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Municipal Council Meeting Agenda

Tuesday, May 27, 2025 – 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	Proclamation – Parks & Recreation Month	1
3.	Public Input (15 Minutes)	
4.	Changes/Approval of Agenda (as circulated)	
5.	Approval of Minutes - Public Hearing of May 13, 2025	
6.	Business Arising from Minutes	
7.	Awarding of Tenders/RFPs	
7.1	Award of RFP 2025-05-405 Cookville Sidewalk Expansion – Design Construction and Contract Administration Service	2-4
7.2	Award of RFP 2025-01-404 Design, Tender and Construction Support Services Miller Point Peace Park Accessible Trails.....	5-7
7.3	Award of RFP 2025-05-400 Supply of Two ½ Ton Trucks	8-11
8.	Presentations/Scheduled Times	
8.1	Alchemia Art Workshop, Christopher Quigley.....	9:15 a.m. 12-19
9.	Consideration of Correspondence - Nil	
10.	Recommendations from Committees & Boards	
10.1	Policy & Strategy Committee	20
10.1.1	Major Event Grant Application – Golden Shore Music Society	21-24
11.	Staff Reports	
11.1	Administration	
11.1.1	First Reading – Repeal & Replace By-law 013 Capital Cost Recovery Charges for Water Systems.....	25-34
11.1.2	Proposed Private Roads Standards Policy	35-54
11.1.3	Proposed Terms of Reference re Regional Growth Management Committee	55-59

11.2 Finance Department

11.2.1 Property Tax Exemption Application - LaHave Coastal Conservation Association... 60-72

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

12.1 LCLC Update

12.2 Deputy Mayor's Update

12.3 Mayor's Update

13. Added Items

14. In Camera

14.1 Contract Negotiations under Section 22(2)(e) of the MGA

14.2 Contract Negotiations under Section 22(2)(e) of the MGA

1:15 p.m.

15. Adjournment

Council
Item #2.1
Date: May 27, 2025
Authorization: T. MacEwan



Proclamation

Parks & Recreation Month

Whereas, in the Municipality of the District of Lunenburg we are fortunate to have a variety of recreation services and a vibrant park system providing many opportunities for residents and visitors to be active and explore this beautiful province; and

Whereas, participating in recreational activities helps strengthen the bonds of family and friendship, enhances spirit, helps children and youth develop a positive self-image, strengthens volunteer and community development; and

Whereas, our parks, open spaces and trails ensure ecological beauty, provide places to enjoy nature, help maintain clean air and water, preserve Mi'kma'ki where we live, work and play, and preserve plant and animal wildlife.

Therefore, be it resolved that the Municipality of the District of Lunenburg does hereby proclaim the month of June 2025 to be "Parks and Recreation Month" to recognize and celebrate the year-round benefits of recreation and parks at the local, regional, and provincial level.

Therefore, be it resolved that I, Mayor Elspeth McLean-Wile, on behalf of the Municipality of the District of Lunenburg, do hereby proclaim June 2025 as "Parks & Recreation Month".

May 27, 2025

Mayor Elspeth McLean-Wile

Council
Item #7.1
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Report to: Council

Submitted by: Jamie Burgess P.Eng., Senior Municipal Engineer
Tyler Richardson P.Eng., Municipal Engineer

Date: May 27, 2025

Re: Award of RFP 2025-05-405 Cookville Sidewalk Expansion – Design,
Construction and Contract Administration Services

Recommendation

That Council authorize staff to award RFP 2025-05-405 Cookville Sidewalk Expansion – Design, Construction and Contract Administration Services to Design Point Engineering and Surveying Ltd. in the amount of \$273,106.00 excluding HST.

Executive summary

N/A

Background

Osprey Village currently has approximately 600 meters of sidewalk, bordering Highway 10 and Allee Champlain Drive. This Request for Proposals (RFP) will secure an engineering design firm to provide detailed design of sidewalk infrastructure, potential traffic signals and beautification elements such as benches, trees, shrubs and streetlights in Osprey Village. The proposed sidewalk expansion project will provide a continuous sidewalk along the roads which surround the Municipal Services Building and Stonemont Development which will improve access to the shops and services within Osprey Village area.

The RFP was issued on April 24, 2025, and closed on May 8, 2025, at 2:00pm local time. Two (2) proposals were received and accepted by the deadline. The received and accepted proposals are summarized in the table below:

Contractor	Met All Submission Requirements?	Total Estimated Price (excl. HST)
Design Point Engineering and Surveying Ltd.	Yes	\$273,106.00
EXP Services Inc.	Yes	\$346,685.00

Discussion

The RFP was evaluated using the rubric below:

Criteria/ Element	Value	Design Point	EXP
Technical Proposal			
Section 1- Company Overview and Experience	20%	18	17.8
Section 2- Proposed Work Schedule	20%	19.7	19.3
Section 3- Design Project Team	20%	17.5	17.0
Section 4 – References / Past Projects	20%	18	17.3
Sub-Total:			
Cost Proposal	20%	15.75	20
Total	100%	93.2	87.5

Strategic Focus

The expansion of the Osprey Village Sidewalk aligns with Council’s Strategic Priority of Infrastructure Upgrades, Expansion, and Management.

Budget/Financial Implications

Allowance for the cost of this project has been included in the 2025-2026 Capital Budget.

Climate Change/Sustainability

N/A

Inclusion Diversity Equity and Accessibility (IDEA@MODL)

The Cookville Sidewalk Expansion project will be designed and constructed in conjunction with and adhering to the Built Environment Accessibility Standard regulations 2017 and Accessible Design for the Built Environment CSA B651:1:23.

Strategic Communications

N/A

Work plan

The Engineering and Public Works Department at MODL intends to have the design of the sidewalk expansion complete in 2025 to enable tendering in late 2025/early 2026. This will facilitate an early start to construction in 2026.

Alternatives

Council could decide not to award this RFP to Design Point Engineering and Surveying Ltd. and award to EXP Services Inc. This decision would result in higher costs for design services on this project.

Conclusion

This expansion of the sidewalk infrastructure in Osprey Village will provide improved access to local services for the growing population of Osprey Village. As development continues, this sidewalk will provide the ability to walk safely throughout this area.

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

Council
Item #7.2
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Report to: Council

Submitted by: Maria Butts, Project Manager

Date: May 27, 2025

Re: Award of RFP 2025-01-404 – Design, Tender and Construction Support Services, Miller Point Peace Park Accessible Trails

Recommendation

That Council authorize staff to award RFP 2025-01-404 - Design, Tender and Construction Support Services for Miller Point Peace Park Accessible Trails to DesignPoint Engineering & Surveying Ltd. in the amount of \$49,960.00 excluding HST.

Executive summary

Staff distributed an RFP for Design, Tender and Construction Support Services for a new accessible trail and accessible trail upgrades at Miller Point Peace Park to two engineering firms on the Municipality's standing offer list. Exp and DesignPoint both responded to the RFP and submitted proposals for the project. Proposals were evaluated by a staff committee to ensure alignment with the project requirements.

Background

Miller Point Peace Park is one of the most visited MODL spaces with a high potential for accessibility. The park was included in the accessibility audits completed in 2024. The purpose of the audits was to understand existing conditions and find opportunities to reduce barriers and create accessible features to enhance the user experience. For Miller, the report proposed enhancing accessible offerings by upgrading an existing loop to meet accessibility standards and constructing a new accessible trail to connect the outer and inner parking lots. New users will

be able to enjoy the park, and the new trail will ensure all users can safely navigate between parking areas and the trail system.

The selected proponent will support project delivery by providing design, tender and construction support services for the project. Following the completion of a detailed design by the proponent and tender package preparation, a tender will be issued to seek contractors to construct the new accessible trail and perform the required upgrades on the existing loop trail. Should Council authorize the award of the tender for construction, the proponent would then provide construction oversight and contract administrative support services.

Discussion

A proposal for design, tender and construction support services was requested from Exp and DesignPoint. The scope of work was consistent between proponents with strong team compositions and matching schedules. The summary of fees for the services offered by each proponent is shown in Table 1 below:

Proponent	Service Fee (Excl HST)
DesignPoint	\$49,960.00
EXP	\$67,931.00

Table 1 – Service Fee by Proponent

Of the two proposals evaluated, DesignPoint had the lowest overall fee for the services requested. As the technical scoring for both proponents was consistent, the recommendation for award to DesignPoint is a result of the more cost-effective fee schedule.

Strategic Focus

The addition of an accessible trail network Miller Point Peace Park aligns with Council’s Strategic Priority of Quality of Life, Affordability and Social Inclusion.

Budget/Financial Implications

Allowance for the cost of this project, among others within Miller Point Peace Park, has been included in the Capital Budget with allocated funding of \$478,000. Staff anticipate receiving upwards of \$150,000 of grant funding to go towards the accessible trail construction project.

Climate Change/Sustainability

N/A

Inclusion Diversity equity and Accessibility (IDEA@MODL)

MODL is committed to making our community more inclusive, diverse, equitable and accessible (IDEA). The addition of accessible trails at Miller Point Peace Park will increase access to high quality public services for all users.

Strategic Communications

N/A

Work Plan

Supporting the delivery of Recreation Capital Projects is a component of the Engineering & Public Works Department’s work plan.

Alternatives

Not proceed with the award of design, tender and construction support services for the Miller Point Peace Park accessible trail upgrades and re-evaluate project delivery options.

Conclusion

Awarding the contract for design, tender, and construction support services to DesignPoint Engineering & Surveying Ltd. will enable MODL to work towards having a design package ready to tender for the construction of the accessible trails at Miller Point Peace Park and ensure a high-quality product is constructed in accordance with application standards and regulations.

Report Preparation	
Department	Engineering and Public Works
Report Prepared by	Maria Butts, PMP
Report Approved by	Project Management Committee – Recreation Capital Projects
Date Reviewed by C.A.O.	

Council
Item #7.3
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Report to: Mayor and Council

Submitted by: Maria Butts, PMP, Project Manager
Larry Feener, P.Eng., Senior Municipal Engineer

Date: May 27, 2025

Re: RFP 2025-05-400 Supply of Two New ½ Ton Trucks

Recommendation

Council authorize staff to award RFP 2025-05-400 Supply of Two ½ Ton trucks to O'Regan's Chevrolet Buick GMC Cadillac Limited in the amount of \$116,879.04 including net HST.

Executive summary

Engineering is in the process of procuring two new Municipal vehicles, one (1) for Engineering office staff and one (1) for Wastewater staff. Each vehicle has an approved budget of \$85,000. Staff issued a Request for Proposals (RFP) inviting proponents to submit proposals for vehicles of various fuel types, such as gas, diesel, hybrid, and electric. Proponents were permitted to submit multiple proposals. The Municipality received and evaluated submissions using the criteria listed in the RFP document from four (4) proponents for eight (8) gas ½ ton trucks. Staff are recommending awarding the RFP to O'Regan's Chevrolet Buick GMC Cadillac Limited, the proponent with the highest overall score who also had the lowest overall price.

Background

The 2025/26 approved Capital Budget included one Recreation Truck to support parks and tourism services such as pop ups, events, programing, and parades and one for Wastewater daily operations. Since Engineering's existing Ford Lightning could be better utilized by the Recreation Department for events (i.e. power supply), Management decided to reallocate the

truck from Engineering to Recreation and procure two new trucks for the Engineering Department.

Discussion

A Request for Proposal (RFP) was issued on May 1, 2025 and closed May 15, 2025. Proposals were received from the following four (4) proponents: Bruce Chevrolet Buick GMC Limited, GW Mosher Motors Ltd., O’Regan’s Chevrolet Buick GMC Cadillac Limited, and Saunders Motors. All proposals were received before the closing date and time and were evaluated by MODL staff in accordance with the terms outlined in the RFP.

