out with the highest total score of 87.3, excelling in experience and project planning. Dillon Consulting has completed similar projects in Annapolis and the Minas Basin area using the MFLM program standards. They have a good plan for both bathymetric data collection and to install additional monitoring equipment in the area.

While Stantec Consulting follows with a score of 70.6, showing strength in proposed resources but lacking in project extent. Water’s Edge scores the lowest at 65.1, with a lesser defined plan for installing monitoring equipment and a more limited project extent.

### **Budget Implications**

The project has a budget allocation of \$500,000, fully funded by DMAH’s Municipal Flood Line Mapping Program.

The total net project expenditure is \$369,409.99, which is under budget. This amount reflects the application of a reduced HST rate of 4.29% to the base cost of \$354,214.20.

### **Conclusion**

The Evaluation Committee reached a consensus that the Dillon Consulting proposal offered the best value to the municipality. The Evaluation Committee is recommending that the RFP 2024-01-403 Watershed Gap Analysis and Data Collection be awarded to Dillon Consulting Limited who received the highest overall score.

<b>Report Preparation</b>	
<b>Department</b>	Planning & Development Services
<b>Report Prepared by</b>	Jeff Merrill, Director
<b>Report Approved by</b>	
<b>Date Reviewed by C.A.O.</b>	



# New Germany Volunteer Fire Department

**Council**

Item #: 9.1

Date: September 10, 2024

Authorization: T. MacEwan

PO Box 163, New Germany, NS  
B0R1E0

E-mail: [ngvfd@ns.sympatico.ca](mailto:ngvfd@ns.sympatico.ca)

July 16, 2024

Hon. Kim Masland, Minister of Public Works  
P.O. Box 1206  
Liverpool, NS B0T 1K0

Dear Minister,

We wish to bring to the attention of your Department, a dangerous highway intersection located where the Barss Corner Road meets the Forties Road in Franey Corner, Lunenburg County.

This intersection is within our response area and we have answered thirteen calls for Motor Vehicle Collisions there over the past five years, the most recent being July 14<sup>th</sup> which resulted in one Fatality.

The common denominator in most of these collisions is the lack of advanced warning signs at the top of the hills on the Barss Corner Road and the west side of the Forties Road, just before the intersection. Currently, the only warning is a single Stop sign at the end of the Barss Corner Road.

Drivers who are not familiar with the area come upon the intersection suddenly and are unable to stop in time, especially at night or in bad weather.

We feel that most of these collisions could be avoided if some type of all-weather warning such as a flashing yellow light or advanced warning signs were placed at the top of both hills approaching the intersection.

Although this is a remote area, the Barss Corner Road and the Forties Road are frequently used by people travelling between the South Shore and the Valley areas.

We respectfully request that this situation be examined and improved as soon as possible to help avoid future incidents.

Yours Truly,

Blair D Lantz, Chief

cc: Susan Corkum-Greek, MLA

Tom MacEwan, CAO and Michelle Greek, Councillor, MODL



Council  
Item #: 9.2  
Date: September 10, 2024  
Authorization: T. MacEwan

60 MacCulloch Road  
Cookville  
Nova Scotia B4V 7N9  
Phone: 902-543-3003  
Fax 902-543-2237  
townandcountry@eastlink.ca

Municipality of the District of Lunenburg  
10 Alice Champlain Drive  
Cookville NS B4V 9E4

August 6, 2024

***Requesting a meeting to discuss the current standing on Town and Country Property Improvements Limited:***

With the unfortunate and unexpected passing of the previous and long time owner, Mr. Gary Veinot we are deeply saddened. The ownership of Town and Country has now passed to his wife, Rita. Rita is soon to be 82 years old and does not have a lot of interest in the construction industry, but would certainly like to see Town and Country continue on. She is looking to list the company on the open market to sell and pass the company on to someone who will keep it going and preserve the 30+ jobs it creates for the local employees and their families, which in turn helps the local economy. We spend millions in the area, helping the local businesses.

Morally the obligation is still there to keep the company on track and continue to supply jobs for everyone as it stands. Town and Country is making an effort to clean up any and all outstanding issues to give any possible new owners a clean slate to operate from.

MODL and Town and Country under the previous ownership had some bumps in the road a few years back, which we are looking to mend if possible. We have done some work for Municipal Joint Services Board and the associated Trail Organizations without any problems on either side. Town and Country is asking, upon sale, if there were new ownership and new decision makers in place and in good standing themselves with MODL that new owners could continue to work for MODL under the Town and Country Property Improvements name without bias. We feel, new owners should not be penalized for past decisions by past management. With new owners there should be no risk of reoccurring problems from previous disagreements as they do not exist.

Rita is very concerned for the employees and their families as currently Town and Country provides work and pay cheques for a lot of local people. We would like the mayor to consider this request and we are open to discussion on the matter to formally retire any and all animosity related to any previous disagreements.

Thank you

A handwritten signature in black ink, appearing to read "Ashley A. Eisner", written over a horizontal line.

Ashley A. Eisner  
AAE/sgs

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

**Council**  
Item #: 10.1.1  
Date: September 10, 2024  
Authorization: T. MacEwan



## Memorandum

**To: Mayor and Municipal Council**

**From: Chris Kennedy, Fire Services Coordinator**

**Date: July 24, 2024**

**Re: Recommendation(s) from the Police Advisory Board**

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The Police Advisory Board, in session on Wednesday, July 24, 2024, made the following recommendation to Council:

- 1. That the Police Advisory Board endorses the adoption of a Neighbourhood Nuisance Bylaw.**

Respectfully submitted,

Chairman and Members  
Police Advisory Board

Attachment(s)



## Municipality of the District of Lunenburg

### Request for Decision

**Report to:** Policy & Strategy Committee  
**Submitted by:** Tom MacEwan, CAO  
**Date:** April 16, 2024  
**Re:** Neighbourhood Nuisance Bylaw

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#### **Council Direction**

On October 10, 2023, Council gave direction to staff to present a report to Council on Nuisance Bylaws.

#### **Authority**

Pursuant to section 172(1)(a) of the **Municipal Government Act** (“MGA”), Council has the general authority to make bylaws respecting the “health, well-being, safety and protection of persons”.

More specifically, section 172(1)(d) of the MGA provides Council with the authority to make bylaws respecting “nuisances, activities and things that, in the opinion of Council, may be or cause nuisances”.

#### **Nuisance**

While not defined in the MGA, “nuisance” is generally defined as interference with the use and enjoyment of land belonging to another.

The draft Bylaw prohibits people from engaging in activity that unreasonably disturbs the peace of the neighbourhood and makes it an offence for any person to engage in an activity that unreasonably disturbs the peace of the neighbourhood.

“Neighbourhood” is defined to mean in the same area or nearby including but not limited to the area within sight and/or sound of the subject property and/or the activity.

In considering whether the peace of the neighbourhood has been unreasonably disturbed, the Bylaw provides that in a prosecution for a violation of the Bylaw, evidence that two (2) or more residents occupying at least two (2) different properties are disturbed by the activity is proof that the activity has unreasonably disturbed the peace of the neighbourhood.

### **Exemptions**

The draft Bylaw provides for a number of exemptions including disturbances caused by emergency vehicles as well as business activity, recreation activities and community events that are taking place in a manner that is appropriate to the nature of the business enterprise, activity or event.

The draft Bylaw defines “appropriate” to mean being reasonable in the circumstances taking into account the intensity, frequency, duration and timing of the activity.

### **Penalty**

Any person who is convicted of an offence under the Bylaw would be subject to a penalty ranging from \$295 (for the first offence) to \$467.50 (for a second offence) and \$812 (for a third or subsequent offence) and, in default of payment, to imprisonment for a period not exceeding 60 days.

### **Summary Offence Ticket**

The draft Bylaw also provides for the designation of the Bylaw under the Summary Offences Ticket Regulations to permit the use of Summary Offence Tickets (SOTs) for prosecuting offences which can permit for automatic convictions.

<b>Report Preparation</b>	
<b>Department</b>	Administration
<b>Report Prepared by</b>	Tom MacEwan, CAO
<b>Report Approved by</b>	
<b>Date Reviewed by C.A.O.</b>	

## Municipality of the District of Lunenburg

By-law Details	
<b>Name</b>	Neighbourhood Nuisance By-law
<b>Number</b>	XXX
<b>Legislative Authority</b>	Section 172(1)(a) and (d) of the <b>Municipal Government Act</b>
<b>Effective Date</b>	

### Title

- 1 This By-Law is entitled the “Neighbourhood Nuisance By-Law”.

### Preamble

- 2 Residents of the Municipality of the District of Lunenburg are encouraged to be good neighbours by exercising courtesy, consideration, and tolerance. Anyone that engages in behaviour that does not demonstrate common courtesy or consideration of others and causes a frequent or persistent annoyance to the neighbourhood may be in contravention of this By-law.

### Authority

- 3 (1) Section 172(1)(a) of the **Municipal Government Act** empowers Municipalities to make by-laws respecting “the health, well-being, safety and protection of persons.”  
(2) Section 172(1)(d) of the **Municipal Government Act** empowers Municipalities to make by-laws respecting “nuisances, activities, and things that, in the opinion of Council, may be or may cause nuisances.”

### Definitions

- 4 (1) In this By-law, the following means:
  - (a) **Appropriate** means as being reasonable in the circumstances taking into account the intensity, frequency, duration, and timing of the activity;
  - (b) **Council** means the Council for the Municipality of the District of Lunenburg;
  - (c) **Municipality** means the Municipality of the District of Lunenburg;
  - (d) **Neighborhood** means in the same area or nearby including but not limited to the area within sight and/or sound of the subject property and/or the activity.

## **Prohibitions**

- 5 (1) No person shall engage in activity that unreasonably disturbs the peace of the neighbourhood.
- (2) Any person who engages in an activity that unreasonably disturbs the peace of the neighborhood is guilty of an offence.
- (3) In a prosecution for a violation of the Bylaw, evidence that two (2) or more residents occupying at least two (2) different properties are disturbed by the activity is prima facie evidence that the activity has unreasonably disturbed the peace of the neighbourhood.

## **Exemptions**

- 6 (1) This By-Law does not apply to:
  - (a) disturbances that may result from a response to an emergency, including the parking or standing of emergency vehicles by police, fire, or ambulance services while engaged in the discharge of their duties.
  - (b) businesses operating lawfully and in a manner that is appropriate to the nature of the business enterprise.
  - (c) recreation activity carried out lawfully and in a manner that is appropriate to the nature of the activity.
  - (d) community events carried out lawfully and in a manner that is appropriate to the nature of the event.

## **Penalty**

- 7 (1) Any person who violates any of the provisions of this By-law may be guilty of an offence and may, on summary conviction, be liable
  - (a) for the first offence to a penalty of Two Hundred Ninety-Five Dollars (\$295.00) and, in default of payment, to imprisonment for a period not exceeding sixty (60) days;
  - (b) for the second offence to a penalty of Four Hundred Sixty-Seven Dollars and Fifty Cents (\$467.50) and, in default of payment, to imprisonment for a period not exceeding sixty (60) days;
  - (c) for the third offence or any subsequent offence to a penalty of Eight Hundred

Twelve Dollars (\$812.00) and, in default of payment, to imprisonment for a period not exceeding sixty (60) days.

### Summary Offence Ticket

- 8 Municipal Staff shall apply to the Governor in Council pursuant to the **Summary Proceedings Act**, RSNS 1989, c. 450 as amended, to have the offences under this By-law designated by the Summary Offences Ticket Regulations to permit the use of Summary Offence Tickets for prosecuting such offences in appropriate circumstances.

By-law Adoption	
Effective date of original by-law	
Date of first reading	
Date of advertisement of notice of intent to consider	
Date of second reading	
Date of advertisement of passage of by-law	
Effective date of the by-law unless otherwise specified in the text of this by-law.	
Date of mailing a certified copy of by-law to Minister	
Date of Ministerial Approval	
I certify that this "Neighbourhood Nuisance By-law" was adopted by Municipal Council and published as indicated above.	
Signature of Municipal Clerk	Date

Version	Amendment Description	Approval Date
Original	Neighbourhood Nuisance By-law	
By-law # & suffix	<<short description of amendments>	<<date>>

**Council**  
Item #: 11.1.1  
Date: September 10, 2024  
Authorization: T. MacEwan



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

### **Request for Decision**

**Report to:** Municipal Council  
**Submitted by:** Trudy Payne, Director of Recreation, Parks, & Tourism  
**Date:** September 10, 2024  
**Re:** Sherbrooke Lake Stewardship Committee Requests

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#### **Recommendations**

Direct staff to begin conversations with the District of Chester (MODC) to determine what partnership may be possible in conducting a water quality monitoring program at Sherbrooke Lake every three years before making a final decision on the request made by the Stewardship Committee.

Direct staff to reach out to the Municipality of the District of Chester to determine if they are interested in establishing a joint committee whose primary mandate is to undertake an education initiative targeting lakeside property owners to help them understand the actions they can take to protect lake health.

Direct planning staff when considering lakeside zoning as part of MODL 2040 to review the lakeside zone applied by the District of Chester on Sherbrooke Lake with the proposed current timeline to have regulations in place by December 2025.

That Council write a letter to the Department of Environment urging them to support biannual scientific reviews on blue-green algae/cyanobacteria blooms and that the Municipality receives an invite enabling them to send representatives to learn more about this emerging threat to humans and the ecosystem.

### **Executive summary**

On May 28, 2024, Coastal Action and the Sherbrooke Lake Stewardship Committee presented the five-year lake monitoring results to Council and proposed some next steps for Council's consideration. This Committee's mandate/purpose was "to develop a water quality monitoring program to establish a baseline to aid in the evidence-based decisions concerning the development of the properties acquired by the Municipality of the District of Lunenburg (MODL) for public use. This approach will aid in gathering essential data and research when making decisions beyond phase one (as outlined in the memorandum of understanding) of the properties' development. The water quality monitoring program will begin in 2017-2018 fiscal year which would provide a baseline. For clarity, the role of the Committee shall be strictly advisory in nature. The Committee is only responsible for the water quality monitoring program and will provide both MODL and MODC with any information it obtains. The Committee shall not participate in any management structure or decision-making pertaining to the proposed park site (properties owned by MODL). It also states that the Terms of Reference for this Committee will be reviewed at least once every five years. The last amendments were made January 14, 2020.

Since the five years of gathering base line data has been completed, the main portion of this committee's work is complete. Understanding that 2023-2024 would be the last year for water sampling funding was not allocated in the 2024-2025 budget for this committee.

In the Committee's proposed next steps document, they state that through the water quality monitoring program carried out by the Committee, with the technical support of Coastal Action, they have developed a good picture of the lake's current condition. Through the reports produced, the Committee has also been able to educate and inform the public about their roles as lake stewards. In order to ensure that the data collected to date does not become irrelevant, the Committee posed the following motion for the Municipality of the District of Lunenburg and Chester to consider:

1. That the Municipality of the District of (Chester/Lunenburg) Council approve conducting a three-year recurring water sampling of Sherbrooke Lake and tributaries adopting the same regime that was used for the baseline program to ensure the original intent of the water quality monitoring program, which was to provide MODL and MOC with evidence-based advice before, during and after the construction of a public access site on Sherbrooke Lake.

The Committee also recommended the following:

2. Both Councils initiate and support ongoing Lake Stewardship education initiative targeting lakeside property owners to help them understand the actions they can take to protect lake health.
3. That the terms of reference be developed in partnership with both municipalities for a new committee with a focus on fulfilling recommendation number 2.”
4. The Municipality of Chester has established a lakeside zone for the portion of Sherbrooke Lake that resides in that Municipality. It is recommended that MODL move quickly to consider using this template of the “lakeside zone” for their portion of Sherbrooke Lake shoreline with the possibility to extend to other lakeshores in the municipality.
5. In order to help mitigate any human and ecosystem effects associated with future possible blue-green algae/cyanobacteria blooms that both municipalities urge the Province to support biannual scientific reviews of this emerging threat.”

Staff reached out to the Municipality of the District of Chester staff concerning the motion that was recommended by the Committee. Staff from the District of Chester indicated that the Municipality of the District of Chester’s Council directed staff to look into the Kings County model and to bring their staff over for a visit to inform them about their experience. The Director of Community Development stated “Council values the monitoring work done to date but is interested in having a firm plan of what the goal is for the monitoring programs i.e. what are we doing with the data and how is it useful beyond just knowing current conditions? We are not doing any further lake testing until some decisions are made and I’m not sure yet what that will look like.” One of Chester’s planning staff will be taking the lead on the future water quality monitoring program for that Municipality.

The water quality monitoring data that has been collected on Sherbrooke Lake through the oversight of the Sherbrooke Lake Stewardship Committee, was cost shared by MODL and the District of Chester. The Municipality of Chester contributed \$7,000 each year towards this program and MODL budgeted \$23,000. Based on the information received from the District of Chester staff, specific investments in continuing the water monitoring program that was delivered over five years on Sherbrooke Lake is unclear at this time. Chester is looking at the possibility of a broader water monitoring program on lakes in general, which one would assume would include Sherbrooke Lake, but at this time no definitive decision has been made by

Chester. Once a decision is made the program could look differently than the one administered at Sherbrooke Lake.

The question for this Council is whether to make the motion as recommended by the Sherbrooke Lake Stewardship Committee. If Council decides to proceed to make this motion, they would be taking the risk of undertaking the water quality monitoring program on their own every three years without a partnership with the District of Chester as in the past. The recommendation of staff is to begin conversations with the District of Chester to determine what partnership may be possible in conducting a water quality monitoring program at Sherbrooke Lake every three years before making a final decision on this request made by the Stewardship Committee.

