



**WEST HANTS REGIONAL MUNICIPALITY
Committee of the Whole - Meeting Agenda
July 13, 2021 - 6:00 p.m.**

Council Chambers, 76 Morison Dr, Windsor and FB Livestream

Agenda is subject to change due to additions that may not be able to be reflected until after the meeting.

1. Call to Order
2. Attendance
3. Approval of the Agenda, including additions or deletions
 - a) Dashboard Action Items – Information Log
4. Declaration(s) of Conflict of Interest
5. Announcements
 - a) Community Spirit Plaque
6. Approval of Previous Meeting Minutes
 - a) 2021-06-08 Committee of the Whole minutes
 - b) 2021-06-01 Committee of the Whole - Budget Meeting Minutes
7. Presentations - None
8. Unfinished Business/Postponed Motions
 - a) Rural Internet Service for NS (standing item)
 - b) Dangerous or Unsightly Premises – Old Textile Mill (standing item)
 - c) Contracts & Agreements Listing – Information Report
 - d) Water Bi-monthly Billing – Information Report
9. Reports
 - a) CAO Activity Update – Information Report
10. Correspondence
 - a) Information
 - i. Avon Causeway Activity Log
 1. Current Correspondence as of July 13, 2021
 - ii. Government House (April 9, 2021) – Community Spirit Plaque
 - iii. Dept of Municipal Affairs, Minister Maguire (June 24, 2021) - Follow-up to meeting
 - b) Requests (for discussion) – None
11. New Business
 - a) HMCC 2020/21 Financial Statements - Recommendation Report
 - b) 2021 Panuke Road Booster Pump Package – Recommendation Report
 - c) First Nations Memorial – Request for Decision Report (Mayor)
 - d) Ardoise Hall Gas Tax Request – Request for Decision Report (Mayor)
 - e) Traffic Calming Measures – Request for Decision Report (Mayor)

- g) Temporary opening of Edward & Underwood - Request for Decision Report (B. Morton)
- h) Update re. Meeting with Minister (Verbal)
- i) Highway Twinning over the Avon River – Request for Decision Report (Ivey)

12. Public Participation Period

13. In-Camera

- a) Contract Negotiations (MGA S. 22(2)(e))
- b) Legal Matter (MGA. S. 22(2)(g))

14. Next Meeting Date / Adjournment

M - Motion
D - Direction/Discussion

West Hants Regional Municipality
Dashboard (Action List)
July 9, 2021

Green - Complete
Yellow - In-progress
Red - Not started

<u>Matter</u>	<u>Meeting</u>	<u>M/D</u>	<u>Start Date</u>	<u>Deadline / Update</u>	<u>Status</u>	<u>Resp.</u>
Internet Access Business Plan - CAO to initiate process for dev of a business plan to present to Council (may req. consultation with market/industry experts for the delivery of high-speed internet access for WHRM residents. (Cross-ref with 2020-09-08 COTW direction)	Council	M	2020-04-28 (M) 2020-09-08 (D)	As per 2021-02-09 COTW; revisit in 6 mths	Yellow	CAO
Sewer Billing Review - Staff explore what the sewer rates would be if sewer util. fees were put back on the taxes. (Tabled until after budget) (Also at 2020-04-14 COTW mtg)	COTW	M	2020-05-12		Yellow	CAO/Fin
Asset Mgmt (Strategic Sustainability) - Strategic Sustainability Plan is needed	COTW	D	2020-05-12	On-going until approx. Oct. 2022	Yellow	PW
Avon River Causeway (Aboiteau/Hwy. 101 Twinning) - CAO to initiate process for financial evaluation which may include feasibility study on potential economic opportunities that exist with each of the causeway/aboiteau options being considered with Hwy. 101 twinning proj. (Table motion until after Community Liaison Committee (CLC) meets)	COTW	M	2020-05-12		Red	CAO
Branding for Region - proceed with Branding project	Council	M	2020-05-26	2021-07	Yellow	CAO
PID 45245578 and portions of 45182797, 45245560, 45245552, 45184025, and 45182904 (Cogmagun Lands) - purchase as per Letter of Offer presented at 2020-06-09 COTW in-camera	Council	M	2020-06-23		Yellow	CAO

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James Salter (Funding Req) - Resurrection of wooden statue. Staff to meet with Mr. Salter re proposed project cost(s) and meet with Hantsport Fire Dept. to discuss potential preservation options & report back.	Council	M	2020-09-22	2021-05 (Mr. Salter has advised this isn't immediate)		CAO
Pedestrian Signage and Barriers - Have consistent and align with Branding outcomes. Staff prepare report for 2021/22 Capital & Operating budgets. (These items should be incorporated into our growth centres). Staff report back.	Council	M	2020-09-22	Align with Branding outcomes 2021-07		PW/Comm. Dev
Diversity & Inclusion Committee (from Meeting & Committee Procedural Policy Amendments) - Advertise for Committee members and mobilize the committee	COTW	M	2020-10-13	2021-05 (also with Rad Consulting Engagement Sessions)		CAO
Burning Permit/Outdoor Fires - Staff review existing Fire-related by-laws	COTW	D	2020-11-10	2021-06		CAO/Fire Chiefs
In-Camera - (b)MGA 22(2)(a) Acquisition, Sale, Lease and Security of Municipal Property – Land Sale - Proceed with next steps/presentation						
(2021-02-23 Item 16(c)) - Expend funds for property evaluation on Mun-owned properties	COTW Council	D M	2020-11-10 2021-02-23	2021-01 2021-06		CAO
Service Contracts (discussed under Item 15(a)) - That staff forward a list (provide access) of all service contracts to Council so Council is aware and can look for potential cost-savings	Council	M	2021-01-26 2021-05-25	2021-07		CAO

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Corres (NS Firefighters Benevolent Fund) - Review if capacity during budget meetings	COTW	D	2021-03-09	2021-06 Budget Mtgs		Fin
Water Billing Information - Staff report back to Council on cost to produce water bill bi-monthly	COTW	D	2021-03-09	2021-06		Fin
Panuke Rd Event - Event to be arranged by Mayor	COTW	D	2021-03-09	2021-06		Mayor
Noise By-law - Staff revise by-law (Peace and Good Order)	Council	M	2021-03-23	2021-07		Planning/ CAO
Cheverie Land Exchange - Agree	Council	M	2021-03-23	2021-05		CAO
Sewer Billing - Staff prepare education material for utility users	Council	D	2021-03-23	2021-06		CAO/Fin
Dangerous or Unsightly (old Textile Mill) - Staff to follow-up with property owners re. insurance. Owners granted a couple of months to address issues.	COTW	D	2021-04-13	2021-07		CAO
Newport Station Food Hub Paving Driveway & Lease - Staff review if existing lease pertains to Newport Station Food Hub or previous owners. Establish new lease if need be.	COTW	D	2021-05-11	2021-07		CAO
65 Fort Edward St Properties - Deem surplus and list for sale	Council	M	2021-05-05	2021-06		CAO
Avon River Causeway Aboiteau Gates - Staff to get clarity from DFO/Dept. Agr if the gates opening is for 10 minutes or a minimum of 10 minutes.	Council	D	2021-05-25	2021-06		CAO
Dog Park - Staff review historical information related to dog park feasibility	COTW	D	2021-06-08	2021-08		Comm. Dev
Rural internet - Staff look into Walker Rd status	COTW	D	2021-06-08	2021-07		CAO
Regional Caucus - Clr Murley to present information on possibilities	COTW	D	2021-06-08	2021-06-22		Murley

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Glooscap First Nation & WHRM Council Meeting - Send formal invite for a meeting	COTW	M	2021-06-08	2021-06-22		Mayor

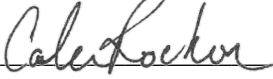
WHRM Service Agreements		Finished	Mun provides service		Formal Agreement (A) or Invoice Based (I)
Part 1	Part 2	Start	End year	Subject	
Municipality of the District of West Hants	McInnes Cooper Kent & Duffet	Jun. 13, 2017	Jun. 13, 2022	Legal Audit	A
GFL Environmental Inc.	Municipality of the District of West Hants	Feb. 23, 2004	2030	Landfill	A
Municipality of the District of West Hants	Royal Environmental Inc (Regroup)	Apr. 1, 2018	Mar. 31, 2023	Waste Collection	A
Royal Bank of Canada	Municipality of the District of West Hants	Oct. 1, 2018	Sep. 30, 2021	Banking	A
Royal Bank of Canada	Municipality of the District of West Hants	Nov. 8, 2016		Banking	A
Canada / Public Safety Canada (RCMP)	West Hants Regional Municipality	Apr. 1, 2020	Mar. 31, 2032	Policing	A
Glooscap First Nation	Town of Hantsport	2004	auto renewal	Hantsport Water	A
Municipality of the County of Kings / HFD	Municipality of the District of West Hants	Apr. 1, 2018	Mar. 31, 2020	Fire protection	A
Municipality of the District of West Hants	Scotia Recycling Limited	Apr. 1, 2018	Mar. 31, 2023	Recycling	A
GFL Environmental Inc.	Municipality of the District of West Hants	Jul. 1, 2009	Dec. 31, 2030	Sewage Lagoon Ops	A
Municipality of the District of West Hants	FracFlow Consultants	Apr. 1, 2017	Apr. 1, 2021	Landfill Monitoring	A
Association of Municipal Administrators	Windsor-West Hants (Stronger Region)	Aug. 1, 2019	Jul. 31, 2022	IT Software	A
Custom Page Media & Consulting	Municipality of the District of West Hants	Apr. 1, 2017	Mar. 31, 2022	IT - support	A
Municipality of the District of West Hants	Diamond Software Inc.	Feb. 15, 2008	auto renewal	IT Software	A
RICOH Canada Inc	Municipality of the District of West Hants	Feb. 7, 2018	Feb.6, 2019	IT Software	A
RICOH Canada Inc	Municipality of the District of West Hants	Feb. 7, 2019	Feb.6, 2020	IT Software	A
Municipality of the District of West Hants	PROCOT Data Services	Oct. 18, 2016	auto renewal	IT Software	A
Municipality of the District of West Hants	Microsoft	Mar. 17, 2014	auto renewal	IT Software	A
Municipality of the District of West Hants	Itiron	2008	auto renewal	IT Software	A
Municipality of the District of West Hants	MorneauShepell	Jun. 1, 2015	auto renewal	HR	A
West Hants Regional Municipality	Bark "n" Meow Pet Place	as needed		Pound keeping	I
Property Valuation Services Corporation	Municipality of the District of West Hants	Jul. 18, 2012	auto renewal	IT Software	A
Municipality of the District of West Hants	Valley Communications Inc	Jul. 1, 2017	Jun. 30, 2020	FireDispatch Services	A
Municipality of the District of West Hants	Province - Service NS & Municipal Relations	01-May-07	auto renewal	GIS Information sharing	A
Municipality of the District of West Hants	Workplace Essentials	May. 9, 2017	Nov. 9, 2022	IT Hardware	A
Town of Hantsport	Province - NS Public Safety and				
Town of Hantsport	Field Communications	Sep. 18, 2007	auto renewal	Communications -TMR Radio EOC	A
(Hantsport Fire Department)	Province - NS Public Safety and				
Municipality of the District of West Hants	Field Communications	Sep. 26, 2006	auto renewal	Communications -TMR Radio HFD	A
	Property Valuation Services Corporation	Jan. 11, 2019	auto renewal	Service Level Agreement - Finance	A
Municipality of the District of West Hants	Esri Canada	2016	auto renewal	IT Software	A
Municipality of the District of West Hants	G. K. Morse	Mar. 15, 2019	Until Complete	Water	A
Dillion Consulting Limited	West Hants Regional Municipality	Jan. 11, 2021	Dec. 31, 2021	Monitoring Old Landfill Sewer lagoon	A
West Hants Regional Municipality	ICN Property Solution	Nov. 15, 2020	Apr. 15, 2021	Snow Removal	A
West Hants Regional Municipality	McAdoo's Lawn Care & Excavating	Nov. 15, 2020	Apr. 15, 2021	Snow Removal	A
Municipality of the District of West Hants	Nova Scotia Power	Jul. 24, 2019	auto renewal	electrial power	A
Mrs. Margaret MacPherson	Town of Windsor	Aug. 4, 1999	Aug. 4, 2024	sewer services	A
Province - Service NS & Municipal Relations	Municipality of the District of West Hants	Feb. 21, 2017	auto renewal	IT Software	A
West Hants Regional Municipality	REWS Development Inc.	Aug. 20, 2020	Aug. 19, 2023	Property Cleanup	A
West Hants Regional Municipality	GFL Environmental Inc	Apr. 1, 2021	Mar. 31, 2023	Waste Collection	A
West Hants Regional Municipality	Valley Communications Inc	Jul. 1, 2020	Jun. 30, 2025	Emergency Dispach Services	A
West Hants Regional Municipality	Windsor Landscaping	Nov. 15, 2020	Apr. 15, 2021	Snow Removal	A
West Hants Regional Municipality	W. K. Sharps & Sons Contractors	Aug. 20, 2020	Aug. 19, 2023	Property Cleanup	A
Province - Service NS & Internal Services	West Hants Regional Municipality	Feb. 3, 2021	auto renewal	Parking	A
West Hants Regional Municipality	GFL Environmental Inc	Mar. 9, 2021	Mar. 31, 2024	Waste Collection	A
GFL Environmental Inc.	Town of Windsor	Nov. 25, 2005	Dec. 31, 2031	Waste Disposal	A
Service NS and Municipal Relatations	Town of Windsor	Jul. 6, 2006	auto renewal	IT Software	A
Property Valuation Services Corporation	Town of Windsor	Jul. 4, 2012	auto renewal	IT Software	A
Landmark Geographic Solutions Inc.	Town of Windsor	Sep. 11, 2012	auto renewal	IT Software	A
Municipality of the County of Colchester	Town of Windsor	Apr. 1, 2012	Mar. 31, 2022	Recycling	A
High Tide Eco Management	Town of Windsor	Oct. 1, 2015	Sep. 30, 2020	Waste Collection	A
Town of Windsor	Property Valuation Services Corporation	Dec. 17, 2015	auto renewal	IT Software	A
Town of Windsor	Property Valuation Services Corporation	Feb. 1, 2015	auto renewal	IT Software	A
Town of Windsor	Diamond Software Inc.	Feb. 1, 2012	auto renewal	IT Software	A
Bell Aliant	Town of Windsor	Sep. 1, 2017	Dec. 31, 2019	IT Phones	A
Town of Windsor	Ricoh Canada Inc	May. 30, 2017	May. 30, 2022	IT Hardware	A
Town of Windsor	Ricoh Canada Inc	May. 30, 2017	May. 30, 2022	IT Hardware	A
Town of Windsor	Property Valuation Services Corporation	Dec. 20, 2018	auto renewal	Service Level Agreement - Finance	A
West Hants Regional Municipality	Applied Geologics Inc. (AGL)	2020	auto renewal	IT Software	I
West Hants Regional Municipality	Rentokill Pest Management		auto renewal		I
West Hants Regional Municipality	PraxAir		auto renewal	Public Works	I
West Hants Regional Municipality	Alpha Chemical			Water / Wastewater	I
West Hants Regional Municipality	Reid Davis Trucking			Roads	I
West Hants Regional Municipality	Ultramar			Facilities	I
West Hants Regional Municipality	Northridge Farm			Waste Collection	I
West Hants Regional Municipality	Jani-King			Facilities	I
West Hants Regional Municipality	Irving - Propane			Facilities	I
West Hants Regional Municipality	Ernie Septic Service			Water / Wastewater Facilities	I
West Hants Regional Municipality	Basil Ettinger			Windsor WTP Roadway	I
West Hants Regional Municipality	Black & Macdonald			Traffic Control Lights	I
West Hants Regional Municipality	Carmicheal Engineering			Maintenance	I
West Hants Regional Municipality	EXP Engineering			Consulting Services	
West Hants Regional Municipality	Dillion and DesignPoint			Consulting Services	
West Hants Regional Municipality	WSP			Consulting Services	
West Hants Regional Municipality	CBCL			Consulting Services	
West Hants Regional Municipality	Axemen Excavation			Roads / Water	I
West Hants Regional Municipality	McAdoo's Lawn Care & Excavating			Roads / Water	I
West Hants Regional Municipality	Wayne Dimocks Trucking & Excavating			Roads / Water	I
West Hants Regional Municipality	Windsor Landscaping			Roads / Water	I
The Nova Scotia Museum (Haliburton House)	West Hants Regional Municipality	Dec. 25, 2020		Trails	A
West Hants Regional Municipality	Nova Propane			propane for the Zamboni	I
West Hants Regional Municipality	Irving Oil				I
West Hants Regional Municipality	Orin Levy Fuels				I
West Hants Regional Municipality	Burgess Property Service		auto renewal	Trails	I
Trans Canada Trail	West Hants Regional Municipality	Oct. 19, 2020		Trails	A
West Hants Regional Municipality	Cummins Canada ULC	Jun. 1, 2020	Mar. 31, 2022	Generator maintance	A
West Hants Regional Municipality	Microsoft 365		auto renewal	IT Software	I
West Hants Regional Municipality	BookKing		auto renewal	IT Software	I
West Hants Regional Municipality	Adobe Acrobat		auto renewal	IT Software	I
West Hants Regional Municipality	HIPPO CMMS		auto renewal	IT Software	I
West Hants Regional Municipality	Kent & Duffet	Feb. 23, 2021	2025	Audit	



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☒	Recommendation ☐	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: 
Carlee Rochon, Director, Financial Services

Date: July 13th, 2021

Subject: **Water Billing Cycle – Bi-Monthly Alternative**

LEGISLATIVE AUTHORITY

Nova Scotia Utility and Review Board Regulations for: West Hants Water Utility and Windsor Water Utility

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☒	Councillor Activity ☐
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In March 2021, Council directed staff to provide the cost associated to switching it quarterly billing cycle to bi-monthly billing cycle. Staff were also directed to see if the base rates could be switched to a flat fee versus 90/pro-rated fee. Council indicated that it may ease the financial demand each quarter on the utility customers.

The water utilities are under the jurisdiction of the Nova Scotia Utility and Review Board (NSURB), as set out in the Board's Order and any changes to the billing frequency, would require a Rate Hearing to change the rates, and make the corresponding changes to the rules and regulations.

DISCUSSION

Bi-Monthly Cycle

Staff took note of the time, and resources relating to the billing cycle from water read reports to suspension of services.

There are four key phases within each water cycle, reads, bills, reminders, suspension of services. Each one of these phases has an allotted time to complete, from start to finish these phases take 93 days. (18 days – reads, 15 days – bill preparation, 5 days

– Printer & Mailing, 30 days – Bills Due, 10 days – Grace Period & Reminders, 5 Days – Internal Grace Period, 10 day – Suspension of Services)

If we were to move to bi-monthly billing we would need to adjust this cycle, we would also need additional staff or the reprioritization of existing staff to support the shorter timeline.

Cost per billing cycle is dependent on the number of accounts and the number of outstanding accounts when reminders are sent. Below are costs from the previous billing cycle and estimates from Public Works on required equipment and supplies.

Costs:

Water Bills (Print & Stuff)	\$1,415
Public Works – Read Cost	\$2,252
Postage	\$3,765
Reminder (Print & Stuff)	\$475
Postage	\$680
Public works – Suspension of Service Costs	\$7,926
Plus 5% Other costs (i.e. door knockers, etc.)	\$860
Total:	\$17,373 per cycle

It takes about 1000 hours from the start of the cycle to end of the cycle for staff from both Financial Services and Public Works (12 staff), which works out to \$56,000 in salary expenses.