Technical proposals were evaluated based on meeting the requirements in the RFP, Proponents Profile (company overview, experience, references, years in business), Value Added, Warranty, Delivery Schedule, Environmental Impact (fuel efficiency, GHGs emissions), and Maintenance Schedule and Costs for a total available score of 75 points. Financial proposals were evaluated based on the lowest cost and had an available score of 25 points. A summary of the results of the scoring for each truck are shown in the tables below:

Truck # 1 (Engineering)						
Proponent	Vehicle Description	Cost Proposal (excl HST)	Average Technical Score	Price Score	Total Score	Overall Rank
O’Regan’s Chevrolet Buick GMC Ltd.	Chevrolet Silverado 1500 Double Cab	\$ 56,969.00	71	25	96	1
Saunders Motors	RAM 1500	\$ 61,510.45	71	23	94	2
GW Mosher Motors Ltd.	Ford STX F-150	\$ 62,828.70	68	23	91	4
Bruce Chevrolet Buick GMC Ltd.	GMC Sierra 1500 Pro Crew Cab	\$ 61,624.61	69	23	92	3

Truck #2 (Wastewater)						
Proponent	Vehicle Description	Cost Proposal (excl HST)	Average Technical Score	Price Score	Total Score	Overall Rank
O’Regan’s Chevrolet Buick GMC Ltd.	Chevrolet Silverado 1500 Crew Cab	\$ 55,569.00	71	25	96	1
Saunders Motors	RAM 1500	\$ 69,626.45	70	21	91	3
GW Mosher Motors Ltd.	Ford STX F-150	\$ 62,828.70	68	22	90	4
Bruce Chevrolet Buick GMC Ltd.	GMC Sierra 1500 Pro Crew Cab	\$ 61,624.61	69	23	92	2

O’Regan’s Chevrolet Buick GMC Ltd. (O’Regan’s) had the highest ranking overall for both trucks. Their proposed trucks had the lowest costs, giving them the highest price score available. They were the only proponent to meet all minimum truck specifications laid out in the RFP.

The trucks from O'Regan's are 2026 vehicles and will not be available until this August or September 2025. If staff are authorized to proceed with the purchase of the two trucks from O'Regan's and other MODL vehicles are not available for use, staff may need to temporarily utilize personal vehicles for travel to manage vehicle demand, and minimal mileage expenses may be incurred.

The total scores for the other proponents were competitive, however all other trucks would require after purchase modifications to meet the Municipality's requirements and come at a higher price point.

Strategic Focus

The purchase of two new ½ ton trucks will enable staff to carry out work plans in support of Councils Strategic Priority of Infrastructure Upgrades, Expansion and Management.

The purchase of two gas ½ ton trucks will not enhance Climate Change Action.

Budget/Financial Implications

The 2025/26 approved Capital Budget included \$85,000 for each of the two vehicles. Both vehicles are within the approved budget.

Climate Change/sustainability

Proposals were evaluated for Environmental Impact (fuel efficiency, GHGs emissions). The posted RFP invited submissions for vehicles of various fuel types, such as gas, diesel, hybrid, and electric. Only submissions for gas vehicles were received. The purchase of the two ½ ton gas trucks will result in an increase in corporate greenhouse gas emissions by adding one additional gas truck to the Municipality's fleet. Note that the Wastewater truck being purchased will replace an existing gas vehicle.

Inclusion Diversity equity and Accessibility (IDEA@MODL)

n/a

Strategic Communications

n/a

Work plan

The purchase of the two new vehicles is part of the approved 2025/26 Capital Budget and included in the 2025/26 capital budget work plan.

The trucks enable staff to carry out their work in accordance with the Engineering Department work requirements.

Alternatives

Proponents were encouraged to submit multiple proposals for all options for MODL's consideration. All submissions received were for gas trucks.

No ½ ton truck suppliers are registered with Canoe Procurement and the Provincial Standing Offer list does not currently include options for the purchase of fleet vehicles.

Conclusion

Four proposals were received and evaluated for the purchase of two trucks for the Engineering Department. O'Regan's Chevrolet Buick GMC Cadillac Limited received the highest overall ranking for both trucks. They met all the minimum specifications at the lowest price point in both cases. It is the recommendation of staff that Council award RFP 2025-05-400 to this proponent.

Report Preparation	
Department	Engineering & Public Works
Report Prepared by	Maria Butts, PMP Larry Feener, P.Eng.
Report Approved by	Stephen W. Pace, MBZ, P.Eng.
Date Reviewed by C.A.O.	



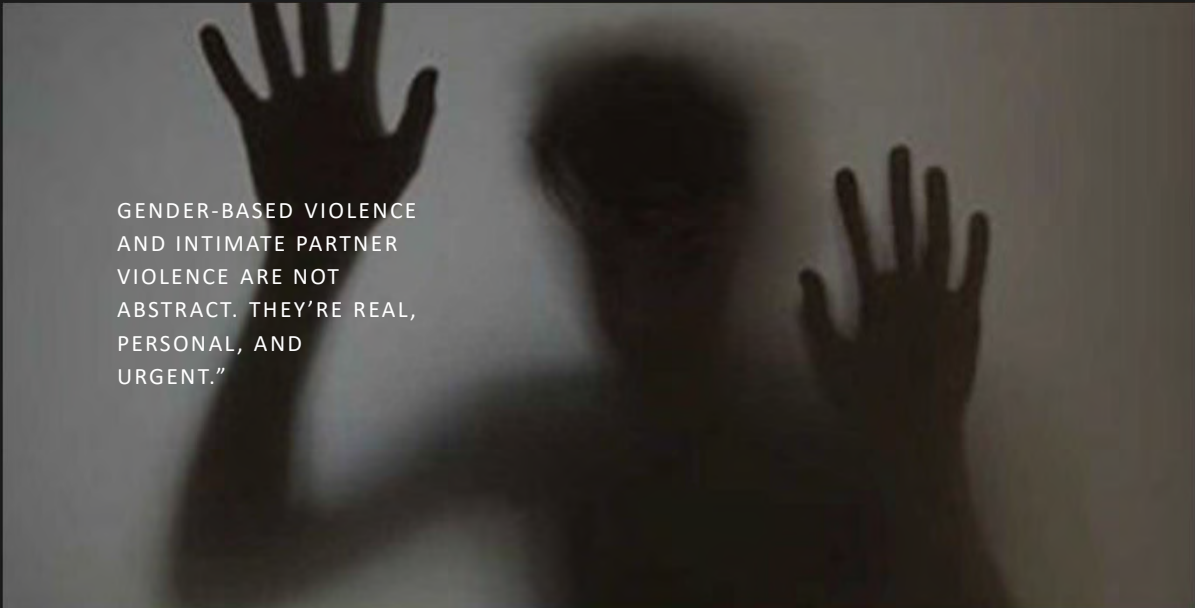
**ALCHEMIA
ART WORKSHOP**

www.alchemiaartworkshop.org
cq@alchemiaartworkshop.org
www.transformationofdangerousspaces.com

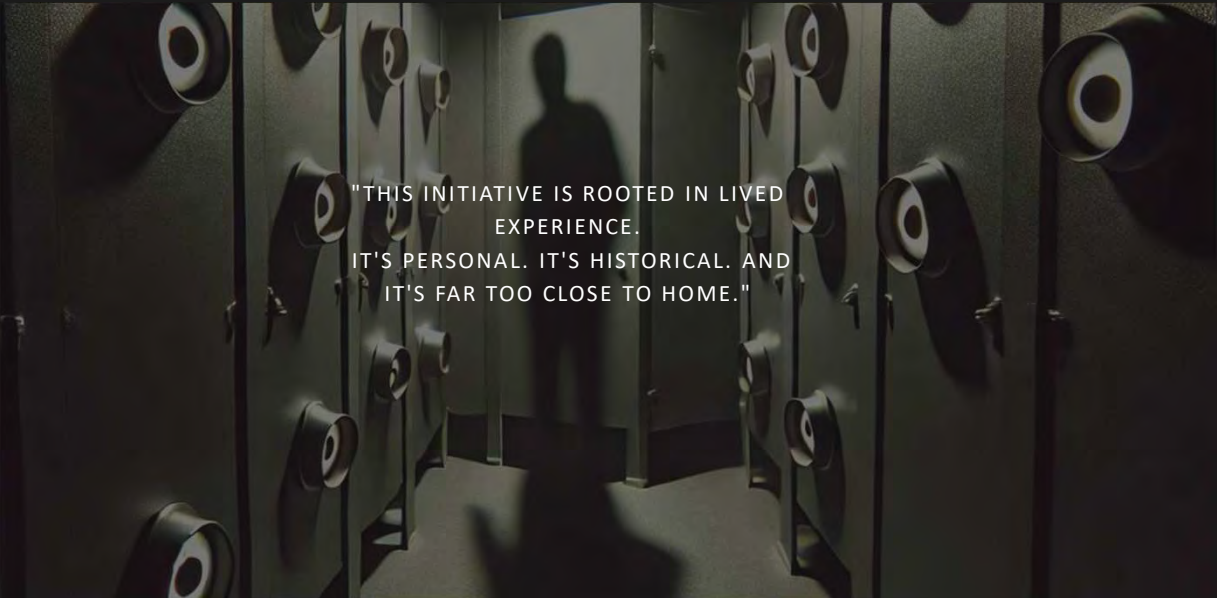
A PUBLIC ART INSTALLATION
ADDRESSING GENDER-BASED VIOLENCE
& MALE ACCOUNTABILITY

Transformation of Dangerous Spaces

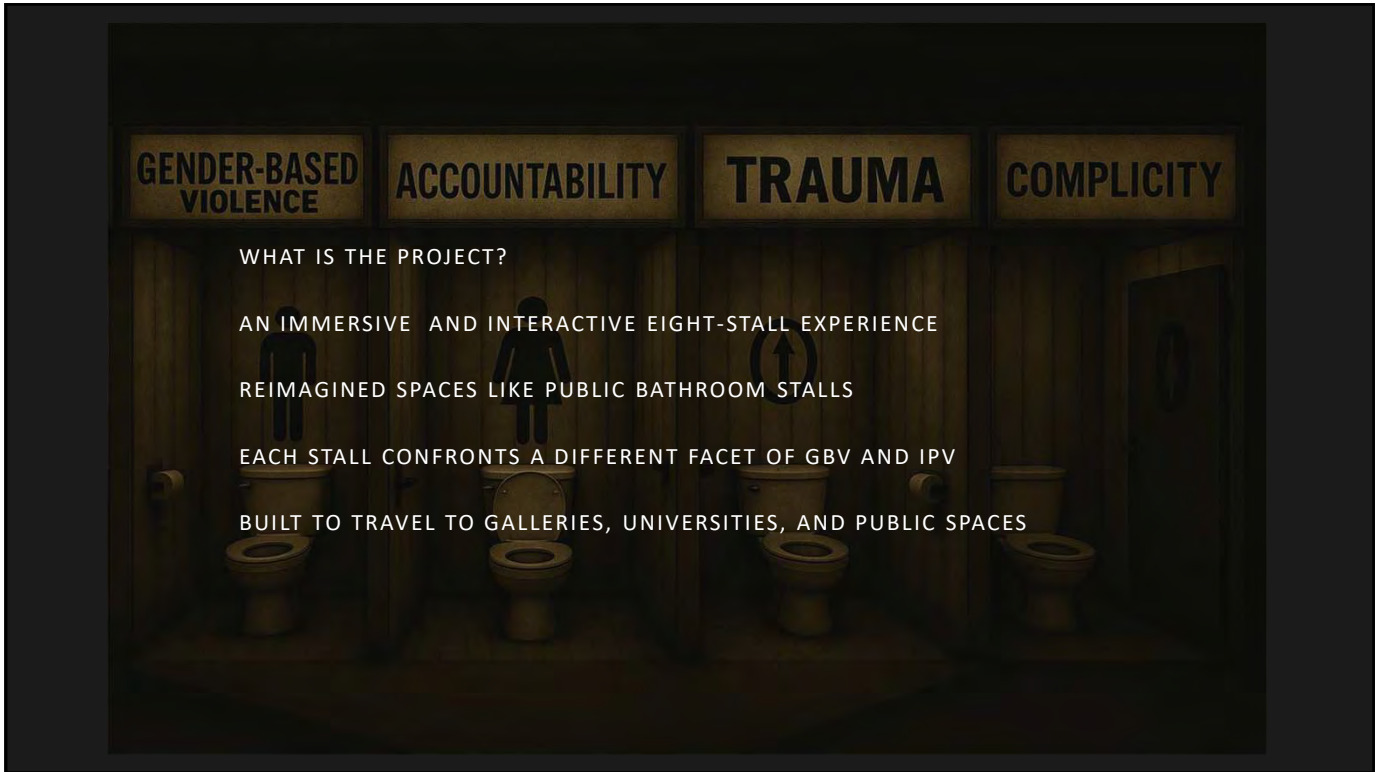
AN IMMERSIVE, TRAVELING PUBLIC ART INSTALLATION
CONFRONTING MEN WITH THE REALITIES OF GENDER-BASED
VIOLENCE, CONSENT, AND ACCOUNTABILITY.