Recommendation number two is requesting that both Councils initiate and support an ongoing Lake Stewardship education initiative targeting lakeside property owners to help them understand the actions they can take to protect lake health. This recommendation ties into recommendation number 3 which is that terms of reference be developed in partnership with both municipalities for a new committee with a focus on fulfilling providing education targeted at lakeside property owners. In the terms of reference for the Sherbrooke Lake Stewardship Committee one of the duties/responsibilities is to “engage in public education activities to educate residents and visitors about water stewardship and conservation, water quality, responsible boating, boating safety, healthy shoreline practices, and habitat restoration.” Staff’s recommendation is to reach out to the Municipality of the District of Chester to determine if they are interested in establishing a joint committee whose primary mandate is to undertake an education initiative targeting lakeside property owners to help them understand the actions they can take to protect lake health.

The fourth recommendation was for the Municipality to consider establishing a lakeside zone on the portion of Sherbrooke Lake that resides in the District of Lunenburg, using the lakeside zone applied by Chester on the portion of the lake that resides in the District of Chester as a template. In discussions with the Director of Planning at MODL he stated the following: “Lakeside zoning will be considered as part of the MODL 2040 minimum mandatory planning project. The current timeline has Council considering proposed regulations in 2025 with any proposed regulations in place by December 2025.” It would be recommended to review the lakeside zone applied by the District of Chester on Sherbrooke Lake when Planning Staff at MODL is looking at lakeside zoning in 2025.

The fifth and final recommendation presented by the Committee is for Council to urge the Province of Nova Scotia to support biannual scientific reviews on blue-green algae /cyanobacteria blooms. The province did bring a several people together to share information

from these scientific reviews and one of the Committee members was able to attend this session. Lakes are ultimately a provincial responsibility and having these-scientific review sessions biannually would be beneficial. It is recommended that Council write a letter to the Department of Environment urging them to support biannual scientific reviews on blue-green algae /cyanobacteria blooms and that the Municipality receives an invite enabling them to send representatives to learn more about this emerging threat to humans and the ecosystem.

**Conclusion**

The Sherbrooke Lake Stewardship Committee has completed the mandate of the committee which was to develop a water quality monitoring program to establish a baseline to aid in the evidence-based decisions concerning the development of the properties acquired by MODL for public use. They have made five requests for Councils consideration which would aid in helping keep the data collected to date relevant, help with educating lake front property owners on actions they can take to help protect lakes, regulations the Municipality could put in place to help protect Sherbrooke Lake and advocate to the Province to continue to support bi-annual scientific reviews in relation to blue-green algae / cyanobacteria blooms.

The Sherbrooke Lake Stewardship Committee members are all volunteers, and it was volunteers that helped ensure the water quality monitoring program ran smoothly, providing boats and human resources to get the water samples from the lake to send off to the labs which is the data that is reflected in the Coastal Action report. The recommendations of the Committee are to ensure that the work of the committee is not lost by recommending the water quality monitoring program be implemented every three years, that education continues, that regulations be put in place moving forward and that advocacy with the province begin.

<b>Report Preparation</b>	
<b>Department</b>	Recreation, Parks, & Tourism
<b>Report Prepared by</b>	Trudy Payne, Director of Recreation, Parks & Tourism
<b>Report Approved by</b>	
<b>Date Reviewed by C.A.O.</b>	

**Council**  
Item #: 11.1.2  
Date: September 10, 2024  
Authorization: T. MacEwan



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

### **Request for Decision**

**Report to: Municipal Council**

**Submitted by: Trudy Payne, Director of Recreation, Parks, & Tourism**

**Date: September 10, 2024**

**Re: Good Neighbour Builders Society Request**

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### **Recommendations**

That Council award \$8,000 to the Good Neighbour Builders Project from the Council contingency fund and that these funds be contingent upon the Project receiving sufficient funding from other partners to enable the project to be implemented in MODL and approve the in-kind and staff support requested as outlined in the presentation made to Council.

### **Executive summary**

At the May 14, 2024, Barry Braun with the Good Neighbor Builders Society made a presentation requesting financial, in-kind and staff support for a Happy Community Project in the Municipality of the District of Lunenburg.

According to Mr. Braun, the Good Neighbour Method is a comprehensive neighbour connecting program. It's based on the latest science for transforming culture and creating belonging. It recognizes that people are afraid to connect with their neighbours and that people are busy. That is why they designed the program to be safe, fun and easy.

The Vision of the Society is that "it is normal for neighbours to know each other, care for each other and support each other. What we consider normal is embedded in culture. We are committed to changing the culture. We are committed to creating communities where people feel comfortable knowing their neighbours. Communities where trust comes before fear."

The approach of the Society is using to achieve this vision is a 5-step connection process. The steps are:

1. **Find** a buddy, a friend, or a neighbour to help you connect with your neighbourhood.
2. **Create** an event as a neighbourhood connecting opportunity.
3. **Connect** with each other using the good neighbour app.
4. **Discuss** what is a good neighbour, why neighbours are important, and ask for agreement that we want to be good neighbours.
5. **Maintain** and strengthen connections.

The best way to make social connections is face-to-face. This program provides for those face-to-face opportunities.

The effectiveness of the Happy Community Project Tool Kit that was developed has been recognized internationally by several universities such as Yale, Dalhousie, Dundee, Acadia, Mount Saint Vincent, and Saint Mary's. The Project was also recognized in the Nova Scotia Legislature.

Dawn Henwood, PhD, Founder of Clarity Connect stated that "When you get connected with your neighbors and discover their gifts, great things happen!"

The specific ask of the Municipality is:

1. Provide In-Kind Services for event space and audio-visual equipment for any kick-off events and celebratory festivals.
2. Minimize barriers for neighbourhoods to hold neighbourhood events, such as street parties or events in parks.
3. Support communications for the Good Neighbour Project.
4. Someone on municipal staff to be trained to provide long-term management.
5. Co-apply for grants to support the Project in the Municipality.
6. Help them build collaborative relationships with other non-profit organizations
7. Fund 10% of the Project Costs (between \$8-\$10,000)

## **Conclusion**

This project is about bringing neighbours together to build strong and resilient neighbourhoods. It involves working with municipalities, members of communities and non-profit groups to build strong neighbourhoods. Research has shown this helps with social connections. Being socially connected makes for happier, healthier and more productive people. As outlined in the

presentation, “communities that have high levels of social connectedness have lower crime rates, greater volunteerism and more community engagement. As a bonus, they also have greater economic activity”. Former Mayor of Windsor, Mayor Allen, made the following comment, “The Happy Community Project has encouraged a lot of people in our community to get involved and to make things happen. I see a big difference.” Supporting this project through funding, in-kind and staff support would aid in getting communities connected or further connected leading to more social connections being made in the Municipality.

<b>Report Preparation</b>	
<b>Department</b>	Recreation, Parks, & Tourism
<b>Report Prepared by</b>	Trudy Payne, Director of Recreation, Parks & Tourism
<b>Report Approved by</b>	
<b>Date Reviewed by C.A.O.</b>	



# Sawpit Wharf Park Community Plan

Preliminary Concept Report



**This report is a preliminary concept report only, intended to be used as a tool for discussion.**

**The ideas presented are not yet finalized and will be further refined based on feedback from Council and Committee.**

# Introduction

In March of 2024, the Municipality of the District of Lunenburg engaged Mills & Wright Landscape Architecture on the Sawpit Wharf Park Community Plan. The project aimed to identify new programming and amenities within the park which is very popular with residents and visitors. The type of programming activities and new amenities were guided by a collaborative community engagement process.

This report illustrates a preliminary concept design for discussion purposes.



The proposed concept plan for Sawpit Wharf Park responds directly to feedback received through the community engagement process and is guided by the following key objectives:



### **Improve accessibility & inclusion**

- Improve pedestrian accessibility across the site*
- Address challenges with parking & vehicle access*



### **Incorporate existing park features**

- Maintain & expand upon water access*
- Improve challenges associated with accessing the water*



### **Expand on park amenities**

- Improve overall sense of arrival*
- Provide a dedicated washroom building*
- Introduce new programming elements*



### **Protect & preserve existing vegetation**

- Ensure new development does not detract from the parklike setting*



### **Climate change adaptation**

- Consider sea level rise & storm surge events in the park planning*

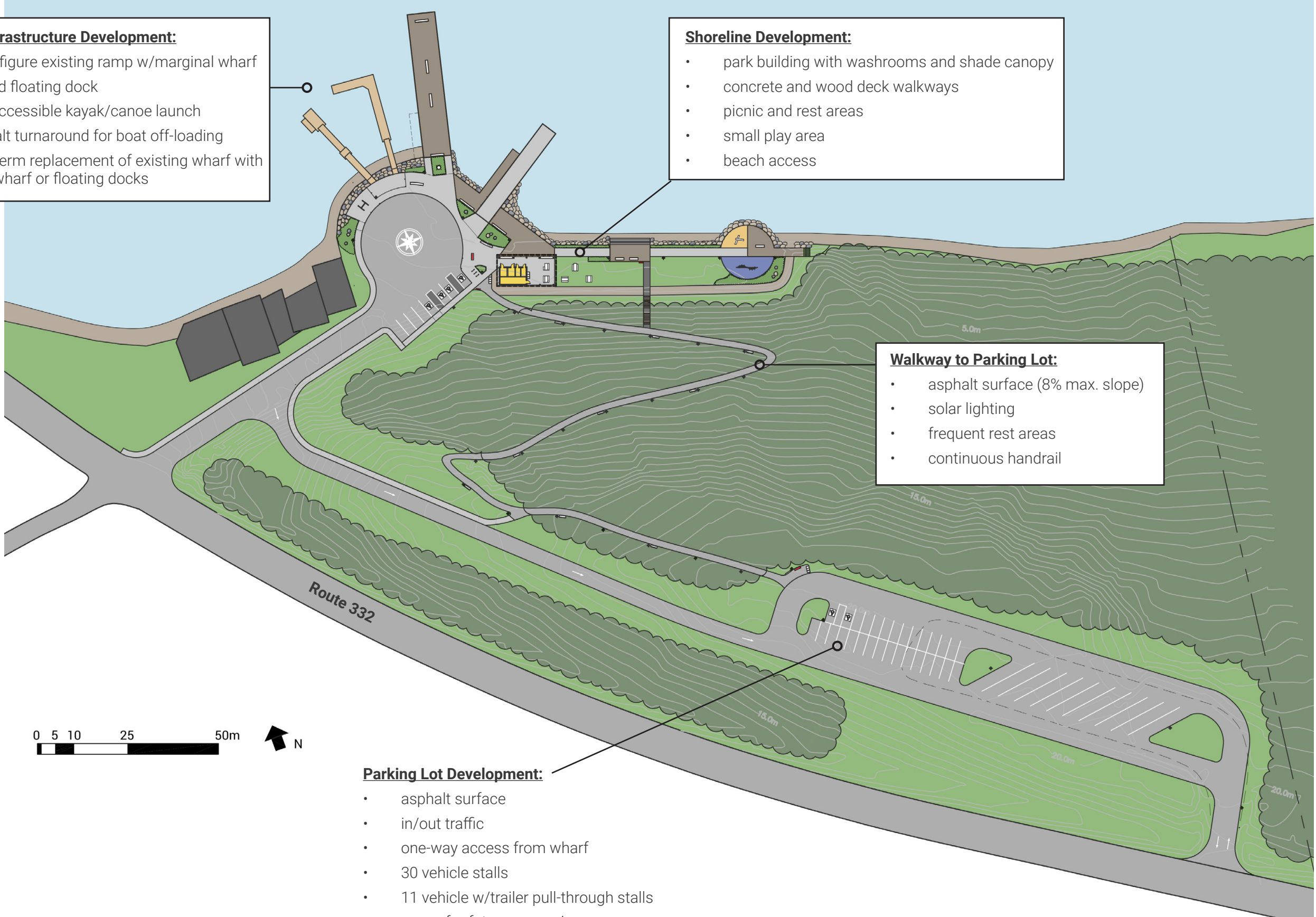
# Preliminary Concept Plan - Overall Park

- Boating Infrastructure Development:**
- reconfigure existing ramp w/marginal wharf
  - extend floating dock
  - add accessible kayak/canoe launch
  - asphalt turnaround for boat off-loading
  - long term replacement of existing wharf with new wharf or floating docks

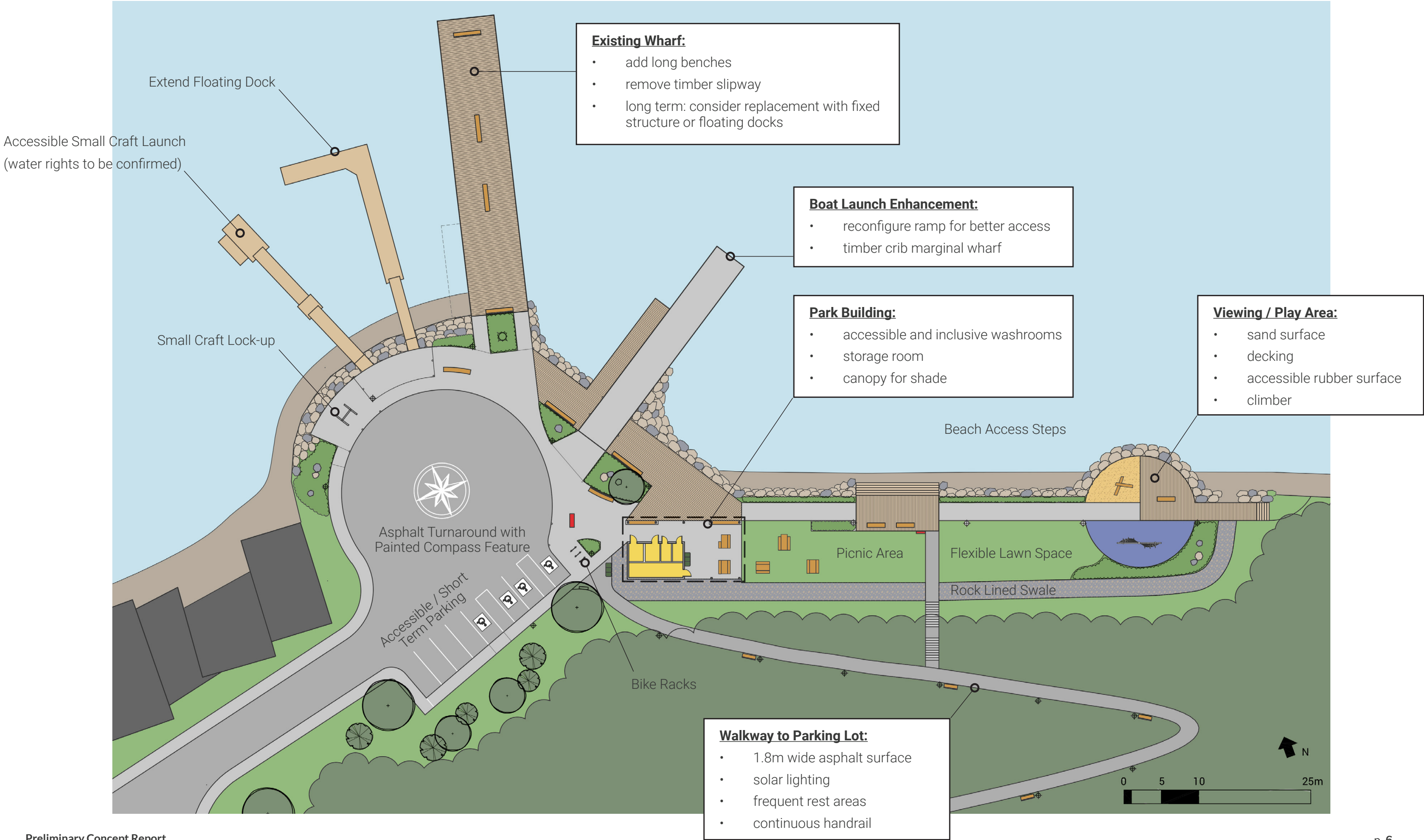
- Shoreline Development:**
- park building with washrooms and shade canopy
  - concrete and wood deck walkways
  - picnic and rest areas
  - small play area
  - beach access

- Walkway to Parking Lot:**
- asphalt surface (8% max. slope)
  - solar lighting
  - frequent rest areas
  - continuous handrail

- Parking Lot Development:**
- asphalt surface
  - in/out traffic
  - one-way access from wharf
  - 30 vehicle stalls
  - 11 vehicle w/trailer pull-through stalls
  - space for future expansion



# Preliminary Concept Plan - Shoreline Enlargement



# Concept Design Narrative

## **Park Access**

Currently, there are challenges accessing the park and its amenities. The informal walkway from the upper parking lot features steep grades and uneven surfaces; gravel walkways and turnaround do not meet accessibility standards; vehicle and trailer parking is unorganized; the intersection of Back Harbour Road and Highway 332 has poor sightlines making exiting difficult, especially for vehicles towing boats.

We have proposed several measures to improve vehicle and pedestrian access to the park.

### **Upper Parking Lot:**

- Widen to permit pull-through stalls for vehicles with trailers and for angle parking.
- Extend parking for 30 single stalls and 11 vehicles w/trailers.
- Asphalt paving for efficient parking organization.
- Illuminated by pole lighting.
- In/out access to highway and one-way driveway from wharf road will limit traffic needing to exit from wharf road onto highway (originally proposed in the 2007 Concept Design Report).