The total four billing cycle expense (costs and staffing) would be estimated at \$293,492. Noting that this does not reflect any special services required, such as inserts, financial or read system support, rate study, UARB hearing, and public communication.

Additional resources would be required to support and perform a bi-monthly billing cycle, such as additional water utility clerk, and financial investment in drive-by reading capability.

Bi-monthly billing will not change the annual usages or total financial impact annually on the utility customer, it would give them the ability to increase their payment frequency. Noted in the alternative section below, are two other options that currently allow customers to increase their payment frequency but do not increase municipal costs.

Flat vs. Prorated Base

On average the estimated revenue generated on a daily basis within the utility related to the base charge is \$3,191 a day, going to a flat fee based on 90/days works out 360 days being billed per year, removing 5 days from the annual billing cycle.

FINANCIAL IMPLICATIONS

Based on the above a high-level estimate assuming staff capacity and UARB approval, the costs to move to six billing cycles would increase by \$146,746, before any additional costs needed to support the move to a bi-monthly billing cycle.

Removing 5 days from the annual billing cycle will results \$15,956 reduction in water utility revenue and \$14,422 in the sewer revenue.

ALTERNATIVES

Utility customers have the following options available to them to assist with financial demands each quarter.

- Pre-authorized payment – which is administered through the Municipality, and is a monthly payment withdrawn from the customer account. The customer would build a credit that would come off the quarterly billed about owed.
- Telebanking In-person or mailed payments – managed by the customer. Customers can pay more frequently and build credits on their account to be applied against their quarterly billed amount as long as the account is in good standing by suspension of service deadline.

ATTACHMENTS

N/A

CHIEF ADMINISTRATIVE OFFICER REVIEW

Recognizing the report is an information report and does not include a recommendation, I will state it is not advisable that a bi-monthly billing cycle be considered. Increasing the frequency of billing increases the cost to the utility user due to the added resources required to conduct the added billing x 2.

Further noting it is staff's understanding that residents preferred the ability to pay more frequently for their water consumption vs in lumps sums. The alternatives currently provided to residents through one of the two options provides for "Budget Billing or Budget Payments" as an option traditionally offered through home heating or electric utility service providers.

Perhaps better promotion of these options can be communicated to the public ensuring they are aware of these options.

Report Prepared by: 
Carlee Rochon, Director, Financial Services

Report Approved by: 
Mark Phillips, Chief Administrative Officer

West Hants Regional Municipality
July 13, 2021
Chief Administrative Officer Report



The following report captures activities and events between April 13, 2021 and the date of the report.

Governance

- COTW and Council meetings continue to meet during Covid. The Council environment will adjust pending changes from the Province as it relates to in-person meetings.
- Chief Administrative Officer Annual Review – The annual review process is nearing completion. A model created by the Canadian Association of Municipal Administrators (CAMA) is being used as the evaluation model. The CAO is to return to Council the summation of notes and comments from the review.
- Highway 101 Twinning Project / Causeway – The Honorable Bernadette Jordan, Federal Minister for Oceans and Fisheries was present for a meeting with, MP Kody Blois, Mayor Zebian and I on July 8, 2021. The Minister visited key locations along the Avon River system and Lake Pisiquid to observe the changes in the landscape and river systems resulting from her departments' orders. The meeting provided the opportunity for the Minister to express the obligation of DFO to adhere strictly to the Fisheries Act. She spoke to the ongoing commitment to maintain consultation with First Nation representatives and Provincial Departments of Agriculture and Transportation and Active Transportation as it relates to the current gate system and pending design of a future structure and its operation. The Minister expressed her thorough understanding of the issues and concerns being raised and is looking forward to ongoing discussions with the Province to address their highway twinning schedule and components requiring her approval and feedback. She made a commitment to maintain ongoing communications with the Mayor so that we can become more aware of ongoing discussions, decisions and outcomes impacting the area.

Administration

- Cogmagun Land(s) Purchase Process Update – The registration of the lands is now being concluded through our solicitor's office. Final sales will be conducted when the lands are registered, and agreements are signed.
- Former Hantsport Municipal Complex – The former municipal complex at 20 Main Street, Hantsport has been sold to Virginia and Glen Deering who intend to relocate their current business "The Barking Bean". The best of luck to the Deering's and thank

you for your commitment to our community and the next phase of your business growth.

- The Municipal Complexes – Appraisals are completed for 100 King Street and 76 Morison Drive. A small working group will be created with three (3) members of Council and three (3) members of staff to continue to review and recommend which building we proceed with as the future municipal complex. This work will be carried out over the summer.
- Social Committee / Council – The planning for an in-person staff appreciation event has been rescheduled. It is hopeful an event can be planned for the summer months.

Finance

- Valley Community Fibre Network (VCFN) – A date in July is being confirmed for the annual AGM for the VCFN.
- Canada Community Revitalization Fund (CCRF) – Director Kehoe, Rochon and I have reviewed our current year and future 5 Year Capital budget for municipal projects that we may be eligible for funding under the newly released CCRF.
“The Canada Community Revitalization Fund (CCRF) aims to help communities across Canada build and improve community infrastructure projects so they can rebound from the effects of the COVID-19 pandemic. With a national investment of \$500 million over 2 years, the Fund’s purpose is to support not-for-profit organizations, municipalities and other community groups, as well as Indigenous communities”
 - build new community infrastructure and revitalize existing assets
 - bring people back to public spaces safely as health measures ease
 - create jobs and stimulate local economies

Community Development

- Hantsport Foodbank - The Foodbank has been relocated to the Foundry Rd.
- Sports Complex Parking – Director Kehoe and I have met with Agricultural Society representatives regarding the expansion of the parking lot for the Sports Complex. Early discussions include the expansion of the parking on the rear of the building on municipal owned lands as well as lands between the existing parking and Wentworth Rd owned by the society. At this time, it is anticipated gravel parking may be the best solution in the short-term pending future development plans by the Agricultural Society on their lands.
- Trail Development – A joint project between East Hants and the West Hants Regional Municipality is progressing to complement existing trail networks between our communities. Progress is pending discussions by East Hants and their Council.
- Surplus Municipal Parkland – staff are conducting a review of existing parklands and all lands owned by the Municipality. Through this process it is anticipated select lands may be deemed as surplus and presented to Council for their consideration and potential sale. A report is expected in September for Council’s review.

Planning and Development

- Planning Advisory Committee / Heritage Advisory Committee (PAC/HAC) Meeting – The committee met on July 8th. Ongoing amendments and development agreement related items are being processed to accommodate development enquiries. In addition, solar panel policies were reviewed.
- Wind Farms - Two separate wind farm projects have been presented to the Municipality as potential projects. They are both conceptual at this time and require the security of lands, permit approvals, etc...

Economic Development

- Community Branding – The Community Branding Committee continues to meet as the final touches are being made to the brand logo and brand tagline / messaging. The community brand rollout process is now being considered.
- Develop Nova Scotia (DNS) – DNS, The Windsor Township Business Association (WTBA) and staff are planning a series of events this summer to attract residents and visitors to the Windsor Business District and the waterfront to support the Place Making Project awarded to the area. A grant will be provided by DNS to support the costs of events and materials and supplies to carry out the activities. Expect activities to take place in August and September. During the events residents will be asked to provide feedback and input that will influence a future “Place Making Project” for the waterfront.

Public Works and Infrastructure

- Hantsport Fire Station – Demolition has begun at the site and the project will continue as awarded. Fire Fighting Operations have been successfully relocated to Chittick Ave and the PWs buildings during the demo and construction phases.

Protective Services

- Regional Fire Services – A Joint Chief’s meeting is scheduled on July 15th. Subcommittee meeting work will be reviewed as well as outstanding apparatus deliveries, a draft honorarium policy and draft bylaws.
- Kings County Fire Service Agreement(s) – Fire service agreements for the provision of HFD services provided to residents of Kings County have been drafted for review by Council in-camera. Agreements address the construction of the new HFD Station and ongoing fire services.
- REMO – Covid meetings occur monthly with the following stakeholders and representatives; Incident Commander, REMO Coordinator, Nova Scotia EMO, Finance, Community Development, Planning, Public Works, NSTIR, Fire, RCMP, IT, Department of Community Services, Hants Community Hospital, Glooscap 1st Nations, Communications, Safety and Logistics. Rick Sherrard continues to work on the following initiatives that

have been outstanding. Rick will continue in his revised roll until September of this year to complete the scheduled work.

- Revision of WHRMEMO Plan
- Co-Creation of Remote Rural Emergency Response Pilot Presentation
 - EMO
 - RCMP
 - Fire
- Planning and Ops Committee Meetings
- Table-Top Exercise Preparation
- Ongoing
- Covid – The municipality continues to adapt in response to changing Covid protocols. As reported through emails, operations have been modified to respond to Covid impacts.

Sincerely,

Mark Phillips

Mark Phillips
Chief Administrative Officer
West Hants Regional Municipality

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Danny	Dill	2020-06-30	2020-07-14 COTW
Quentin	Davison	2020-07-06	2020-07-14 COTW
Alyson	Bremner	2020-07-07	2020-07-14 COTW
Cecil	Rolfe	2020-07-13	2020-07-14 COTW
Pat	Porter	2020-07-13	2020-07-14 COTW
Nikki-Marie	Lloyd	2020-08-02	2020-09-08 COTW
Heather	Boylan (Martock)	2020-09-01	2020-09-08 COTW
Greg	O'Leary	2020-09-03	2020-09-08 COTW
Dr. Abby	Kirumira	2020-09-02	2020-09-08 COTW
Dean	Manning	2020-09-08	2020-09-08 COTW
David & Michelle	Rideout	2020-09-08	2020-09-08 COTW
Colleen	Walsh-Bouman	2020-09-08	2020-09-08 COTW
Nicholas & Alyson	Juurlink/Bremner (Linked Farms)	2020-09-08	2020-09-22 Council
Tasha	Rogers	2020-09-08	2020-09-22 Council
Brad	Carrigan	2020-09-23	2020-10-13 COTW
Karen	Carrigan	2020-09-23	2020-10-13 COTW
Elaine	Morehouse	2020-09-24	2020-10-13 COTW
Gary	Morehouse	2020-09-24	2020-10-13 COTW
Dr. A	Kirumira	2020-09-24	2020-10-13 COTW
Blake	Sarsfield	undated	2020-10-13 COTW
Greg	Webster	2020-10-01	2020-10-13 COTW
Bobby	Kidston	2020-10-02	2020-10-13 COTW
NSTIR	(Province of NS)	2021-01-13	2021-01-26 Council
Darren	Porter	2021-03-19	2021-03-23 Council
Rylan	Carrigan	2021-03-29	2021-04-13 COTW
Robin	Bremner-Popma (Hants Co Fed of Agri)	2021-03-29	2021-04-13 COTW
Roslyn	MacDuff	2021-03-29	2021-04-13 COTW
Darlene	Taylor	2021-03-23	2021-04-13 COTW
Daniel	Oulton	2021-03-26	2021-04-13 COTW
Karen	Carrigan	2021-03-26	2021-04-13 COTW
Marie & Andrew	Connolly	2021-03-26	2021-04-13 COTW
Robin	Thomson (Atlantic Division Canoe Kayak Canada)	2021-03-30	2021-04-13 COTW
Barbara	Hughes	2021-03-29	2021-04-13 COTW
Laura	Fisher	2021-04-01	2021-04-13 COTW

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Nikki-Marie	Lloyd	2021-04-06	2021-04-13 COTW
Ken	Donnelly (Hwy 101 Twinning CLC)	2021-04-01	2021-04-13 COTW
Darren	Porter	2021-04-06	2021-04-13 COTW
Karen	Lynch	2021-04-09	2021-04-13 COTW
Carilee	Eddy	2021-04-15	2021-04-27 Council
Nikki-Marie	Lloyd	2021-04-19	2021-04-27 Council
Sheldon	Hope	2021-04-19	2021-04-27 Council
Adrienne	Wood	2021-04-22	2021-04-27 Council
Magda	Montgomery	2021-04-22	2021-04-27 Council
Sheldon	Hope	2021-04-26	2021-04-27 Council
Andrew	Smiley	2021-05-02	2021-05-11 COTW
Carrilee	Eddy	2021-05-03	2021-05-11 COTW
Denise	Forand	2021-04-27	2021-05-11 COTW
Erin	Naugler	2021-05-02	2021-05-11 COTW
Janet	Comeau	2021-05-02	2021-05-11 COTW
Kristyn	Anderson	2021-05-02	2021-05-11 COTW
Laura	Fisher	2021-04-01	2021-05-11 COTW
Nick	Rafuse	2021-05-03	2021-05-11 COTW
Nicole	McLeod	2021-05-02	2021-05-11 COTW
Robyn	Cook	2021-05-02	2021-05-11 COTW
Sheldon	Hope	2021-05-02	2021-05-11 COTW
Tammy	Hilden	2021-05-02	2021-05-11 COTW
Tracey	Sexton	2021-05-03	2021-05-11 COTW
Ginette	Pitcher	2021-05-03	2021-05-11 COTW
Greg	Miller	2021-05-05	2021-05-11 COTW
David & Michelle	Rideout	2021-05-05	2021-05-11 COTW
Sylvia & Vince	Burgess	2021-05-05	2021-05-11 COTW
Scott (Adrienne)	Miniau (Wood)	2021-05-03	2021-05-11 COTW
Barbara	Sullivan	2021-05-06	2021-05-11 COTW
Sandra & Skip	Hogan	2021-05-06	2021-05-11 COTW
Marie & Andrew	Connolly	2021-05-06	2021-05-11 COTW
Karen	Carrigan	2021-05-07	2021-05-11 COTW
Adrienne	Wood (Petition)	2021-05-07	2021-05-11 COTW
Lisa	Hines	2021-05-07	2021-05-11 COTW

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Cam	Hartley	2021-05-07	2021-05-11 COTW
Troy & Vicki	Harvie	2021-05-07	2021-05-11 COTW
Jenn	McDermott	2021-05-08	2021-05-11 COTW
Jennifer	Daniels	2021-05-09	2021-05-11 COTW
Krista & Colin	Duncan	2021-05-09	2021-05-11 COTW
Robin	Bremner-Popma	2021-05-07	2021-05-11 COTW
Roslyn (Darlene) [Barb]	MacDuff (Taylor) [Hughes]	2021-05-08	2021-05-11 COTW
Wayne & Dianne	Hines	2021-05-09	2021-05-11 COTW
Bob & Sandra	Langdon	2021-05-10	2021-05-11 COTW
Brad	Hood	2021-05-10	2021-05-11 COTW
Ed & Cathy	Kerr	2021-05-10	2021-05-11 COTW
Ann	MacArthur	2021-05-10	2021-05-11 COTW
Carole Anne	Casey	2021-05-10	2021-05-11 COTW
Sarah	MacDonald	2021-05-10	2021-05-11 COTW
Andre & Donna	Arsenault	2021-05-11	2021-05-11 COTW
Aaron	Leblanc	2021-05-12	2021-05-25 Council
Adrian	Rooney	2021-05-19	2021-05-25 Council
Adrienne	Wood	2021-05-12	2021-05-25 Council
Barb	Sullivan	2021-05-16	2021-05-25 Council
Barbara	Beck	2021-05-15	2021-05-25 Council
Bethany	Rozee	2021-05-12	2021-05-25 Council
Carl	Siler	2021-05-12	2021-05-25 Council
Carol	Bradley	2021-05-16	2021-05-25 Council
Carol	McKinley	2021-05-12	2021-05-25 Council
Chad	Pothier	2021-05-18	2021-05-25 Council
Chris	Cann	2021-05-21	2021-05-25 Council
Connie	Shay	2021-05-15	2021-05-25 Council
Conrad	Mullins	2021-05-18	2021-05-25 Council
Darlene	Taylor	2021-05-15	2021-05-25 Council
Darren	Porter	2021-05-12	2021-05-25 Council
Darren	Woods	2021-05-13	2021-05-25 Council
Dawson	Sheehy	2021-05-16	2021-05-25 Council
Deanna	Hamilton	2021-05-15	2021-05-25 Council
Debbie	Porter-Wood	2021-05-13	2021-05-25 Council
Debbie	Siler	2021-05-15	2021-05-25 Council
Denise	Forand	2021-05-13	2021-05-25 Council

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Devan	Archibald	2021-05-18	2021-05-25 Council
Diane	Ogilvie	2021-05-13	2021-05-25 Council
Erin	Naugler	2021-05-13	2021-05-25 Council
Ernest	Eddy	2021-05-15	2021-05-25 Council
Gerry	Young	2021-05-15	2021-05-25 Council
Gina	Cochrane	2021-05-12	2021-05-25 Council
Harry	Ullock	2021-05-15	2021-05-25 Council
Hope	Moon	2021-05-12	2021-05-25 Council
Ian	Shaw	2021-05-16	2021-05-25 Council
J	Davis (and J Griffith)	2021-05-17	2021-05-25 Council
Jacqueline	Farvacque	2021-05-12	2021-05-25 Council
Jayne	Murray	2021-05-16	2021-05-25 Council
Jeff	Redden	2021-05-17	2021-05-25 Council
Jennifer	Shaw	2021-05-16	2021-05-25 Council
Jocelyne	Marchand	2021-05-12	2021-05-25 Council
John & Sarah	Monette	2021-05-19	2021-05-25 Council
Jordan	Macumber	2021-05-12	2021-05-25 Council
Josette	Dugue	2021-05-12	2021-05-25 Council
Judy	Lynch	2021-05-13	2021-05-25 Council
June	Pedersen-LaPierre	2021-05-15	2021-05-25 Council
Justin	Cochrane	2021-05-12	2021-05-25 Council
Karen	Lynch	2021-05-18	2021-05-25 Council
Kathryn	Bergeron	2021-05-16	2021-05-25 Council
Kathy	Veinot	2021-05-15	2021-05-25 Council
Kyle	Pellegrini	2021-05-12	2021-05-25 Council
Lachlan	Riehl	2021-05-12	2021-05-25 Council
Laura	Stewart	2021-05-19	2021-05-25 Council
Lee	Billington	2021-05-12	2021-05-25 Council
Lee	Millett	2021-05-12	2021-05-25 Council
Lexie	Barkhouse	2021-05-12	2021-05-25 Council
Linda	Card	2021-05-11	2021-05-25 Council
Monique	Wood	2021-05-16	2021-05-25 Council
Nancy	Sheehy	2021-05-16	2021-05-25 Council
Nancy	Sheehy	2021-05-18	2021-05-25 Council
Nikki-Marie	Lloyd	2021-05-12	2021-05-25 Council
Nikki-Marie	Lloyd	2021-05-17	2021-05-25 Council

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Olena	Kharytonova	2021-05-15	2021-05-25 Council
Pat	Porter	2021-05-12	2021-05-25 Council
Paula	Lake	2021-05-12	2021-05-25 Council
Robert	Bowkett	2021-05-18	2021-05-25 Council
Roslyn	MacDuff	2021-05-15	2021-05-25 Council
Ruth	Angevine	2021-05-13	2021-05-25 Council
Scotch Village	Farm	2021-05-19	2021-05-25 Council
Shirley	Pineo	2021-05-12	2021-05-25 Council
Stephen	Brooks	2021-05-12	2021-05-25 Council
Trudy	Sheehy	2021-05-17	2021-05-25 Council
Steven	Bouman	2021-05-17	2021-05-25 Council
Sue	Sheehy	2021-05-14	2021-05-25 Council
Susie	Smith	2021-05-12	2021-05-25 Council
Tasha	Rogers	2021-05-12	2021-05-25 Council
Tera	Brommit	2021-05-17	2021-05-25 Council
Toni-Lee	Burns	2021-05-12	2021-05-25 Council
Tony	Wood	2021-05-18	2021-05-25 Council
Tracey	Sexton	2021-05-16	2021-05-25 Council
Trevor	Levy	2021-05-12	2021-05-25 Council
Tricia	Brommit	2021-05-17	2021-05-25 Council
Vince & Sylvia	Burgess	2021-05-16	2021-05-25 Council
Loretta	MacEachern	2021-05-20	2021-05-25 Council
Tim & Jennifer	Bayers	2021-05-21	2021-05-25 Council
Darlene	Taylor	2021-05-25	2021-06-08 COTW
Darlene	Taylor	2021-05-25	2021-06-08 COTW
Darren	Porter (forwarded email from/to another source)	2021-05-27	2021-06-08 COTW
Dawn	Allen	2021-05-25	2021-06-08 COTW
John	Monette	2021-05-25	2021-06-08 COTW
Richard	Dunham	2021-05-25	2021-06-08 COTW
Carrilee	Eddy	2021-06-06	2021-06-22 Council
Darlene	Taylor	2021-06-09	2021-06-22 Council
Darren	Porter	2021-06-06	2021-06-22 Council
Lisa	Bland	2021-06-08	2021-06-22 Council
Krista & Scott	Lloy	2021-06-07	2021-06-22 Council
Nancy	Sheehy	2021-06-06	2021-06-22 Council
Karen	Beazley	2021-07-06	2021-07-13 COTW

Avon River Causeway Correspondence

(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

[illegible]

1041 Wellington St, Unit 403, Halifax, NS B3H 4P5

July 6, 2021

Fisheries, Oceans and the Canadian Coast Guard, min@dfo-mpo.gc.ca

Honourable Bernadette Jordan, Minister;

Re: Twinning of Highway 101 across Avon River, Nova Scotia

On behalf of myself and other adult members of my family, please accept our attached letter respecting fish passage associated with twinning Trans-Canada Highway 101 across the Avon River, a major tidal river in the Bay of Fundy, Nova Scotia.