A person's silhouette is shown against a light background, with their hands raised. The image is dark and moody, with the person's face and body mostly obscured by shadow.

GENDER-BASED VIOLENCE
AND INTIMATE PARTNER
VIOLENCE ARE NOT
ABSTRACT. THEY'RE REAL,
PERSONAL, AND
URGENT."

A hallway of lockers is shown in a dark, moody setting. The lockers are lined up on both sides, and a person's silhouette is visible in the distance, standing in the hallway. The lighting is dramatic, with strong shadows and highlights.

"THIS INITIATIVE IS ROOTED IN LIVED
EXPERIENCE.
IT'S PERSONAL. IT'S HISTORICAL. AND
IT'S FAR TOO CLOSE TO HOME."



1. The One-Way Mirror Stall – Participants feel watched and exposed, mirroring the scrutiny survivors face when speaking up.
2. The locker room Stall – Plays recorded locker-room style misogynistic language, confronting men with the normalization of harmful rhetoric. This stall explores the evolution from analog socialization of men and boys to the modern-day digital solitary socialization.
3. The Choice Stall – A forced-choice scenario simulates coercion, showing how if No is not an option, then
 - ‘Yes’ isn’t true consent.
4. The Confessional Stall – Confronting Complicity
 - Anonymous confessions from men projected on the walls.
 - Participants add their own; voices overlap into a shared reckoning.
5. The Silence Stall – Survivors Erased
 - Text of survivor stories fades while whispers of doubt grow louder.
 - Participants watch truth disappear before their eyes.
6. The Weight Stall – Trauma Has No Scale
 - A scale displays statistics, not weight.
 - Surrounding projections immerse participants in data and survivor voices.
7. The Role Reversal Stall – Being Watched
 - Shadows, peepholes, eyes.
 - Participants feel what it’s like to be objectified and surveilled.
8. The 21 Seconds Stall – The Final Seconds
 - Countdown. Silence. Then chaos.
 - Reminds men that violence escalates quickly—and they are responsible for stopping it

INTIMATE PARTNER VIOLENCE



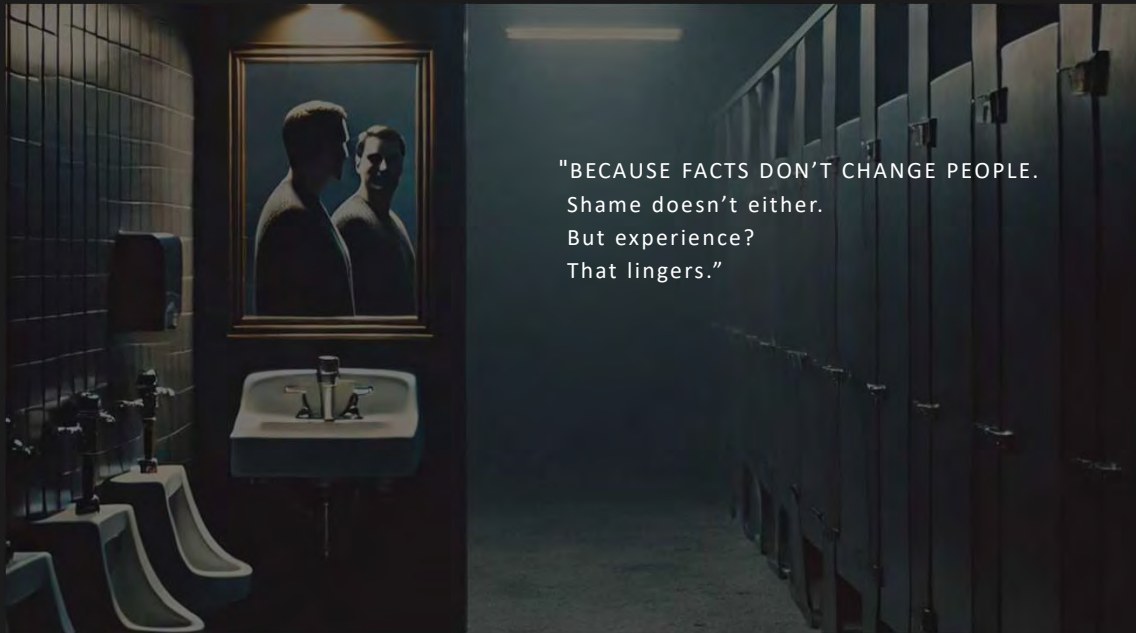
IN CANADA, 30% OF WOMEN experience intimate partner violence in their lifetime.



Public Health
Agency of Canada

Agence de la santé
publique du Canada

Canada



"BECAUSE FACTS DON'T CHANGE PEOPLE.
Shame doesn't either.
But experience?
That lingers."

THIS ALIGNS WITH:

- GBV prevention frameworks
- Municipal safety and wellness mandates
- Public health and education initiatives
- Evaluation tools + trauma-informed facilitation



Actively engaged with over 70 organizations and advocacy groups

To drive systemic change

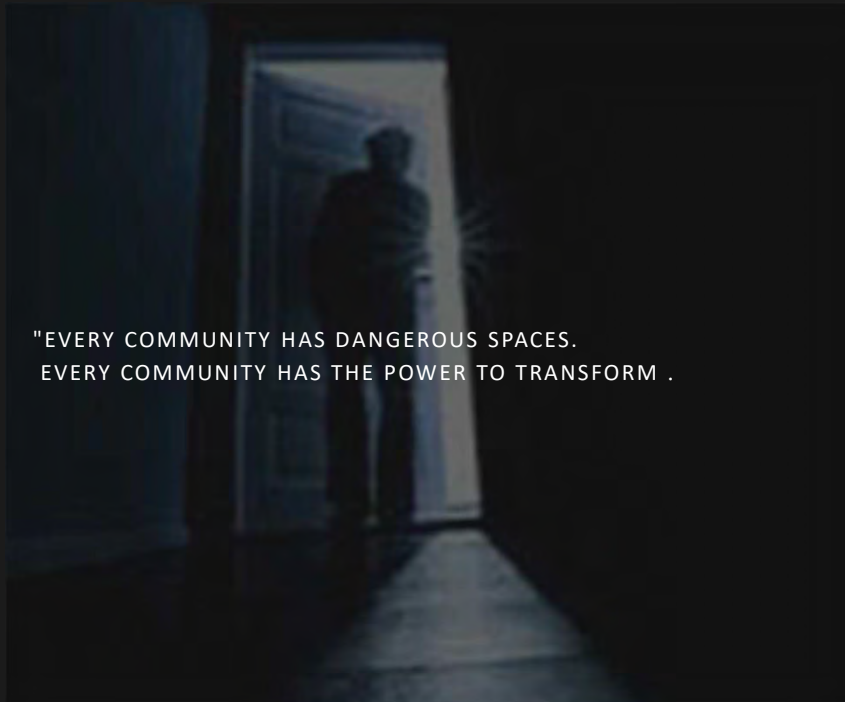
To deliver a visceral educational artistic experience



THE URGENCY OF NOW
123,319 POLICE-REPORTED IPV CASES IN 2023
ONE EVERY 4 MINUTES
78% OF VICTIMS ARE WOMEN AND GIRLS
44% OF IPV IS NEVER REPORTED



WE'RE SEEKING:
HOSTS AND MUNICIPAL PARTNERS
IN-KIND SPACE AND STAFFING
PROMOTION AND FUNDING REFERRALS
PUBLIC ENDORSEMENT TO UNLOCK GRANT ACCESS



"EVERY COMMUNITY HAS DANGEROUS SPACES.
EVERY COMMUNITY HAS THE POWER TO TRANSFORM .



THANK YOU FOR YOUR TIME.
LET'S TRANSFORM THE SILENCE INTO
ACTION.

CONTACT: CHRISTOPHER W. QUIGLEY
EXECUTIVE DIRECTOR, ALCHEMIA ART
WORKSHOP

www.alchemiaartworkshop.org
cq@alchemiaartworkshop.org



Council
Item #10.1
Date: May 27, 2025
Authorization: T. MacEwan



Municipality of the District of Lunenburg

10 Allée Champlain Drive, Cookville, Nova Scotia, Canada, B4V 9E4
Phone: 902.543.8181 Fax: 902.543.7123 Web Site: www.modl.ca

May 20, 2025

To Her Worship, Mayor McLean-Wile, and Councillors
of the Municipality of the District of Lunenburg

Dear Mayor and Councillors:

The Policy & Strategy Committee, in session on Tuesday, May 20, 2025, made the following recommendation to Council:

1. That Municipal Council approves the Golden Shores Music Society's application for funding through the Major Event Grant in the amount of \$1,500 for the Shipyard Shindig Music & Art Festival event taking place June 14, 2025.

Respectfully submitted,

Chairperson and Members
Policy & Strategy Committee

/jp

Council
Item #10.1.1
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Policy & Strategy Committee
Item #: 9.1.1
Date: May 20, 2025

Report to: Policy & Strategy Committee

Submitted by: Ruth Wawin, Tourism & Event Development Officer

Date: May 20, 2025

Re: Major Event Grant Application Golden Shore Music Society- Shipyard Shindig Music & Art Festival

Recommendation

That Municipal Council approves the Golden Shores Music Society's application for funding through the Major Event Grant in the amount of \$1,500 for the Shipyard Shindig Music & Art Festival event taking place June 14th, 2025.

Executive summary

The application satisfies the Major Events Grant's purpose of attracting new large-scale events that create a positive economic impact for the Municipality. As per the Approval Process and Procedures of the Community Grant Program/Sponsorship Request Policy MODL043, applications requesting more than \$2,500 require Council's approval. It is the recommendation of staff to provide approval for the Golden Shores Music Society's grant application in the amount of \$1,500 for the Shipyard Shindig taking place on June 14th, 2025.

Background

The Shipyard Shindig Music & Art Festival is a one-day, all-ages event scheduled for Saturday, June 14, 2025, from 11:00 a.m. to 11:00 p.m. at Shipyard's Landing in Bridgewater. The festival aims to attract over 500 attendees.

The festival will include performances by bands and DJs, including several local artists. Food trucks and a beer garden operated by a local brewery will be on site. The event will also feature a marketplace for artists and makers to sell jewelry, clothing, and crafts.

A water taxi service will transport attendees to and from Shipyard's Landing, with stops at Pijinuiskaq Park and the Bridgewater Marina, encouraging the use of the Sobeys parking lot for festival access.