### **Vehicle Turnaround/Drop off Area with Parking:**

- Formalize the gravel area adjacent the wharf with an asphalt surface turnaround and drop off area.
- Painted compass feature promotes vehicle circulation.
- Eight parking stalls: accessible and short term only.
- Pole lighting.

### **Walkways:**

- All proposed walkways will be at least 1.6m wide and paved with asphalt or concrete.
- Walkway from parking lot to the park will have a maximum slope of 8% and feature frequent rest areas and a continuous handrail. It will be illuminated by solar pole lights.
- Concrete sidewalk from the park to the highway along Back Harbour Road.
- Walkways at the park will be under 3% slope and will be generous in width (1.8 to 2.4m).

## **Boating Infrastructure Development**

### **Non-Motorized Launch:**

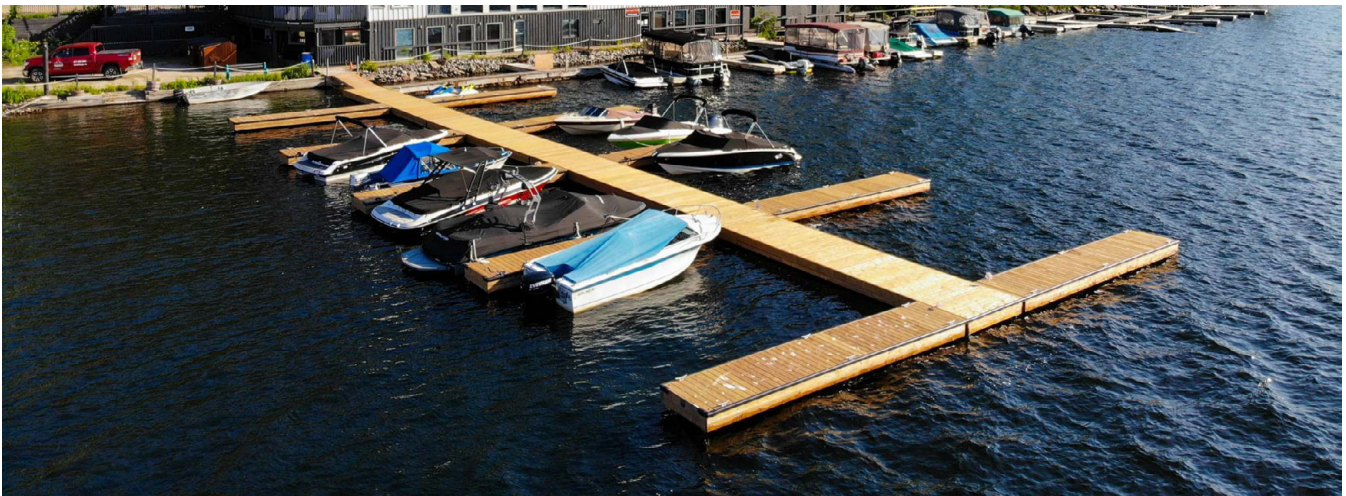
Existing wharf and launch facilities are deemed to be inadequate for certain users, particularly for small unmotorized watercraft (kayak, canoe, paddleboard, etc.) and for those with mobility challenges.

- Accessed from the drop off area, an accessible ramp leads to a fixed timber crib structure. From the crib, a movable ramp provides access to a floating dock with accessible kayak/canoe launch (EZ Dock system or similar) as shown in the photo below.
- Kayak/canoe storage rack near ramp access.



**Dock Enhancement:**

- Extend existing floating dock for additional berths.
- While the timber wharf is in reasonable condition, some components are deteriorating, and it is prone to damage from storm surges. Consider replacing with new fixed structure at higher deck grade or with a larger system of floating docks (longer term) as illustrated in the photo below.



**Boat Launch Enhancement:**

- The recently constructed concrete boat launch ramp is a great addition to the park. However, the ramp may be too low in slope to prevent a typical car from having its rear axle in the water at the point the boat is in far enough to be pushed free. Also, the elevation at the top of the ramp is too low to facilitate an accessible sidewalk connection around the vehicle turnaround. For these reasons, we are proposing the reconstruction of the ramp to increase its slope, and with that, incorporate a new marginal wharf and adjacent decked areas to promote access.

## **Park Amenities**

### **Arrival Area:**

- Concrete paved area adjacent to the turnaround features information kiosk, bike racks, seating and planting area.

### **Washroom/Shelter:**

- Four enclosed washrooms- two accessible, all gender-neutral.
- Canopy extends for shade at front and over a picnic area at end (as illustrated in photo below).
- Consider holding tank for sanitary waste.



**Shoreline Enhancement:**

- A wide concrete walkway along the top of the shoreline armour stone links wood decked rest areas and play area with access to adjacent lawn space.
- Stone steps to access beach and for informal seating.
- Groundcover planting at top of armour stone.
- Construct projecting armour stone-edged, semicircular rest area with sand and decked surfaces.
- Small rubber surfaced play area with climbing feature.
- Steps at east end of walkway for beach access.
- Pedestrian-scale solar pole lighting.



## **Climate change adaptation**

Sawpit Wharf is a shoreline park that is susceptible to the impacts of climate change, in particular, sea level rise and storm surge events. Consequently, all proposed infrastructure should be designed to survive flooding. Additional suggested measures include:

- Raise grade along shoreline 300-400mm by adding another tier of armour stone.
- As noted above, consider replacing existing wharf with new fixed structure at higher deck grade or with floating docks (longer term).
- Hard surface paving to limit erosion.
- Hardy groundcover and tree planting.
- Surface drainage where possible.
- Upgrade rock lined swale.
- Implement a long-term maintenance plan.



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St. John's, NL A1C 1S9  
(709) 770-5035/8381  
[millsandwright.ca](http://millsandwright.ca)



**Council**  
 Item #: 11.2.1  
 Date: September 10, 2024  
 Authorization: T. MacEwan

## Municipality of the District of Lunenburg

### Request for Decision

**Report to:** Municipal Council

**Submitted by:** Alex Dumaresq, Deputy CAO

**Date:** September 10, 2024

**Re:** Amendment to Lunenburg County Anti-Racism & Diversity Intermunicipal Agreement

#### Recommendation

That Municipal Council approves the adjusted end date of the Lunenburg County Anti-Racism & Diversity Inter-Municipal Regional Agreement to September 30, 2026.

#### Background

In January 2024 a joint Anti-Racism & Diversity Inter-Municipal Regional Agreement was signed. An Anti-Racism & Diversity Coordinator was hired on April 3, 2024, however the candidate resigned from the position on June 14. Due to this unforeseen circumstance, the District of Chester will be completing the recruitment process again for a new candidate to fill this position.

To allow time for the recruiting process, Chester has recommended extending the deadline of the Agreement from March 31, 2026 to September 30, 2026. Chester’s supporting document is attached for reference.

Report Preparation	
<b>Department</b>	Administration
<b>Report Prepared by</b>	Nadia Dahlbeck, A/Executive Assistant to the CAO
<b>Report Approved by</b>	Alex Dumaresq, Deputy CAO
<b>Date Reviewed by C.A.O.</b>	

# REQUEST FOR DECISION

**REPORT TO:** Municipal Council  
**MEETING DATE:** July 25, 2024  
**DEPARTMENT:** Corporate & Strategic Management  
**SUBJECT:** Amendment to Lunenburg County Anti-Racism & Diversity Intermunicipal Agreement  
**ORIGIN:**

Date: July 18, 2024      Prepared by: Erin Lowe, Deputy CAO  
Date:                      Reviewed by: [staff, title]  
Date:                      Authorized by: [staff, title]

## RECOMMENDED MOTION

That Council approves the adjusted end date of the Lunenburg County Anti-Racism & Diversity Inter-Municipal Regional Agreement to September 30, 2026.

## CURRENT SITUATION

After three months of recruitment efforts, we received a total of seven applicants for the Lunenburg County Anti-Racism & Diversity Coordinator position. We shortlisted and interviewed four candidates, ultimately hiring the successful candidate on April 3. Unfortunately, the coordinator resigned from the position on June 14 to focus on family matters. We need to restart the recruitment process for this regional position. The current end date outlined in the Lunenburg County Anti-Racism & Diversity Inter-Municipal Regional Agreement is March 31, 2026. Staff propose to extend this deadline to September 30, 2026 to account for our need to re-initiate recruitment efforts for the position.

## BACKGROUND

In January 2024 the five municipal units in Lunenburg County signed an Anti-Racism & Diversity Inter-Municipal Regional Agreement to jointly support and advance anti-racism and anti-discrimination initiatives and promote equity, diversity and inclusion initiatives to identify and address system racism and inequity in government policy, legislation, programs and services in Lunenburg County.

In addition to the regional coordinator, a regional advisory committee is also to be established as part of this agreement to advise the respective administrations and elected bodies of each municipality to advance, strengthen, support and unify the five municipal units in adopting and implementing anti-racism and anti-discrimination initiatives throughout the region.

## DISCUSSION

The Anti-Racism & Diversity Advisory Committee (ARADAC) will consist of up to 13 voting members, including political and community representatives, and designated positions for Wasoqopa'q First Nation and Sipekne'katik First Nation. The recruitment process will include receiving applications, conducting interviews, and submitting recommendations to Mayors and Wardens for Council consideration.

To account for the delay, the timeline for the committee recruitment is as follows:

- Recruitment for committee members will be initiated in advance, without waiting for the new Coordinator to be hired.
- Appointments by the new councils are anticipated to take place in November.
- The committee is expected to start meetings in January.

Additionally, staff will initiate EDI training for municipal employees immediately to enhance our diversity and inclusion efforts. This training will prepare staff to support the new Coordinator and the advisory committee effectively.

## OPTIONS

1. Approve the adjusted end date of the agreement.
2. Do not approve the adjusted end date and provide further direction to staff.
3. Send back to staff for more information.

## IMPLICATIONS

### By-Law/Policy

No impact.

### Financial/budgetary

No additional financial implications. The costs are covered within the current budget.

### Environmental

No impact.

### Strategic Priorities

The Anti-Racism & Diversity Inter-Municipal Regional Agreement will assist the Municipality in advancing the following Priority Outcomes of the 2021-24 Strategic Priorities Framework:

#### Priority Outcomes: Economic Development

1. Position the Municipality as Nova Scotia's south shore community of choice for residents, businesses, and organizations, and as an international tourism destination.

#### Priority Outcomes: Governance & Engagement

1. Ensure municipal service delivery is efficient and effective, communicated and accessible.
2. Ensure municipal bylaw and policy frameworks reflect current and changing needs.

#### Priority Outcomes: Healthy & Vibrant Communities

2. Ensure residents have access to facilities, natural assets, programs, and services that enrich a quality of life and provide safe communities for residents and visitors alike.
3. Develop an accessibility, diversity, and equity lens for municipal plans and services, and support partners in advancing accessible and inclusive communities.

**Council**  
Item #: 11.3.1  
Date: September 10, 2024  
Authorization: T. MacEwan



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

### **Request for Decision**

**Report to:** Mayor Bolivar-Getson and Municipal Council

**Submitted by:** Norma Schiefer, Manager of Development

**Date:** September 10, 2024

**Re:** Site Plan Appeal by Adjacent Property Owners – Multi Residential Development Permitted by Site Plan Approval

---

#### **Background**

A Site Plan Approval was issued August 10, 2024, for a phased development comprising of multiple 8-unit apartment buildings. Phase 1 includes 10 apartment buildings which could result in 80 new residential units. The Development Permit cannot be issued until the appeal period has been completed and any appeals have been addressed. The Building Permit has not been applied for to date. Two letters of appeal were received August 23 and August 27, 2024, from adjacent property owners.

#### **Legislative Requirements**

The Blockhouse Land Use By-law, Section 5.2.3 (d)(ii) states that residential development that exceeds 4 dwelling units are permitted by site plan approval, subject to 50 dwelling units per hectare, no building more than 12 units and Section 5.2.4 (a) (Site plan criteria).

The Land Use By-law, in accordance with the Municipal Government Act, states that a Development Officer may grant a Site Plan Approval if the development is in conformance with the criteria outlined in the By-law. In addition, no Development Permit can be issued on the approved Site Plan until the time for appeal has lapsed or the appeal has been disposed of and the development is otherwise consistent with the By-law requirements.

#### **Discussion**

The property at 60218559, Cornwall Road, Blockhouse is in the RU (Rural) Zone in the Blockhouse planning area. The landowner, Terry Whynot, Kent Fields Estates Ltd. proposes to construct multiple 8-unit apartment buildings on the property. Phase 1 consists of 10 8-unit

buildings. As this proposal is above the threshold of 4 dwelling units per property, a site plan approval is required before issuing the Development Permit. A site sketch is attached showing the proposed development. The building permit application will be completed upon approval of the Site Plan/Development Permit. As part of the building permit application, the landowner will be required to follow all building code requirements, as well as provide confirmation of on-site septic and approval from NS Public Works.

The Blockhouse Land Use By-law, Section 5.2.3 (d)(ii) states:

#### Developments Permitted by Site Plan Approval

Residential uses that exceed the threshold in subclause a) i subject to:

- A. a maximum of 50 dwelling units per hectare (20 units/acre); and,
- B. no residential building shall contain more than 12 dwelling units, in accordance with the criteria set out in clause 5.2.4a).

Section 5.2.4 outlines the following criteria, which has been addressed and is to be followed during construction:

#### 5.2.4 Site Plan Approval

##### a) Site Plan Approval Criteria

- i. the development shall be located on the lot so as to reduce impacts and nuisances on adjacent properties.
- ii. off-street parking and loading areas shall be located on the lot in a manner that minimizes traffic hazards, congestion, nuisances or other impacts on the surrounding properties.
- iii. the location, width and number of driveway accesses shall be constructed in such a manner as to avoid traffic hazards and congestion.
- iv. the lot shall have direct access onto a street.
- v. Type, location, and height of walls, fences, hedges, trees, shrubs, ground cover, or other landscaping elements necessary to protect and minimize the land use impact on adjoining lands.
- vi. Retention of existing vegetation.
- vii. any walkways or driveways to be used for pedestrian traffic shall be hard surfaced with stable materials to minimize dust blowing onto neighbouring properties.
- viii. outdoor pedestrian walkways shall be adequately lit, and lighting shall be directed away from the street to eliminate traffic hazards.
- ix. waste, compost and recycling receptacles and other outdoor storage shall be located in the rear or side yard of the property and screened from adjacent properties so as to reduce visual impacts.
- x. Location of easements.
  - i. stormwater management plans for the development shall be provided; and
  - ii. the criteria listed in the above clauses shall be maintained in a manner that is acceptable to the surrounding properties.

As part of my review, it has been deemed that all criteria have been met or will be addressed during construction. Therefore, I have issued the site plan approval.

### Appeal

As part of the site plan approval process, once a site plan is approved/or refused, notice is given to property owners within 30 metres of the subject property with the right of appeal to Council. The Municipality has received letters of appeal from Doug Conatser and Shaylee & Corbin Langille.

### Conclusion

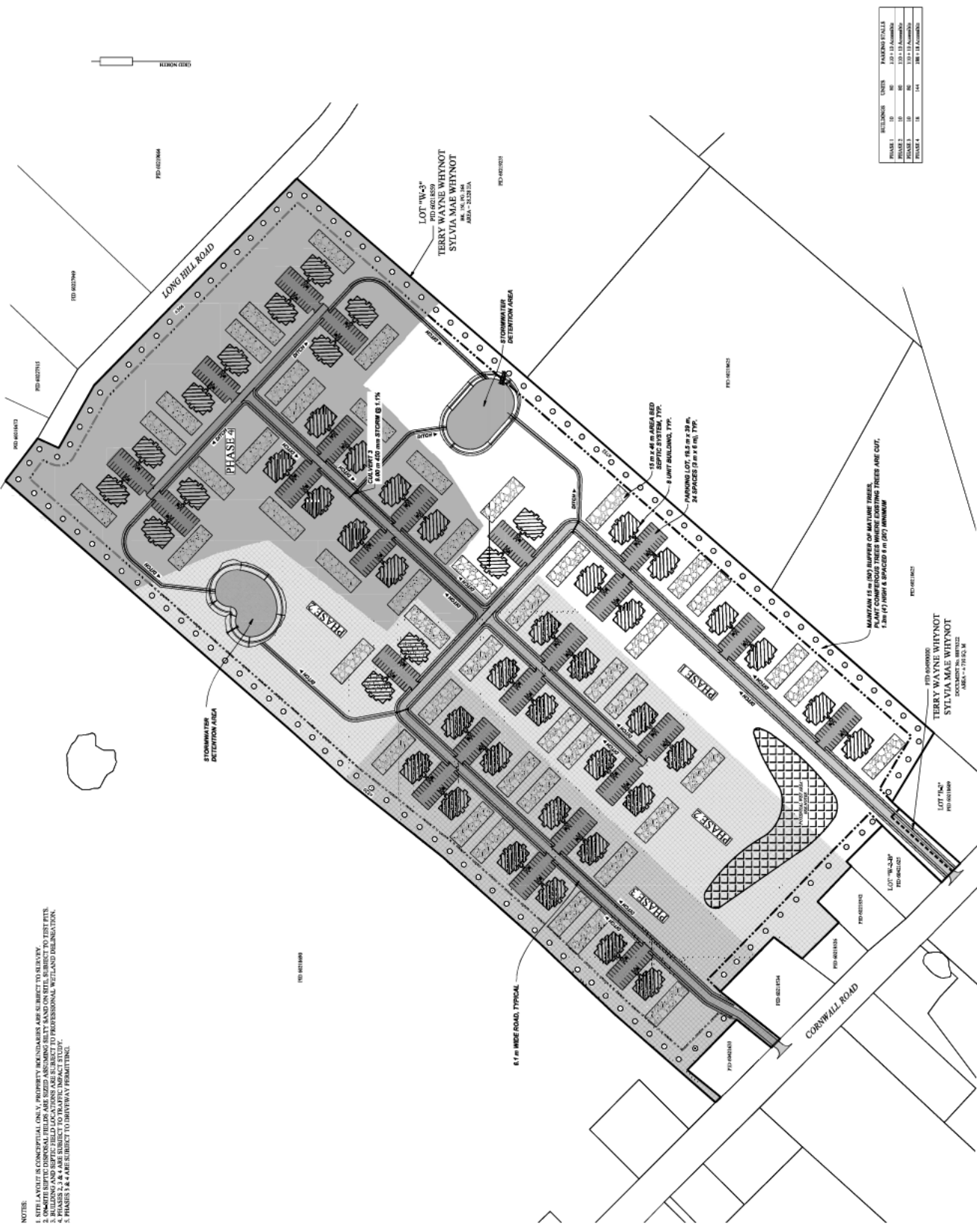
The **Municipal Government Act** states that where a Council hears an appeal from a site plan approval, the Council may make any decision that the Development Officer could have made.