As the Minister responsible for fish and fish habitat under the Fisheries Act, we urge you in your decisions with respect to the project to prioritize recovery of fish populations and habitat through nature-based solutions, while respecting and advancing Aboriginal Rights.

As you are aware, a causeway was built across the Avon River in 1970 without consideration for effective fish passage. I was 12 years old at the time. We watched from the hill. I was happy that the tides prevailed in the first attempt to close the gap and saddened when the river lost in the second attempt.

The existing causeway obstructs fish migration. Current plans associated with twinning Trans-Canada Highway 101 entail constructing a second, much wider (4-6 lanes) causeway alongside the first. Passage is required to allow fish that spend portions of their life cycle in saltwater to migrate through the barrier to spawn upstream in freshwater and then return to the ocean.

There are crucial questions as to whether the current plan provides adequate fish passage to recover fish populations and fish habitat, including for the critically endangered Inner Bay of Fundy Salmon population. There are also concerns that the new construction will foreclose future options to restore this historic estuary and tidal river to its free-flowing state.

Further, there are concerns that the Indigenous community has not been adequately consulted and that the plans do not honour or recognize their rights nor consider their perspectives. The project is situated within the traditional and unceded territory of the Mi'kmaq, specifically in an area they called Pesaquid (or Pisiguit, Pisiquit, Pigiguit, Pisiquid), meaning "junction of waters." The rich estuary, outer bay, and upstream rivers and woodlands comprised their crucial seasonal and annual food and lifeways, their rights to which have never been extinguished.

Specifically, as part of the river-crossing design, approval, construction and post-construction phases, we urge you as Minister to:

1. require recovery of fish populations, including species at risk, through restoration of year-round effective and efficient fish passage;
2. require recovery of fish habitat through restoration of upstream and downstream aquatic and riparian habitat; and,
3. conduct or require an Aboriginal rights review, in full partnership with relevant First Nations governance and their appropriate decision-making authorities and processes.

In the interim, we strongly encourage you to continue to reinstate the order that requires Nova Scotia's Department of Agriculture to operate the tidal gates at the Avon River in a manner that improves fish passage.

By means of rationale, we point out that these proposed actions are consistent with:

- The Fisheries Act and Ministerial Mandate Letters of December 2019 and January 2021;
- The kinds of transformational changes that are required to confront the existential crises of biodiversity, climate and equity through nature-based solutions that are socially and ecologically just; and,
- The strong local-citizen support for restoring free-flowing fish passage and Avon River tidal system.

Barriers to fish passage - We acknowledge that other in-stream structures exist upriver from the causeway. A research paper on which I am coauthor describes the impacts of the causeway and these various structures to [historic changes in fish communities in the Avon River](#) (Isaacman and Beazley 2005). The extent to which the upriver barriers obstruct fish passage is not well substantiated, and opportunities to mitigate them have not been explored to date. Any barriers that do exist upriver are of a size that may be mitigated through fish passageways. However, any such future options would be lost if the causeway continues to serve as a barrier, with permanent or long-term negative impacts for fish and other aquatic and riparian species and their habitat.

Flooding - In terms of addressing local challenges such as flooding, I suggest that there are effective and creative alternatives to constructing a large causeway to serve as a barrier. Other mechanisms to mitigate flood risks include: restoring dykes and natural buffers like saltmarshes and floodplains; relocating houses, businesses and other structures; and providing compensation for property and activities that cannot be protected through other means. Mitigative measures such as these are frequently undertaken in constructing public infrastructure, such as highways. While the causeway was pitched as the easiest solution, it presents substantial challenges to the recovery of fish and fish habitat and forecloses nature-based solutions and opportunities for tidal-river restoration. Federal funding to the province and municipality under coastal protection, climate change and blue economy programs could support flood mitigation measures.

Saving the 'lake' - Local citizens who do not support improved passage for fish mostly do so out of a desire to 'save the lake,' which is a reservoir caused by the existing dam-like causeway. This position is effectively communicated by a small but influential group who have the support of local representatives. Many of these individuals have legitimate concerns and vested personal interests, most of which could be addressed through creative solutions such as those suggested for flood mitigation. Potential social impacts, such as changes in activities and attractions associated with the lake, could similarly be accommodated through creative design, relocations, and shifts to new activities supported by a tidal river system. Transitional inconveniences, such as windborne dust from exposed dry mudflats, are likely to be short term and may also be mitigated. Federal funding to the province and municipality could support coastal-community and blue-economy initiatives associated with cultural-and-natural-heritage-based waterfront renewal, reflective of longer-term and larger-scale processes.

Local support for free-flowing fish passage - In contrast, there is substantial local support for restoring fish passage and the free-flowing river, consistent with broader societal and ecological goals. As a citizen who was born and lived in Windsor until I went away to university, I have many friends and extended family, some of whom are writing this with me, who live in the area

and support the return of the fish and the river. By their nature, however, most of them are not inclined to write letters, call their local representatives, or risk conflict with neighbours by publicly communicating their views. This is not surprising or unusual: avoiding conflict is a primary motivating factor for many local people with respect to community decision making (Lewis-Brown et al. 2021). We contend that local support for free-flowing fish passage and tidal river restoration is much stronger than municipal and provincial governmental departmental and political representatives may realize or suggest in their communications.

The recent [Windsor Causeway Survey Report](#) confirms the strong local support (77% of respondents) for restoring the free passage of fish. The telephone survey engaged 300 residents, representing nearly 10% of the town's population (~3650). It was conducted in 2020 by Oraclepoll Research Ltd for Oceans North and the Mi'kmaw Conservation Group. A few highlights follow, but please see the report for other similarly supportive indications.

- The majority (81%) indicated 'yes, support', when asked "Should a portion of the existing Windsor Causeway be replaced with a bridge to allow the free flow of the Avon River and the recovery and protection of at risk and other fish species?"
- As part of the construction plans, most (80%) "support the restoration and habitat enhancement of the Avon River and ecosystem by continuing to allow saltwater upstream, which also enhances fish passage."
- When asked, "How important do you feel it is for Fisheries and Oceans Canada to approve a design that brings balance back to the ecosystem and ensures efficient and effective fish passage, year-round, for all species that use this ecosystem?," most (78%) said it was 'important' or 'very important'.
- The highest motivational factor (89%) in support of a design that allows for unrestricted year-round fish passage is "rebuilding and restoring fish populations and fish and migratory bird habitats that can also contribute to a natural solution to climate change".
- When asked, "Do you believe maintaining the existing man-made reservoir (Lake Pisiquid) should be prioritized over Indigenous rights and the need to restore free passage of fish and balance to the ecosystem?," the majority (65%) said 'no', and only 14% said 'yes'.

Aboriginal and Treaty Rights - The Mi'kmaq of what is now called Atlantic Canada have Aboriginal and Treaty Rights to hunt, fish, travel and conduct trade across their traditional territory (Wabanaki), as they have since time immemorial and as agreed in the Treaties of Peace and Friendship (1750 -1760s). These rights are protected under s. 35 of the Constitution Act, 1982, and were upheld by the Supreme Court of Canada in the 1999 Marshall decision and others. Under the Treaties of Peace and Friendship, the Mi'kmaq did not cede their lands; rather, the peoples of the Wabanaki Confederacy and the British Crown agreed to live together in peace and friendship. Under the Constitution Act, 1867, the Government of Canada accepted this responsibility.

Local Mi'kmaw communities and groups are working hard to uphold their treaty rights with respect to this project and are calling for an Aboriginal Rights review. We elevate their voices and stand with them. It is crucial that you and other governmental leaders at national and provincial levels engage with the Mi'kmaw governments, peoples and communities to advance meaningful reconciliation. I encourage you to work closely with the Minister of Crown-Indigenous Relations and in partnership with Indigenous governing authorities and Mi'kmaw communities to respect Aboriginal/Indigenous and Treaty rights. This project represents both an opportunity and an obligation to do so, while at the same time helping to restore and sustain fish and fisheries over the long term.

Ministerial Mandate - In closing, we highlight some relevant excerpts from your Ministerial Mandate letters from the Prime Minister.

Mandate Letter, December 13, 2019:

- There remains no more important relationship to me and to Canada than the one with Indigenous Peoples.... I am directing every single Minister to determine what they can do in their specific portfolio to accelerate and build on the progress we have made with First Nations, Inuit and Métis Peoples.
- As Minister of Fisheries, Oceans and the Canadian Coast Guard, you will lead the Government's work to protect and promote our three oceans and our waterways, sustain and rebuild the fisheries, and ensure that they remain healthy for future generations.
- Implement the recently modernized Fisheries Act, which restores lost protections, prioritizes rebuilding fish populations and incorporates modern safeguards so that fish and fish habitats are protected for future generations.... The sustainability of our ocean resources remains paramount.
- Work with the Minister of Transport ... to implement and further develop the Oceans Protection Plan.... Canada must have a world-leading plan to protect it and marine species at risk. Pursue additional initiatives working with provinces, territories, Indigenous Peoples ... to better co-manage our ... coasts.
- Use good scientific evidence and traditional Indigenous knowledge when making decisions affecting fish stocks and ecosystem management.

Supplementary Mandate Letter, January 15, 2021:

- ... With respect and dignity, we remain committed to moving forward along the shared path of reconciliation. You, and indeed all ministers, must continue to play a role in helping to advance self-determination, close socio-economic gaps and eliminate systemic barriers facing First Nations.... As Minister, I expect you to work in full partnership with Indigenous Peoples and communities to advance meaningful reconciliation.
- Continue to lead efforts to develop a comprehensive blue economy strategy aligned with ... opportunities for ... coastal communities, while advancing reconciliation and conservation objectives.... Investing in the blue economy will help Canada prosper while protecting our oceans.

We fully support you in acting in accordance with these crucial mandates and priorities, for the fish, the river, the Mi'kmaq, our children, and their children's children, for seven generations, in good spirit and good governance.

M'sit nokomaq (we are all related).

Respectfully,



Prof. Karen F. Beazley,

and on behalf of my brothers,

- Jeffrey C. Beazley, 26 Avon Street, Hantsport, NS, B0P 1P0
- Andrew W. Beazley, 24 Highland Avenue, Windsor, NS, B0N 2T0

c.c.

- Hon. Carolyn Bennett, Minister, Minister of Crown-Indigenous Relations, aadnc.infopubs.aandc@canada.ca, carolyn.bennett@parl.gc.ca
- Hon. Marc Miller, Minister of Indigenous Services Canada, Marc.Miller@parl.gc.ca
- Hon. Omar Alghabra, Canada's Minister of Transport, Omar.Alghabra@parl.gc.ca, questions@tc.gc.ca
- Hon. Lloyd Hines, Nova Scotia's Minister of Transportation and Active Transit, TIRMIN@novascotia.ca
- Hon. Keith Colwell, Nova Scotia's Minister of Agriculture and Minister of Fisheries and Aquaculture, min_dfa@gov.ns.ca
- Hon. Kody Blois, MP, Kings-Hants, Kody.Blois@parl.gc.ca
- Hon. Chuck Porter, MLA Hants West, chuck@chuckporter.ca
- Hon. Andy Fillmore, MP, Halifax, Andy.Fillmore@parl.gc.ca
- Hon. Labi Kousoulis, MLA, Halifax Citadel-Sable Island, NS, labi@labimla.ca
- Hon. Iain Rankin, Premier of Nova Scotia, premier@novascotia.ca
- Hon. Abraham Zebian, Mayor, Windsor/West Hants, azebian@westhants.ca
- All of council, Windsor/West Hants Regional Municipality, allcouncil@westhants.ca

Works cited

Isaacman, L. and K. Beazley. 2004. Historic characterization of changes to the fish community in the Avon River, Nova Scotia. J.A. Percy, A.J. Evans, P.G. Wells and S.J. Rolston (Eds). 2005. The Changing Bay of Fundy - Beyond 400 years. Proceedings of the 6th Bay of Fundy Workshop, Cornwallis, NS, September 29 – October 2, 2004. Environment Canada-Atlantic Region, Occasional Report No. 23, Environment Canada, Dartmouth, NS and Sackville, NB: 189-197. Available: <http://www.bofep.org/PDFfiles/BoFEP6thProceedings.pdf>

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July 13, 2021 – To All of WHRM Council

This is an open letter to anyone who wonders why protecting the freshwater in the Avon River is important to the agricultural community. It is long but if you have eaten today please take a few minutes to read.

There are many lenses of perception out there with respect to the Windsor Causeway and fish passage. I think with any issue people look through a lens of their own perception and experience and everyone believes that their perspective is the correct one. Nowhere in here am I suggesting that I am immune to that.

I feel that people are aligned into three general categories. We have those that don't understand what is happening, we have those that wish to return the river to free tidal flow, and we have those that wish to protect the freshwater resource.

I am a 6th generation farmer so naturally I see this issue through an agricultural lens; and because agriculture and food production are important to me I wish to see the freshwater protected. Since there has been so much online discussion I have learned more about the issue from perspectives other than my own. Just because I may not agree with differing opinions does not mean that they shouldn't all be heard. It doesn't mean they need to be criticized or attacked, and it doesn't mean that those expressing them need to be targeted. And just because I am someone who wishes to see the freshwater protected does not mean I want to see fish die, it does not mean that I am insensitive to, or intolerant of, cultural beliefs and rights, it does not mean that I don't care about healthy ecosystems, and it does not mean that I deserve to be attacked either. I have not waded into the online discussions at any point because I feel that they become escalated and toxic quite quickly. Every side of the online debate has been guilty of this at times. However, I feel that the agricultural perspective hasn't been well explained publically anywhere so I felt the need to write this letter. The great thing about the country we live in is that we are all free to express our thoughts and ideas and stand up for the things in which we believe.

In many ways I think farmers and fisherman feel the same about many of the things in the world around us. We are lovers of nature and appreciate all living things. We are thankful for the beauty of our outdoor offices in wide open spaces and take notice of all the life contained within. We understand the cycle of life and the delicate balance that exists in the ecosystem. We take pride in the toils that come with hard work and honest sweat. We are at the mercy of Mother

Nature and depend on her grace for a successful bounty and we must work in all elements to get the job done. And, we both look at the Avon River from our own vantage points, from our offices, and see the life within the river, only just in different ways.

The freshwater river is full of life. Fresh water is the lifeblood of every farm. All food can be traced back to plants and all plants require water. Even many fish species require it to complete their life cycle. Fresh water is crucial for both industries, regardless of the lens through which we look. I see the freshwater river as mighty because of the life it is capable of supporting. There are nearly 3400 acres of what is arguably the most fertile land in the province whose crops can be given life by that water during extended dry periods. That is significant. That is critical for the future of agriculture. That is the envy of so many agricultural regions around the world. Freshwater resources need protection but unfortunately we don't have stringent laws that provide for protection of water and the majority of agricultural land in the way that we do for animal species. That is a peril in my view because fresh water and agricultural land are endangered and just like animals once they're gone, they're gone. And like fisherman I too wish to protect my industry. I want to ensure its prosperity both for future farming generations, but even more importantly for the benefit of increased food security for future generations of all families.

There are many threats to food security within our country. As a society we now all too often plant houses where we used to plant crops and urban development plows through productive fields that once were ploughed with tractors. People call that "progress". Few see what is happening to agriculture because they can still find food on the shelves every time they walk in a grocery store. Many don't understand the impact this "progress" has, and will have, over time. Productive agricultural land is disappearing at an alarming rate and all too often the "hunger" for progress in the present time takes precedent over taking the necessary steps to protect us all from ever experiencing very real hunger in the future. Every acre of ground lost, or every decision made in haste that negatively affects agriculture, takes us one step further down the slippery slope to food insecurity.

During this pandemic we have seen what can happen when our supply chains are strained. Empty shelves lead to panic, panic leads to more buying, and the problem can spiral out of control. We've seen many examples of this over the past months but none more astounding than when we saw people fighting over toilet paper. If fear of going without something as unimportant as toilet paper can lead to fighting in stores, imagine what it would be like if there was a shortage someday of something critical. Think of what could transpire if people felt threatened that they

could be without a necessity of life. Picture the chaos if cities or towns were running out of food or water.

We are fortunate that current food supply chains are strong enough to sustain our needs. But ponder for a moment what we would do in this country or this province if those supply chains weren't there. What would we do if a combination of world events such as droughts or floods, natural disasters, or further disease outbreaks occurred simultaneously and those supply chains were fractured? Where would we look to find our food? We all undoubtedly would turn to our local farmers. But suppose our local farms weren't able to answer the call because we as a society hadn't been supporting local agriculture, or protecting our agricultural land, or protecting our local fresh water resources. We have an opportunity here and now in our province to support and strengthen our local agricultural producers today and into the future to ensure we have a firm and sustainable domestic food supply for many years to come.