The event is expected to contribute to the local economy through accommodations and vendor participation. Some performers have confirmed stays at the Lighthouse Motel and Best Western, and a number of vendors, including artisans and food trucks, are based in the Municipality of the District of Lunenburg.

Golden Shores Music Society aims to raise funds for charities and organizations on the South Shore through music-based events and gatherings. Proceeds from the upcoming Shipyard Shindig Music & Art Festival will be donated to the Bluenose Coastal Action Foundation. The Society will also hold a raffle at the event in support of youth sports and will partner with a local youth sports team to run a parking fundraiser.

Discussion

The Golden Shores Music Society has submitted a Major Event Grant application requesting \$10,000 in funding. The event is a one-day music festival held in downtown Bridgewater and is expected to generate positive economic activity for surrounding businesses. Although the event is located within the Town of Bridgewater, there is also a positive economic impact for the Municipality. Local artisans, food truck operators, and other suppliers from within the Municipality will be involved and supported through this event. Additionally, several musicians and DJs have booked accommodations within the Municipality, further contributing to the local economy. This is a new event for this year, with plans by the organizing committee to expand it to a two-day festival in future years.

The Town of Bridgewater is supporting the event through in-kind contributions, including the provision of staff and logistical support for road closures in the surrounding area, as well as additional portable toilets for event attendees, this in-kind support is valued at \$5,000.

Taking into account the event's overall scale, budget, expected attendance, and the economic impact for the Municipality, including overnight stays generated, the recommended funding amount for approval is \$1,500. This recommendation also considers the importance of maintaining sufficient funds in the Major Events Grant budget to support a range of events that create a positive economic impact for the municipality. \$1,500 ensures support for this new event while preserving funds for other future applicants.

Strategic Focus

Regional Economic Development:

The Shipyard Shindig Music & Art Festival supports the strategic priority of regional economic development by driving local tourism and supporting small businesses. The event creates direct economic opportunities for local vendors, food trucks, artisans, and service providers. By leveraging local assets and encouraging collaboration with community organizations, the festival contributes to a vibrant and sustainable local economy.

Quality of Life:

The Shipyard Shindig Music & Art Festival contributes to quality of life by offering an all-ages event that encourages community engagement and celebrates local arts and music.

Budget/Financial Implications

The approved amount is within budget.

Climate Change/sustainability

N/A

Inclusion Diversity equity and Accessibility (IDEA@MODL)

N/A

Strategic Communications

N/A

Work plan

N/A

Alternatives

1. Approve the recommended amount of \$1,500
2. Approve an alternative amount of funding.
3. Do not approve the funding request.

Conclusion

The application submitted by the Golden Shores Music Society meets the eligibility requirements for the Major Events Grant as laid out in Community Grant Program/Sponsorship Request Policy MODL043. It is the recommendation of staff to provide approval for the grant application in the amount of \$1,500 for the Shipyard Shindig event.

Report Preparation	
Department	
Report Prepared by	Ruth Wawin, Tourism & Event Development Officer
Report Approved by	Trudy Payne, Director of Recreation Parks & Tourism
Date Reviewed by C.A.O.	

Copy

Council
Item #11.1.1
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Report to Council

Report To: Municipal Council
Submitted By: April Whynot-Lohnes, Municipal Clerk
Date: May 27, 2025
Re: First Reading – Repeal and Replace, Capital Cost Recovery Charges for Water Systems, By-law 013

Policy and Strategy Committee, in session on March 18, 2025, discussed amendments to the Capital Cost Recovery Charges for Water Systems By-law, (see attached) and directed staff to bring forward amendments for Councils consideration.

The attached proposed amendments reflect the changes discussed and if Council wishes to proceed the following motion is required:

“that Municipal Council accepts the proposed amendments and conducts First Reading of the Capital Cost Recovery Charges for Water Systems, By-law 013, as presented, and gives notice of its intention to conduct Second Reading at the June 10, 2025, Council meeting”.

Report Preparation	
Department	Administration
Report Prepared by	April Whynot-Lohnes, Municipal Clerk
Report Approved by	
Date Reviewed by C.A.O.	

Municipality of the District of Lunenburg

By-law Details	
Name	Capital Cost Recovery Charges for Water Systems
Number	013
Legislative Authority	Section 81(1)(c), Municipal Government Act
Effective Date	

Purpose

- 1 For recovering the municipal portion of the capital cost associated with the installation of water systems in the Municipality of the District of Lunenburg (Municipality).

Definitions

- 2 (a) **Act** means the Municipal Government Act, R.S.N.S, Chapter 18 of the Acts of 1998.
(b) **Council** means the Council of the Municipality of the District of Lunenburg.
(c) **Capital Charge** means a charge imposed pursuant to ~~under s~~ Section 81 of the ~~Municipal Government Act~~ **Act** in an amount to be determined pursuant to ~~in~~ this By-law, and intended to recover all, or a part, of the municipal part of the actual capital cost of installing, extending or improving a public water system.
(d) **Capital Cost Recovery Charge Area** means an area ~~to which~~ **where** a ~~C~~ capital ~~C~~ charge is imposed and as more fully described in Schedule A and is ~~hereafter~~ referred to as ~~C~~ charge ~~A~~ area.
(e) **Engineer** means the Municipal Engineer for the Municipality ~~of the District of Lunenburg~~.
(f) **Municipality** means the Municipality of the District of Lunenburg.
(g) **Owner** means **any of the following:**
 - i An owner, part owner, joint owner, tenants in common or joint tenant of the whole or any part or parcel of land or a building;
 - ii in the case of the absence or incapacity of a person or persons having ownership of the parcel of land or building, a trustee, an executor, a guardian, an agent, a mortgagee in possession or a person having the care or control of land or building; ~~and~~
 - iii in the absence of proof of the contrary, the person assessed for the taxes on the parcel of land or building.

- (g) **Street** means the whole and entire right-of-way of every road or road allowance vested in the Municipality ~~of the District of Lunenburg~~ or vested in the Province of Nova Scotia.

Charge Imposed

- 3 Where the Municipality installs, improves or extends a public water system in a Charge Area identified in Schedule "A", ~~as amended from time to time~~, a Capital Charge is hereby levied upon every owner of real property situated in whole or part within the Charge Area, who makes or has made an application for a connection to the public water system.

Amount of Capital Charge

- 4 (1) The amount of the Capital Charge levied pursuant to ~~under~~ Section (3) shall ~~must~~ be determined ~~in accordance with the provisions of~~ according to this By-law and of Schedule "A" of this By-law and may be calculated based on:
- (a) a uniform amount for each lot or parcel of land in existence at the time of application or ~~subsequently~~ after being created by subdivision;
 - (b) the frontage of each lot on any street;
 - (c) the existing or proposed use of each lot;
 - (d) the assessment classification of each lot;
 - (e) the area of each lot;
 - (f) the flow capacity or diameter of individual lateral connections of each lot;
 - (g) any combination of two or more such methods of calculating the Capital Charge;
 - or
 - (h) such other method as Council deems appropriate.

Variations in Charges

- 5 The Capital Charge levied pursuant to ~~this By-law~~ may be fixed at different rates for different assessment classes or uses of properties and may be fixed at different rates for different Charge Areas.

Frontage Charge

- 6 (1) Where the amount of the Capital Charge contains a component, calculated, in whole or in part, based upon the frontage of the lot on a street, the component of the Capital Charge ~~which~~ that is based upon frontage shall ~~will~~ be calculated using all the ~~as followsing~~:
- (a) for the purpose of calculating frontage, the number of lineal feet of frontage shall ~~will~~ be a horizontal projection measured along the boundary line adjacent to the street;

- (b) where a lot is situated such that, the lot has frontage on two or more streets, the component of the Capital Charge based upon frontage shall will be calculated based upon the average lot frontage, calculated as the total frontage divided by the number of streets the lot has frontage on; and
- (c) notwithstanding despite clause 6(a) and 6(b), where a lot has frontage on a street the minimum deemed frontage shall will be 75 feet or 22.86 m.

Water Connection

- 7 (1) In addition to the requirements of all other Municipal By-laws, where a lot is located in a Charge Area identified in Schedule A, no connection to a water system shall will occur unless:
 - (a) the landowner has confirmed in writing that the amount of the individual Capital Charge set and payment requirements are agreed to by the land owner; and
 - (b) the Public Water Utility has notified the Municipal Treasurer Municipality of a request for a connection to a public water system.

Lien

- 8 (1) A Capital Charge imposed pursuant to under this By-law constitutes a lien upon the real property with respects to which that the Capital Charge has been made and the capital Charge shall must be collected and payable in the same manner the same way as taxes. as taxes and shall be made payable in the same manner as taxes.
- (2) The lien provided for in this By-law shall will be applied come effective on the date on which the Public Water Utility has notified the clerk Municipality of a completed and valid connection to the public water system.
- (3) The lien provided for in this By-law shall will remain in effect until the Capital Charge plus interest has been paid in full.
- (4) Where a property subject to a lien is subdivided:
 - (a) in which where the Capital Charge imposed was calculated based upon frontage or lot area, the amount of the lien plus interest then unpaid shall will be apportioned distributed among the new lots created including any residual land, using a percentage calculation. Such that the amount of the lien proportioned to lots created and any residual land is based upon the percentage of the original lot frontage or lot area that the new lots and residual land are comprised of;

(b) ~~in which~~ where the Capital Charge imposed was calculated based upon a lot charge, or use of the lot, or any other method other than as referenced in clause 4(a), the amount of the lien plus interest ~~then unpaid shall~~ will be apportioned distributed among the new lots created including any residual land. Using a percentage calculation, in proportion that the value of each new lot including any residual land bears to the total market value of the lands subdivided including any residual land, at the time of the subdivision.

i The market value of lots so created are determined by the Property Valuation Services Corporation. ~~must be confirmed by a provincial assessor or an accredited appraiser. Written confirmation of the market value shall be submitted to the Treasurer; and~~

(c) notwithstanding despite Clause 8:(4)(a) and 8:(4)(b), the lien shall will not be proportioned to the new lots created and any residual lands where the Capital Charge imposed was based solely upon a lateral connection.

Payment of Charges and Interest

- 9
- (1) A Capital Charge imposed pursuant to under this By-law may, at the option of the owner be paid in equal installments, together with the municipality's prevailing interest rate as prescribed, over a period not to exceed 10 years.
 - (2) The first installment and each succeeding installment in respects of the charge imposed by this By-law is due at the same time that when taxes and rates are due in each year, and
 - (3) in the event of default of payment of any installment the whole balance with interest becomes due and payable.
 - (4) The Capital Charge imposed by this By-law shall will bear an interest rate on any outstanding balance owing, but not due, and on any installment that is due and owing.
 - (5) The interest rate shall will be as prescribed set by motion of Council with respect to taxes and overdue charges and shall will be applied as per under this same motion.

Repeal

- 10 By-law 013 Capital Cost Recovery Charges for Water Systems adopted by Municipal Council on December 20, 2004, and amended on January 25, 2011 is hereby repealed and replaced with this new By-law 013 Capital Cost Recovery for Water Systems.