Therefore, Council's options are:

1. Uphold the Development Officer's decision to approve the site plan.
2. Grant assessed the owners' appeal which would not allow the construction of the phased apartment building development on the property.

Report Preparation	
Department	Planning & Development Services
Report Prepared by	Norma Schiefer, Manager of Development
Report Approved by	Jeff Merrill, Director of Planning & Development
Date Reviewed by C.A.O.	

- NOTES:
1. SITE LAYOUT IS CONCEPTUAL ONLY. PROPERTY BOUNDARIES ARE SUBJECT TO SURVEY.
  2. BUILDING AND SEPTIC FIELD LOCATIONS ARE SUBJECT TO PROFESSIONAL WETLAND DELINEATION.
  3. PHASES 1, 2 & 4 ARE SUBJECT TO DRAINWAY PERMITTING.



SECTION	LENGTH	PERCENT
PHASE 1	10	10.00
PHASE 2	10	10.00
PHASE 3	10	10.00
PHASE 4	10	10.00

2. ISSUED FOR SITE PLAN APPROVAL - JULY 23, 2024  
 1. ISSUED FOR CLIENT REVIEW - JULY 24, 2024

CONCEPTUAL SITE PLAN  
 SHOWING  
 PHASE 1 TO 4  
 8 UNIT BUILDING LOCATIONS  
 FOR  
 KENT FIELDS ESTATES LIMITED  
 CORNWALL ROAD AND LONG HILL ROAD  
 LORCHAMOND AND LONG HILL ROAD  
 WASHINGTON COUNTY, NH



**Daw Wolfe & Morse Surveying Limited**  
 P.O. BOX 650 MEDFORD  
 ANNEAPOLIS COUNTY, MD  
 20685-0650  
 410.321.1100  
 Email: info@dwmsurvey.com

DRAWN ON JULY 15, 2024  
 PLAN No: 2024055-001-000  
 SHEET 1 OF 4

RECEIVED  
AUG 23 2024

To the acting clerk for the Municipality of the District of Lunenburg, Tina Robichaud Bond,

I, Doug Conatser, wish to appeal the development by Terry Whynot at PID 60218559 in Blockhouse, Nova Scotia.

My concerns include:

The driveway to be built in Phase 2 of this development will negatively impact my property value. There will be a great deal of extra traffic and noise due to construction. This has the potential to impact water availability and quality. Neighbourhood dynamic will change and there may be security concerns associated.

Please arrange for a public session in front of Council to present this appeal.

Regards,



## Norma Schiefer

---

**From:** Tina Robichaud-Bond  
**Sent:** August 28, 2024 9:10 AM  
**To:** Norma Schiefer  
**Subject:** Fw: Site plan Appeal for PID#60218559, Cornwall Rd, Blockhouse

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**From:** Shaylee Robar <[REDACTED]>  
**Sent:** Tuesday, August 27, 2024 10:30 PM  
**To:** Tina Robichaud-Bond <tina.bond@modl.ca>  
**Subject:** Site plan Appeal for PID#60218559, Cornwall Rd, Blockhouse

You don't often get email from [REDACTED]. [Learn why this is important](#)  
**CAUTION:** This email originated from an external sender.

Good evening Tina,

I just received the letter yesterday as I was on vacation out of province. I have some serious concerns regarding this larger scale development.

My first concern is that this development was already approved without the community having a meeting to discuss the issue at hand of having possibly 800 up to 1,200 or more people moving in a rural area without the infrastructure to support it.

With such a large population increase in a rural area without the proper resources to supply a small town essentially being built.

Topics should have been discussed:

- 1) Heavily increased traffic on Cornwall Rd
- 2) Emergency vehicle access and resources
- 3) Increased traffic on exit 11 and Hwy
- 4) Increased traffic on 4 way stop in Blockhouse
- 5) Water supply in area to supply 48 or 50 Apartment buildings
- 6) Crime rate with no rcmp in Mahone bay Area
- 7) Increase strain on the medical system
- 8) Businesses moving in the surrounding area and changing residential zoning to commercial

9) Property tax increase

10) Loss of land for road development and possibly side walks.

11) Zoning from being rural to town.

12) Having enough space for students to go to Bayview school and bussing

13) Daycares and dentists, other requirements for a community or a town being built.

14) Walking traffic

All these things should have been discussed amongst the community and have community support. I understand we have a need for housing but something this larger scale needs the infrastructure to support it. You can't just throw 50 apartment units in the woods without having proper resources to sustain it. Depending on how many families move in the apartments, there could be 1,200 or more people living there.

People in the area live in this community to live in a rural area. There are going to be a lot of very unhappy citizens. They have the right to know what is happening in the community they live in and to be able to have a voice.

I am appealing this development on regards of insufficient resources and infrastructure to sustain a large increase of over 1000 citizens. I request for a town hall meeting because in speaking with other members of the local community, no one has been informed of the development plans.

Feel free to email or call me, my number is ( [REDACTED] )

My address is 2 [REDACTED]

Kind regards,

Shaylee Langille & Corbin Langille



6 NEVA MAE PLACE, UNIT 30  
KENTVILLE, NS  
B4N 0G5  
OFFICE: 902-679-0707 FAX: 902-679-1809

August 30, 2024

Her Worship Mayor, Carolyn Bolivar-Getson  
Councillors

Our company, Kent Fields Estates Limited was incorporated 51 years ago on January 26, 1973. We are a 100% family owned and operated business with a staff of seasoned professionals who maintain our properties to the highest standards. We develop, construct, and manage all of our properties. Kent Fields employs over 30 Nova Scotians on a full-time basis, as well as generating consistent project work and revenue for local construction companies and their suppliers. We are working hard to help alleviate the obvious housing shortage in the province; this includes the fast-growing area of the South Shore. We have over 900 units in our portfolio located predominately in the western and south shore regions of Nova Scotia. Currently we have 2 construction projects under way – a 14-unit development in Kentville and a 16-unit development in Liverpool.

I grew up in Blockhouse and resided there until my late teen years. Some of you may know my late parents, Calvin and Mildred Whynot. Blockhouse has always held a special place in my heart, and I want to give back to the community in the form of housing. The parcel of land on which we are proposing to build was passed down from my grandparents to my parents to myself.

I realize that questions arise with every new development. We try to address and minimize concerns with any new development. One of our primary concerns with this development would be minimizing noise during and after development. Approximately 15 years ago this property was clear cut. At that time, as a courtesy we left a wooded buffer of approximately 60 feet along the boundaries with our adjoining neighbours. This buffer will be maintained with this development.

Based on today's economics, this project upon completion would have a value in the neighbourhood of \$90,000,000. With today's Municipal tax rate of \$0.81/\$100 of assessed value, that would produce annual taxes of approximately \$730,000.

I sincerely believe that this project is good for Blockhouse and MODL. The location is next door to Mahone Bay, seven minutes to Lunenburg and only eight minutes to Bridgewater. When I was growing up, my friends and I, used to refer to Blockhouse as the “Hub” of the South Shore, and I believe that to be true today.

If council were to approve this project, I am confident that it could be fast tracked with construction commencing by mid-fall of 2024.

I would like to thank your MODL development officer for her assistance in bringing this proposed development to the next phase.



Terry Whynot  
President  
Kent Fields Estates Limited



## Memorandum

**To: Municipal Council**  
**From: Kayla Winsor, Climate Action Coordinator**  
**Date: September 10, 2024**  
**Re: 2023 Annual Progress Report – Local Climate Change Action Plan 2030**

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It is recommended that:

**“The Municipal Council accepts the 2023 Annual Progress Report for the Local Climate Change Action Plan 2030, as presented, and directs staff to report annually on the progress of the “potable water security” and “natural assets management” initiatives as part of the plan.”**

### Background

#### Partners for Climate Protection (PCP) Program

In 2019, the Municipality declared a climate emergency and committed to act on climate change by joining the Partners for Climate Protection (PCP) program. The program is administered by the Federation of Canadian Municipalities (FCM) in association with the International Council for Local Environmental Initiatives (ICLEI) that guide local governments through a 5-milestone framework towards reducing GHG emissions.

#### MODL PCP Progress

1. Milestone 1 involved creating a community and corporate baseline emission inventory in 2019:
  - Community: 314,346 tCO<sub>2</sub>e (2019)
  - Corporate: 1,198.50 tCO<sub>2</sub>e (2019)
2. Milestone 2 was setting an emission reduction target. MODL established reduction targets for both community and corporate sectors:
  - Community: Reduce by 30% below 2019 baseline emissions by 2030, 65% below 2019 levels by 2040, and achieve net-zero community emissions by 2050.
  - Corporate: Reduce by 64% below 2019 baseline emissions by 2030 and achieve net-zero corporate emissions by 2050.
3. Milestone 3 is the development of a local climate change action plan to achieve emission reductions. The Local Climate Change Action Plan 2030 (LCCAP2030) was created to meet this milestone.

4. Milestone 4 of the PCP program involves implementing the Plan and reporting on its progress. The attached 2023 Annual Progress Report for the LCCAP2030 plan has been prepared to fulfill the requirements for Milestone 4.

## **Discussion**

### **2023 Annual Progress Report**

The LCCAP2030 is a 10-year strategic initiative designed to guide the Municipality of the District of Lunenburg in achieving net-zero greenhouse gas emissions by 2050, fostering a climate-resilient, healthier, and more sustainable future.

The 2023 Annual Progress Report, attached below, fulfills the requirements of Milestone 4 of the Partners for Climate Protection (PCP) Program. This report provides a detailed overview of the progress made in implementing the Plan from its adoption in the fall of 2022 through March 2024. It offers a comprehensive look at the municipality's climate initiatives and achievements, detailing each community and corporate action taken since the plan's inception. The report highlights accomplishments, challenges, ongoing progress, and areas for improvement. Since the plan's implementation, two related climate initiatives, "Potable Water Security" and "Natural Asset Management" have been integrated into the plan. Their progress will also be reported annually as part of the overall plan.

Staff recommend that the Council accept the 2023 Annual Progress Report as presented, including the annual reporting on actions related to "Potable Water Security" and "Natural Asset Management," to ensure proper reporting and evaluation of these action items as they advance.

### **Potable Water Security**

The category "Local Food and Water Security" in the 2023 Annual Progress Report includes action 21, which focuses on potable water. Since 2016, MODL has been assisting residents with water security issues, such as dry wells, through the Temporary Water Relief Program. Further steps have been taken with the Well Financing Program, and NSCC is conducting research on the water quantity and quality of residential wells in the municipality.

### **Natural Asset Management**

In the spring of 2023, the municipality joined the Community Climate Capacity Program, administered by the Clean Foundation and funded by the Nova Scotia Department of Environment and Climate Change. An agreement was signed between the Municipality and the Clean Foundation for the next three years to advance work on natural asset management. During this period, additional staff support and resources will be provided to help develop the municipality's natural assets inventory and management plan.

### **Alternative**

Alternatively, the Council may direct staff to make changes to the Plan's progress report as deemed appropriate.

### **Conclusion**

Staff recommends that the Municipal Council accept the 2023 Annual Progress Report for the Local Climate Change Action Plan 2030 and direct staff to report annually on the progress of potable water security and natural assets management. This will help us continue implementing

the plan and achieve our climate goals. By endorsing this report, the Council reaffirms its commitment to meeting the targets and staying on track with our climate efforts.

## Appendix

1. 2023 Annual Progress Report - Local Climate Change Action Plan 2030

Memorandum Preparation	
<b>Department</b>	Planning and Development Services
<b>Memorandum by</b>	Kayla Winsor, Climate Action Coordinator
<b>Memorandum Approved by</b>	Abhimanyu Jain, Climate Change and Sustainability Manager
<b>Date Reviewed by C.A.O.</b>	



**LOCAL CLIMATE CHANGE ACTION PLAN 2030  
2023 ANNUAL PROGRESS REPORT**



**MUNICIPALITY OF THE DISTRICT OF LUNENBURG  
NOVA SCOTIA**

The Local Climate Change Action Plan 2030 is a 10-year strategic initiative to guide the Municipality of the District of Lunenburg to achieve net-zero greenhouse gas emissions by 2050, fostering a climate-resilient, healthier, and sustainable future.

The 2023 Annual Progress Report fulfills the requirements of Milestone 4 of the Partners for Climate Protection (PCP) Program.

This report, covering November 2022 to March 2024, details the municipality's climate action progress under the Local Climate Change Action Plan 2030.



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# Acknowledgements

## Land Acknowledgement

The Municipality of the District of Lunenburg respectfully acknowledges that it resides within Mi'kma'ki, the ancestral territory of the Mi'kmaq people. MODL respects their lasting connection to the land, ecosystems, and water bodies that residents and visitors of the municipality cherish and depend upon. The Local Climate Change Action Plan 2030 is carefully developed and implemented, striving to safeguard and preserve these invaluable natural resources for future generations.

## Municipal Council

Carolyn Bolivar-Getson, Mayor of The Municipality of the District of Lunenburg

Leitha Haysom, District 1

Martin Bell, Former Deputy Mayor, District 2

Wendy Oickle, Deputy Mayor, District 3

Pam Hubley, Former Deputy Mayor, District 4

Cathy Moore, Former Deputy Mayor, District 5

Sandra Statton, District 6

Michelle Greek, District 7

Kacy DeLong, District 8

Reid Whynot, District 9

Chasidy Veinotte, District 10

## Climate Change and Sustainability Team

Jeff Merrill, Director of Planning & Development Services

Abhimanyu Jain, Manager of Climate Change & Sustainability

Kayla Winsor, Climate Action Coordinator

## Support Staff

Tom MacEwan, Chief Administrative Officer

Alex Dumaresq, Deputy Chief Administrative Officer

April Whynot-Lohnes, Municipal Clerk

Elana Wentzell, Director of Finance

David Waters, Director of Economic Development

Mark Strickland, Business Development Officer

Stephen Pace, Director of Engineering & Public Works

Trudy Payne, Director of Recreation, Parks & Tourism

Reid Shepherd, Manager of Planning

Sarah Kucharski, Manager of Communications

Tyler Richardson, Municipal Engineer

Angela Henhoeffler, Regional Emergency Management Coordinator

Ella R. Gindi, Planner 2  
 Maria Butts, Project Coordinator  
 Melissa Deveau, Planning Technician  
 Elizabeth Carr, Former Planner 1  
 Aidan MacEwan, Former Climate Intern

**Supporting Organizations and Stakeholders**



# Executive Summary

The Municipality of the District of Lunenburg (MODL) declared a climate emergency in 2019 and developed the Local Climate Change Action Plan (LCCAP2030) as a cornerstone of its commitment to climate action. The 10-year strategic plan provides a guiding framework for the municipality to achieve net-zero greenhouse gas (GHG) emissions by 2050 and to support a climate-resilient, healthier, and more sustainable future.

MODL is committed to keeping stakeholders, organizations, and other levels of government informed about its ongoing climate change efforts. This report summarizes the progress made from the plan's inception in the fall of 2022 through March 2024, providing a comprehensive overview of the municipality's climate initiatives and achievements. The 2023 Annual Progress Report provides a detailed overview of the strides made by MODL since the adoption of the LCCAP2030. This report explores each community and corporate action that has been worked on since the plan's inception, showcasing achievements, hurdles, ways to progress, and areas for enhancement.

## Chapter 1 - Community Climate Action Plan:

The community climate actions aim to reduce greenhouse gas (GHG) emissions within the MODL boundaries, encompassing homes, offices, commercial and institutional buildings vehicles, and waste.

For the community emissions reduction target: "Municipal Council has set the target to reduce its community emissions by 30% below 2019 baseline emissions level by 2030, 65% below 2019 levels by 2040, and achieve net-zero community emissions by 2050."

## Chapter 2 - Corporate Climate Action Plan:

This plan targets reducing greenhouse gas (GHG) emissions from municipal operations and fleets under MODL's direct control.

For the corporate emissions reduction target: "Municipal Council has set the target to reduce its corporate emissions by 64% below 2019 baseline emissions by 2030 and achieve net-zero corporate emissions by 2050."

Each climate action, whether in progress or completed, includes a "Current Progress" and "Way Forward" section. These sections outline the actions taken so far and planned advancements for the near future. All updates are based on the timeline from fall 2022 to March 2024. The progress of the LCCAP2030 actions has been monitored using several identified indicators.