People might say that I'm exaggerating; that we will never be in a situation where we could run out of food or water. I would ask how many of those same people felt panic during the initial stages of the pandemic and bought extra supplies to guarantee the needs of their family? How many people feared running out of food then? Or, how many of those same people would have denied it ever be possible that our whole country would be on lockdown, even when we could see it happening elsewhere in the world? The world is a very unpredictable place. Fresh water is in short supply in so many countries already, even at some locations in our own country. If Covid-19 taught us anything I think it was just how quickly the impossible becomes real; how quickly borders can slam shut, how quickly store shelves can become empty, and how quickly people can panic. Throw in warming climates and dry years along with natural disasters that can and do occur around the world, add in the predictions for additional waves of outbreak combined with threats of future pandemics, and I think it is abundantly clear how critical it is for everyone to think local. It is equally as critical for governments to take action now to firm up domestic supply chains and protect all land and water resources that serve to sustain our ability to protect our food security and sovereignty in this province and country so that we are less susceptible to foreign supply fluctuations.

This all brings me back to the issue at hand. A return to full tidal flow for which some are pressuring would mean the loss of hundreds of acres of class 2 soil that are currently farmed if the dykes were to be rebuilt, and the complete loss of our freshwater resource. In Nova Scotia we don't have any class 1 soil and only 3% of our province contains class 2 soil; every acre is important. Partial tidal flow allows us all to continue farming our current land base but means

the loss of volume to an extremely vast freshwater resource. To produce food we need soil and water. Removal of either weakens long term sustainability.

There would be those who would suggest that we could replace that water supply by digging wells or ponds for agriculture; that we have vast underground rivers and water tables should the need arise. The problem with that solution is in a dry year wells and ponds go dry already, and if anyone wishes to challenge that assertion all we need to do is consult with the many local water delivery companies that were going nonstop last summer and could not keep up to demand. This year isn't any different. If wells in our area cannot keep up to household needs now, even with this supposed vast underground water supply, how would they ever satisfy agriculture should the need arise? And if agriculture is forced to tap into underground water tables what will that strain do to household wells that already can't keep up to demand during dry spells? It takes approximately 100000 L of water to provide the equivalent of an inch of rainfall to an acre of ground. Multiply that by the serviceable acreage we have and the volume is staggering. This past year was exceptionally dry. General consensus from experts suggests we can expect these trends to continue in the future. Mexico and agricultural hotspots in the United States are suffering through record breaking droughts this season; Western Canada endured record breaking heat waves. We are naïve to think that those same conditions won't ever affect us here. We are naïve to think that the current rate of fresh water flow down the river in the heat of summer would be enough when the need arises.

In the beginning of my letter I was drawing comparisons between farmers and fisherman. I think that is important. They are both backbones to the economy, both contribute to food security, and both need to remain strong. I don't believe one needs to be pitted against the other. I also said that farmers are lovers of all living things and fish are included. Fish should have opportunity to pass through to freshwater to complete their life cycle. But I would challenge anyone to find anywhere else in this province where we have such an abundance of freshwater in such close proximity to such a large acreage of class 2 soil of such high fertility. Destroying that combination doesn't make sense from an agricultural perspective. There have been many examples shared on social media from other parts of the world where river systems have been restored. I won't doubt or argue against their restorations being beneficial for fish populations. But none of them that I have seen (and I admit I may not have seen them all), not even the Petitcodiac River in New Brunswick which has been referenced so much, had an agricultural land base along its banks anywhere close in comparison to what we have here. There wasn't any significant negative agricultural effect. That is fact. Our land and water resource combination has so much untapped potential. The farmers in our area have seen it for years but I think everyone, including farmers,

can now clearly see from the pandemic the importance of developing the limitless opportunities we have for food production right here in West Hants. In my opinion this whole issue is bigger than protection of livelihoods (even my own) or controversy over rights of claim. This to me is about protecting the security of future food supply for people of all race, gender, color, religion, culture, and every walk of life, in this unpredictable world within which we live.

Fifty years ago the decision was made to build the causeway through no fault of anyone in positions of power today. We have all inherited the current situation and we all see it through a lens of our own perception. There are many more lenses of perception out there than just farmers and fisherman also. It is, however, up to the people in positions of power today to shape what the future direction will be. It is my hope that governments will continue to see this issue through the lens of every interest group when considering options and not just be swayed by any group or groups on either side that turn a watchful lens into the intensity of a microscope. An intensely magnified view on an issue as big as this misses so many important details if you don't pause, take a step back, and look at the bigger picture. Considering only one industry or one sector of the economy would be short sighted in my opinion.

You may think that a lot of what I have said is anecdotal; that there aren't many facts or figures or real data in there to support anything I'm saying. I know a lot has been made of backing up claims. I will give some facts and figures that may help to underline why the farming community wishes to see the freshwater protected. But before I do that I think it's important to respond to a few things I have read and heard over time as to the reasons why us farmers wish to protect the freshwater; reasons that are exaggerated, taken out of context, or just plain aren't true.

The notion that the freshwater will only benefit "the few" I find highlights the lack of understanding of most people about from where their food comes. The fact that there are fewer farms than there used to be in our river valley should be a fact that is concerning to the general public, not one that is used to suggest that their presence is insignificant. Farms feed you; everyone from every walk of life. No farms, no food. Food doesn't come from grocery store shelves; it comes from farmers fields. Even if you choose not to buy from local farms directly, the products we produce contribute to food supply. "The few" that are referred to as being unfairly benefitted if the fresh water is protected only want it so we can protect our ability to produce food for ourselves, our community, and our province. The water will not "line our pockets", it will guarantee our future ability to produce food regardless of whatever water and heat stress climate change brings. This should be viewed as a benefit to all and not just a benefit to "the few". We all eat.

The river frontage that we all own along the river will not be subdivided and sold as building lots for huge profits as I have heard suggested. All of the agricultural marsh land up and down each side of the river is now thankfully so heavily protected by Municipal and Marsh Body by laws that we could not develop it even if we wanted; and we don't want to. The farms that remain are committed to agriculture and food production. We are not the enemy. We want to farm. We want to feed you. Everyone. But because most people don't buy local we haven't reached the full potential of our local supply chains or the demand that can be created through them. The two go hand in hand. Many farms in the province have begun to build those supply chains in response to the pandemic shortages we experienced; and many others had moved in that direction long before. Right here in West Hants, and even more specifically right here in the Avon River Valley we have farms that are now direct marketing their goods to consumers and we have others that will be sure to follow. As we move to more horticultural crops, irrigation will become key. I view the freshwater river as a future filling site for all farms within the municipality that require water, not just as a resource reserved specifically for those farms whose land borders its banks.

We are not suggesting that we will all starve to death within a year if we lose our freshwater resource either. We are not trying to instill fear to push our ideals. That has never been our motive. We will have food but to strengthen future food security we wish to see the fresh water preserved. Just as groups are thinking about the potential long term benefits to the fishery in wishing to see tidal flow returned, we are thinking about the potential long term benefits to agriculture by protecting the freshwater. Agriculture anticipates heavier fresh water requirements in the future to sustain its needs and the fishery anticipates better fish populations to come because of improved fish passage. It's not unreasonable for either group to be looking to the future of its industry.

There also seemed to be some doubt as to whether or not salt water actually kills crops. The answer undoubtedly is yes. If you question that start watering your house plants with an aggressive salt water solution and see for yourself.

It is true, however, that the silt in the salt water is very nutrient rich and from records in the early 1900s the dykes were cut to allow the salt water in to flood the marshland to replenish nutrients on the land. What should also be mentioned though to balance that point is that the land was unable to be returned to normal use for five years afterward because of the salinity left in the soil. This was an acceptable trade off in those times because there weren't any sophisticated soil tests available that would tell you exactly what the soil was lacking or what nutrient application rate was needed to correct the problem. Today we have many options available to correct depleted nutrients in the soil. In the present time for us to allow salt water to flood our land to rejuvenate the soil and take it out of production for five years would make about as much sense

as asking fisherman to not fish for five years to allow fish stocks to recover. Neither is an ideal situation.

Now for some facts. The causeway was built in the 1970's so I'll start there with some figures. The population of the world in 1970 was 3.68 billion people. Since that time the population has increased to 7.8 billion people in 2020. It has doubled. Agriculture has had to adapt and improve and become more efficient to meet the challenge of feeding the world. Irrigation, which is the watering of crops, is one of the most impactful ways that challenge is met. According to the World Bank, irrigation makes a given unit of land at least twice as productive as the same unit of land that is left to rely on rainfall. Without irrigation the world would not have enough food. The OECD (Organization for Economic Cooperation and Development) states that currently agriculture accounts for 70% of all freshwater withdrawals globally, and the United States Department of Agriculture suggests that it is as high as 80-90% in that country. Freshwater is crucial to boost productivity so that we can feed the world today and it currently consumes the vast majority of available freshwater to accomplish that task. Think about that as you read on.

In Canada alone we lose 20 to 25,000 hectares of prime agricultural land each year to urbanization, and according to the Annapolis Valley Farmland Trust Canada has lost 6,000,000 hectares of agricultural land to various uses since 1966. Just to put that into perspective that is about an area the size of Nova Scotia and Prince Edward Island combined that is all capable of growing crops. No trees. No houses. No roads. No towns or cities. Just picture an area that size that is completely cropland; one giant garden. Imagine how much food production potential has been lost. That same trend happens all over the world, not just in Canada.

Currently at 2020 population levels, one billion people can't access clean drinking water and 2 billion people lack access to adequate sanitation. The WWF states "Lack of freshwater is one of the most urgent environmental and development issues of the 21st century". Because of this, it is anticipated that with future population projections and warming temperatures from climate change we can expect the demand for fresh water to increase and its availability to decrease. It is expected that a diversion of freshwater from agriculture to other uses will occur which will place more strain on all available acres worldwide to feed the world. Agriculture will adapt and make shifts to more water efficient crops and application methods where possible, and we as a society will have to ensure we waste less food, but freshwater for irrigation will always be paramount to food production. This is highlighted by an estimate from the World Bank which predicts that agriculture will have to increase production by 70% by 2050 to feed the world's projected population of 9.8 billion people. Agriculture already relies on heavy freshwater withdrawals to feed the world at the population levels of today. In the future we need to increase production drastically with fewer available acres and less water. Competition for freshwater will become intense considering that The World Wildlife Fund (WWF) states that only 3% of all the

water on earth is freshwater. The rest is salt water oceans. It also states that freshwater habitats are less than 1% of the world's total surface area but still house 10% of all known animals. Freshwater habitats are disappearing at an alarming rate.

Even with all of these facts there will still be those who will believe that we'll never have those worries here; that we will never run out of food; and that we will never have to worry about fresh water supply. But just for a moment think about from where your food comes. It comes from all over the world in part because most people do not buy local as I talked about earlier. If competition for water and increasing populations globally puts strain on future food supply as world organizations are all predicting, current supply chains that keep local store shelves well stocked with foreign supply will become strained. Food that normally funnels to our region could be diverted to other areas of the world or retained within the countries of origin. We have seen examples of countries exercising protectionism of supplies to guarantee the needs of their own country during this pandemic. If food supply becomes an issue, countries could protect themselves in that regard also.

We all need to think local. We need to build our local food supply chains so that we are prepared for any future food supply disruptions, and we need to protect our local land and fresh water resources so that goal can be accomplished. I came across a quote a while back that said "Despite all our accomplishments, we owe our existence to a six inch layer of topsoil and the fact that it rains". Think about that. Without food, without nourishment, nothing else would be possible. When the rain isn't there, or when the rain isn't enough, that fresh water river we already have could guarantee our existence. And, it flows right down the middle of 3400 acres. Are we to the point today that that body of water will determine whether we have food or not in the present day? Of course not. Nowhere in here am I intending to make that assertion. But I think what every group is fighting for is future prosperity. Farmers aren't any different.

If you still think I'm exaggerating you can visit the Nova Scotia Government webpage that describes expected climate impacts in our region. It states that climate change is expected to bring warmer average temperatures to our region and have significant impacts. With respect to fresh water it states "expect increased demand for water and increased competition for it. Nova Scotia's supplies of fresh water may be at greater risk of salt water contamination from rising sea levels." In the agricultural impacts section of the provincial climate change website it lays out several categories with ideas for how to adapt to, and prepare for, climate change in this province. Contained within the "Manage Water" section it highlights the importance of improving efficiency but also to "address water shortages and guard against possible salt water intrusion into agricultural water supply." A fresh water river that sits in the middle of 3400 acres of what is arguably some of the best agricultural land in the province is the most impressive

agricultural waterway we have in Nova Scotia. Protecting fresh water isn't only on the radar for world organizations; it is on the radar right here by our own provincial government.

I have seen and heard the comment many times of how we should return the river to the way nature intended; that it flowed free long before mankind ever arrived and still should in the present day. I fully agree that remaining close with nature is important; but the unfortunate reality is it is not always the best solution in today's world. If we returned every river everywhere in the world back to its original state and released all of the fresh water to the ocean, we would be creating a whole new set of problems for mankind to deal with. Before mankind arrived there is no doubt that the way of nature was the only way. Many things have changed on this Earth since then; and yes many of them are to the detriment of the environment. Take a trip to a landfill and open your eyes to the wasteful society we have become. I wholeheartedly believe we should get back to nature as much as we can as a society, but each opportunity to get there should be evaluated individually. That statement will anger those who feel that everything should be returned to the way nature intended for the benefit of the environment. They may even post about it from their environmentally damaging smartphones, then get in their polluting fossil fuel burning vehicle and drive to town for groceries because they, like most everyone, depend on the grocery store for food in today's world. In today's world people wouldn't sacrifice a cell phone or stop driving their car to get back to nature and help the environment and I don't think anyone should expect them to. I'm not intending to be condescending to anyone by making that remark either. It's a much different world now than it was hundreds of years ago is my point. The irony here though in my opinion is that most products that anti-freshwater people buy in the grocery store were produced with fresh water that robbed flow from natural water bodies, or came from manmade ponds, manmade wells, manmade lakes, or manmade reservoirs behind manmade dams; all things that nature never intended, and all things that alter the natural environment and flow of water. And all the people who are criticizing us pro fresh water people happily place those products in their cart and take them home without a second thought, and then condemn those in their own community for wanting to preserve water to produce food. Without the manmade water storage capacity that has been created cumulatively around the world mankind would starve. So let's protect ours so we can ensure future water availability for prosperous agriculture throughout West Hants.

I hope you take away two main points from this letter. One is that I hope you can appreciate now better than you could before why preserving freshwater at this location is important for agriculture, important for food security, and important for future sustainability of local food production. Secondly, I hope you have noticed that nowhere in here have I said that fish passage should not occur, or that people with opinions opposite to mine should not be heard. In fact, I have stated in here a few times that fish passage is important and should be improved. It is my opinion, however, that fish passage improvements should not cause the freshwater resource to

be permanently jeopardized. Therein is the controversy. Significant tidal flow is unacceptable for agriculture and others. Maintaining the freshwater river is unacceptable for fisherman and others. We had been told that the proposed structure, Option D as it had been called, would significantly improve fish passage through dedicated fish ladders on either side of the main gates and also be capable of maintaining the freshwater. I was in favor of that design if it would allow fish to pass and protect the freshwater resource. However, I realize that there are laws that need to be respected with any design that is put forward.

We all must eat. Fish cannot feed the province alone. Agriculture could, and that is why we must keep it strong. The ideal scenario, in my opinion, would be one in which both industries thrive at the local level today, and into the future, and we feed the province together.

I'm not asking or expecting anyone to agree with anything I have written. I respect that there are other opinions, and I believe everyone has the right to be heard without consequence. I'm only hoping to provide accurate information for you to better understand the agricultural perspective as to why it is important to protect our land and fresh water resources for the benefit of food security for future generations of all Nova Scotians from every walk of life. Despite what many will lead you to believe, there is much more to it than simply just wanting what we want.

Respectfully,

Quentin Davison



GOVERNMENT HOUSE

PRIVATE SECRETARY AND
EXECUTIVE DIRECTOR

9th April 2021
H A L I F A X

Mr. Abraham Zebian
West Hants Regional Municipality
76 Morison Drive, Box 3000
Windsor, NS B0N 2T0

Dear Mr. Zebian:

Let me begin by apologizing for the mistake that was made in the name on the Community Spirit Plaque for the West Hants Regional Municipality, which was sent to you in February 2021.

Enclosed please find a new plaque that is accompanied by a new covering letter from His Honour The Honourable Arthur J. LeBlanc, Lieutenant Governor of Nova Scotia, and installation instructions.

With best wishes,

Christopher McCreery, MVO



GOVERNMENT HOUSE

April 9, 2021

Mr. Abraham Zebian
West Hants Regional Municipality
76 Morison Drive, Box 3000
Windsor, NS B0N 2T0

Dear Mr. Zebian:

I am delighted to send the enclosed Community Spirit Plaque to the West Hants Regional Municipality.

As we are all aware, during 2020 this province experienced great turmoil when we were all impacted by the COVID-19 pandemic and the series of tragic events that soon followed. As a small province with a tight-knit population, the impact of these events was deeply felt across our region. During this period, I had an opportunity to call numerous municipal and Indigenous leaders to speak about how their residents were coping during this difficult time. I was greatly impressed to learn how resilient and positive Nova Scotians were in adapting to these significant challenges. The wonderful residents of our province demonstrated their amazing spirit and resourcefulness as they found innovative ways to continue their volunteerism and help those who are less fortunate.

In recognition of the tremendous spirit and resilience, I announced the creation of the plaque at the Celebrating Community Spirit and Volunteers Ceremony on 28 September 2020. It is hoped that you will display this plaque in your community. My staff have prepared the enclosed instructions for the installation of the plaque.

While we are not yet able to travel to your community to personally present the plaque, my wife Patsy and I hope there will be an opportunity to visit the Windsor-West Hants Regional Municipality in the near future.

Yours sincerely,

The Honourable Arthur J. LeBlanc, ONS, QC
Lieutenant Governor

Community Spirit Plaque

Presented by the Lieutenant Governor of Nova Scotia

Installation Instructions

Background

For most of 2020, the COVID-19 pandemic impacted all parts of Nova Scotia and its citizens. Notwithstanding the restrictions imposed to protect the health and safety of the public, people remained positive and upbeat during this period of social distancing and isolation and developed innovative ways to support those in need and help the less-fortunate members of their communities. In recognition of this strength, resiliency and positive spirit, His Honour The Honourable Arthur J. LeBlanc, Lieutenant Governor of Nova Scotia, authorized the creation of a plaque to be presented to each community in Nova Scotia to recognize and thank everyone for their efforts during the pandemic.

Plaque Description

- The inscription on each plaque is presented in English, French, Mi'kmaw, and Gaelic.
- Each plaque has been specially inscribed with the official name of the recipient community.
- The dimensions of each unmounted plaque are 27 cm by 35 cm.
- The plaques are made of solid brass, with the lettering etched and filled with resin and the entire plaque is coated with a protective sealant so they will not require polishing.

Installation Direction

The intent in presenting this plaque to each community is that all residents should have an opportunity to view the plaque after it is installed. As such, the following points are offered to guide on how the plaque should be installed:

- The plaque should not be installed outside as it is not designed to withstand the weather.
- The plaque should be installed in a publicly accessible area of a community building, where all members of the community have access (e.g. City Hall, Town or Band Council Offices, etc.) to view the plaque and read the inscriptions.
- The plaque may be mounted directly on a wall (careful not to over tighten the screws or it will crease the brass) or it may be mounted onto a wooden backing that is then affixed to an appropriate location.