Capital Cost Recovery Charges for Water System

SCHEDULE A

~~A-1 Charge Area # 1~~

~~MacCulloch Road Water Line Charge Area~~

~~A) The MacCulloch Road Water Line Charge Area shall be as shown on Map A-1. The capital cost recovery charge for connections to the MacCulloch Road Water Line shall be as per Section 4.0 (e) of this By Law, with Capital Charges as follows:~~

- ~~i) \$7,589 per 1 inch lateral connection~~
- ~~ii) \$15,178 per 2 inch lateral connection~~
- ~~iii) \$22,767 per 3 inch lateral connection~~

~~B) The following properties have an existing connection to the MacCulloch Road Waterline as of the date of the establishment of the MacCulloch Road Waterline Charge Area:~~

- ~~i) PID 60199304 (Tim Hortons)~~
- ~~ii) PID 60253457 (Buck's Home Hardware)~~

~~Notwithstanding clause (A), the capital charge for a lateral connection to the properties noted in subclause (b) (i) and (b) (ii) that is an enhancement of an existing condition shall be the fees as established in clause (A) less a \$1500 credit. [Amended January 25, 2011]~~

~~Clause (C) [Repealed January 25, 2011]~~

Capital Cost Recovery Charges for Water System

By-law 013

Page 6 of 6

By-law Adoption	
Effective date of original by-law	
Date of first reading	Date Council makes motion
Date of advertisement of notice of intent to consider	Date Notice appears in paper-2 dates
Date of second reading	Date Council approves
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 Notice appears in paper. Note- NOT Ministerial approval.
Date of mailing a certified copy of by-law to Minister	Date of letter
Date of Ministerial Approval	if applicable
I certify that this “Capital Cost Recovery Charges for Water System, By-law 013” was repealed and replaced by Municipal Council and published as indicated above.	
Signature of Municipal Clerk	Date

Version	Amendment Description	Approval Date
Original	By-law 013, Capital Cost Recovery Charges for Water System	December 20, 2004
V1	Amended by repealing Clause C, in Schedule A	January 25, 2011
Repealed & Replaced	Removed “A-1 Charge Area#1, MacCulloch Road Waterline – Charge Area” from Schedule A, as all costs have been recovered. Reformatted to meet accessibility requirements and housekeeping/clear language	



Municipality of the District of Lunenburg

Request for Decision

Report to: Council

Submitted by: Tyler Richardson P.Eng., Municipal Engineer
Larry Feener P.Eng., Senior Municipal Engineer

Date: March 18, 2025

Re: Direction Regarding Bylaw 013 – Capital Cost Recovery Charges
for Water Systems – Proposed MacCulloch Road Development

Recommendation

Staff recommend that Council direct staff to amend Bylaw 013 Capital Cost Recovery Charges for Water Systems to remove Schedule A relating to MacCulloch Road from the document and retain the remainder of the Bylaw.

Executive summary

The Municipality of the District of Lunenburg (MODL) approved Bylaw 013 Capital Costs Recovery Charges for Water Systems on December 20, 2004 (amended on Jan. 25, 2011) as a means to recoup capital installation costs associated with the installation of the watermain along MacCulloch Road. This Bylaw was intended to address the installation of water service infrastructure in specific areas identified within the bylaw. Only the area of MacCulloch Road area has been identified in Schedule A of the Bylaw for cost recovery, but these particular charges described in the Bylaw are not applicable to other areas of water connection in MODL, such as Hebbville or Cookville.

The proposed development on MacCulloch Road is investigating water service with the Public Service Commission of Bridgewater and will be subject to this Bylaw. Staff are requesting direction on how to proceed in administering this charge due to the requested connection being larger than the Bylaw currently allows. Options available to Council could include an amendment to include the requested size lateral, repealing the current Bylaw in its entirety, or removing Schedule A from the Bylaw.

Discussion

Bylaw 013 only refers to a specific charge area (MacCulloch Road) shown in Schedule A and no other areas within MODL have been added to this Bylaw. The developer will be attempting to proceed with a 4" diameter water service in the proposed development which is not currently permitted in the Bylaw. Table 1, taken from Bylaw 013 Schedule A, outlines the current charges per connection size outlined in the Bylaw.

Lateral Connection Diameter (in inches)	Capital Charge
1 inch lateral	\$7,589.00
2 inch lateral	\$15,178.00
3 inch lateral	\$22,767.00

Table 1: Capital Charge and Lateral Connection Diameter

The development provides for a proposed seventeen (17) lots for additional housing in the area. Placing this additional cost on developers could have the unintended impact of limiting further development and add extra cost to those seeking housing, thereby increasing housing shortage concerns.

Budget implications

This Bylaw was created as a means of cost recovery for the installation of potable water infrastructure for future development along MacCulloch Road during the request for a water connection. This infrastructure is no longer a source of debt to MODL and the developer will fund the cost of the water lateral installation, so there is no financial impact on MODL.

Strategic plan

Supporting the Osprey Village Growth Centre is a strategic priority of Council. Despite MacCulloch Road being outside the stated boundaries of Osprey Village, its close proximity could allow future residents of any development to access the services in Osprey Village.

Work plan

N/A

Options

Staff have identified three (3) potential options to accommodate the Developer's Request.

The first option is to amend the bylaw to allow for the requested size of lateral line to be accommodated for the development. The bylaw only allows up to a 3" diameter water lateral, compared to the requested 4" diameter water lateral, to be installed under the Bylaw. Staff

recommend that the amendment be structured in a way to encompass a broad range of lateral diameters to accommodate possible future requests for water service.

The second option would be to completely repeal Bylaw 013 and end the charge levied by MODL for the installation of water connections on MacCulloch Road. This option could help promote or reduce costs of housing and further development in the MacCulloch Road area.

The third option would be to only repeal Schedule A from Bylaw 013, removing the charges outlined for MacCulloch Road. This would allow Council the ability to remove the charge for MacCulloch Road while maintaining the bylaw for future areas where a cost recovery charge for water infrastructure may be advantageous.

Conclusion

Staff are seeking direction on proceeding with a development request that cannot be currently met through Bylaw 013. This bylaw does not allow for the requested 4" diameter water lateral to be installed and charged within the existing Schedule A language. Council could amend the Bylaw to include more lateral size options or repeal the Bylaw/parts of the Bylaw, removing the charge from developments.

Report Preparation	
Department	Engineering and Public Works
Report Prepared by	Larry Feener P.Eng., Tyler Richardson P.Eng.
Report Approved by	Stephen Pace MBA, P.Eng.
Date Reviewed by C.A.O.	



District of Lunenburg
Municipal Council

Private Road Standard

Current Private Roads v Proposed Private Road Standards

General

Current: PDRs must be designed by a qualified Professional Engineer licensed to practice in the Province of NS and holding valid errors and omissions insurance.

Proposed: Remains the same.



General

Current: All Private Road Designs are subject to the approval of the Municipal Engineer.

Proposed: All Private Roads will be designed by the Developer's Design Engineer and the Design Engineer will stamp and seal the design confirming that the Private Road was designed to the requirements of the Policy.

Municipality of the District of Lunenburg



General

Current: The construction of PDRs shall be inspected and certified by a qualified Professional Engineer licensed to practice in NS and hired by the Subdivider at their expense.

Proposed: PDRs will be constructed as designed under the supervision of a Professional Engineer licensed to practice in the Province of NS and holding a valid errors and omissions insurance.

Municipality of the District of Lunenburg



General

Current: Requirements in excess of the minimum standards may be required subject to the discretion of the Municipal Engineer.

Proposed: Municipal Engineer is no longer involved in the review or approval of the design of Private Roads (ie, the Municipal Engineer no longer has the discretion to require any standards).

Municipality of the District of Lunenburg



Threshold

To create a level of consistency between Cluster Developments (in which the land use regulations are not triggered until the developer creates six (6) or more units in two (2) or more dwellings on a single lot) and the Subdivision Process (as it relates to Private Roads) it is recommended that we include a similar threshold for Private Roads.

Proposed: Private Roads will be required for a subdivision which will include six (6) or more lots provided that the Developer can create five (5) lots before the Private Road is required to be constructed.

Municipality of the District of Lunenburg



Technical References

Current: 12 different technical references are listed.

Proposed: 2 will be listed:

1. Geometric Design for Canadian Roads (Transportation Association of Canada), and
2. NSRBA/CENS Structural Specifications for Municipal Services

Municipality of the District of Lunenburg



Road Classification

Current: PDRs are classified as:

1. Rural Laneway (no more than 18 lots)
2. Low Volume Rural Road (more than 18 lots)

Proposed: 1 single classification of Private Designed Roads

Municipality of the District of Lunenburg



Alignment Controls

	RLW	LVR	PDR
Posted Speed Limit	30 km/h	30 km/h	30 km/h
Design Speed	40 km/h	40 km/h	40 km/h
Max Gradient	12%	12%	12%
Horizontal Curve Radius	40 m	60 m	60 m
Stopping Sight Distance	45 m	45 m	45 m
Vertical Sag. Curve k	7 m	7m	7m
Vertical Crest Curve k	4 m	4m	4m

Municipality of the District of Lunenburg



Intersection with Existing Roads

Horizontal Approach

Current: Roadway intersections with existing municipal roadways shall have intersection angles at no less than 70 degrees and no greater than 110 degrees to the existing municipal roadway.

Proposed: No change

Municipality of the District of Lunenburg



Intersection with Existing Roads

Vertical Approach

Current: Roadway gradient adjustments for intersections with existing municipal roadways shall be designed in accordance with the Geometric Design Guide for Canadian Roads.

Proposed: No Change

Municipality of the District of Lunenburg



Intersection with Existing Roads

Horizontal and Vertical Approaches

Current: Roadway intersections with existing Provincial roadways shall be subject to the approval of the NS Dept of PW.

Proposed: No Change

Municipality of the District of Lunenburg



Intersection with New Roads

Current: New intersections shall be designed in accordance with the Geometric Design Guide for Canadian Roads.

Proposed: No Change

Municipality of the District of Lunenburg



Cul-de-sac & Turning Tees

Current: Turning Tees or cul-de-sacs shall be placed at the end of all dead-end streets on PDRs.

Proposed: No Change

Municipality of the District of Lunenburg



Road Reserve

Current: All subdivisions shall provide for a road reserve allowance for future extension of the public road to the boundaries of an adjacent lot or watercourse, at minimum intervals of 400 m, as determined to be feasible at the sole discretion of the Municipal Engineer.

Proposed: Remove this clause.



Road and Driveway Layout

Current: Residential driveway access design shall conform to the recommendations contained in the “Guidelines for Residential Subdivision Street Design” or the “Geometric Design Guide for Canadian Roads”. Where the road traffic will consist of a mix of residential, commercial and/or industrial traffic volumes, the Municipal Engineer may, at their sole discretion, specify other driveway drive requirements.

Proposed: Remove reference to the “Guidelines for Residential Subdivision Street Design” and place discretion to specify other driveway requirements to the Design Engineer.



Cross-Section Controls – Minimum ROW

Current: The minimum ROW width shall be 20 m for all PDRs except under exemptional circumstances, subject to the discretion of the Municipal Engineer and in accordance with accepted engineering practice. Under no circumstances shall the ROW width be less than 15.2 m.

Proposed: The minimum ROW width for a PDR shall be 15.2 m, assuming maximum drainage ditch back slopes can be accommodated. Where the maximum drainage ditch back slopes cannot be accommodated within the 15.2 m, the ROW width shall be determined by the Design Engineer, at their sole discretion.

Municipality of the District of Lunenburg



Cross-Section Control: Minimum Road Surface Width (Compacted)

Current: Rural Laneway - 5.5 m
Low Volume Road - 6.6 m

Proposed: PRD - 6.1 m
(5.5 compacted surface)
(0.3 m (each side) for shoulders)

Municipality of the District of Lunenburg



Cross-Section Controls – Guard Rails

Current: Guard rails shall be placed where the drop from the road surface is greater than 3 m and the slope is less than 6:1 (H:V).

Proposed: The Design Engineer, at their sole discretion, shall determine whether guard rails are required.

Municipality of the District of Lunenburg



Cross-Section Controls – Rock Slopes

Current: Back slopes in rock are maximum 1:4 for all road classes.

Proposed: The Design Engineer, at their sole discretion, shall determine whether rock slopes are required.