# Performance Indicators

The LCCAP2030 established a list of performance indicators to measure the effectiveness of the plan's climate actions. The municipality will conduct an emissions inventory every three years to assess the reduction in greenhouse gas (GHG) emissions from implementing these climate actions.

List of Performance Indicators		
Priority Areas	Performance Indicators	2023 Performance
Homes retrofitted	Number of CEF and other program applicants as of March 2024 (#)	13 homeowners completed the CEF program, data is unavailable for other programs.
Natural land protection	Number of hectares protected as of 2024 (ha)	10,000 hectares (6%)
Trees planted	Number of trees planted in 2023 (#)	500 trees
Community pledges	Number of people participating in pledges as of 2023 (#)	Project delayed
No Mow May pledges	Number of people participating in pledges as of 2023(#)	100 participants
Public EV charging infrastructure	Number of EV chargers installed as of 2023 (#)	1 (At Municipal Services Building)
Community and Corporate energy consumption (every 3 years)	Total annual electricity consumption (kWh)	To be reported next year
	Total annual fuel (propane, diesel, gasoline, and fuel oil) consumption (liters)	To be reported next year
Corporate renewable electricity produced (every year)	Total annual electricity production during 2023-2024 fiscal year (kWh)	29,197 kWh

Staff will continue monitoring the plan through performance indicators and adding more as it progresses. This oversight will ensure that the plan adheres to its scheduled timeline toward successful completion.

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# List of Acronyms

AT	Active Transportation
ATP	Active Transportation Plan
CCCP	Climate Change Capacity Program
CEF	Clean Energy Financing
CO <sub>2</sub> e	Carbon Dioxide Equivalent
DCFC	Direct Current Fast Charging
EV	Electric Vehicle
FCM	Federation of Canadian Municipalities
GHG	Greenhouse Gas
ICLEI	International Council for Local Environmental Initiatives
KWh	Kilowatt Hour
LCCAP	Local Climate Change Action Plan
MARC	Municipal Activity & Recreation Complex
MJSB	Municipal Joint Services Board
MODL	Municipality of the District of Lunenburg
NAI	Natural Asset Inventory
NSP	Nova Scotia Power
PCP	Partners for Climate Protection
PPA	Power Purchase Agreement
Region 6 SWM	Region 6 Solid Waste Management
REMO	Regional Emergency Management Organization
RFP	Request For Proposal
TCO <sub>2</sub> e	Tonnes of Carbon Dioxide Equivalent
WWTP	Wastewater Treatment Plant

# Glossary

**Carbon dioxide equivalent (CO<sub>2</sub>e):** The number of metric tonnes of CO<sub>2</sub> emissions with the same global warming potential as one metric tonne of another greenhouse gas.

**Climate resilience:** Climate resilience is the ability to anticipate, prepare for, and respond to hazardous climate events that are now unavoidable, such as coastal and inland flooding, intense droughts, heatwaves, stronger hurricanes, and wildfires.

**Community climate action plan:** A plan that focuses on reducing greenhouse gas (GHG) emissions within the boundaries of the Municipality of the District of Lunenburg (MODL) (e.g., homes, offices, community vehicles), as well as building a climate-resilient community.

**Corporate climate action plan:** A plan that focuses on reducing GHG emissions directly controlled by MODL (e.g., municipal operations and fleets).

**Net-zero emissions:** When human-caused (or anthropogenic) GHG emissions are balanced by an equivalent removal of GHG emissions from the atmosphere over a specific period. Achieving a net-zero balance by 2050 will require significant reductions in GHG emissions, while the last small percentage can be achieved through carbon sinks (e.g., forests, soil) that absorb more carbon than they emit.

**Sustainability:** The ability of our human society to exist and thrive without depleting the natural resources for future generations.

# Introduction

The climate of the Municipality of the District of Lunenburg (MODL) is evolving, necessitating an urgent response to climate change. Located on Nova Scotia's South Shore, The predominantly rural area surrounds the towns of Bridgewater, Mahone Bay, and Lunenburg. It is home to approximately 25,000 residents, making it the fifth-largest municipality in Nova Scotia by population. Like many municipalities in the province, MODL faces the dual challenge of reducing fossil fuel usage and associated greenhouse gas (GHG) emissions while proactively adapting community infrastructure and programs to mitigate the impacts of climate change. These impacts include hotter summers with prolonged heatwaves, drinking water shortages, higher intensity rainfall, increased flooding, and the emergence of new pests and diseases.

The LCCAP2030 is a 10-year strategic action plan designed to guide the reduction of local greenhouse gas emissions and support a climate-resilient, healthier, and lower-carbon future. The plan is divided into two chapters:

## **Chapter 1 - Community Climate Action Plan:**

A plan is in place to reduce GHG emissions within MODL's boundaries (e.g., homes, offices, community vehicles) and build a climate-resilient community. This chapter identifies 10 main categories and 29 climate actions. It provides a pathway for the municipality to lower its community GHG emissions and align with international efforts to limit global temperature rise to 1.5°C while fostering a climate-resilient and sustainable community.

## **Chapter 2 - Corporate Climate Action Plan:**

A dedicated section focuses on reducing GHG emissions directly managed by MODL, including municipal operations and fleets. This section details four main categories and nine climate actions, offering a roadmap for the municipality to reach net-zero corporate GHG emissions by 2050. This chapter identifies five main categories and ten actions.

# Partners for Climate Protection Program

The Municipality of the District of Lunenburg (MODL) is involved in the Partners for Climate Protection (PCP) program, a national network of Canadian municipal governments committed to reducing greenhouse gas (GHG) emissions and addressing climate change. Managed by the Federation of Canadian Municipalities (FCM) and the International Council for Local Environmental Initiatives (ICLEI) Canada, the PCP program provides a five-milestone framework for municipalities. MODL has committed to this framework, which includes creating a greenhouse gas emissions inventory, setting emission reduction targets, developing a local action plan, implementing the plan, and monitoring progress.

The five milestones of the PCP framework are below:



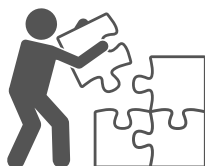
**Milestone 1**  
Create a GHG emissions inventory



**Milestone 2**  
Set a GHG emissions reduction Target



**Milestone 3**  
Develop a Local Climate Action Plan



**Milestone 4**  
Implement the Climate Action Plan



**Milestone 5**  
Monitor the progress and report the results

The 2023 Annual Progress Report fulfills the requirements of Milestone 4 of the Partners for Climate Protection (PCP) Program.

# Climate Change and Extreme Weather Events

Climate change is a significant global challenge with widespread implications. Increasing concentrations of greenhouse gases, particularly carbon dioxide, are raising temperatures and leading to more extreme weather events. Climate change affects agriculture, coastal communities, biodiversity, infrastructure, and public health. Due to climate change, hurricanes, wildfires, floods, and heat waves are becoming more frequent and severe.

## Nova Scotia Extreme Weather Events

**Hurricane Fiona**  
September 2022



\$385 million in insured damages



Over 400,000 residents without power

**Wildfire Season**  
2023



Over 25,000 hectares burned



More than 200 homes were destroyed

**Flash Floods**  
July 2023



State of Emergency was declared



Over 250 mm of rain in 24 hours

The Municipality of the District of Lunenburg (MODL) declared a local state of emergency during the July 2023 floods in response to severe flooding caused by unprecedented rainfall. This declaration allowed MODL to mobilize resources, obtain additional support from provincial and federal agencies, implement public safety measures such as evacuations and road closures, and establish an evacuation centre. It also improved coordination and communication among emergency response agencies and provided the legal and administrative flexibility needed for swift action. The experience was eye-opening for the Regional Emergency Management Organization (REMO) and staff, revealing their limited resources and underscoring the critical need for enhanced preparedness and resource allocation for future emergencies.

---

IBC, [385 million in insured damages](#)

N.S power, [Hurricane Fiona update](#)

Calian Group, [N.S 2023 wildfires](#)

IBC, [Flash flooding](#)

# What has happened at the Federal, Provincial and Municipal Levels?

Canadians should stay informed about government regulations, programs, and rebates that affect environmental protection and climate change. Being well-informed helps access valuable support and advocate for necessary changes, leading to a collaborative approach to achieving sustainability goals.

## Federal Government

Canada's Emission Reduction Target:  **BY 2050**

Canada aims to reduce greenhouse gas emissions by 40-45% from 2005 levels by 2030 and achieving net zero-emissions by 2050.

### Carbon Tax

The carbon tax is designed to reduce greenhouse gas (GHG) emissions by putting a price on carbon pollution. The carbon tax encourages individuals and businesses to choose cleaner, more sustainable transportation options. The revenues generated from the carbon tax can be reinvested in programs that further support emissions reductions or returned to taxpayers through rebates, helping offset potentially increased costs.

### Reports

#### 2030 Emissions Reduction Plan: Clean Air, Strong Economy

In March 2022, the Government of Canada introduced Canada's 2030 Emissions Reduction Plan, which provides a roadmap for the Canadian economy to achieve 40-45% emissions reductions below 2005 levels by 2030. This roadmap outlines a sector-by-sector path for Canada to reach its emissions reduction target of 40 percent below 2005 levels by 2030 and net-zero emissions by 2050. The plan includes \$9.1B of new investments.

### Federal Funding Programs

#### Low Carbon Community Fund

Supports projects that will reduce emissions, create jobs, and save Canadians and companies money.

#### Ecological Gifts Program

The Ecological Gifts Program (EGP) is a Canadian initiative that offers tax benefits to landowners who donate ecologically sensitive land to qualified recipients to preserve Canada's biodiversity and environmental heritage.

# Provincial Government

Nova Scotia's Emission Reduction Target:



**BY 2050**

Nova Scotia aims to reduce greenhouse gas emissions by 53% below 2005 levels by 2030. The province is committed to achieving net zero-emissions by 2050.

## Reports

### **Our Climate, Our Future – Nova Scotia's Climate Change Plan for Clean Growth**

The Our Climate, Our Future—Nova Scotia's Climate Change Plan for Clean Growth outlines the province's strategy for addressing climate change and promoting clean growth. It includes improving access to climate data, transitioning to renewable energy sources, enhancing energy efficiency, and reducing building emissions. The plan underscores the importance of partnerships, knowledge exchange, and community engagement to support local climate action. Regular reporting and evaluation are also prioritized to ensure accountability and continuous improvement.

## Regulations

### **The Environmental Goals and Climate Change Reduction Act**

The Environmental Goals and Climate Change Reduction Act, passed in 2021, sets the legal framework for emission reduction. The Act includes 28 goals of reducing greenhouse gas emissions and promoting a green economy. It emphasizes the importance of research and data to support climate action and adaptation.

### **Coastal Protection Act**

The Coastal Protection Act aimed to safeguard Nova Scotia's crucial coastal ecosystems, curb unsuitable coastal development, and maintain the coasts' adaptability against climate change. However, it has been replaced by a new strategy focusing on providing information to municipalities and individuals. The province of Nova Scotia has given municipalities the responsibility of enacting coastal regulations.

## Provincial Funding Programs

### **Sustainable Communities Challenge Fund**

The fund supports and accelerates community-led projects promoting sustainability, resilience, and environmental stewardship. This fund aims to empower communities to develop and implement innovative solutions to address local environmental challenges, enhance quality of life, and build more sustainable and resilient communities.

## Municipal Government

MODL's Emission Reduction Target:



**BY 2050**

The Municipal Council has targeted reducing its community emissions by 30% below the 2019 baseline emissions level by 2030, 65% below 2019 levels by 2040, and achieving net-zero community emissions by 2050.

### MODL Strategic Priorities

The Municipality of the District of Lunenburg (MODL) has prioritized climate change in its strategic objectives for 2023 to 2025, mainly through the LCCAP2030. The Council's adoption of the climate action plan as a key priority underscores its commitment to achieving practical and meaningful progress.

### Sustainability Committee

The municipality's Sustainability Committee was instrumental in developing the LCCAP2030, a comprehensive environmental, social, and economic sustainability strategy. After completing the plan, the committee's role transitioned to the Policy Strategy Committee and the Finance Committee. These committees now oversee the plan's implementation, ensuring alignment with municipal goals and financial strategies.

### Staff Changes

MODL recognizes the urgent need for community action on climate change. As impacts escalate, MODL understands the importance of adaptation. The municipality expanded the Climate Change and Sustainability team within the Planning and Development Department, adding one full-time position in 2023. This expansion reflects MODL's commitment to building capacity and responding to evolving climate challenges.



# Community Climate Action Plan


## Chapter 1

# Community Action Plan Overview

The Community Climate Action Plan is dedicated to reducing the Municipality of the District of Lunenburg’s (MODL) greenhouse gas (GHG) emissions, including residential buildings, commercial, institutional, and industrial buildings, community waste, and community vehicles. MODL aims to reduce community emissions by 30% from 2019 levels by 2030, 65% by 2040, and achieve net-zero emissions by 2050. This target caps community emissions at 220 ktCO<sub>2</sub>e and results in a total reduction of 94 ktCO<sub>2</sub>e.

## Community Path to Net-Zero

MODL began measuring community emissions in 2020, using 2019 as the baseline year to meet PCP Milestone 1 requirements. In 2019, total emissions amounted to 314,346 tCO<sub>2</sub>e from various energy sources. The community emissions inventory encompasses emissions produced within municipal boundaries from four sectors: residential buildings, Commercial, Institutional, and Industrial buildings, Community Waste, and Community Vehicles. Residential buildings and community vehicles are the top emitters. Electricity accounts for most GHG emissions in the community sector.

 **2019** 314,346 tCO<sub>2</sub>e

### Areas of Focus



Residential Buildings



Commercial, Institutional and Industrial Buildings



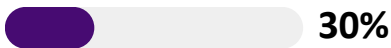
Community Vehicles



Community Waste

### Community Emission Targets

#### 2030 Target



**2030 Target:** Aims to reduce community emissions by 30% below the 2019 baseline level by 2030.

#### 2040 Target



**2040 Target:** Aims to reduce emissions by 65% below 2019 levels by 2040 .

#### 2050 Target



**2050 Target:** Aims to achieve net-zero community emissions by 2050.

**The Municipal Council has targeted to reduce its community emissions by 30% below the 2019 baseline emissions level by 2030, 65% below 2019 levels by 2040, and achieving net-zero community emissions by 2050.**

# Measuring Progress

## Community Climate Action Overview

Theme	Main Categories and Climate Action	Lead Department	Timeline	Status	Progress Overview	
Mitigation	<b>Category 1 - Energy Efficient Homes and Buildings</b>					
	1	Retrofit existing residential buildings	Planning	Ongoing	In progress	As of March 2024, 13 Homeowners have completed their home energy efficiency upgrades through CEF; 15 are in progress.
	2	Energy efficiency standards for new construction	Planning	Next (25-27)	Not started	
	3	Retrofit existing commercial, institutional, & industrial buildings	Planning	Later (28-30)	Not Started	
	<b>Category 2 - Low Carbon Transportation</b>					
	4	Electric vehicles charging infrastructure	Planning and Economic	Now (22-24)	In progress	The Municipality of the District of Lunenburg (MODL) is exploring options for installing public charging stations throughout the area.
	5	Electric vehicles promotion and education	Planning	Now (22-24)	In progress	Hosting events with organizations such as Next Ride to empower residents to make informed decisions about transitioning to electric-powered vehicles.
	6	Anti-idling policy	Planning and Recreation	Now (22-24)	Complete	The policy was passed by council in 2024 and is now in effect. Future plans are in place to install signage.
	7	Carshare program	Planning	Next (25-27)	Not started	
8	Bikeshare program	Planning and Recreation	Next (25-27)	Not Started		
9	Public transit service	Planning	Now (22-24)	In progress	Lunenburg County Wheels expanded door-to-door transit beyond Bridgewater's 7km radius. MODL launched a 5-year business plan via RFP to enhance the transit network. The plan will establish a fixed-route bus service connecting Osprey Village with Bridgewater and nearby areas.	

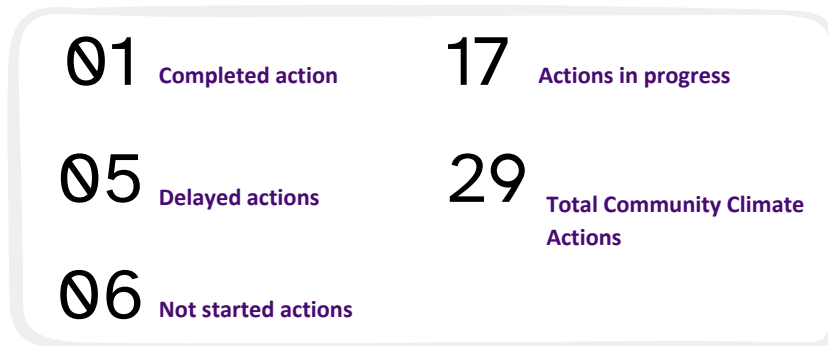
	10	Active transportation strategy	Recreation	Now (22-24)	In progress	AT Business plan project has been awarded to the consultant. The plan is expected to be completed in 2024.
<b>Category 3 - Waste Reduction, Recycling, and Composting</b>						
	11	Waste management and educational programs	Region 6 & MJSB	Next (22-24)	In progress	An educational vermicomposting event, in collaboration with Coastal Action, demonstrated the natural decomposition of food waste and provided practical tips for home vermicomposting.
	12	Join in bring your own promotion and subsidy	Region 6 & MJSB	Ongoing	In progress	Region 6 has been promoting BYO on behalf of the municipality.
<b>Category 4 - Renewable Energy Generation</b>						
	13	Community renewable energy project	Planning, Finance and Administration	Now (22-24)	In progress	MODL is developing a plan to apply for a 7MW community solar garden project in partnership with the District of Shelburne, District of Argyle, Town of Shelburne, and Town of Lockeport. Pending approval, construction is scheduled to begin next year.
Adaptation	<b>Category 5 - Natural Environment Protection and Conservation</b>					
	14	Tree planting programs	Planning	Ongoing	In progress	MODL hosted a community free tree giveaway event on September 9th at MARC, giving away 500 trees. This project will continue in 2024.
	15	Natural asset management	Planning	Now (22-24)	In progress	Develop a Natural Assets Management Plan by 2030. MODL has been accepted into the Community Climate Capacity program to assist with a Natural Assets Inventory.
	16	Land Conservation	Planning and Recreation	Ongoing	In progress	MODL is working towards protecting natural assets through regulations, bylaws, and a natural assets inventory.
	17	Annual No Mow May Event	Planning, Recreation and Engineering	Ongoing	In progress	2023 Let it Grow May concluded on May 31st. Last year 100 participants signed up in comparison to only 38 in 2022.
	<b>Category 6 - Sustainable Land Use Planning and Development</b>					
	18	Municipal planning strategy: MODL2040	Planning	Ongoing	In progress	Municipal Council directed staff to prioritize 'Coastal Land Use Planning' in 2023-24. Regulations are set to be in place this year.