Post-Installation

Following the installation of your plaque, it is requested that each First Nation's Chief, Mayor, or Warden pose with their community's plaque for a photograph. The photographs will be posted on the

Community Spirit Award website at: <https://cch.novascotia.ca/investing-in-our-future/community-spirit-award> and the Lieutenant Governor's social media sites. Would you please ensure that each photograph is accompanied by the following information:

- Community Name.
- Name and Title of the Community Leader(s) pictured.
- Date of when the photograph was taken.
- Where in the community the plaque is installed.

Please send your photographs to the following email address:
CommunitySpiritAward@novascotia.ca

If you have any questions, please contact:

Craig Walkington

Communications Advisor
Office of the Lieutenant Governor of Nova Scotia
902-424-3000 (O)
902-222-7608 (C)
craig.walkington@novascotia.ca

Nancy C. Sheppard

Manager, Community Engagement
Communities Nova Scotia
Communities, Sport and Recreation
Communities, Culture and Heritage
902-424-7642
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Shelleena Thornton

Subject: FW: Correspondence from Minister Maguire

From: "Jennings, Jacinda E" <Jacinda.Jennings@novascotia.ca>

Date: June 24, 2021 at 11:26:52 AM ADT

To: Abraham Zebian <AZebian@westhants.ca>

Subject: Correspondence from Minister Maguire

Caution

This email comes from an outside sender. Verify the sender and use caution with any requests, links or attachments.

June 24, 2021

Mayor Abraham Zebian
West Hants Regional Municipality
VIA EMAIL: azebian@westhants.ca

Dear Mayor Abraham Zebian and Council for the West Hants Regional Municipality:

It was a pleasure meeting with you on June 17, 2021, and I look forward to meeting with you in person over the years to come.

In my meetings with municipalities across the province, I have learned a lot about the issues that are important to you, your neighbouring municipalities, and the residents you serve. I was particularly pleased to discover that we share many of the same goals and priorities. In all sincerity, I can say that it is a privilege to have the opportunity to work with so many great community leaders, and I very much look forward to working with you to explore ways in which we can improve the lives of Nova Scotians.

Thank you very much for taking the time to meet with me. If there is ever anything that the Department of Municipal Affairs can do to help, please do not hesitate to contact your Municipal Advisor, Jason Haughn.

Sincerely,



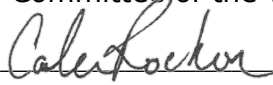
Brendan Maguire
Minister



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: 
Carlee Rochon, Director, Financial Services

Date: July 13th, 2021

Subject: **HMCC 2020-2021 Financial Statements**

LEGISLATIVE AUTHORITY

MGA section 75 – Area rates and uniform charges

- 75 (1) the council may spend money in an area, or for the benefit of an area, for any purpose for which a municipality may expend funds or borrow.
- (5) Charges pursuant to subsection (4) are first liens on the real property and may be collected in the same manner as taxes

RECOMMENDATION

Committee of the Whole recommends that:

Council accepts the financial statement provided by HMCC and that any 2020-2021 hold backs and eligible 2021-2022 area rate payments be paid to HMCC for the purposes of providing the services defined in the 2021-2022 budget.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☒	Councillor Activity ☐
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In April 2016, a request for an area rate was made by Hantsport Memorial Community Centre (HMCC). The Chief Administrative Officer (CAO) responded to the request indicating that an Area Rate Policy was recently passed by Council, allowing the Municipality to collect and transfer revenue for services provided by HMCC. A copy of the Area Rate policy was included in the response to HMCC.

Since then, citizens of Hantsport voted in favour of having an area rate for HMCC. Former West Hants Council approved a total area rate expense for HMCC for \$54,230 in

2016-17, \$53,780 in 2017-18, and \$54,560 in 2018-19. In 2019-20 the area rate was increased to \$84,560, to allow for a recreation director to be hired. This amount is adjusted by consumer price index each year following.

DISCUSSION

The results of the 2020-21 review engagement for HMCC show a consolidated net surplus of \$118,214. The Municipality through a community of Hantsport area rate, contributed \$84,872 for various operational expenses. \$7,902.59 of this total amount has been held back until they complete and submit the financial statements.

As per section 8.2 of the Area Rate policy, organizations that benefit from area rate funding must conduct their business on a breakeven basis. Any deficit within a fiscal year must be first charge in the next fiscal year and any reserves or surplus are not to occur without Council approval of a reserve business case. Although HMCC showed a net surplus of \$118,214, section 8.2 of the Area Rate policy only applies to the specific expenses that are associated with the area rate. Actual expenditures relating to the area rate fund are shown in Note 11 of the financial statements, including amounts still pending to be paid.

Although HMCC has met the requirement of the Area Rate policy, there is a minor deficit for the overall operations of the organization shown for fiscal 2020-21. This concern has been monitored over the last two years by staff. There was improvement since 2019-20, but this deficit has worsened in 2020-21 by \$16,248. Staff will continue to monitor the deficit of operating revenue versus expenses and will discuss this with HMCC as the financial condition has not seen improvement.

NEXT STEPS

FINANCIAL IMPLICATIONS

There are no financial implications to the Municipality. The amount to be paid to HMCC for 2020-21 has been collected through the Hantsport area rate.

ALTERNATIVES

- Council could choose to not allow further funds to be distributed to HMCC. If this were to occur, it would be recommended that Council direct staff to place the remaining area rate funds that have been collected into a reserve for HMCC until such time that Council wishes to redistribute the funds.

ATTACHMENTS

- Hantsport Memorial Community Centre, Financial Statements, Year Ended March 31, 2021

CHIEF ADMINISTRATIVE OFFICER REVIEW

The report and recommendation is supported by the CAO's Office.

Report Prepared by: Carlee Rochon
Carlee Rochon, Director, Financial Services

Report Approved by: Mark Phillips
Mark Phillips, Chief Administrative Officer

HANTSPORT MEMORIAL COMMUNITY CENTRE
Financial Statements
Year Ended March 31, 2021

HANTSPORT MEMORIAL COMMUNITY CENTRE

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Year Ended March 31, 2021

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INDEPENDENT PRACTITIONERS' REVIEW ENGAGEMENT REPORT

To the Members of Hantsport Memorial Community Centre

We have reviewed the accompanying financial statements of Hantsport Memorial Community Centre which comprise the statement of financial position as at March 31, 2021 and the statements of revenues and expenditures, changes in net assets and cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian Accounting Standards for Not-for-Profit Organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Practitioners' Responsibility for the Financial Statements

Our responsibility is to express a conclusion on the accompanying financial statements based on our review. We conducted our review in accordance with Canadian generally accepted standards for review engagements, which require us to comply with relevant ethical requirements.

A review of financial statements in accordance with Canadian generally accepted standards for review engagements is a limited assurance engagement. The practitioner performs procedures, primarily consisting of making inquiries of management and others within the entity, as appropriate, and applying analytical procedures, and evaluates the evidence obtained.

The procedures performed in a review are substantially less in extent than, and vary in nature from, those performed in an audit conducted in accordance with Canadian Auditing Standards. Accordingly, we do not express an audit opinion on these financial statements.

Basis for Qualified Conclusion

In common with many not-for profit organizations, the Centre derives revenue from the general public in the form of donations and also engages in fundraising activities, the completeness of which are not susceptible to satisfactory review. Accordingly, our review of these revenues for the years ended March 31, 2020 and 2021 was limited to the amounts recorded in the records of the Centre and we were not able to determine whether any adjustments might be necessary to revenue, excess of revenues over expenses, current assets and net assets.

Qualified Conclusion

Based on our review, except for the effects of the adjustments, if any, which we might have determined to be necessary had we been able to satisfy ourselves concerning the completeness of the revenues, as described in the *Basis for Qualified Conclusion* paragraph, nothing has come to our attention that causes us to believe that these financial statements do not present fairly, in all material respects, the financial position of Hantsport Memorial Community Centre as at March 31, 2021, and the results of its operations and its cash flows for the year then ended in accordance with the Canadian Accounting Standards for Not-for-Profit Organizations.

Bishop & Company

CHARTERED PROFESSIONAL ACCOUNTANTS

Wolfville, NS
May 26, 2021

HANTSPORT MEMORIAL COMMUNITY CENTRE**Statement of Financial Position****March 31, 2021**

	2021	2020
ASSETS		
CURRENT		
Cash	\$ 66,860	\$ 102,244
Accounts receivable (Note 4)	7,903	30,932
Inventory	302	596
Harmonized sales tax recoverable	6,373	6,459
	<u>81,438</u>	<u>140,231</u>
PROPERTY AND EQUIPMENT (Note 5)	761,745	730,623
LONG TERM INVESTMENTS (Note 6)	190,378	121,614
RESTRICTED CASH AND INVESTMENTS (Note 7)	541,659	453,781
	<u>\$ 1,575,220</u>	<u>\$ 1,446,249</u>
LIABILITIES AND NET ASSETS		
CURRENT		
Accounts payable and accrued liabilities	\$ 7,054	\$ 7,783
Employee deductions payable	1,710	818
Current portion of long term debt (Note 10)	611	3,667
	<u>9,375</u>	<u>12,268</u>
DEFERRED CONTRIBUTIONS (Note 9)	35,540	21,282
LONG TERM DEBT (Note 10)	-	611
	<u>44,915</u>	<u>34,161</u>
NET ASSETS		
General Fund - unrestricted	815,281	784,942
Endowment Funds - restricted	124,500	124,500
R. A. Jodrey Income Fund - restricted	417,159	329,281
Contributed surplus	173,365	173,365
	<u>1,530,305</u>	<u>1,412,088</u>
	<u>\$ 1,575,220</u>	<u>\$ 1,446,249</u>

ON BEHALF OF THE BOARD_____
*Director*_____
Director

HANTSPORT MEMORIAL COMMUNITY CENTRE**Statement of Revenues and Expenditures****Year Ended March 31, 2021**

	2021	2020
REVENUE		
Area Rate Funding (Note 11)	\$ 84,872	\$ 82,627
Government grants (Note 12)	21,529	15,637
Events and fundraising	12,617	75,256
Donations and bequests	5,282	10,809
Capital grant amortization	1,102	718
	<u>125,402</u>	<u>185,047</u>
EXPENSES		
Amortization	17,312	15,742
Events and programs	8,600	32,763
Insurance	16,499	16,261
Interest and bank charges	132	667
Office and administration	8,255	9,191
Professional fees	6,343	7,227
Repairs and maintenance	17,474	29,123
Salaries and wages	75,438	78,974
Utilities	16,332	19,834
	<u>166,385</u>	<u>209,782</u>
DEFICIENCY OF REVENUE OVER EXPENSES FROM OPERATIONS	<u>(40,983)</u>	<u>(24,735)</u>
INVESTMENT INCOME		
Loss on sale of investment	-	(1,787)
Change in balance of unrealized gains	125,676	(82,327)
Interest and dividends	33,521	30,621
	<u>159,197</u>	<u>(53,493)</u>
EXCESS (DEFICIENCY) OF REVENUE OVER EXPENSES	<u>\$ 118,214</u>	<u>\$ (78,228)</u>

HANTSPORT MEMORIAL COMMUNITY CENTRE**Statement of Changes in Net Assets****Year Ended March 31, 2021**

	General Fund	Endowment Funds	R. A. Jodrey Income Fund	2021	2020
NET ASSETS - BEGINNING OF YEAR	\$ 784,944	\$ 124,500	\$ 329,281	\$ 1,238,725	\$ 1,316,953
Excess of revenue over expenses	5,657	-	112,557	118,214	(78,228)
Transfers	24,680	-	(24,680)	-	-
NET ASSETS - END OF YEAR	\$ 815,281	\$ 124,500	\$ 417,158	\$ 1,356,939	\$ 1,238,725

HANTSPORT MEMORIAL COMMUNITY CENTRE**Statement of Cash Flows****Year Ended March 31, 2021**

	2021	2020
OPERATING ACTIVITIES		
Cash receipts from operations	\$ 162,690	\$ 179,305
Cash paid to suppliers and employees	(148,482)	(178,028)
Investment income	33,521	30,621
Interest paid	(134)	(666)
Harmonized sales tax	86	(6,459)
Cash flow from operating activities	<u>47,681</u>	<u>24,773</u>
INVESTING ACTIVITIES		
Purchase of property and equipment	(48,433)	(14,360)
Proceeds on disposal of property and equipment	-	22,735
Purchase of long term investments	(30,965)	(86,941)
Proceeds on disposal of investments	-	31,392
Restricted cash accounts	-	9,543
Cash flow used by investing activities	<u>(79,398)</u>	<u>(37,631)</u>
FINANCING ACTIVITY		
Repayment of long term debt	<u>(3,667)</u>	<u>(3,667)</u>
DECREASE IN CASH FLOW	(35,384)	(16,525)
Cash - beginning of year	<u>102,244</u>	<u>118,769</u>
CASH - END OF YEAR	\$ 66,860	\$ 102,244

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

1. PURPOSE OF THE CENTRE

Hantsport Memorial Community Centre (the "Centre") was incorporated by an Act of the Provincial Legislature in 1948. Effective January 19, 2021 the Centre was registered as a charity under the *Income Tax Act* (Canada) and is exempt from income tax.

The objectives of the Centre are:

- to perpetuate the memory of those citizens of Hantsport who in the two Great World Wars died in the service of their country while serving in the armed forces of Canada;
- to own, maintain and make available to the community of Hantsport, recreational, athletic, social and education facilities; and
- to own, establish, maintain and manage a community centre and such other properties and equipment as may be generally desirable, without profit to the members, and to make such changes as shall be determined by the by-laws.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of presentation

The financial statements were prepared in accordance with Canadian Accounting Standards for Not-for-Profit Organizations (ASNPO).

Measurement uncertainty

The preparation of financial statements in conformity with Canadian Accounting Standards for Not-for-Profit Organizations requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. Such estimates are periodically reviewed and any adjustments necessary are reported in earnings in the period in which they become known. Actual results could differ from these estimates.

Cash and cash equivalents

Cash and cash equivalents include cash on hand, balances with banks and marketable securities.

(continues)

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Financial instruments policy

Financial instruments are recorded at fair value when acquired or issued. In subsequent periods, investments in equity instruments that are quoted in an active market are reported at fair value, with any unrealized gains and losses reported in income. All other financial instruments are subsequently reported at amortized cost, and tested for impairment when there are indicators of impairment.

Transaction costs on the acquisition, sale, or issue of financial instruments which are subsequently reported at fair value are expensed when incurred. Transaction costs on the acquisition, sale, or issue of financial instruments which are subsequently reported at amortized cost are amortized over the expected life of the instrument.

Financial assets measured at amortized cost include cash and cash equivalents, accounts receivable, and investments in bonds.

Financial liabilities measured at amortized cost include accounts payable, accrued liabilities, and long term debt.

Financial assets measured at fair value include equity investments which are quoted in an active market.

Inventory

Inventory consists of bar supplies and is measured at the lower of cost and net realizable value, with cost being determined using the first in first out method. Net realizable value is the estimated selling price in the ordinary course of business, less any applicable variable selling costs.

Property and equipment

Property and equipment are stated at cost or deemed cost less accumulated amortization. Amortization is provided annually on the straight-line basis at rates calculated to write off the assets over their estimated useful lives as follows:

Buildings	20 years
Equipment	5 years
Outdoor facilities	20 years
Chain link fence	20 years
Parking lots	25 years

The Churchill House historic property is not amortized.

Amortization in the year of purchase is recorded at one-half the normal rate.

The Centre regularly reviews its property and equipment to eliminate obsolete items. Property and equipment are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount of an asset may not be recoverable.

(continues)

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (*continued*)

Restricted funds

The Endowment Funds report the revenues, expenses and net assets related to contributions which are subject to externally imposed stipulations specifying that they be maintained permanently:

1. In 1995 Med Starratt bequeathed \$94,500 to the Centre with the following conditions: "Only the interest shall be used for any HMCC purpose or other recreational purposes within the Town of Hantsport. The principal portion of the bequest is to be invested and not used to fund any aspect of the Corporation or Town of Hantsport."
2. The Roy A. Jodrey Hantsport Memorial Fund (R. A. Jodrey Fund) was established in 1974 with a \$30,000 endowment for the purpose of maintaining the Churchill House. The Indenture stipulates that the income from this endowment shall be used annually to defray the costs of maintenance of the building, as well as taxes, utilities and insurance. Income which is not utilized in a given year shall be accumulated for the purpose of defraying such expenses in the future.

The R. A. Jodrey Income Fund represents the accumulated unused income generated from the initial \$30,000 endowment. These funds shall be used annually to defray the costs of maintenance of the building, as well as taxes, utilities and insurance.

Revenue recognition

Hantsport Memorial Community Centre follows the deferral method of accounting for contributions.

- a) Endowment contributions are recognized as direct increases in net assets in the year received.
- b) Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.
- c) Investment income includes dividends and interest income, and realized and unrealized gains and losses. Unrealized gains and losses on equity investments are recognized as revenue in the statement of operations. Investment income is recognized in revenue in the period it is earned.
- d) Grant revenue is recognized when there is a reasonable assurance that all conditions necessary to obtain the grant have been complied with.
- e) Unrestricted donations and bequests are recognized in the year received.
- f) Capital donations are deferred and amortized on the same basis as the property and equipment to which they relate.
- g) All other sources of revenue are recognized as services are performed and ultimate collection is reasonably assured.

Contributed services and donated goods

Volunteers contribute a significant amount of their time each year. Because of the difficulty in determining their fair value, contributed services are not recognized in the financial statements.

Donated goods are not recorded in the financial statements because of the difficulty in determining their fair value.

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

3. FINANCIAL INSTRUMENTS

The Centre is exposed to various risks through its financial instruments and has a comprehensive risk management framework to monitor, evaluate and manage these risks. The following analysis provides information about the Centre's risk exposure and concentration as of March 31, 2021.

Liquidity risk

Liquidity risk is the risk that an entity will encounter difficulty in meeting obligations associated with financial liabilities. The Centre has a comprehensive plan in place to meet their obligations as they come due - primarily from cash flow from fundraising activities.

Market risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. Market risk comprises three types of risk: currency rate risk, interest rate risk and other price risk. The Centre is mainly exposed to interest rate and other price risk.

Interest rate risk

Interest rate risk is the risk that the value of a financial instrument might be adversely affected by a change in the interest rates. The Centre is exposed to interest rate risk on its fixed and floating rate interest bearing financial instruments which includes long term debt and investments in bonds. Changes in the bank lending rates can cause fluctuations in cash flows and interest expense. The Centre does not use any derivatives to manage this risk.

Other price risk

Other price risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices (other than those arising from interest rate risk), whether those changes are caused by factors specific to the individual financial instrument or its issuer, or factors affecting all similar financial instruments traded in the market. The Centre is exposed to other price risk through its investment in quoted shares.

4. ACCOUNTS RECEIVABLE

	2021	2020
Accounts receivable	\$ 7,903	\$ 30,932
Allowance for doubtful accounts	-	-
	<u>\$ 7,903</u>	<u>\$ 30,932</u>

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

5. PROPERTY AND EQUIPMENT

	Cost	Accumulated amortization	2021 Net book value	2020 Net book value
Land	\$ 206,900	\$ -	\$ 206,900	\$ 206,900
Historic property: Churchill House	312,349	-	312,349	312,349
Buildings	40,694	8,997	31,697	28,374
Equipment	18,335	16,502	1,833	5,500
Outdoor facilities	118,407	24,821	93,586	92,730
Chain link fence	131,142	22,688	108,454	77,497
Parking lots	8,658	1,732	6,926	7,273
	<u>\$ 836,485</u>	<u>\$ 74,740</u>	<u>\$ 761,745</u>	<u>\$ 730,623</u>

6. LONG TERM INVESTMENTS

	2021	2020
Equities	\$ 262,368	\$ 193,604
Bonds	22,504	22,504
Credit Union shares	5	5
DaSilva paintings	1	1
Subtotal	284,878	216,114
Less: Med Starratt Endowment	(94,500)	(94,500)
	<u>\$ 190,378</u>	<u>\$ 121,614</u>

The DaSilva paintings and murals are on loan to the Art Gallery of Nova Scotia. The fair market value is not determinable.