Municipality of the District of Lunenburg



Cross-Section Controls – Retaining Walls

Current: Other than undisturbed, or otherwise stable, naturally-occurring rock faces, all exposed vertical cuts of soil in the road ROW shall be stabilized and prevented from failure by a retaining wall of sufficient height and strength where a cut slope conforming to the requirements of Schedule “J” is uneconomic. The design and construction inspection of retaining walls will be prepared by and directed through a Professional Engineer, license in the Province of NS, and competent in the field of geotechnical engineering. The design will be subject to the review and approval of the Municipal Engineer, at their sole discretion.

Proposed: The Design Engineer, at their sole discretion, shall determine whether retaining walls are required.

Municipality of the District of Lunenburg



Cross-Section Controls – Roadway Surface Slope

Current: Generally, the roadway surface is to be crowned in the centre, with a 3% slope towards each drainage ditch, for gravel surfaced roads. Exceptions can occur where superelevations are required to accommodate turning radii or intersection alignment, or where hydraulic analysis indicates a greater crown slope is required.

Proposed: The roadway surface is to be crowned in the centre, with a 3% slope towards each drainage ditch provided that the Design Engineer, at their sole discretion, may determine that a greater crown slope is required.

Municipality of the District of Lunenburg



PDR – Base Course and Surface Course 3 Options (Current)

- 1) Designed by a Professional Engineer licensed to practice in Nova Scotia based on site-specific conditions and using the AASHTO Guide for Design of Pavement Structures, or similar method as approved by the Municipal Engineer. The specified design shall be sufficient to accommodate a Category 1 motor vehicle with an axle weight of 18,000 kg and a spread range of 2.4 to 3.0 m.
- 2) A base course with a minimum thickness of 200 mm and a surface course with a minimum thickness of 100 mm.
- 3) A base course and surface course with thicknesses as specified in the following table in accordance with the subgrade type(s) present on-site, as determined by a Professional Engineer licensed to practice in Nova Scotia. Granular till shall be defined as material with less than 35 percent passing a 75 µm sieve, while silt/clay shall include those materials with more than 35 percent passing a 75 µm sieve.

Municipality of the District of Lunenburg



PDR – Base Course & Surface Course (Proposed)

The base course and surface course of a PDR shall be Designed by a Professional Engineer licensed to practice in NS based on site-specific conditions as determined by the Design Engineer, at their sole discretion, provided that the specified design shall be sufficient to accommodate a Category 1 motor vehicle with an axel weight of 18,000 kg.

Municipality of the District of Lunenburg



PDR Base Course and Surface Course Erosion Control and Prevention

- Current:** Minimum erosion control and prevention measures shall be as per the Standard Specifications for Municipal Services, and the Erosion and Control Handbook for Construction Sites, latest edition, or as per an approved design drawing submitted as part of the design, and sealed by a Professional Engineer licensed to practice in the Province of NS.
- Proposed:** Minimum erosion control and prevention measures shall be as per the Standard Specifications for Municipal Services or as per designed by the Design Engineer.

Municipality of the District of Lunenburg



Storm Water Drainage

- Current:** All lands serviced by the proposed roadway system shall be serviced by a drainage system. This shall consist of such open ditches and closed conduits as required to collect and remove storm water from at least a one in 10 year storm event for RLW and LVR class roads. The Municipal Engineer may specify a greater return period storm event where infrastructure and/or property are at greater risk of damage due to flooding, or due to the critical service nature of the affected infrastructure and/or property.
- Proposed:** All lands serviced by the proposed PDR system shall be serviced by a drainage system. The drainage system shall consist of open ditches and closed conduits as required to collect and remove stormwater from at least a one (1) in ten (10) year storm event.

Municipality of the District of Lunenburg



Storm Water Disposal

Current: No storm water drainage system shall be acceptable to the Municipal Engineer where, in their sole opinion, the disposal location of collected storm water negatively impacts the receiving environment or can create property damage.

Proposal: The Design Engineer shall ensure that the storm water drainage system does not negatively impact the receiving environment or create property damage.

Municipality of the District of Lunenburg



Private Roads Standards Policy Purpose

The Private Roads Standard Policy is intended to balance emergency vehicle access and road quality with the cost of construction of private roads.

Municipality of the District of Lunenburg



Key Elements of the Proposal

1. PDR will be designed by a Professional Engineer licensed to practice in the Province of Nova Scotia and holding valid errors and omissions insurance (the “Design Engineer”).
2. The Developer will provide the Development Officer with a certificate (in the form provided by the Municipality) stamped and signed by the Design Engineer confirming that the PDR has been designed in accordance with the Private Road Standards Policy (the Design Certificate).
3. PDRs will be constructed as designed under the supervision of a Professional Engineer licensed to practice in the Province of Nova Scotia and holding a valid errors and omissions insurance (the “Construction Engineer”).

Municipality of the District of Lunenburg



Key Elements (cont'd)

4. The Developer will provide the Development Officer with a certificate (in the form provided by the Municipality) stamped and signed by the Construction Engineer confirming that the PDR has been constructed in accordance with the Design Certificate (the Construction Certificate).
5. The Developer is responsible for retaining the services of the Design Engineer and the Construction Engineer and, for the purpose of this Policy, the Design Engineer and the Construction Engineer may be the same person or firm.
6. The Municipality will rely on the Design Certificate as stamped and signed by the Design Engineer as evidence of the fact that the PDR has been designed in the accordance with this Policy.

Municipality of the District of Lunenburg



Key Elements (cont'd)

7. The Municipality will rely on the Construction Certificate as stamped and signed by the Construction Engineer as evidence of the fact that the PDR has been constructed in accordance with the Design Certificate.
8. The Developer is responsible for ensuring that all applicable permits from the Province are in place and that all applicable Provincial standards are adhered to with respect to the design and construction of the PDR.

Municipality of the District of Lunenburg



Thank You

Tom MacEwan
CAO

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



Municipality of the District of Lunenburg

Policy Details	
Name	Private Roads Standards
Number	
Legislative Authority	
Effective Date	

Title

- 1 This Policy is titled the Municipality of the District of Lunenburg Private Road Standards Policy.

Purpose

- 2 The Private Road Standards Policy is intended to balance emergency vehicle access and road quality with the cost of construction of private roads.

Compliance

- 3 This Policy does not exempt any person from complying with the requirements of other laws or regulations (Federal, Provincial or Municipal) within the Municipality of the District of Lunenburg, or from obtaining any license, permit, permission, authority or approval required thereunder.

Administration

- 4 This Policy will be administered by the Development Officer appointed by the Council of the Municipality of the District of Lunenburg, and the Development Officer will issue Development Permits under this Policy.

Threshold

- 5 Private Roads are required for subdivision which will include 6 or more lots provided that the Developer can create 5 lots before the Private Road is required to be constructed. For greater clarity, lots which abut on a public road (regardless of whether they have driveways access the public road) are not included in the aforementioned 5 lots which are permitted to be created before the Private is constructed.

Technical References

- 6 Unless specified otherwise in this Policy, a Private Road will be designed to comply with the requirements of the Geometric Design Guide for Canadian Roads (Transportation Association of Canada) for a design speed of 40 km/h and the NSRBA/CENS Standard Specifications for Municipal Services.

Alignment Controls

PDR Alignment Parameters

7 The PDR Alignment Parameters are:

Posted Speed Limit	30 km/h
Design Speed	40 km/h
Maximum Gradient	12%
Horizontal Curve Radius	60 m
Stopping Sight Distance	45 m
Vertical Sag. Curve k	7 m
Vertical Crest Curve k	4 m

PDR Intersections with Roads

- 8 (1) PDRs shall have intersection angles at no less than 70 degrees and no greater than 110 degrees to existing Public Roads.
- (2) Roadway gradient adjustments for intersections with existing Public Roads shall be designed in accordance with the Geometric Design Guide for Canadian Roads.
- (3) New intersections shall be designed in accordance with the Geometric Design Guide for Canadian Roads.

Cul-de-Sac and Turning Tee

- 9 Cul-de-Sacs or Turning Tees shall be placed at the end of all dead-end streets on Private Roads and the geometric layout shall be as designed by the Design Engineer.

Road and Driveway Layout

- 10 Residential driveway access design shall conform to the recommendations contained in the Geometric Design Guide for Canadian Roads provided that where the road traffic will consist of a mix of residential, commercial and/or industrial traffic volumes, the Design Engineer may, at their sole discretion, specify other driveway design requirements.

Minimum Right-of-Way Width

- 11 (1) The minimum right-of-way width for a PDR shall be 15.2 m, assuming maximum drainage ditch back slopes can be accommodated. Where the maximum drainage ditch back slopes cannot be accommodated within the 15.2 m, the right-of-way width shall be determined by the Design Engineer, at their sole discretion.

(2) While the PDR and related infrastructure must be constructed within the designated right-of-way, the PDR does not necessarily have to be designed and constructed in the centre of the designated right-of-way.

Minimum Road Surface Width

12 The minimum road surface width for a PDR shall be 6.1 m consisting of 5.5 m compacted travel surface and 0.3 m (on each side) for rounding shoulders.

Guard Rails, Rock Slopes, Retaining Walls

13 The Design Engineer, at their sole discretion, shall determine whether guard rails, rock slopes or retaining walls are required to be placed on the PDR.

Roadway Surface Slope

14 The roadway surface is to be crowned in the centre, with a 3% slope towards each drainage ditch provided that the Design Engineer, at their sole discretion, may determine that a greater crown slope is required.

Roadbed Construction

Base Course and Surface Course

15 The base course and surface course of a PDR shall be Designed by a Professional Engineer licensed to practice in Nova Scotia based on site-specific conditions as determined by the Design Engineer, at their sole discretion, provided that the specified design shall be sufficient to accommodate a Category 1 motor vehicle with an axle weight of 18,000 kg.

Erosion Control and Prevention

16 Minimum erosion control and prevention measures shall be as per the Standard Specifications for Municipal Services or as per designed by the Design Engineer.

Storm Water Drainage

General

17 (1) All lands serviced by the proposed PDR system shall be serviced by a drainage system. The drainage system shall consist of open ditches and closed conduits as required to collect and remove stormwater from at least a one (1) in ten (10) storm event.

(2) The type and placement of culverts, conduits and drainage ditches shall be designed by the Design Engineer provided that all ditches and conduits shall be placed in the road right-of-way or in a storm utility easement.

Hydrology and Hydraulic Design

18 The Design Engineer is responsible to determine what, if any, hydrology and hydraulic design calculations and design are required for the PDR.

Storm Water Disposal

- 19 The Design Engineer shall ensure that the storm water drainage system does not negatively impact the receiving environment or create property damage.

Construction Methods

- 20 Installation of culverts, conduits or ditches and related appurtenances shall be, at a minimum, as per the Standard Specifications for Municipal Services or as determined by the Design Engineer.

Policy Adoption	
Date of Original Passage	
Date of Notice of Intent to Amend/Repeal/Consider	
Date of Council Approval	
Date of Effective Date (if different from approval date)	
I certify that this Policy XXX was adopted by Municipal Council as indicated above.	
Signature of Municipal Clerk	Date

Version	Amendment Description	Approval Date
Original V1	Private Roads Standards	

Council
Item 11.1.3
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Report to: Mayor & Municipal Council

Submitted by: Tom MacEwan, CAO

Date: May 27, 2025

Re: Regional Growth Management Committee

Recommendation

Council approve the Terms of Reference for the Regional Growth Management Committee as presented.

Background

At the Council meeting held on February 11, 2025, the following motion was passed:

2025-035 Moved by Councillor Hubley, seconded by Councillor Brooks that Municipal Council approve the establishment of a Joint Regional Growth Management Committee in partnership with the Town of Bridgewater and direct Staff to work with Town of Bridgewater Staff to prepare draft terms of reference for the Committee, and present the draft terms of reference to Council for final approval at a future Council meeting.

Discussion

The Terms of Reference proposed have been drafted in consultation with the CAO for the Town of Bridgewater.