Category 7 - Local Food & Water Security						
	19	Community vegetable garden	Economic	Next (25-27)	Not started	
	20	Food security programs	Planning and Economic	Later (28-30)	In progress	MODL completed phases 1 and 2 of the project, where consumers' food purchasing and consumption habits were assessed. Phase 2 encompassed evaluating producers.
	21	Potable water security	Administration	Next (25-27)	In progress	The Temporary Water Relief Program provides residents with coupons for potable water if they have dry wells. The Well Financing Program helps residents invest in drilled wells or replacements for dug wells, ensuring reliable access to potable water. NSCC and MODL are collaborating on a three-year Water Research Project to measure water quantity and quality.
Category 8 - Emergency Preparedness and Response						
	22	Dry hydrants	Fire departments	Next (25-27)	Not started	
	23	Education on the impacts of climate change	REMO	Now (22-24)	In progress	REMO will continue disaster planning, training, communication, and collaboration with agencies and stakeholders for effective response to emergencies and disasters.
Category 9 - Community Engagement						
Capacity Building	24	Council-led advocacy	Municipal Council	Now (22-24)	Delayed	Staff will begin collecting information from councillors on what they are doing to promote sustainability in their districts.
	25	Community pledges	Planning and Recreation	Now (22-24)	Delayed	Developing a carbon emissions calculator to support residents in understanding their carbon footprints.
	26	Youth engagement	Planning and Recreation	Now (22-24)	Delayed	Looking to work with stakeholders to facilitate youth engagement programs.
	27	Region-wide climate working group	Planning	Ongoing	In progress	Working with surrounding communities to form a working group to address regional climate change challenges.

	28	MODL environmental and resilience champion award	Planning	Now (22-24)	Delayed	Pushed to next fiscal year.
Evolution	<b>Category 10 - Research and Innovation</b>					
	29	Advance research and innovation	Planning	Now (22-24)	Delayed	Limited staff capacity - will progress this in the future.

Timeline Key	
Now	actions that will be initiated/implemented in 2022-2024
Next	actions that will be initiated/implemented in 2025-2027
Later	actions that will be initiated/implemented in 2028-2030
Ongoing	actions that have already been initiated and will continue through the LCCAP2030

## Action Summary



### Action Update

To effectively track progress on climate change and sustainability initiatives, projects initiated by the municipality but not yet included in the plan must be integrated into the LCCAP2030 action items table for accurate annual reporting. Below are two project integrations that exemplify this commitment.

Category	Action	Changes
C5-Natural Environment Protection and Conservation	Action 15: Natural Asset Management	This category has expanded to include natural asset management as an individual action.
C7-Local Food and Water Security	Action 21: Water security programs	This category has expanded to include water security programs as an individual action.

<b>C1 - Energy Efficient Residential Buildings</b>
<b>Action 1: Retrofit Existing Residential Buildings</b>
<b>Goal: Retrofit up to 1,400 homes by 2030</b>
<b>Stream: Climate Change Mitigation</b>
<b>Lead Department: Planning</b>

## Current Progress

### Clean Energy Financing

The Clean Foundation's Clean Energy Financing (CEF) program helps the Municipality of the District of Lunenburg (MODL) achieve its goal of retrofitting residential buildings. It offers financing for energy efficiency and cleaner energy retrofits, empowering homeowners to invest in sustainable energy solutions. Low-interest rate loans of up to \$20,000 cover upfront costs for upgrades, and the savings from reduced energy consumption offset the cost of the loan.

Categories	Totals
Completed retrofits (as of March 31, 2024)	13 homes
Approved max financed (2021-2024)	\$156,330.00
Total financed	\$114,822.70
Total estimated GHG savings (tonnes c02e/y)	34.8 tonnes per year
Total estimated energy cost savings per year (\$/y)	\$12,859.09 per year

**15**  
Retrofits in progress  
through CEF as of  
March 2024

### HomeWarming Program

The HomeWarming program in Nova Scotia is a government-supported initiative aimed at helping low-income homeowners reduce their energy costs by improving home energy efficiency. Through the program, eligible participants receive a free home energy assessment, followed by installing energy-saving upgrades, such as insulation, draft-proofing, and more, all at no cost. This initiative enhances home comfort and lowers energy bills, making housing more affordable for those in need.

## Total Retrofits

Programs	Completed
Clean Energy Financing	13 homes
Provincial and Federal programs	Unknown
Other	Unknown

## Way Forward

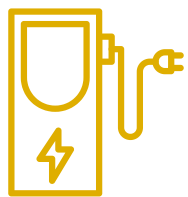
Staff will investigate methods to gather data on programs that engage residents in energy upgrade initiatives to obtain an accurate overview of home participation in retrofitting. The Municipality of the District of Lunenburg (MODL) does not have data about properties participating in provincial programs such as the HomeWarming program or homeowners who have privately invested in energy upgrades. Staff will continue investigating ways to collect this information to determine the number of homes retrofitted in MODL accurately. The municipality remains committed to supporting programs like the CEF program, which helps homeowners save money and reduce greenhouse gas (GHG) emissions.

<b>C2 - Low Carbon Transportation</b>
<b>Action 4: Electric Vehicle Charging Infrastructure</b>
<b>Goal: Conduct a feasibility study to install more electric vehicle public charging stations</b>
<b>Stream: Climate Change Mitigation</b>
<b>Lead Department: Planning and Economic Development</b>

## Current Progress

Installing electric chargers in rural areas promotes cleaner transportation, supports local economies, and encourages greater adoption of electric vehicles, reducing pollution. In a case study for Nova Scotia, 12 chargers are suggested for areas in the municipality and the surrounding area to meet future demand for electric vehicles.

Potential Hub Locations	DCFCs (Direct Current Fast Charging)	Power (kW)	Peak Hub Load (MW)	Hub Average Load (kW)
Bridgewater Area	9 chargers	350 kW (each)	3.2 MW	311 kW
New Germany Area	3 chargers	150 kW (each)	0.5 MW	29 kW



**12** Fast chargers are needed in the area to meet future charging demands

## Way Forward

The Municipality of the District of Lunenburg (MODL) will continue to explore options for installing public charging stations throughout the area. These stations will serve the needs of residents and visitors alike, contributing to the increasing adoption of electric vehicles in the community. MODL's goal is to promote sustainable transportation options to reduce dependence on fossil fuels.

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Report can be found [here](#).

**Action 5: Electric Vehicle Promotion and Education**

**Goal: Make education programs available to support and promote the transition to EVs**

**Lead Department: Planning**

## Current Progress

At the South Shore Sustainability Summit held on September 23rd, 2023, Zen Electric Bikes and Next Ride highlighted their array of electric vehicles and bikes to engage participants.



## Way Forward

MODL will maintain and grow partnerships with organizations like Next Ride to bring educational events about electric vehicles (EVs) to the community. These events are designed to provide residents with information on EV benefits and options, supporting informed decisions about sustainable transportation.

**Action 6: Anti-idling Policy - 097**

**Goal: Create an anti-idling policy**

**Lead Department: Planning and Recreation**

## Current Progress

In 2024, the Council adopted an anti-idling policy, recognizing the need for proactive measures to address the detrimental effects of vehicle idling on air quality, public health, and energy conservation. The primary goal of this policy is to raise awareness among drivers about the harmful impacts of idling vehicles and to encourage individuals to turn off their engines when parked or waiting. By educating the public about the consequences of idling, the municipality aims to reduce emissions of pollutants such as carbon dioxide, improve air quality, and mitigate associated health risks.

### Anti-idling Policy Summary



**Effective date: February 27th, 2024**

**Maximum idle time: One minute**

**Goal: Reduce emission pollutants**

## Way Forward

The Municipality of the District of Lunenburg (MODL) plans to identify and mark anti-idling zones throughout the area. By signposting areas where idling is discouraged, the municipality aims to remind drivers to turn off their engines when parked or waiting. These marked zones will help improve air quality and protect public health. Through collaboration with local stakeholders and ongoing community involvement, MODL is taking practical steps toward a cleaner, healthier, and more sustainable environment for everyone.

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A copy of the anti-idling policy can be found [here](#).

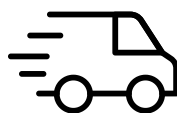
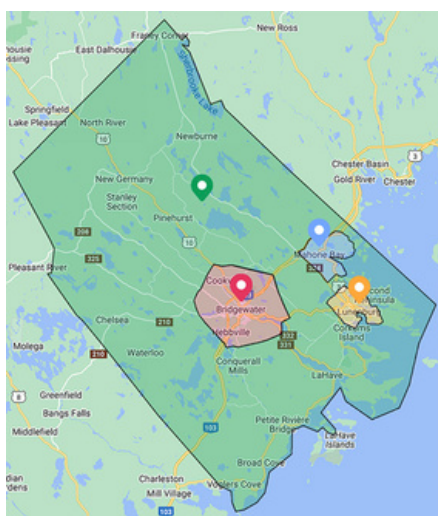
<b>Action 9: Public Transit Service</b>
<b>Goal: Expand MODL public transit service</b>
<b>Lead Department: Planning</b>

## Current Progress

The Municipality of the District of Lunenburg (MODL) has pursued transformative initiatives to enhance regional public transportation services. The focus has been on key pillars such as inclusivity, community reach, and expansion to cater to the unique transit needs of a rural setting.

### Lunenburg County Wheels

MODL and Lunenburg County Wheels have partnered to expand door-to-door transit services to provide inclusive transportation for all demographics. MODL has become a Van Supporter, helping to establish two new accessible vans.



2 new accessible vans



New expanded area



Mahone Bay



Bridgewater



Lunenburg

## Way Forward

Staff has initiated developing a 5-year business plan to enhance the transit network. This plan aims to establish a fixed-route bus service connecting Osprey Village with Bridgewater and nearby areas, addressing specific transit needs and supporting MODL's goal of expanding public transit services. This plan will reinforce Osprey Village's status as a strategic growth centre, fostering sustainable development and attracting more individuals to the region.

MODL will continue supporting Lunenburg County Wheels' efforts to expand public transit services in the county, which is essential for the district and its residents.

<b>Action 10: Active Transportation Strategy</b>
<b>Goal: Support cycling and pedestrian-friendly infrastructure</b>
<b>Lead Department: Recreation</b>

## Current Progress

In 2010, the Municipality of the District of Lunenburg (MODL) formulated its most recent Active Transportation Plan (ATP). The plan includes an inventory of current active transportation infrastructure, comprehensive mapping outlining proposed Active Transportation (AT) infrastructure enhancements, a phased 20-year strategy for implementation, and recognition of AT as an eco-friendly mode of travel contributing to emissions reduction. The ATP encompasses programs, policies, and techniques to facilitate and promote AT throughout the year.

## Way Forward

Staff is updating ATP to enhance opportunities, expand the network, and improve connectivity. This update will involve collaboration with the community to identify new priorities, policies, programs, and infrastructure recommendations, ultimately improving access for people of all ages and abilities. The plan will also serve as a guide for infrastructure investments over the next decade.

## C3 - Waste Reduction, Recycling, and Composting

### Action 11: Waste Management and Educational Programs

**Goal:** Develop waste management and educational programs to reduce the annual solid waste disposal rates to below 300kg/person from the current 487kg/person by 2030

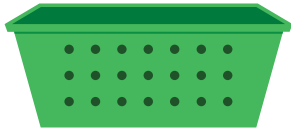
**Stream:** Climate Change Mitigation

**Lead Department:** Region 6 and Municipal Joint Services Board (MJSB)

## Current Progress

Vermicomposting is a composting method that uses worms to break down organic waste into nutrient-rich compost. In partnership with Coastal Action, a vermicomposting demonstration was conducted with summer camp children to showcase the eco-friendly practice. The hands-on activity involved preparing vermicomposting bins, adding bedding material, and introducing red worms.

### Prepare a Bin



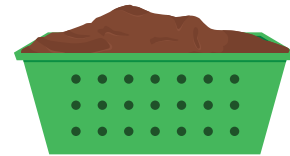
Choose a suitable container like a plastic or wooden bin, drill small ventilation holes, add bedding material and moisten it for a damp environment.

### Add Worms and Scraps



Introduce red worms (such as red wigglers) to the bin and feed them small food scraps like fruit and vegetable peels, coffee grounds, and eggshells.

### Maintain and Harvest



Add food scraps and monitor moisture levels to keep the bedding damp. Harvest the compost every few months by relocating the contents to one side of the bin, adding fresh bedding to the other, and feeding the worms there.

## Way Forward

In collaboration with Region 6 Solid Waste Management, MJSB, and other organizations like Coastal Action, MODL will continue developing educational programs for youth and the public. Like the vermicomposting project, These initiatives aim to help community members better understand the issues related to waste management and the environmental benefits of waste prevention.

**Action 12: Join in bring your own promotion and subsidy**

**Goal: Launch 'Join In Bring Your Own' program to reduce single use plastics**

**Lead Department: Region 6 and Municipal Joint Services Board (MJSB)**

## Current Progress

Region 6 has been promoting BYO (bring your own) on behalf of MODL.



## Way Forward

In collaboration with Region 6 Solid Waste Management, MJSB, MODL will continue supporting programs like BYO to reduce waste in the municipality.

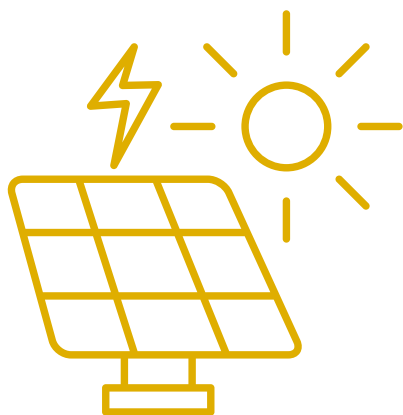
<b>C4 - Renewable Energy Generation</b>
<b>Action 13: Community Scale Renewable Energy Project</b>
<b>Goal: Conduct a study to develop up to 5MW renewable energy project (wind, hydro, or solar)</b>
<b>Stream: Climate Change Mitigation</b>
<b>Lead Department: Planning, Finance and Administration</b>

## Current Progress

The Municipality of the District of Lunenburg (MODL) has been actively pursuing ideas for developing a renewable energy project. As part of this effort, MODL is seeking the opportunity to participate in the Nova Scotia Community Solar Garden Program, which promotes the adoption of renewable energy by providing communities with shared access to solar power. This program aims to reduce greenhouse gas emissions, lower energy costs, and enhance energy independence, aligning with MODL's commitment to sustainability and environmental stewardship.

## Way Forward

MODL has partnered with the Association for Renewable Energy Acquisition (AREA) to bring a community solar garden to Nova Scotia. MODL will have a 50% ownership stake in the project, entitling MODL to annually receive an estimated \$100,000 of the \$200,000 profit generated by the solar garden. Additionally, MODL will benefit from up to 3.5 MW of electricity the system generates.



Exploring a **7 MW** solar array system

Approximately power up to **1200** homes

Approximately **6000** tonnes of carbon could be removed from grid

Estimated **\$200K** annual profit for partners

<b>C5 - Natural Environment Protection and Conservation</b>
<b>Action 14: Tree Planting Program</b>
<b>Goal: Plant up to 10,000 trees by 2030</b>
<b>Stream: Climate Change Mitigation</b>
<b>Lead Department: Planning</b>

## Current Progress

In September 2023, the Municipality of the District of Lunenburg (MODL) held a tree giveaway event, distributing 500 trees to residents as part of its sustainability efforts. The distribution and planting of trees align with MODL's goal of planting 10,000 trees by 2030 to boost environmental health. The event encouraged residents to plant trees on their properties, fostering a sense of ecological responsibility. MODL plans to continue collaborating with stakeholders to achieve its tree-planting goal and provide support and resources for residents.



500 Trees given away



Approx. 200 attendees



Red Maple, Red Oak, Red Spruce, White Pine

## Way Forward

MODL also aims to launch an online tree map soon, allowing residents to see planted trees and participate in the initiative. Together, MODL and its residents are working towards a greener, more sustainable future.