7. RESTRICTED CASH AND INVESTMENTS

	2021	2020
Cash	\$ 724	\$ 723
Equities	446,435	358,558
Subtotal	447,159	359,281
Plus: Med Starratt Endowment	94,500	94,500
	<u>\$ 541,659</u>	<u>\$ 453,781</u>

8. CREDIT FACILITIES

The Collabria VISA card is limited to \$2,000, bears interest at 19.9% and is secured by a term deposit held at Valley Credit Union.

HANTSPORT MEMORIAL COMMUNITY CENTRE**Notes to Financial Statements****Year Ended March 31, 2021****9. DEFERRED CONTRIBUTIONS**

	2021	2020
Valley Credit Union donation of \$22,000 received in 2020 for improvements to the Med Starratt Baseball field.	\$ 20,564	\$ 21,282
Private donation of \$15,360 received in 2021 for the replacement of a fence.	14,976	-
	\$ 35,540	\$ 21,282

10. LONG TERM DEBT

	2021	2020
John Deere Canada ULC loan bearing interest at 0% per annum, repayable in monthly payments of \$306. The loan matures on May 27, 2021 and is secured by a 2016 John Deere utility tractor with a net book value of \$1,834.	\$ 611	\$ 4,278
Amounts payable within one year	(611)	(3,667)
	\$ -	\$ 611

Principal repayment terms are approximately:

2022	\$ 611
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11. AREA RATE FUNDING

The Area Rate is collected by the Municipality of the District of West Hants under the terms of its Area Rate Policy. Responsibility for certain operating costs have been assumed by HMCC and these costs have been assigned as follows:

	2021	2020
Area Rate Funding		
Municipality of the District of West Hants	\$ 84,872	\$ 82,627
Area Rate Expenses		
Administration fee	\$ 7,716	\$ 7,512
Insurance	15,300	13,957
Repairs and maintenance	30,867	31,265
Salaries and wages	29,658	25,539
Utilities	1,331	4,354
	\$ 84,872	\$ 82,627

HANTSPORT MEMORIAL COMMUNITY CENTRE

Notes to Financial Statements

Year Ended March 31, 2021

12. GOVERNMENT GRANTS

Government grants were received or accrued during the year under the following programs:

1. Canada Summer Jobs Program - \$3,928 (2020 - \$7,738).
2. Provincial Grant Summer Students - \$17,601 (2020 - \$7,899)

These grants are reported in income and are not repayable.

13. IMPACT OF COVID-19

The outbreak of the novel strain of coronavirus, specifically identified as "COVID-19", has resulted in governments worldwide enacting emergency measures to combat the spread of the virus. These measures, which include the implementation of travel bans, self-imposed quarantine periods, and social and physical distancing, have caused material disruption to businesses globally resulting in an economic slowdown. Global equity markets have experienced significant volatility and weakness. Governments and central banks have reacted with significant monetary and fiscal interventions designed to stabilize economic conditions.

The duration and impact of the COVID-19 pandemic is unknown at this time, as is the efficacy of the government and central bank interventions. It is not possible to reliably estimate the length and severity of these developments and the impact on the financial results and condition of the Centre in future periods.



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: 
Todd Richard

Date: July 13, 2021

Subject: Panuke Road Booster Pump Package, Recommendation Report

LEGISLATIVE AUTHORITY

Nova Scotia Municipal Government Act, Section 65 authorizes Council to expend funds for municipal purposes.

RECOMMENDATION or DECISION REQUEST

It is recommended that:

Council authorizes staff to purchase Grundfos domestic and fire water pump packages directly from Flowstar Industries, in the amount up to \$160,000 plus applicable taxes.

BACKGROUND

Property ☒	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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The current Panuke Road Booster Station is a single domestic water booster station (with zero pump redundancy) that provides water services along Panuke Road to approximately 84 individual properties. The station was constructed with the Three Mile Plains distribution system in 1977 and is located at 86 Panuke Road. Pumps and piping are located under the existing road within a confined space manhole structure, with electrical located within an electrical panel mounted on a power pole above grade.

Water is supplied to the booster station via the West Hants water distribution system from the Windsor Water Treatment Plant supply. The pump station is located at an elevation of 32.9 m and services lands to a maximum elevation of 75.5 m. The watermain terminates at 398 Panuke Road at an elevation of 65.5 m. A single booster pump services the domestic water demand, with a larger pump intended to service the fire water system along the road. There is currently no backup generator in the event of a power outage, resulting in minimal water pressure and zero fire water supply.

In April 2017, the domestic pump system failed causing a major disruption to service. The cause of the failure is suspected to be a result of age. During the repair of the domestic pump, the fire pump was utilized to provide water service. However, the capacity of the fire pump exceeds domestic requirements, and in order to maintain adequate pressure and flow, hydrants were opened along Panuke Road, resulting in a large consumption and waste of treated water.

The existing station is classified as a confined space which makes routine maintenance extremely difficult with the truck traffic along Panuke Road. As well, the station is aged significantly and with recent servicing issues, West Hants has identified an urgent requirement replace this station with a modern and more reliable booster station.

In July 2018, the Municipality of the District of West Hants Public Works Department proceeded with a proposal from ABLE Engineering to provide system design and project management services, for the necessary replacement of the existing Panuke Road Booster Station, in order to provide both reliable domestic and fire water coverage.

This replacement booster station project planned for Lot WU, Panuke Road (PID 56523339) has not yet been tendered for construction (anticipating 2-4 additional weeks for mechanical and electrical design coordination). Staff is recommending the pre-purchase of the capital equipment pump packages direct from the local Nova Scotia equipment distributor, to eliminate the need to pay an unnecessary mark-up by the eventual general contractor. The lead time for equipment delivery is 12-14 weeks; it has been recommended for order as soon as possible, to be available for construction late in the season 2021.

DISCUSSION

Included in the scope of the design contract by ABLE Engineering, was the requirement to recommend the equipment and technology that would best serve the water distribution system and ultimately the residents and businesses along Panuke Road. ABLE Engineering provided two solutions for consideration to Municipality staff; a Gorman-Rupp pump package system; and then a Grundfos pump package system. Staff has reviewed the specifications and capabilities of each pump package.

The budget estimate for the Gorman-Rupp system included a simple fibreglass enclosure, however included no foundation, piping or other civil works for \$357,000. Staff reviewed the fibreglass enclosure design and decided that the solution did not

provide the level of security that would be required for the site. It was recommended that the pump structure building consist of a conventional wood-build structure, siding and metal/asphalt roof with concrete foundation. After contacting references in Annapolis County that utilize the same Gorman-Rupp pump technology, staff have learned that the proposed system was a 'sanitary sewer' pump system that was being proposed to be used for domestic water and fire water.

Staff then reviewed the specifications and capabilities for the Grundfos system, which did not include any building or structure. The original budget estimate for the Grundfos pump packages was \$134,069. This included a triplex domestic water pump skid, a duplex fire water pump skid, and associated basic control panels and local system controls. Grundfos pumps are used throughout the existing Windsor and West Hants distribution system with excellent performance and reliability; and were therefore recommended for the project. Staff then worked with the manufacturer to customize the Grundfos control systems to meet the compatibility requirements of the existing Windsor Water Treatment Plant and municipality SCADA communication protocols. Once all of the required control options were specified to meet the needs of the Municipality, the final updated cost quotation was received from the local Nova Scotia Grundfos distributor, Flowstar Industries for the cost of \$145,249.

The advantage of triplex domestic pumps will allow an alternating start set-up between two of the pumps and allowing a third back-up pump available in case one pump needs to be removed from service. Similarly, there is a duplex fire pump system that allows the availability of a redundant pump in the case of an emergency. The pump control system is also designed to optimize running efficiency and reduce electrical loading. Staff is currently working with our SCADA controls consultant to coordinate remote operation of the proposed pump system through cellular phones, tablets and remote operation from the Windsor Water Treatment Plant. It will also be recommended for the completed as-built system to include a back-up generator to ensure continuous domestic water and fire water supply in the event of a prolonged power outage; however this may depend on final project costs once tendered, and the approved budget.

NEXT STEPS

Pending approval of Council, staff would purchase the Grundfos capital equipment directly from Flowstar Industries, the local Nova Scotia equipment distributor; eliminating the need for procurement and an additional 10% (or greater) mark-up by the selected general contractor. With an approved order placed at the end of July, the Municipality was quoted the equipment delivery of 12-14 weeks (equipment scheduled for approximately October, 2021). Delays in approval of this purchase could significantly reduce the ability for this project to be completed within the 2021/22 construction season.

FINANCIAL IMPLICATIONS

Original budgeted amount for this project back in 2018 was \$450,000 for design and construction. This project design approved \$36,900 plus applicable taxes for ABLE Engineering coming from West Hants Gas Tax Reserve. Remaining construction costs were originally proposed to come from the West Hants Gas Tax Reserve.

As this project has been delayed in design for three years, the updated cost projections relating to construction and capital equipment for this project is now \$500,000, as detailed in the 2021/22 capital budget.

TMP Booster Station Replacement Project	
Pumping Equipment	\$160,000.
General Construction	\$300,000.
Emergency Generator	\$40,000.
Total Construction (Estimated):	\$500,000.
<i>Engineering & Design (previously approved by MDOWH, 2018)</i>	<i>\$50,000.</i>

The pumping equipment and control panels has been quoted at a cost of \$145,249. The aforementioned recommendation to Committee of the Whole of \$160,000 includes an approximate 10% contingency of \$14,751, for unforeseen project costs.

ALTERNATIVES

1. Council may choose not to proceed with the TMP Booster Station project pump replacement; or
2. Council may choose to include the capital pump package in the scope of work for the eventual project general contractor.

ATTACHMENTS

3CR15-3 3x575V TEFC NSF – Grundfos Triplex (Domestic Water) Pump Package

2CR125-1 3x575V – Grundfos Duplex (Fire Water) Water Pump Package

Preliminary Design, Booster Station Building Design Layout (tentative)

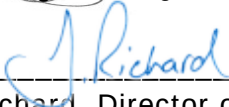
Preliminary Design, Booster Station Piping Arrangement (tentative)

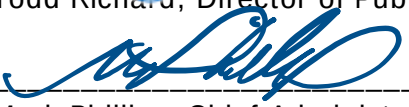
CHIEF ADMINISTRATIVE OFFICER REVIEW

The report and recommendation is in keeping with the original needs for infrastructure upgrades in this area of the utility.

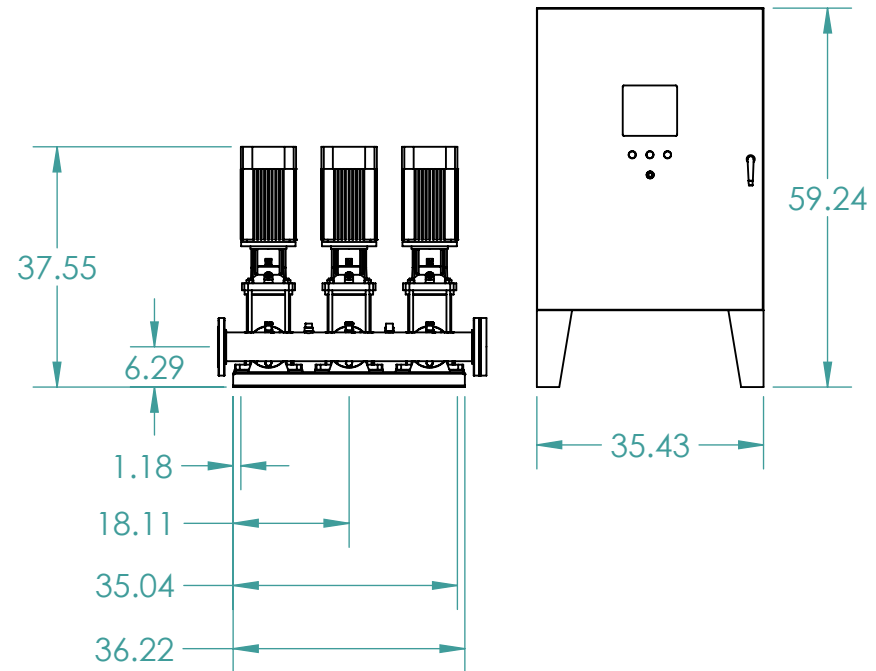
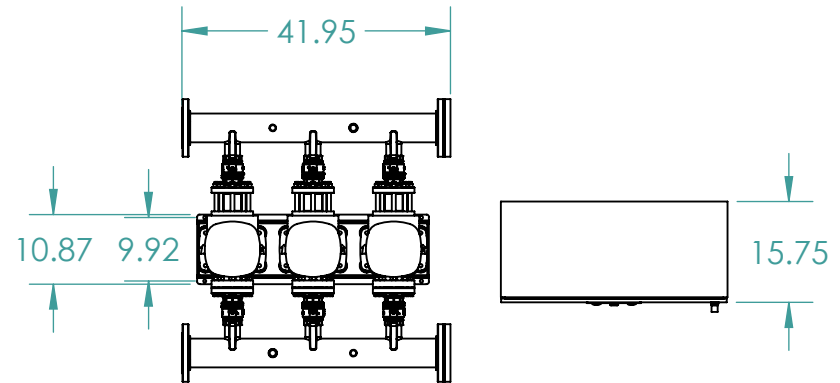
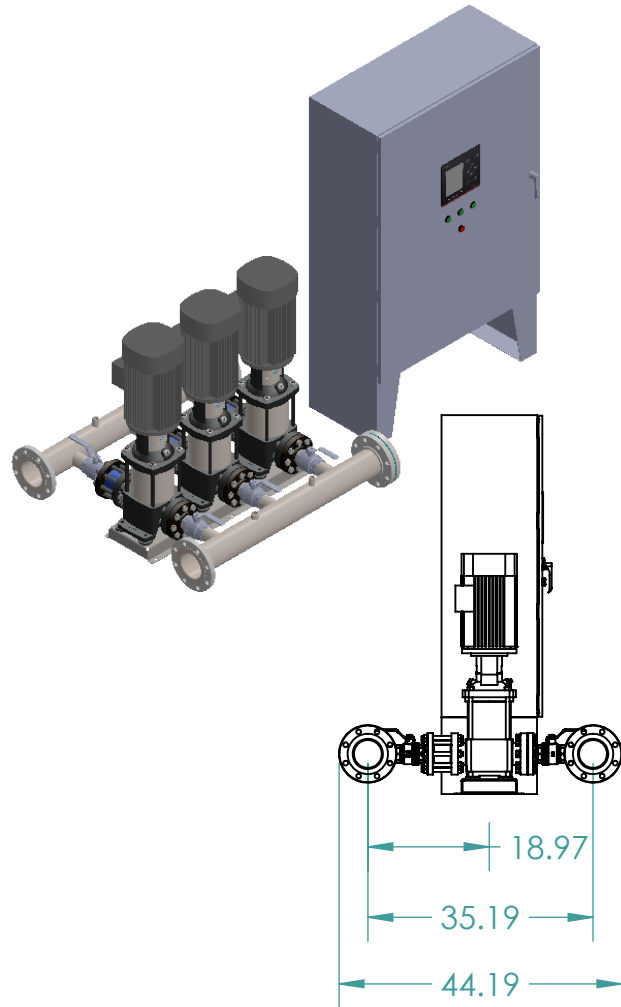
The CAO's Office is in support of the recommendation.

Report Prepared by: 
Brad Carrigan, P.Eng., Capital Projects Engineer

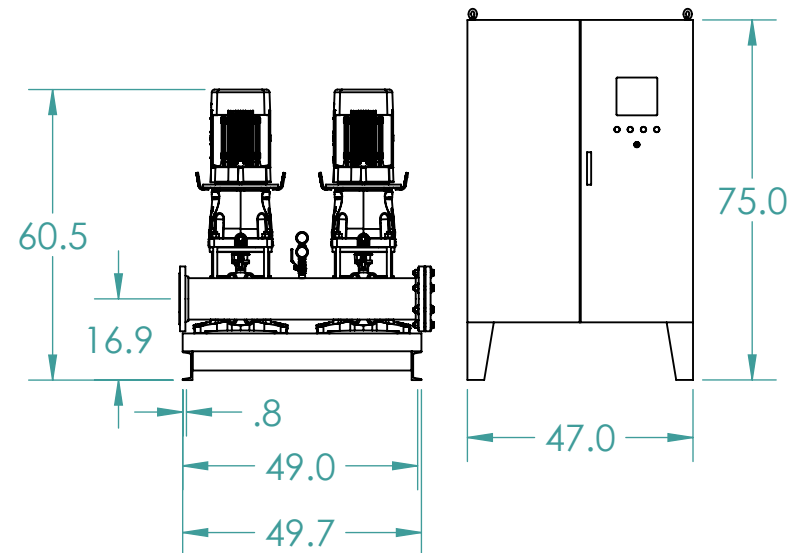
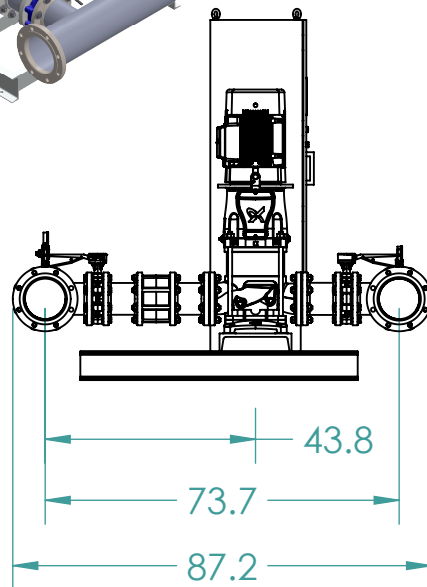
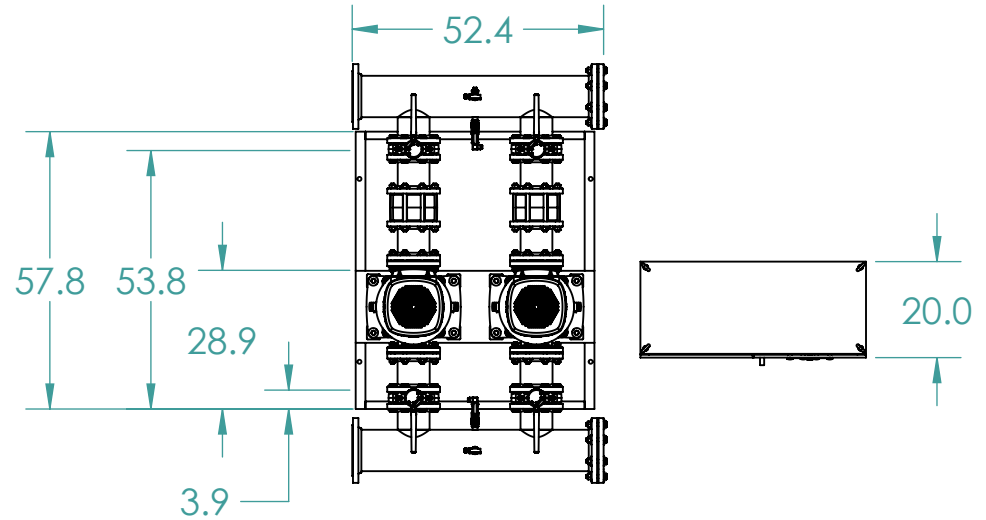
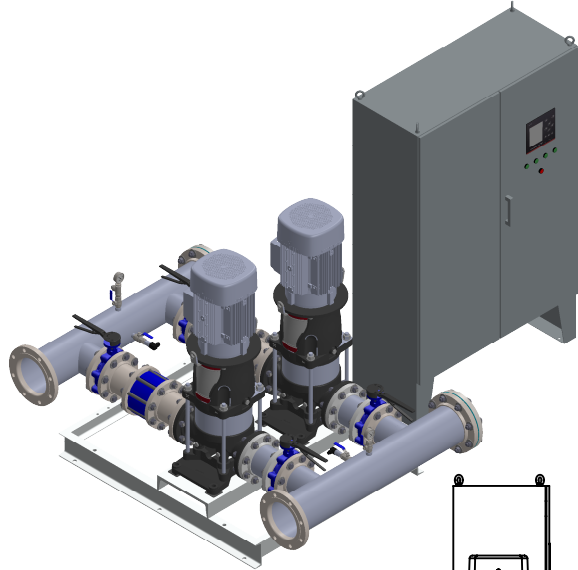
Report Reviewed by: 
Todd Richard, Director of Public Works

Report Approved by: 
Mark Phillips, Chief Administrative Officer

1. Manifolds 4" ANSI Class 150 AISI 316SS Schedule 10s ASTM A312 or $\varnothing 114.3\text{mm} \times 2\text{mm}$
 2. Base/Frame AISI 304SS
 3. Standard system layout : panel right facing suction
 4. Full port ball valve ASTM
 5. UL Type 12 rated electrical panel
- Note: panel size will vary with options



Manifolds 8" ANSI Class 150 AISI 316SS Schedule 10s ASTM A312 or ϕ 219.1mm x2mm
 Base/Frame ASTM A36 Steel
 Standard system layout : panel right facing suction
 6" lug style ANSI 150# class butterfly valve
 UL Type 12 rated electrical panel
 Note: panel size will vary with options



GRUNDFOS 
 FRESNO, CALIFORNIA 93727 USA

Note:
 All dimensions are $\pm 0.5"$
 Not for Construction
 All dimensions subject to
 changewithout notice.