The key components of the Terms of Reference are as follows:

1. The Committee mandate is to advise/recommend to the Council options to collaborate on responding to the opportunities and challenges created by regional growth, including:

- (a) Alignment of growth and infrastructure (roads, active transportation, public transportation, sewer, water, and land use planning)
 - (b) Service delivery
 - (c) Issues that cross municipal boundaries, such regional economic growth and investment, or opportunities to collaborate to increase capacity and service levels, etc.
2. The Committee is advisory and takes direction from the Council's. The Committee shall work on those matters that have been referred to it from both Council's.
 3. Composition of the Committee is Mayor, Deputy Mayor and alternate from each municipal unit.
 4. Meetings are open to the public, except for in-camera.
 5. Meetings shall be publicly advertised seven (7) days in advance of the meeting.
 6. Meeting notes and consensus (as opposed to minutes and motions).

The Terms of Reference were approved by TOB Council on May 12, 2025.

Alternatives

Council has the following options:

1. Approve the Terms of Reference for the Regional Growth Management Committee as recommended.
2. Approve the Terms of Reference for the Regional Growth Management Committee with revisions.
3. Not approve the Terms of Reference and not proceed with the establishment of the Regional Growth Management Committee.
4. Refer the matter back to Staff for further information.
5. Defer the decision to a future meeting.

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

Municipality of the District of Lunenburg

Terms of Reference	
Name	Regional Growth Management Committee
Number	XXX
Effective Date	

Purpose/Mandate

- 1 (1) The purpose of the Regional Growth Management Committee (RGMC) is to advise Council on matters referred to the Committee by the Councils pertaining to regional growth management. The Committee is intended to provide recommendations to the Councils on potential options for collaborate to take advantage of the opportunities and respond to the challenges that result from growth within the region. This includes, but is not limited to, inter-municipal collaboration on matters such as:
 - (a) Infrastructure and Inter-Municipal Land Use Planning- alignment of growth areas with infrastructure planning and capacity;
 - (b) Enhancing service delivery through inter-municipal agreements; and
 - (c) Ways to address issues of mutual concern and issues that cross municipal boundaries
- (2) Inter-municipal collaboration, in the context of the work of this committee, is an agreement to work together for the betterment of the region and is not the process of integrating municipalities.

Authority

- 2 (1) The RGMC has been established by motion of the Councils of the Town of Bridgewater and the Municipality of the District of Lunenburg. The Committee is advisory to the Councils and advises on those matters referred to it by the Councils.
- (2) The RGMC shall direct staff resources to support the activities of the Committee through the Chief Administrative Officers (CAOs).

Responsibilities/Mandate

- 3 (1) The RGMC is responsible for advising the Council of the Municipality of the District of Lunenburg and the Town of Bridgewater on regional growth matters, as referred to them by the Councils, including:

- (a) Regional infrastructure planning (water, wastewater, transportation infrastructure) to support growth in a sustainable manner that aligns with capacity and strategic growth management principles.
 - (b) Land use planning (inter-municipal planning) to align growth with infrastructure capacity and future planning.
 - (c) Connecting communities through active transportation infrastructure and public transportation infrastructure.
 - (d) Opportunities to collaborate on the delivery of municipal services to provide increased capacity and efficient/consistent services within the municipal units.
 - (e) Opportunities to positively impact the quality of life within the region by pooling resources to resolve local issues, solve area wide problems and collectively meet the needs of citizens in the region.
 - (f) Building a strong region by focusing on a regional approach that secures regional investment, growth and prosperity by building on the opportunities, services and assets of both municipal units.
 - (g) Governance structures to best achieve regional growth management initiatives.
- (2) Referrals to the Committee shall be made by motion of the Councils. Both Councils shall refer a matter to the Committee, prior to the Committee commencing work on the matter referred.

Membership

- 4 (1) The RGMC shall consist of:
- (a) Mayor and Deputy Mayor, and an alternate (Councillor) from the Town of Bridgewater.
 - (b) Mayor and Deputy Mayor, and an alternate (Councillor) from the Municipality of the District of Lunenburg.

Election Officer

- 5 The RGMC shall appoint a Chair and a Vice-Chair, which shall each rotate annually between the municipal units.

Meeting procedure

- 6 (1) The RGMC shall establish its meeting schedule, which shall be at a minimum semi-annual.
- (2) The RGMC meetings shall be open to the public, except when discussing those items subject to the in-camera provisions of the Municipal Government Act.
- (3) The RGMC shall publicly advertise its meetings on each municipal unit's webpage at least 7 days prior to the meeting.

- (4) The RGMC shall keep meeting notes, not minutes, and all decisions shall be by consensus.

Staff Support

The CAOs, or designates, shall attend as advisors.

Municipal Staff will be provided as a resource as directed by the CAOs.

Version	Amendment Description	Approval Date
Original	TOR – Regional Growth Management Committee	

Approval	
Approval Signature	

Council
Item #11.2.1
Date: May 27, 2025
Authorization: T. MacEwan



The Municipality of the District of Lunenburg

Request for Decision

Report to: Municipal Council

Submitted by: Elana Wentzell, CPA, CMA, Director of Finance & Municipal Treasurer

Date: May 27, 2025

Re: LaHave Coastal Conservation Association Property Tax Exemption Application

Recommendation

It is recommended that Municipal Council approve the tax exemption application from LaHave Coastal Conservation Association for the 11 properties as presented.

Background

Policy 012 provides a partial or full tax exemption to qualifying non-profit organizations demonstrating service to the community. This tax exemption is awarded at Council's discretion as per Section 71 of the Municipal Government Act.

Council has previously approved the 3-year tax exemption list starting in the 2025/26 tax year based on the policy deadline of February 28. LaHave Coastal Conservation Association (LCCA) made application and was granted full tax exemptions for the properties they owned at that time. However, LCCA is making a late application for 11 more properties as they did not acquire the properties until after the February 28 deadline. Please see the enclosed application and a map of the properties owned by LCCA.

Discussion

LCCA has been purchasing land for conservation purposes for the past several years. They are not exempt from taxation for all the properties they own, like some other conservation entities (Kings Coastal Conservancy, for example) but are working towards that. In the interim, the only

way to ensure the properties are tax exempt is for Council to award them a tax exemption based on Policy 012.

The following is a list of the 11 properties included in this late application:

Location	Assessment Acct #	2025/26 Property Tax Estimate
Dublin Shore	08151318	\$ 6.48
LaHave	01690124	5.00
Dublin Shore	00940836	20.25
Dublin Shore	10118344	26.73
Dublin Shore	10118352	17.82
Dublin Shore	10118360	39.69
LaHave	00567892	11.34
LaHave	11123759	16.20
Mount Pleasant	09475338	4.50
LaHave	09479422	2.00
Pentz	00943126	17.82
		\$ 167.83

Strategic Focus

The conservation efforts of LaHave Coastal aligns with Council’s Climate Change Action Strategic priority.

Budget/Financial Implications

The tax exemption request is for \$167.83 and is not currently budgeted. Staff believe this additional cost can be absorbed in the Tax Rebate/Exemption section of the Approved 2025/26 Operating Budget.

Climate Change/sustainability

LaHave Coastal Conservation Association’s mandate is to protect habitats, restore and conserve ecosystems and provide educational programs on best practices for environmental stewardship, habitat restoration and biodiversity planning. This aligns with the Municipality’s Local Climate Change Action plan and brings us closer to the goal of protecting and conserving 20% of the land and water mass in the Municipality by 2030.

Inclusion Diversity equity and Accessibility (IDEA@MODL)

N/A

Strategic Communications

N/A

Work plan

The Finance Department Staff can complete the necessary work within the existing work plan.

Alternatives

Because tax exemptions are granted solely by Council as per the policy, Council may decide not to grant the tax exemption for this fiscal year. The Association would have to pay the 2025-26 taxes and make application in February 2026 for the 2026-27 fiscal year.

Conclusion

Council has previously approved tax exemptions for properties owned by LaHave Coastal Conservation Association. This late application will have minimal impact on the budget, thus Staff are recommending that the request is granted.

Report Preparation	
Department	Finance
Report Prepared by	Elana Wentzell
Report Approved by	
Date Reviewed by C.A.O.	

Municipality of the District of Lunenburg
10 Allée Champlain Drive, Cookville, NS B4V 9E4
Telephone 902-541-1329

APPLICATION FORM
TAX EXEMPTION FOR NON-PROFIT ORGANIZATIONS
As provided by Section 71 (1) of the Municipal Government Act (1998)


PLEASE PRINT

Date	<u>2025-05-06</u>	Assessment Account #	<u>see list</u>
			(please attach copy of tax bill)
Organization Name	<u>LaHave Coastal Conservation Association</u>		
Charitable Organization #	<u>78331 8546 RR0001</u>		
Property Location	<u>see list</u>		
Mailing Address	<u>711 Mount Pleasant Road, LaHave, NS B0R 1G0</u>		
	<u> </u>		
	<u> </u>		
Postal Code	<u> </u>		
Phone #	<u>902-688-2868</u>		
Applicant	<u> </u>		
Phone #	<u> </u>		

Please attach a brief report of the program, benefit or source of the community

Board of Directors	
Name	Position
<u>Jim Sunderland</u>	<u>Director, President</u>
<u>Rev. Anthony Burton</u>	<u>Director</u>
<u>Prof. Brian Branfireun</u>	<u>Director & Treasurer</u>
<u> </u>	<u> </u>

I (we) hereby request the Municipal Government to renew our tax exemption for the non profit organization. I (we) also declare that the information contained above and/ or attached to the renewal application is true and correct to the best of my (our) knowledge.

Signature <u></u>	Date <u>2025-05-06</u>
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LaHave Coastal

Conservation Association

711 Mount Pleasant Road
LaHave, Nova Scotia B0R 1G0
Charitable Registration: 78331 8546 RR0001
support@lahavecoastal.ca
www.lahavecoastal.ca

February 25, 2025

Council of the Municipality of the District of Lunenburg
10 Allee Champlain Drive
Cookeville, NS 84V 9E4

Dear MODL Council,

LaHave Coastal Conservation Association would like to apply for tax exemption as a non-profit organization as provided by Section 71 (1) of the Municipal Government Act (1998).

In 2024, LaHave Coastal was designated an Eligible Body and acquired East Spectacle Island with support from the Crown Share. As you may have seen in our recent newsletter, we are planting trees on the island and monitoring its habitats for birds.

East Spectacle Island is now designated as "Resource Exempt" under the Conservation Property Tax Exemption. This is great news! We are working to have more properties recognized under this exemption.

We are managing and using these lands solely to support LaHave Coastal's charitable purposes, which are all for the benefit of the public:

- (1) To protect the environment for the benefit of the public by conserving or restoring ecosystems and biodiversity on a long-term basis; and
- (2) To advance education by providing programs on best practices for environmental stewardship, habitat restoration, and biodiversity planning.

In 2024, in partnership with the Southwest Nova Scotia Biosphere Reserve and Canada's Two Billion Trees Program, we planted more than 7,800 trees in West Dublin and Dublin Shore.

In 2025, we'll plant more than 20,000 trees this year. Most of these trees are already at our greenhouse in Mount Pleasant. We're planting species that have been slower to reseed in these beautiful and unique Acadian forests. This will accelerate the recovery of the forests by boosting biodiversity.

Our activities provide several benefits to the community. By protecting habitat and restoring ecosystems, we are helping to ensure that LaHave's natural heritage is protected and robust. This is especially important as climate change impacts our region. Climate change is likely to "deborealize" our forests much faster than natural reseedling. Scientists anticipate that areas with greater biodiversity will survive these changes better, so we have been undertaking species censuses to determine what to plant.