Based on the successful tree giveaway event in 2023 and the positive feedback received, MODL will continue to host tree giveaways for MODL residents. The high level of community participation demonstrated the importance of these initiatives in promoting environmental sustainability. In the future, MODL plans to improve these events by offering a wider variety of tree species and providing educational resources to help residents care for their trees.

**Action 15: Natural Asset Management**

**Goal: Develop a natural asset management plan by 2030**

**Lead Department: Planning**

## Current Progress

A natural assets inventory (NAI) comprehensively assesses ecological resources within a designated area, providing decision-makers with essential information for informed choices regarding land use, conservation, and sustainable development. By documenting and evaluating natural assets such as forests, wetlands, rivers, and wildlife habitats, the inventory helps identify areas of ecological significance and potential threats, including habitat loss and pollution. Conducting an NAI is the initial step toward developing a natural asset management plan, ensuring that environmental resources are effectively managed and protected for future sustainability.

### Ducks Unlimited Assessments

In September 2022, Ducks Unlimited Canada conducted Wetland Ecosystem Services Protocol (WESP) assessments on five freshwater wetlands in Pine Grove, Rose Bay, Stellars Brook, Cross Road, and New Germany. The study revealed that each wetland assessed performed well in supporting water quality functions. One recommendation is to expand the inventory of WESP assessments to quantify the ecosystem services offered by wetlands more accurately.



5 Freshwater  
Wetlands assessed



Recommendation to continue  
WESP assessments

## Way Forward

The Community Climate Capacity Program helps local communities address climate change by providing support, resources, and training. Clean Foundation's program, funded by the Nova Scotia Department of Environment and Climate Change, offers free specialized assistance to navigate climate and sustainability initiatives at the local level. The Municipality of the District of Lunenburg's (MODL) participation will advance the municipality's natural asset inventory.

**Action 16: Land Conservation**

**Goal:** Purchase and/or accept land donations, as well as assess other mechanisms such as conservation easements, to protect and/or conserve up to 20% of the identified land and watersheds in the municipality by 2030

**Lead Department:** Planning and Recreation

## Current Progress

The Municipality of the District of Lunenburg (MODL) is developing a Land Conservation Policy to assess lands against conservation objectives, such as protecting wetlands, ecologically sensitive areas, and wildlife habitats. The policy will guide the evaluation of land parcels and delineate stakeholder roles for managing and protecting natural resources. Its goal is to safeguard and conserve up to 20% of land and watersheds by 2030. Approximately 10,000 hectares (6%), including municipal and provincial lands, are currently protected.



approx. **10,000** hectares

## Way Forward

MODL will continue working on the Land Conservation Policy to support assessing lands against conservation objectives and assist Council in making decisions when opportunities for land purchases or donations arise.

<b>Action 17: No Mow May Campaign</b>
<b>Goal: Launch the Now Mow May campaign annually</b>
<b>Lead Department: Planning, Recreation, and Engineering</b>

## Current Progress

In 2022, the Municipality of the District of Lunenburg (MODL) launched No Mow May, encouraging homeowners to avoid mowing their lawns, greenspaces, or gardens. This initiative aims to protect pollinators and wildlife by allowing flowers like dandelions to bloom and provide essential food and habitats for them during spring. The event has evolved into a movement promoting sustainable lawn care practices and reflects MODL's commitment to environmental stewardship and community engagement.

**2022**  
**38** Participants

**2023**  
**100** Participants

## Way Forward

The municipality acknowledges residents' increasing concerns about ticks and Lyme disease. In response, MODL will update its program to focus on protecting greenspaces and cultivating native wildflowers during spring to support various insect species. Preserving spring wildflowers is essential for maintaining healthy insect populations that play crucial roles in ecosystems. The municipality will re-brand the campaign to reflect these changes in the 2024-2025 fiscal year.

<b>C6 - Sustainable Land-use &amp; Development</b>
<b>Action 18: Municipal Planning Strategy &amp; Land-use By-law: MODL2040</b>
<b>Goal: Develop land use bylaws to support sustainable development by reducing sprawl &amp; energy consumption</b>
<b>Stream: Climate Change Adaptation</b>
<b>Lead Department: Planning</b>

## Current Progress

The MODL2040 project is a long-term strategic plan for sustainable development and growth of the municipality. The project will address land use, economic development, environmental stewardship, infrastructure, transportation, and public services. By engaging with residents, businesses, and stakeholders, the project aims to create a vision for the future that enhances the quality of life and supports sustainable practices. The project's outcomes will guide decision-making and policy development to ensure alignment with the community's values and long-term goals.

## Coastal Protection

In 2023, Council initiated the development of municipal coastal protection regulations as part of MODL2040. These regulations aim to safeguard coastal developments from climate change impacts and protect coastal areas from human development. The regulations address concerns such as coastal erosion, flooding, and the preservation of sensitive ecosystems, ensuring the natural environment and built infrastructure are resilient and sustainable.

## Regulatory Framework



Establishment of a regulatory boundary, excluding all tidal rivers

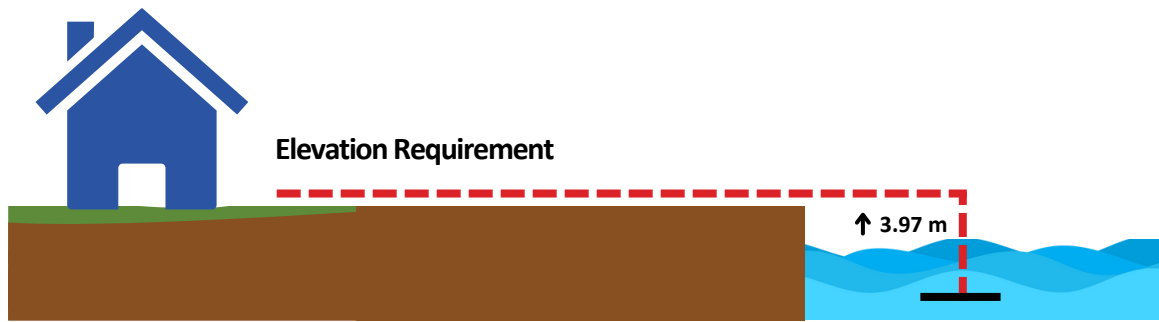


Implementation of education and awareness initiatives



Provision for a 5-year policy review cycle

### Coastal Flooding Measures

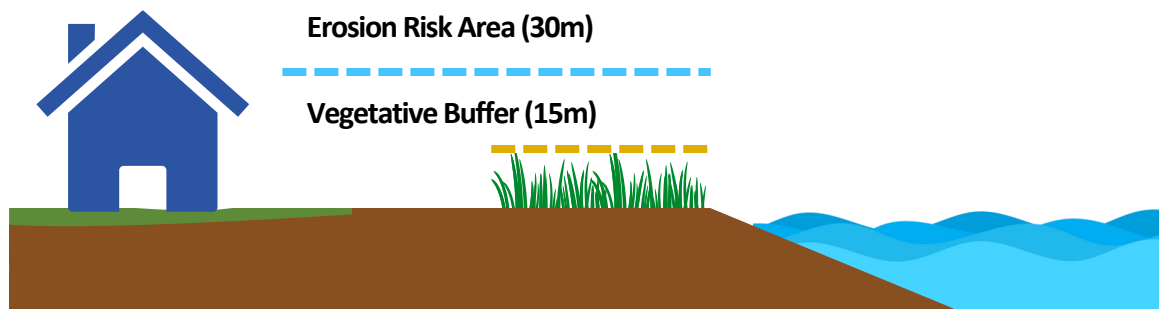


Introduction of a 3.97-metre vertical elevation setback to prohibit new habitable space and institutional uses below this threshold.

Exemption for non-habitable accessory uses.

Consideration of non-conforming allowances and flexibility for existing structures.

### Coastal Erosion Measures

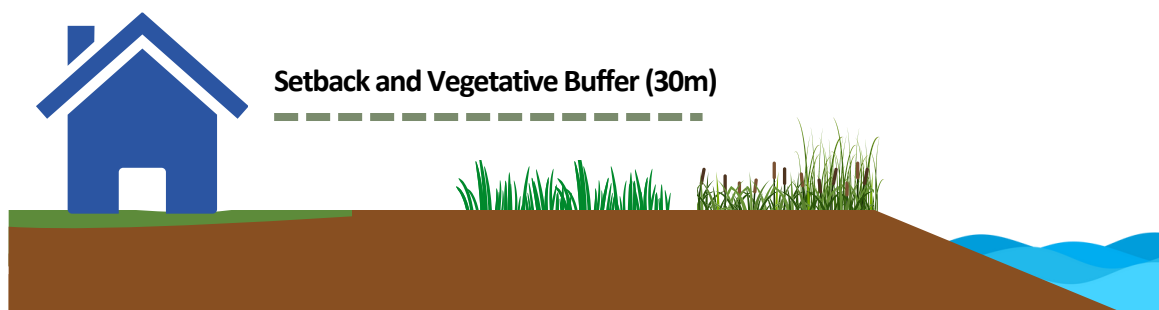


Due to erosion risk, no development is permitted within 30 m of the top of bank. A vegetation buffer must be maintained in a natural state within 15 m of the top of the bank.

Erosion risk studies may allow reductions to the 30 m setback.

Specific exemptions and allowances apply.

### Sensitive Coastal Ecosystem Measures



Establishment of a 30-metre horizontal coastal wetland setback and vegetative buffer.

The regulations aim to improve safety and resilience by addressing flooding and coastal erosion and protecting ecosystems. The goal is to enhance protection from extreme weather events and create a sustainable living environment for future generations.

### Way Forward

After finalizing coastal regulations, the municipality will continue working on the remaining MODL2040 plan. This comprehensive plan addresses several critical areas, including land use, economic development, environmental stewardship, infrastructure, transportation, and public services. Through these efforts, MODL2040 aims to create a balanced, sustainable, and prosperous future for the community.

<b>C7 - Local Food and Water Security</b>
<b>Action 19: Food Security</b>
<b>Goal: Develop local food security programs or strategy to improve access to and increase production of local food to achieve 20% consumption of local food by 2030</b>
<b>Stream: Climate Change Adaptation</b>
<b>Lead Department: Planning and Economic</b>

## Current Progress

The Municipality of the District of Lunenburg (MODL) conducted two surveys to understand local food consumption in the region, targeting residents and businesses, including schools, restaurants, grocers, retailers, and institutions. MODL is developing a Local Food Security Action Plan to establish a Food Hub to connect local farmers, producers, and consumers to enhance regional food production and distribution.



2 baseline surveys were conducted



Residents and Businesses targeted



Collection of data on local food consumption patterns

**8** Businesses responded to survey

**259** Residents responded to survey

## Way Forward

MODL will conduct a feasibility study to establish a Food Hub to enhance local food production and distribution. The Food Hub will connect local farmers, producers, and consumers to streamline distribution and ensure efficient fresh, locally sourced food delivery.

<b>Action 20: Potable Water Security</b>
<b>Goal: Establish a baseline by the 2025/26 fiscal year, with the goal of reducing the number of dry wells within the municipality.</b>
<b>Lead Department: Administration</b>

## Current Progress

Water security ensures consistent access to sustainable, clean, and safe potable water management. It involves vital factors such as availability, accessibility, quality, and resilience to water-related risks and challenges. The Municipality of the District of Lunenburg (MODL) recognizes the importance of potable water security. MODL is committed to establishing a baseline by the 2025/26 fiscal year to reduce the number of dry wells in the municipality. To achieve this goal, MODL has implemented programs and formed partnerships to manage water resources effectively.

### Water Security Programs

#### Temporary Water Relief Program

Initiated in 2016, this program provides coupons to residents experiencing dry wells, enabling them to access potable water.

#### Well Financing Program

The Well Financing Program assists residents in investing in solutions such as drilled wells or replacements for dug wells, ensuring access to a reliable potable water system. With a budget of \$50,000, the program has a waiting list of five properties, with three completing the program in its second year of operation.

### Research

NSCC and MODL are partnering on a three-year research project measuring water quantity and quality.

## Way Forward

MODL is committed to establishing a baseline for potable water security by the 2025/26 fiscal year. To achieve this, MODL will continue implementing programs and forming partnerships aimed at effective water resource management and ensuring consistent access to clean and safe water.

<b>C8 - Emergency Preparedness and Response</b>
<b>Action 23: Education on Climate Change</b>
<b>Goal: Develop programs to provide education on emergency event preparedness and response</b>
<b>Stream: Climate Change Adaptation</b>
<b>Lead Department: REMO</b>

## Current Progress

The districts of Chester and Lunenburg, along with the towns of Bridgewater, Mahone Bay, and Lunenburg, have agreed to collaborate on emergency preparedness through REMO (Regional Emergency Management Organization). REMO has completed emergency response training with the coordinating towns and municipalities to help employees gain the tools to assist in disaster management situations. As extreme weather scenarios are increasingly frequent and intense due to climate change, it is essential to have people prepared to assist in limiting the social, economic, and environmental impacts.

**July 2023: Severe flooding affecting areas of Nova Scotia  
First time opening up an evacuation centre for an extreme weather event**

### REMO Events

Throughout the years, REMO has conducted events in MODL and Lunenburg County. Some notable events REMO has hosted within MODL include:

#### 2022



#### 2023



## Way Forward

MODL will continue to work with and support REMO in its efforts to safeguard community members against the effects of climate change.

<b>Action 27: Region-wide Working Group</b>
<b>Goal: Form a region-wide climate working group</b>
<b>Lead Department: Planning</b>

## Current Progress

The objective is establishing a regional climate working network or group, primarily involving neighbouring municipalities. Although a formal group has yet to be formed, partial progress has been made toward the goals outlined in the original LCCAP2030. This progress includes collaboration among neighbouring municipalities, such as Bridgewater and Mahone Bay, in partnership with AIM Network, to host the South Shore Sustainability Summit in September 2023.

### South Shore Sustainability Summit

The South Shore Sustainability Summit occurred in September 2023 in Bridgewater, Nova Scotia. This event brought together community leaders, sustainability experts, policymakers, and residents to discuss and promote sustainable practices and policies in the South Shore region.

The summit featured various sessions and workshops on renewable energy, sustainable agriculture, waste reduction, and climate resilience. Keynote speakers included environmental advocates and experts who shared insights on global sustainability trends and local initiatives. Participants had opportunities to network, exchange ideas, and collaborate on projects to enhance community sustainability. The event also showcased local businesses and organizations committed to environmental stewardship.



**180** Community attendees



**250** Total attendees including exhibitors and speakers



**230** Registrations

## Way Forward

Staff will continue working towards formalizing a regional climate working group. This will enable municipalities to leverage regional collaboration in joint applications for federal or provincial grants and to develop inter-municipal relations to enhance municipal capacity to respond to climate emergency priorities. The established network will also aid in creating new or improving existing regional municipal services, such as public electric vehicle charging infrastructure, regional public transit, and carshare services.



# Corporate Climate Action Plan


## Chapter 2

# Corporate Action Plan Overview

The Corporate Climate Action Plan targets a significant reduction in greenhouse gas (GHG) emissions under the direct control of the municipality, encompassing municipal operations and fleets. The Municipality of the District of Lunenburg (MODL) is dedicated to reducing corporate emissions by 64% from 2019 levels by 2030, aiming for net-zero emissions by 2050. This commitment will cap corporate emissions at 428 tCO<sub>2</sub>e, resulting in a total reduction of 762 tCO<sub>2</sub>e.

## Corporate Path to Net-Zero

MODL began measuring corporate emissions in 2020, using 2019 as the baseline to meet PCP Milestone 1 requirements. In 2019, total emissions amounted to 1189.50 tCO<sub>2</sub>e from various energy sources. The corporate emissions inventory encompasses emissions produced within municipal boundaries from five sectors: buildings, streetlights, municipal vehicles, water and wastewater, and solid waste.