BoosterpaQ Model: HYDRO MPC E 2CR125-1

Power: 3x575 60HZ 2x25HP

Job:

Scale: 1:40

Dwg No:

Rev: 0

Date:

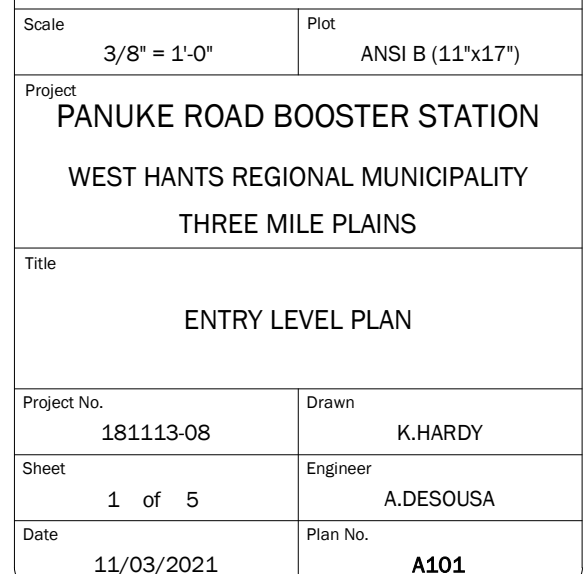
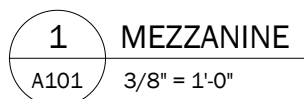
3/23/2020

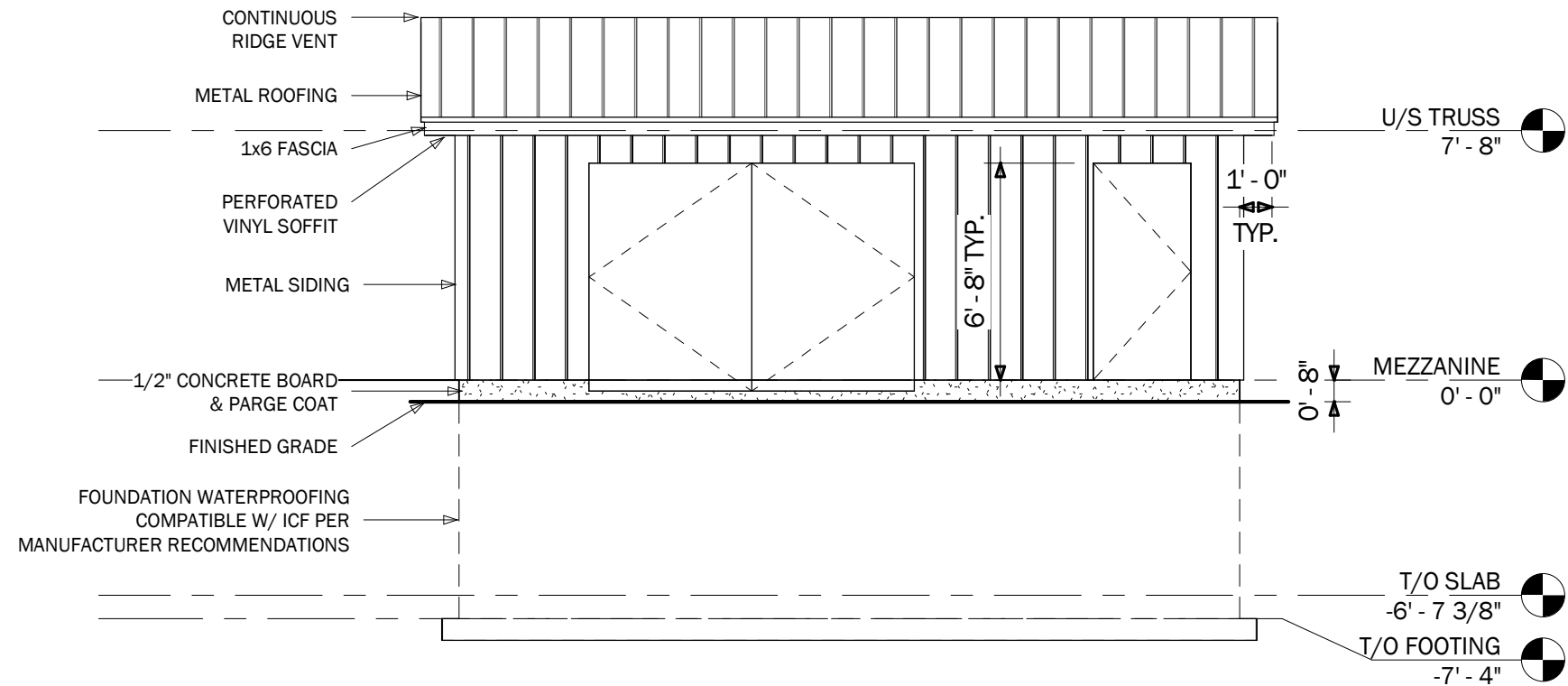
Drawer

58847

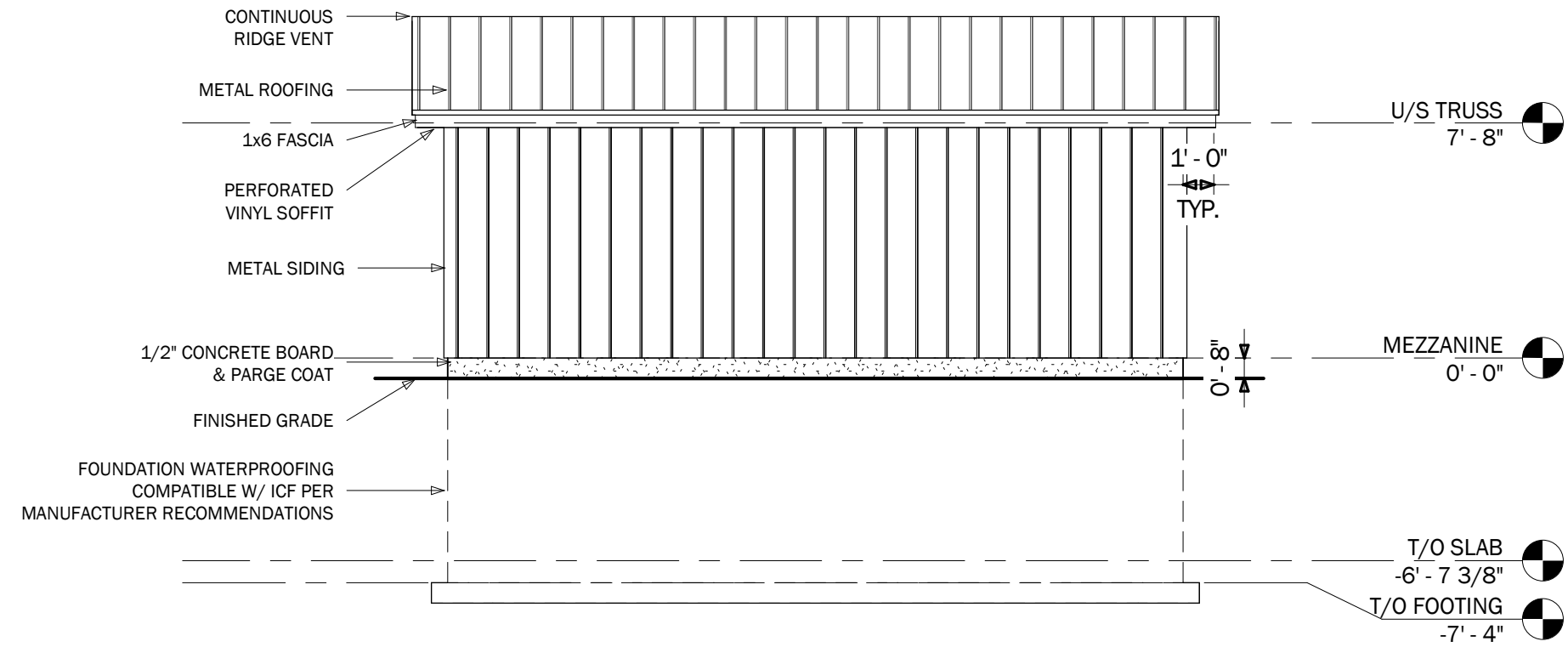
Page:

1 of 1





1 NORTH ELEVATION
A102 3/16" = 1'-0"



2 SOUTH ELEVATION
A102 3/16" = 1'-0"



CHESTER KENTVILLE TANTALLON
NOVA SCOTIA, CANADA
1-833-756-8433 info@ableinc.ca

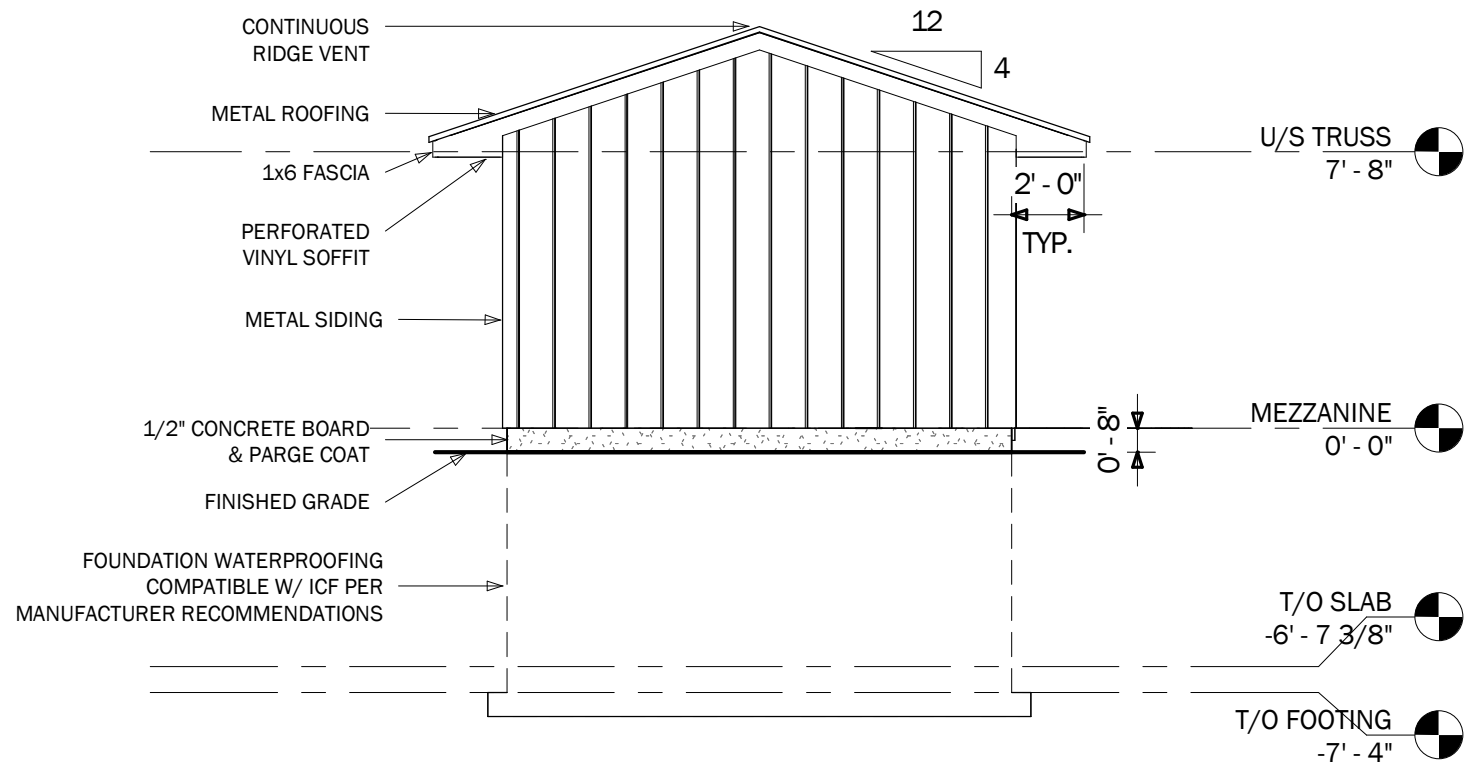
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Seal

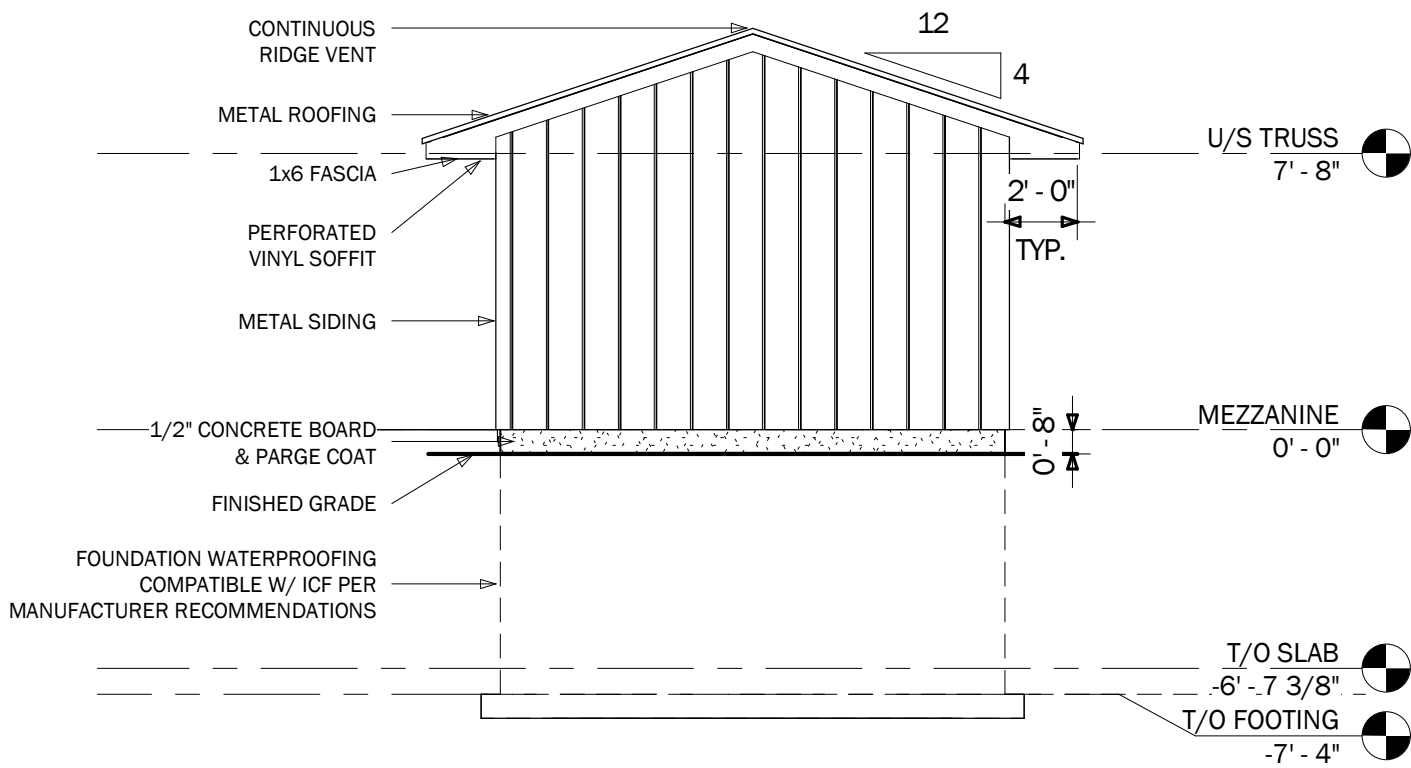
PRELIMINARY
NOT FOR CONSTRUCTION
OR APPROVALS

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Project	PANUKE ROAD BOOSTER STATION WEST HANTS REGIONAL MUNICIPALITY THREE MILE PLAINS		
Title	ELEVATIONS		
Project No.	181113-08	Drawn	K.HARDY
Sheet	2 of 5	Engineer	A.DESOUSA
Date	11/03/2021	Plan No.	A102

12/03/2021 8:44:07 AM



1 EAST ELEVATION
A103 3/16" = 1'-0"



2 WEST ELEVATION
A103 3/16" = 1'-0"



Engineering Services Inc.

CHESTER KENTVILLE TANTALLON

NOVA SCOTIA, CANADA

1-833-756-8433

info@ableinc.ca

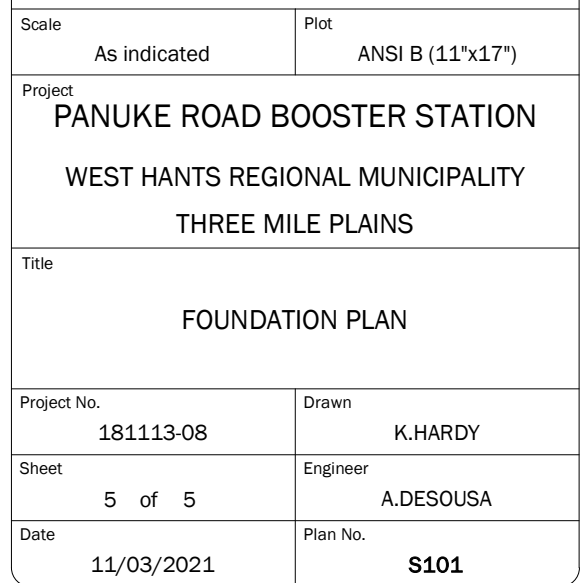
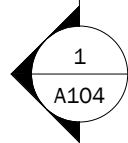
No.	MM/DD/YYYY	Revision Description	By.