Our work brings people together in stewardship of our shared environment. Everyone can help expand LaHave's presence in iNaturalist by taking photos of the amazing plants and animals around us: <https://www.inaturalist.org/projects/lahave-coastal>

Sincerely,

Jim Sunderland, President



May 9, 2024

LaHave Coastal protects East Spectacle Island

Dear Friends,

We are happy to announce that LaHave Coastal is now protecting East Spectacle Island! We acquired the island on May 3, 2024.

We're grateful to the Crown Share Land Legacy Trust and many donors for supporting LaHave Coastal's work to secure and restore East Spectacle Island.



East Spectacle Island is in the mouth of the LaHave River between Gaff Point and Dublin Shore.

This unique island is 19 hectares and relatively far from human disturbances, which makes it an ideal reservoir for biodiversity.



This map of wetland delineations on East Spectacle Island is informing our monitoring and tree planting.

Would you like to protect coastal habitat?
[Join LaHave Coastal!](#)

A century ago, the island was in active use. At one point, it even had a hotel! Lobster buyers would stay at the hotel when visiting the lobster plant on Mosher's island.



1931 aerial imagery shows that East Spectacle Island was actively farmed and the woods were in use.

About fifty years ago, the island was unified under a single owner and allowed to rest. It is now in recovery. Remnants of its mixed wood forests are enabling natural reseeding of some tree species.

Its wetlands provide insect habitats and food webs that are essential for birds.



East Spectacle Island has diverse habitats, including a small salt marsh pictured above. The island's interior has a ridge with a drainage fen.



The southeastern banks of East Spectacle Island are candidates for hosting Bank Swallows, also known as Sand Martins (*Riparia riparia*), a threatened shore bird.



The island's biological significance reaches beyond its rocky shores to the near-shore waters rich in marine life.

We are establishing monitoring and beginning planting. We look forward to updating you in our summer newsletter.

If you'd like to join a planting expedition to the island, please let me know.

Remember to [renew your annual membership](#) on our website!

Warm regards,

Jim Sunderland, President

PS: please forward this to your friends!

LaHave Coastal 2024 Autumn Newsletter

[view on web](#)

Dear Friends,

It's been a busy summer and hints of Autumn are appearing.

We are grateful to so many people in our community for contributing time and resources to protect nature.

Caring for nature is a thread that binds everyone together.

Remember to [renew your annual membership](#) on our website!

Warm regards,

Jim Sunderland, President

PS: please forward this to your friends!

MLA Becky Druhan plants oak trees on East Spectacle Island

We are grateful for Becky Druhan, our local Member of the Legislative Assembly (MLA). Becky has been a great supporter of LaHave Coastal and helped guide us through the complex process of [bringing East Spectacle Island under permanent protection](#) with funding support from the Crown Share Land Legacy Trust.

On a recent trip to East Spectacle Island, Becky planted oak trees and black cherry trees. These hardwoods had disappeared from the island during more than a century of intensive land use.

“Planting trees on East Spectacle Island was a joyful and tangible way to celebrate the island’s protected status and to help with restoration for

both its natural inhabitants and visitors,” said Becky.



MLA Becky Druhan plants oak trees on East Spectacle Island with Jim Sunderland, Tony Burton, Andrew Kimball and Mattias Wolter.

Birds, Birds, Birds!

While exploring the island with Becky, we also showed her the new [bird call monitoring microphone \(Haikubox\)](#) that we’ve installed near the saltmarsh on the island.

We’ve connected the island to the internet, so that sensors like this can be accessed by students and citizen scientists. We’re very grateful to Mattias Wolter for all of his volunteer work on the island to enable this.

Amy Donner & David Mann, the co-founders of Haikubox created this delightful birding tool by combining a weatherproof microphone with a [neural network that recognizes bird calls](#). A Haikubox can send alerts to your phone, so you know when to go outside to see that Red Tailed Hawk or Solitary Sandpiper or other elusive bird that has been visiting your backyard.

We believe that the Haikubox at East Spectacle Island can help bring the remote island into classrooms. Each alert includes a button for playing the actual bird call recorded on the island. “We’re looking forward to collaborating with LaHave Coastal. This is a great way to use our technology to bring bird awareness to more people,” said David Mann.

I encourage you to create a free account online at listen.haikubox.com and explore the map of Haikuboxes. You can zoom into our box at East Spectacle Island and see all of the birds that it has heard — so far it has heard sixty-nine different bird species.

Becky Druhan agreed that “the HaikuBox offers an accessible way to experience the natural life of East Spectacle Island — providing a learning opportunity for classrooms that brings the outside in.”



The Haikubox listens for bird calls and automatically identifies the bird species. Checkout what it has heard today: birds.haikubox.com/listen/3485189B6D20

Would you like to protect coastal habitat?
[Join LaHave Coastal!](#)

LaHave is filled with birds. With help from [Alix d'Entremont](#), we've expanded our monitoring. In addition to observing birds while walking and boating around LaHave, Alix has also deployed [AudioMoth](#) recorders to capture bird vocalizations at eight key locations representing diverse habitats during spring and summer. A total of 87 species were recorded including Species at Risk such as Chimney Swift, Barn Swallow and Canada Warbler.

The results of the field surveys have been added to [eBird](#) and will be picked up by the [ACCDC](#). The AudioMoth data will be added to eBird in the next few months so that everyone can see what species are frequenting these woods and islands.

“Protecting diverse habitats including wetlands is essential for birds,” said Alix. “Habitat fragmentation has a severe negative impacts on all wildlife, so preserving and restoring connected areas of the natural

environment are key to ensuring healthy populations of birds and other fauna and flora.”



Alix d'Entremont deploying an [AudioMoth](#).

Seven Thousand Trees

In partnership with the [Southwest Nova Scotia Biosphere Reserve](#), we have planted more than seven thousand trees in the Sperry & Bell Woods in West Dublin this year.

The government's [Two Billion Trees Program](#) provided the funding for the trees. We are grateful for the partnership with planters like Adam Forrest and his team shown in the photo below. Their hardwork is boosting biodiversity for all of us.

"This kind of teamwork is enabling us to plant more than fifty thousand trees for conservation each year in Nova Scotia," said Adam Deveau from the Biosphere.



Adam Forrest, Noah Forrest, and Cache Fox (right to left) planted more than seven thousand trees in West Dublin this summer.

Join in Boosting Biodiversity

Our work together has just begun. Join the fun!

Here are two ways you can join in:

First, do you like taking pictures of nature? Try iNaturalist! iNaturalist is a non-profit organisation that helps identify what species you see and supports bioblitzes world-wide. Here are the easy steps you can follow:

- 1) make an account at [iNaturalist.org](https://www.inaturalist.org).
- 2) install the iNaturalist app on your [Android phone](#) or [iPhone](#).
- 3) login to your account in the app, tap "Observation," and take a photo of an interesting plant or animal.

iNaturalist's algorithms will help you identify the species. You can also select a broad category like "[Fungi including Lichens \(Kingdom Fungi\)](#)."

Your observations will [go directly to the map](#), so other people can help identify what you saw.



An iNaturalist observation of Nova Scotia's provincial lichen known as [Blue Felt Lichen \(*Pectenium plumbeum*\)](#) in West Dublin.

Second, do you like planting trees? The greenhouse is now operational, and we're working to bring more restoration species into the woods

throughout LaHave.

In the Spring, we plan to announce bioblitz days at specific restoration sites, so you can join us to plant new trees and capture observations using iNaturalist.

Please remember to [renew your membership](#).

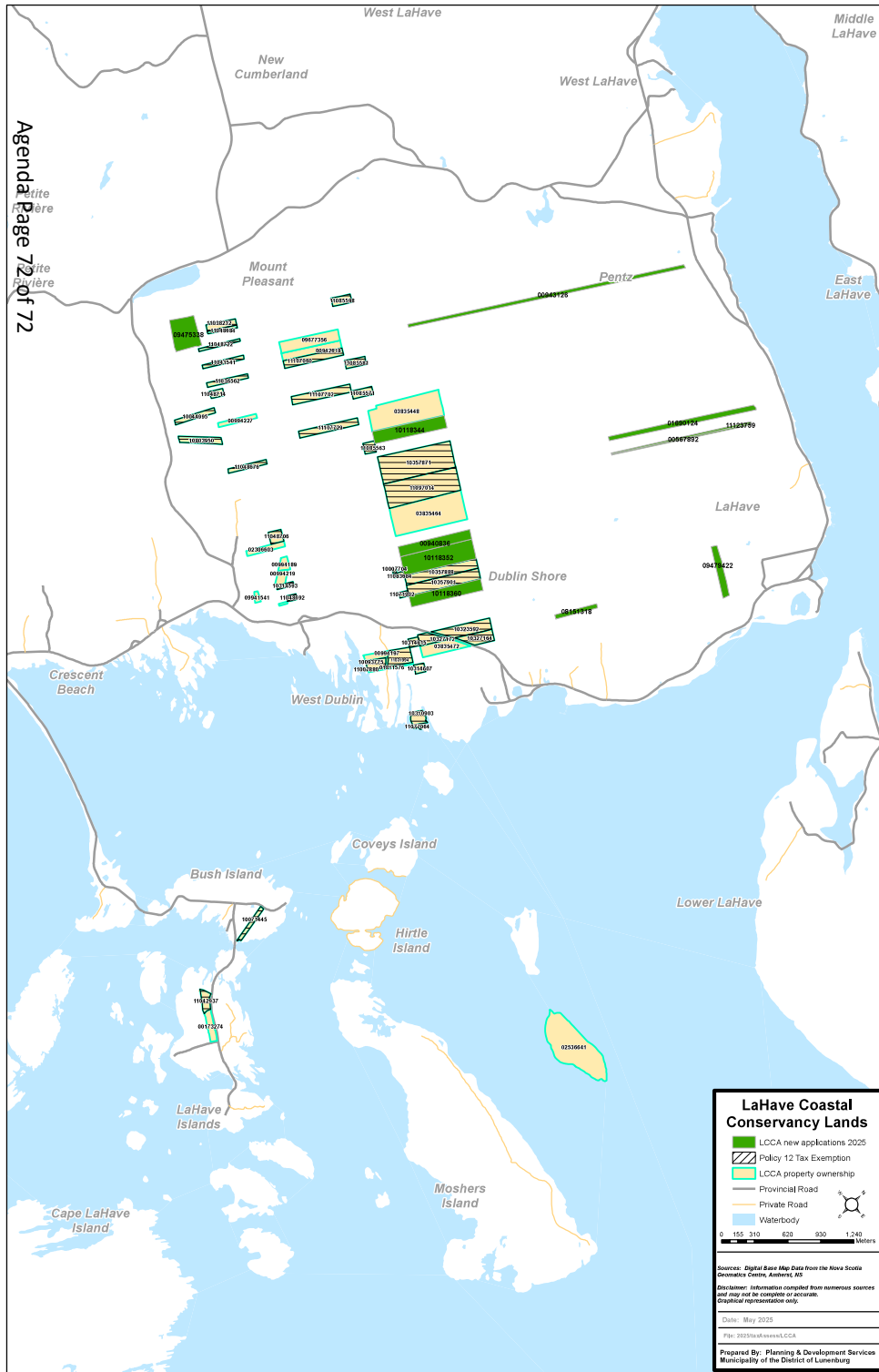


Pearl Pearce and Jim Sunderland loading a thousand trees into an off-road buggy that Andrew Kimball provided for a recent planting blitz. A big thank you to everyone.



A couple of Black Cherry Trees riding out to the islands.

[unsubscribe](#)



LaHave Coastal Conservancy Lands

- LCCA new applications 2025
- Policy 12 Tax Exemption
- LCCA property ownership
- Provincial Road
- Private Road
- Waterbody

0 155 310 620 930 1240 Meters

Sources: Digital Base Map Data from the Nova Scotia Geomatics Centre, Amherst, NS
 Disclaimer: Information compiled from numerous sources and may not be complete or accurate. Graphical representation only.

Date: May 2025

File: 2025LaHaveLCCA

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