 **1189.50 tCO<sub>2</sub>e**

### Areas of Focus



Buildings



Water and Wastewater



Municipal Vehicles



Waste



Streetlights

### Corporate Emission Targets

2030 Target



**2030 Target:** By 2030, aim to reduce corporate emissions by 64% below the 2019 baseline level by 2030.

2050 Target



**2050 Target:** Achieving net-zero corporate emissions by 2050.

**The Municipal Council has targeted its corporate emissions by 64% below the 2019 baseline emissions level by 2030, achieving net-zero corporate emissions by 2050.**

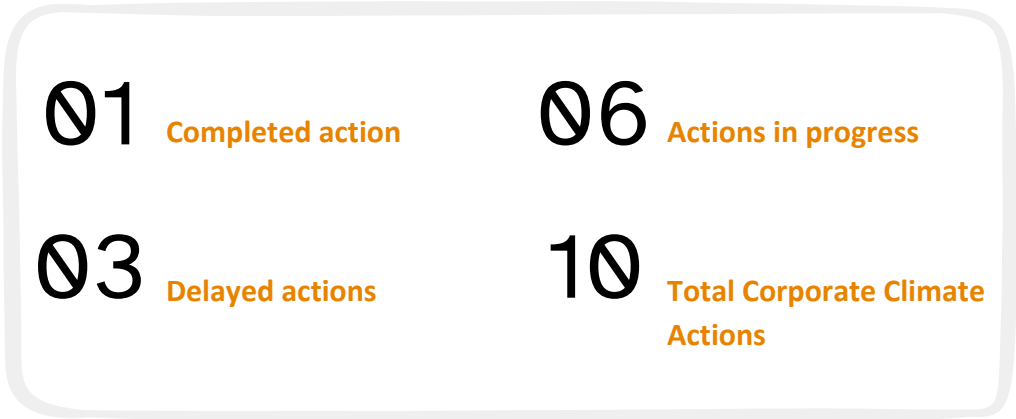
# Measuring Progress

## Corporate Climate Action Overview

Main Categories and Climate Action		Lead Department	Timeline	Status	Progress overview
<b>Category 1 - Solar Panels on Municipal Buildings</b>					
1	<u>Goal:</u> Install 100kW solar array at the Municipal Service Building	Engineering	Now (22-24)	Complete	All solar panels have been installed and running at full-capacity.
2	<u>Goal:</u> Install 100kW solar array at New Germany WWTP	Engineering	Now (22-24)	Delayed	Moved to year 4. (27-28)
3	<u>Goal:</u> Install 100kW solar array at Cookville WWTP	Engineering	Now (22-24)	Delayed	Expansion underway. \$300,000 has been allocated for year 3. (26-27)
4	<u>Goal:</u> Install 20kW solar array at Conquerall Bank WWTP	Engineering	Now (22-24)	In-progress	Currently underway - when completed, the system will participate in the Net Metering Program offered by NSP.
5	<u>Goal:</u> Install 20kW solar array at CES building	Engineering	Now (22-24)	In-progress	An energy assessment was completed. MODL will proceed with various recommended upgrades before installing the solar array.
<b>Category 2 - Retrofit Municipal Buildings</b>					
6	<u>Goal:</u> MARC facility energy assessment and renewal	Engineering, Planning and Recreation	Next (25-27)	In-progress	Energy assessment was completed. The upgrades were not completed.
<b>Category 3 - Electrify Municipal Fleet</b>					
7	<u>Goal:</u> Replace 8 municipal vehicles with EVs	Engineering, Planning and Recreation	Ongoing	In-progress	5 vehicles have been replaced with EVs.
8	<u>Goal:</u> Install 3 EV charging stations at Municipal Services Building	Engineering and Planning	Now (22-24)	In progress	Ongoing construction to install three additional EV chargers in the staff parking lot to accommodate the municipal electric fleet.
9	<u>Goal:</u> Waste hauling trucks in new contract are EVs	Planning and MJSB	Next (25-27)	In progress	An RFP will be issued. While not mandatory, contracts with an EV transition plan will receive preferential consideration over others.
<b>Category 4 - Solid Waste Management</b>					
10	<u>Goal:</u> Reduce corporate solid waste by 20% from 2019 levels	Planning	Now (22-24)	Delayed	Limited staff capacity - will continue action in the future.

Timeline Key	
Now	actions that will be initiated/implemented in 2022-2024
Next	actions that will be initiated/implemented in 2025-2027
Later	actions that will be initiated/implemented in 2028-2030
Ongoing	actions that have already been initiated and will continue through the LCCAP2030

### Action Summary



## C1 - Solar Panels on Municipal Buildings

**Action 1 and Goal:** Install 100kW solar array at the Municipal Services Building

**Lead Department:** Engineering

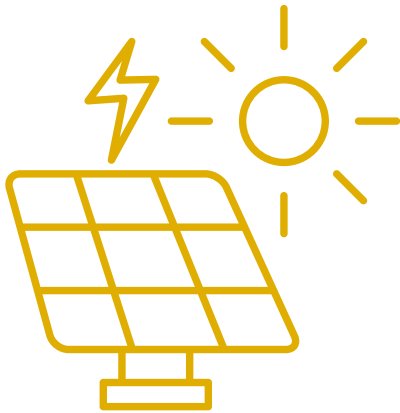
### Current Progress

The solar array installed on the Municipal Services Building was completed in September 2023. Its total generation output is 100kW, and it was designed to participate in the Net Metering Program administered by Nova Scotia Power. The 100kW system size is intended to offset the office's electrical needs.

In 2023, NSP (Nova Scotia Power) capped the system at 27kW. This was due to a delay in implementing the changes made to the net metering cap by the province of Nova Scotia, which impacted the system's commissioning.

### Way Forward

Staff will continue to monitor the solar array system on the Municipal Service Building to track its performance in terms of energy output and greenhouse gas emission reductions.



**100 kW** solar array system

**1st** Roof-top solar array system on a municipal facility

**Action 4 and Goal:** Install 20kW solar array at Conquerall Bank WWTP

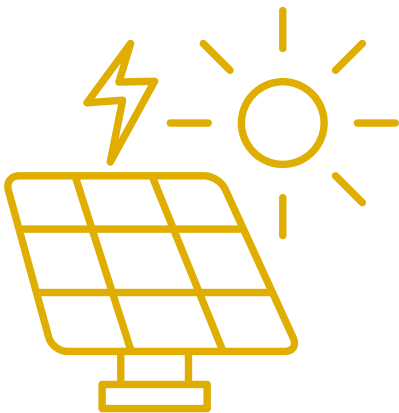
**Lead Department:** Engineering

## Current Progress

The solar array system for the Conquerall Bank Wastewater Treatment Plant is currently under construction. When completed, it will have a total generation output of 15kW and participate in the Net Metering Program offered by Nova Scotia Power Inc. This is the municipality's first ground-mounted solar array at a facility, and the project will be completed in the Spring of 2024.

## Way Forward

The Conquerall Bank WWTP solar project has completed the electrical trenching work and passed inspection. The final connection of the panels to the electrical grid is anticipated for June.



**15 kW** solar array system

**1st** Ground-mounted solar array system on a municipal facility

Expected completion by: **Summer 2024**

**Action 5 and Goal: Install 20kW solar array at the CES Building**

**Lead Department: Engineering**

## Current Progress

An energy audit was conducted on the CES building to identify opportunities for reducing energy costs, enhancing efficiency, and minimizing environmental impact. This audit represents the initial step in pinpointing essential upgrades to improve the building's energy efficiency. Implementing these efficiency improvements will also prepare the building to support a solar array system, ensuring it operates at its maximum potential.



Energy audit complete



Completing upgrades



Following best practices

## Way Forward

Working with Stantec, the Municipality of the District of Lunenburg (MODL) will continue to work on the approved retrofits to the CES building to improve energy efficiency and support implementing a solar array system at the facility.

## C2 - Retrofit Municipal Buildings

**Action 6 and Goal:** MARC facility energy assessment and renewal

**Lead Department:** Planning, Engineering and Recreation

### Current Progress

The Municipality of the District of Lunenburg (MODL) conducted an energy audit at the MARC Program Building in Dayspring in April 2022. The upgrade project considered various energy conservation measures, such as lighting retrofit and controls, building central plant modifications, building envelope upgrades, renewables, and domestic water upgrades. The aim was to assess the potential for reducing the building's greenhouse gas (GHG) emissions by 30%.



MARC Program Building, Dayspring in April 2022

Assess the potential for reducing the building's GHG emissions by 30%.

### Way Forward

The building is closed to the public, and its future has yet to be determined by Council.

## C4 - Electrify Municipal Fleet

**Action 7 and Goal:** Replace 8 municipal vehicles with EVs

**Lead Department:** Planning and Engineering

### Current Progress

MODL Municipal Fleet	
Number of EVs	Procurement Year
3 EVs	2022
2 EVs	2023

### Moving Forward

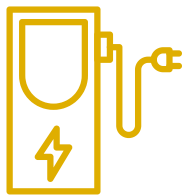
The Municipalities LCCAP2030 outlines a shift to electric vehicles (EVs) for the corporate fleet by 2030. The Municipality of the District of Lunenburg (MODL) will progressively transition vehicles with EVs as current Internal Combustion Engine (ICE) vehicles are retired.

**Action 8 and Goal: Install 3 charging stations at the Municipal Services Building**

**Lead Department: Planning and Engineering**

## Current Progress

Currently, the municipality operates two dual EV charging stations at the Municipal Services Building: one in the public parking lot and one in the fleet parking lot. Efforts are underway to upgrade the charging infrastructure at this location. The ongoing expansion project involves installing three additional dual chargers in the fleet parking lot, with provisions for adding nine more dual chargers.



**1** dual charger in The Municipal Service Building public parking lot

**1** dual charger in The Municipal Service Building staff parking lot

**4** Total charging ports

## Way Forward

Plans are in place to integrate chargers at the wastewater treatment facility in Cookville and the recreation facility in Dayspring.

**Action 9 and Goal: Waste hauling trucks in new contract are EVs**

**Lead Department: Planning and MJSB (Municipal Joint Services Board)**

## Current Progress

The Municipality of the District of Lunenburg (MODL) has contracts with waste-hauling companies that only operate fleet vehicles with Internal Combustion Engines (ICE). Electric Vehicle (EV) garbage trucks produce zero tailpipe emissions, meaning they do not release harmful pollutants like carbon dioxide, nitrogen oxides, or particulate matter into the atmosphere. By choosing a company with EVs or a transition plan to EVs, MODL can align waste management practices with sustainability initiatives, helping to combat climate change and improve air quality.

## Way Forward

Staff will release a request for proposal (RFP) for a new contract. While not mandatory, contracts with an EV transition plan will receive preferential consideration over others. The results of the RFP process will be reported in next year's annual progress report.

# What's Coming Next?

## Climate Change Survey

The climate change impact survey for community members will aim to gather valuable insights into how individuals are experiencing and responding to climate change within the municipality. This survey may include questions about respondents' awareness and concerns regarding climate change, any observed changes in local weather patterns, personal experiences with climate change impacts (such as flooding and heatwaves), measures taken to adapt to these impacts, engagement in climate mitigation efforts, support for climate policies, and any additional comments or suggestions. The municipality hopes to understand the community's challenges and opportunities in addressing climate change by collecting this data.

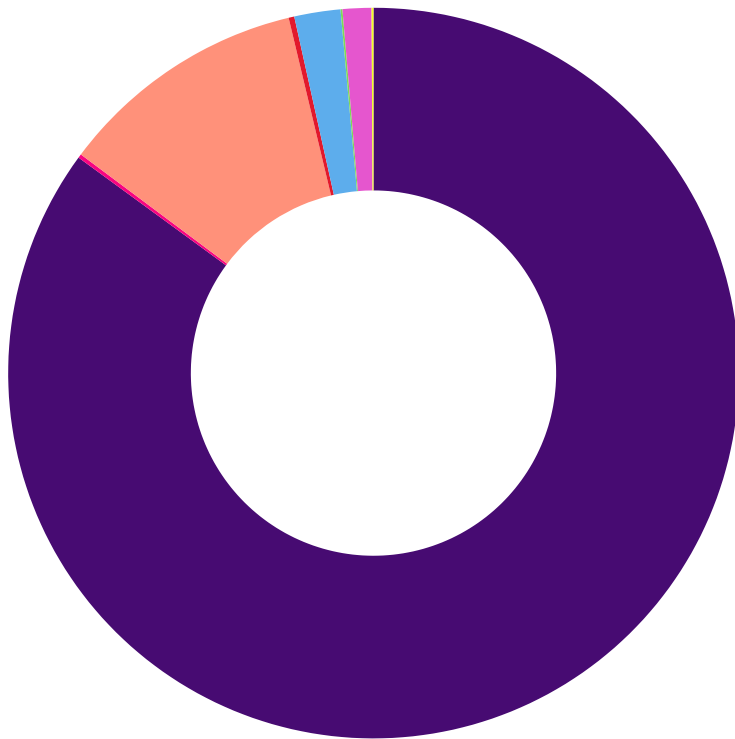
## 2024-2025 Operational Climate Budget

MODL is investing over \$500,000 into operational climate change projects in the 2024/2025 fiscal year

<b>C1 - Energy Efficient Residential Buildings</b> Action 1 - Retrofit Existing Residential Buildings	<b>\$500,000</b>
<b>C2 - Low Carbon Transportation</b> Action 4 - Electric Vehicle Promotion and Education	<b>\$1000</b>
Action 9 - Public Transit Service	<b>\$65,000</b>
<b>C3 - Waste Reduction, Recycling, and Composting</b> Action 12 - Join in Bring Your Own Promotion and Subsidy	<b>\$12,000</b>
<b>C5 - Natural Environment Protection and Conservation</b> Action 14 - Tree Planting Program	<b>\$1200</b>
Action 15 - Natural Asset Management	<b>\$500</b>
Action 17 - Let it Grow May	<b>\$7500</b>
<b>C9 - Community Engagement</b> Action 25 - Youth Engagement	<b>\$500</b>

## Operational Budget Breakdown and Total

- Energy Retrofits
- EV Education & Promotion
- Public Transit
- JIBYO
- Tree Planting
- Natural Asset Management
- Let it Grow May
- Youth Engagement



**Operational Budget Total  
24/25  
\$587,700**

## 2024 - 2025 Capital Climate Budget

MODL is investing over \$800,000 into capital climate change projects in the 2024/2025 fiscal year

### Corporate C1 - Solar Panels on Municipal Buildings

Action 4 - Install a 20kW solar array at Conquerall Bank WWTP

**\$50,000**

Action 7 - Install 20kW solar array at CES Building

**\$50,000**

### Corporate C3 - Electrify Municipal Fleet

Action 8 - EV Fleet Chargers

**\$235,000**

### C4 - Renewable Energy Generation

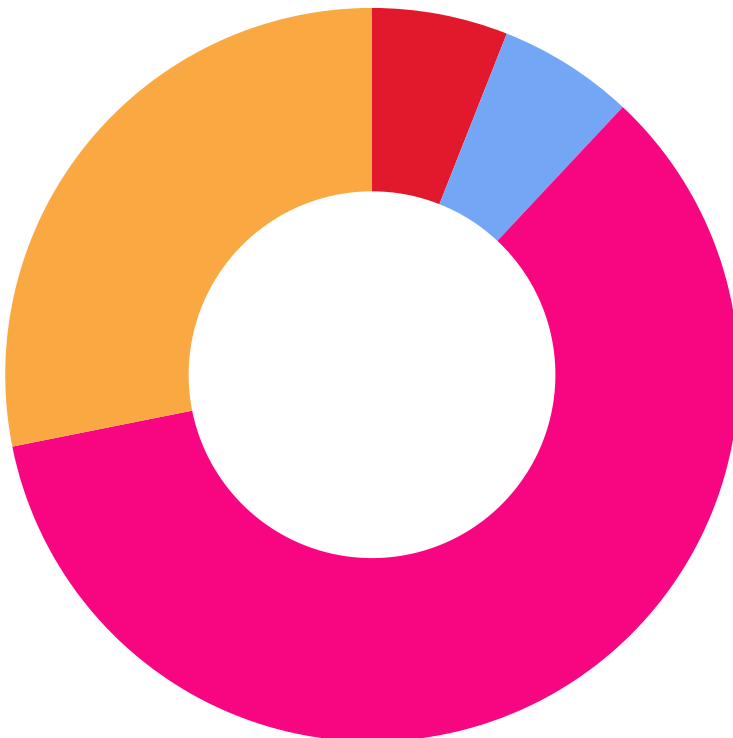
Action 13 a - Community Solar Garden Project

**\$500,000**

### Capital Budget Breakdown and Total

■ CES Building   ■ Conquerall Bank WWTP

■ Community Solar Garden   ■ MODL Fleet Charger



**Capital Budget Total 24/25**

**\$835,000**



The Municipality of the District of Lunenburg



**Council**  
Item #: 11.4.1  
Date: September 10, 2024  
Authorization: T. MacEwan

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

### **Request for Decision**

**Report to:** Council  
**Submitted by:** Stephen W. Pace, Director of Engineering & Public Works  
**Date:** September 10, 2024  
**Re:** J Class Road Paving Priorities 2025/2026

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#### **Recommendation**

That Council authorize staff to submit to the Nova Scotia Department of Public Works the following roads as J Class Road paving priorities, in this order:

1. Darby's Head Road (0.45 Km)
2. St. Augustines Road (0.13 Km)\_
3. Riverside Heights (0.10 Km)
4. Freeman Crescent (0.37 Km)
5. Riverview Drive (0.18 Km)
6. Church Road (0.25 Km)

#### **Executive summary**

As part of the Municipal Service Exchange Agreement, the Province will cost share 50% of the expense to upgrade (pave) "J Class" roads within the Municipality. NS Department of Public Works is asking the Municipality to submit its paving priorities for the 2025/2026 fiscal year. As per the agreement those roads that did not get paved this year, will be carried forward to the following year. Only one of the J Class roads submitted for paving in the 2023/2024 period was approved (The Point Road) and no J Class roads were approved in 2024/25; therefore, the remaining roads were carried forward.

The Road Improvement Policy, MDL-75, Section 4, was used to select the following roads that meet the criteria for road improvement: Darby’s Head Road, St. Augustines Road, Riverside Heights, Freeman Crescent, Riverview Drive, and Church Road.

**Discussion**

Nova Scotia Department of Public Works has given MODL a deadline to make submissions for J Class Road paving priorities. The criteria outlined in MDL-75, Section 4 provided guidance in evaluating and prioritizing J Class roads to be upgraded.

**Budget implications**

The MODL five-year financial strategy includes \$700,000, including net HST, for the year 2025/2026 capital budget for both J Class Road improvements and Municipally-owned road improvements.

**Conclusion**

Council authorize staff to submit to the Nova Scotia Department of Public Works the following roads as J Class paving priorities, in this order:

1. Darby’s Head Road
2. St. Augustines Road
3. Riverside Heights
4. Freeman Crescent
5. Riverview Drive
6. Church Road

Report Preparation		
Department	Engineering and Public Works	
Report Prepared by	Jamie Burgess, P. Eng.	September 10, 2024
Report Approved by	Stephen Pace, MBA, P. Eng.	September 10, 2024
Date Reviewed by C.A.O.		