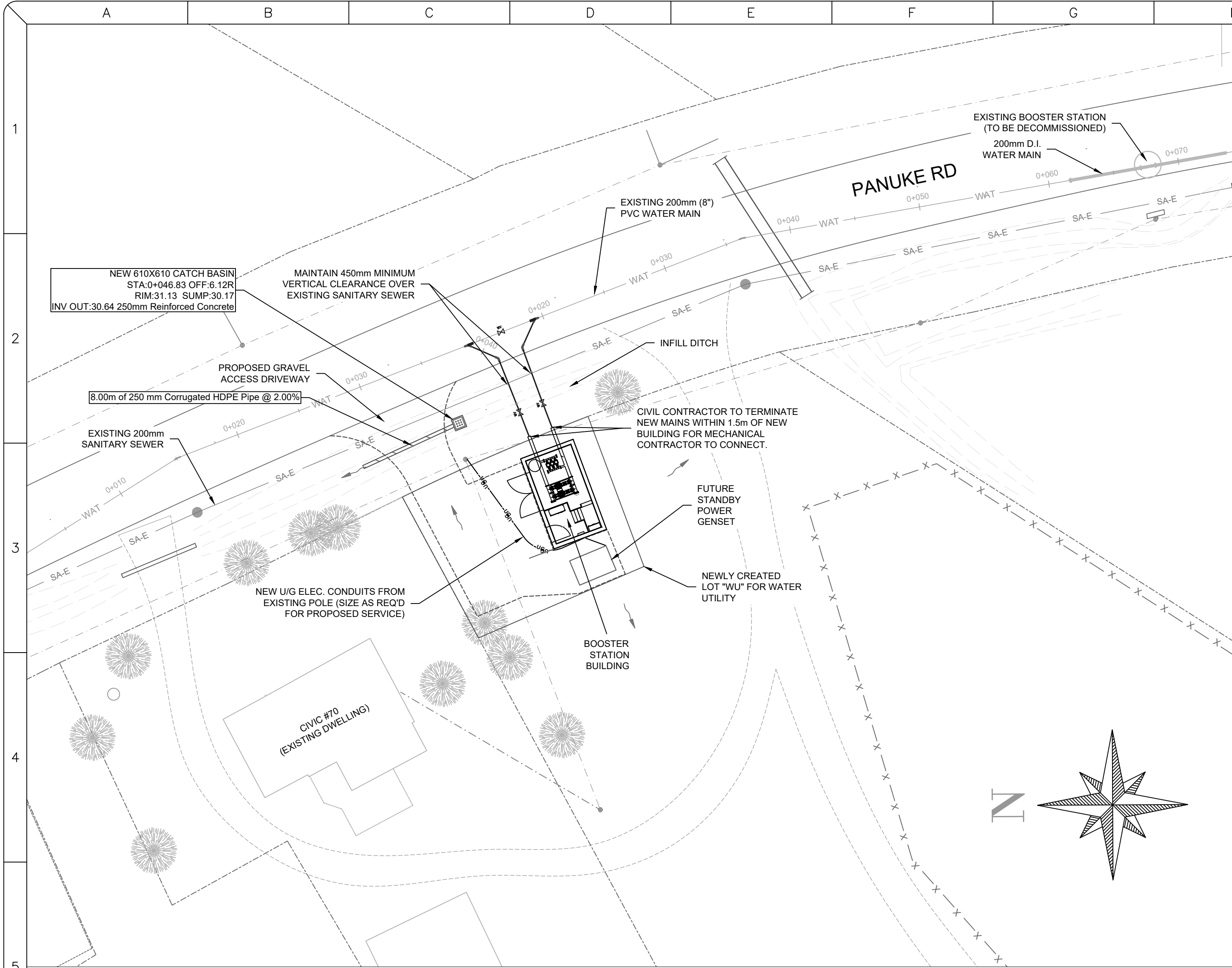
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PRELIMINARY
NOT FOR CONSTRUCTION
OR APPROVALS

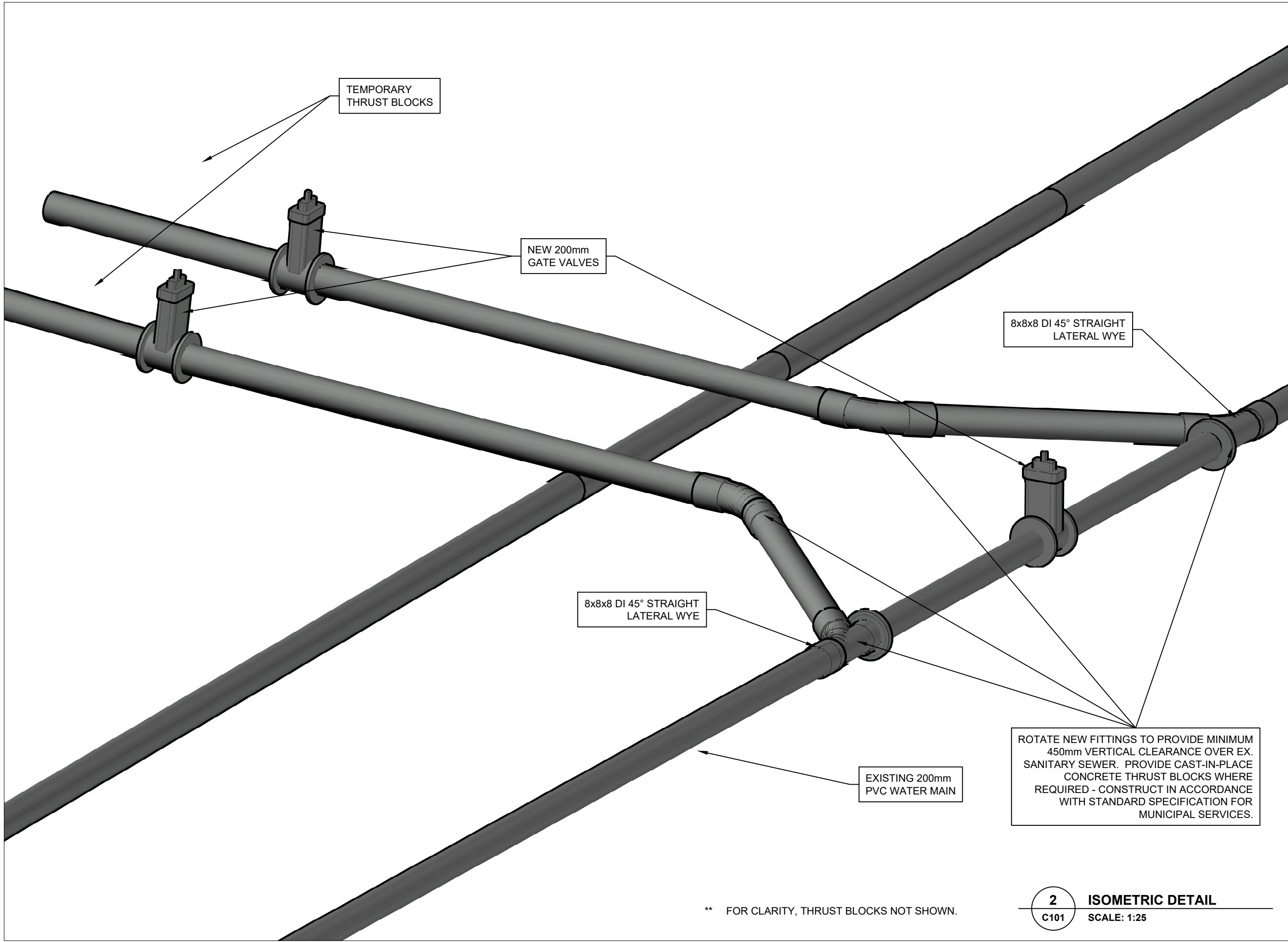
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Project	PANUKE ROAD BOOSTER STATION WEST HANTS REGIONAL MUNICIPALITY THREE MILE PLAINS		
Title	ELEVATIONS		
Project No.	181113-08	Drawn	K.HARDY
Sheet	3 of 5	Engineer	A.DESOUSA
Date	11/03/2021	Plan No.	A103

12/03/2021 8:44:07 AM

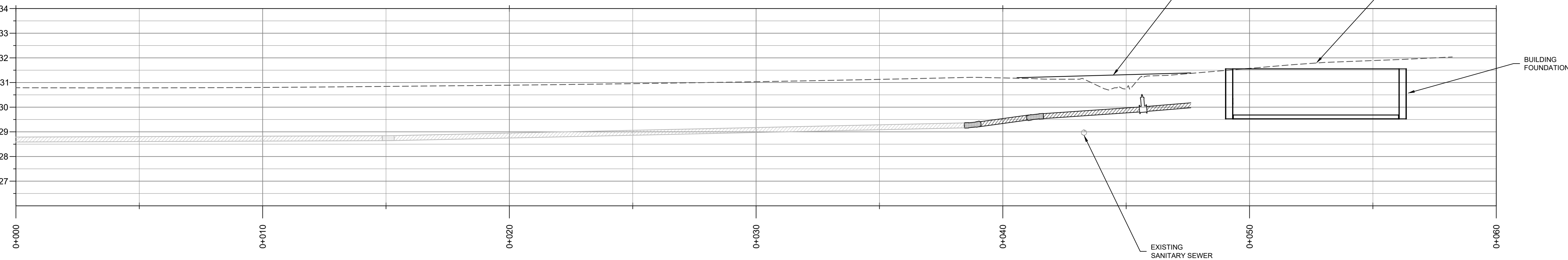




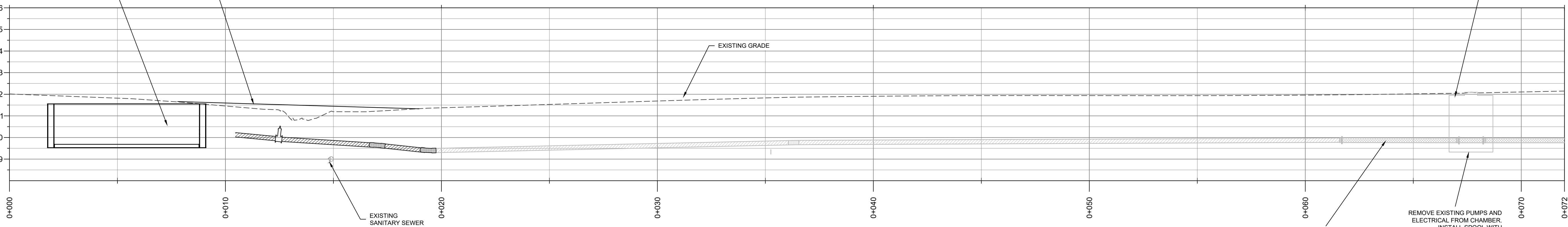
1 SITE PLAN
C101 SCALE: 1:250



Suction Pipe Profile



Discharge Pipe Profile



KEYPLAN

LEGEND

EXISTING		PROPOSED
	GATE VALVE	
	TREE	
	UTILITY POLE	
	CATCHBASIN	
	ELEVATION	
	PROPERTY BOUNDARY	
	OVERHEAD LINE	
	SANITARY MANHOLE & PIPE	
	STORM PIPE/CULVERT	
	WATERMAIN	
	UNDERGROUND CONDUIT	
	CONCRETE THRUST BLOCK	
	FENCE LINE	
	DRIVEWAY	
	STREET LINE	
	DRAINAGE DIRECTION	
	DITCH LINE	

- Notes
- SITE GRADING MUST BE PERFORMED IN SUCH A WAY TO ENSURE POSITIVE DRAINAGE OF STORM WATER FROM AROUND BUILDINGS. A MINIMUM SLOPE OF 1% AWAY FROM THE BUILDING IS REQUIRED FOR THE FIRST 1.5 METERS. ALL OTHER CONSTRUCTED GRADES ARE TO BE A MINIMUM OF 2% AND A MAXIMUM OF 3:1.
 - CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING SANITARY SEWER AND WATERMAIN LINES. ENGINEER WILL DETERMINE FINAL SEPARATION REQUIREMENTS AT CROSSING LOCATIONS WHEN THIS INFORMATION IS RECEIVED AND REVIEWED.
 - THE CONTRACTOR SHALL MAKE ALL ALL REASONABLE EFFORTS TO PREFABRICATE AND PREPARE NEW FITTINGS AND APPURTENANCES PRIOR TO ANY LINE BREAKING ACTIVITIES TO REDUCE DISRUPTION TO LOCAL WATER SERVICE.
 - TOPOGRAPHIC AND BOUNDARY SURVEY DATA PRODUCED BY ABLE ENGINEERING SERVICES INC. ON JANUARY 31, 2020. VALUES SHOWN ARE DERIVED FROM GROUND OBSERVATIONS ON IN COORDINATE SYSTEM CSRS 2010(NAD83.2010) NOVA SCOTIA, ZONE 5 USING CGVD2013.
 - ALL DISTURBED AREAS TO BE PERMANENTLY STABILIZED AND FINISHED WITH EITHER GRAVEL, ASPHALT, AND/OR LANDSCAPING, UNLESS OTHERWISE INDICTED.
 - IF UNUSUAL OR UNANTICIPATED SITE CONDITIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY AND SEEK ADVICE FROM THE ENGINEER IMMEDIATELY.
 - ALL WORK TO BE IN ACCORDANCE WITH WEST HANTS REGIONAL MUNICIPALITY SPECIFICATIONS AND THE LATEST REVISION OF THE STANDARD SPECIFICATION FOR MUNICIPAL SERVICES PUBLISHED BY THE JOINT COMMITTEE ON CONTRACT DOCUMENTS.
 - ALL MEASUREMENTS SHOWN ARE IN METRIC UNITS OF METERS.

NON-VERSIONED
ISSUED FOR REVIEW
WITHOUT VERSION CONTROL

4			
3			
2		REVISIONS	
1	10/22/20	ISSUED FOR CLIENT REVIEW	
No.	MM/DD/YY	Revision	Description
Seal			Appr'd

PRELIMINARY
NOT FOR CONSTRUCTION
OR APPROVALS

ENGINEERING SERVICES INC
4 CALKIN DRIVE, KENTVILLE, NS B4N 3V7
TEL: 902-678-2774 FAX: 902-678-6990
info@ableinc.ca www.ableinc.ca

SCALE: 1:250
0m 5m 10m 15m 20m 25m

Plan	1:250	Profile	1:100 (H & V)	Plot	ARCH D (24"x36")
Project	PANUKE ROAD BOOSTER STATION PANUKE ROAD THREE MILE PLAINS, NOVA SCOTIA				
Title	PROPOSED SITE PLAN, PROFILE, AND DETAILS				
Project No.	181113-08	Drawn	A. DE SOUSA	Sheet	1 of 1
Ref.	WHPW18-10	Engineer	A. DE SOUSA	Plan No.	C101
Date	MMM DD, YYYY	Check	R. ROWE		



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request ☒	Councillor Activity ☐
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To: Committee of the Whole Members of West Hants Regional Municipality

Submitted by: Abraham Zebian, Mayor

Date: July 13, 2021

Subject: First Nations Memorial

LEGISLATIVE AUTHORITY

N/A

RECOMMENDATION or DECISION REQUEST

...Council directs the Mayor and staff to identify a location and begin work on a proper, permanent memorial for First Nations children and individuals whose unmarked graves have been discovered.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
-----------------------------------	---	--------------------------------------	---------------------------------	-----------------------------------	--

Residential schools and the inhumane treatment of our indigenous brothers and sisters through history has finally begun to be a topic of discussion in our country. The discoveries of multiple hundreds of unmarked graves and the likely discovery of many more will require a truth to be accepted and understood in order for proper reconciliation to begin.

DISCUSSION

On June 8th, 2021, a memorial was set up on the Falmouth side of the causeway trail at the base of the flag poles. The memorial was a heart felt gesture that has beautiful meaning, but it is not permanent and will eventually have to be removed due to weathering. Identifying a suitable location and erecting a proper memorial would be a positive first step for West Hants Regional Municipality towards National reconciliation.

NEXT STEPS

Should this recommendation pass COTW and then Council, a location will be identified, and a project brought back for Council's approval.

FINANCIAL IMPLICATIONS

There are no financial implications at this time with the proposed recommendation. There would be budget implications based on a future recommendation to council.

ALTERNATIVES

Council could choose to not support the recommendation.

Council may make another recommendation.

ATTACHMENTS

None.

CHIEF ADMINISTRATIVE OFFICER REVIEW

I support the request. In addition, it is important that we engage our neighboring First Nation Community in these discussions for their valued feedback.

Report Prepared by: Abraham Zebian, Mayor

Report Reviewed by: 
Mark Phillips, CAO

Report Reviewed by: 
Shelleena Thornton, Administrative Supervisor



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request ☒	Councillor Activity ☐
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To: **Committee of the Whole Members of West Hants Regional Municipality**

Submitted by: Abraham Zebian, Mayor

Date: July 13, 2021

Subject: Ardoise Hall-Canada Community Building Fund

LEGISLATIVE AUTHORITY

Municipal Government Act (MGA), Power to Expend Money, 65 & 65A

RECOMMENDATION or DECISION REQUEST

Committee of the Whole recommends that Council approves the additional use of \$16,275 of Canada Community Building Fund to fund the remaining amount of signage upgrades to the Ardoise Community Recreation Center to improve recreation services.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☒	Economic ☒	Councillor Activity ☐
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Organizations submitted grant applications to upgrade features of their facilities to make them more energy efficient, accessible, and improve access to recreation.

DISCUSSION

The very dedicated group at the Ardoise Community Recreation Center has been improving their hall over the last number of years by installing heat pumps, paving their driveway, and many repairs, mostly with funds being fundraised through fundraisers. They support many initiatives and groups in our region such as the food banks as well as seniors. The upgraded sign will help the group better promote events, fundraisers, and community initiatives for our entire region.

NEXT STEPS

Should this recommendation move forward, Council will be asked to finalize the approval. The Municipality will then enter into the agreement with Ardoise Community

Recreation Center, based on the terms and conditions required under the Canada Community Building Fund agreement.

FINANCIAL IMPLICATIONS

Total 2021-22 grant request from the Canadian Community Building Fund (CCBF) for the Ardoise Community Recreation Center would be \$21,275 to be taken from the Region CCBF Reserve.

With this addition the total gas tax reserve balance is projected to be \$4,805,633 at March 31, 2022.

ALTERNATIVES

Council could choose to not support the recommendation.

ATTACHMENTS

N/A

CHIEF ADMINISTRATIVE OFFICER REVIEW

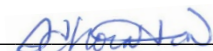
The decision to support the recommendation is at the discretion of Council. Staff is satisfied there is financial capacity to support the recommendation.

Report Prepared by: Abraham Zebian, Mayor

Report Reviewed by:


Mark Phillips, CAO

Report Reviewed by:


Shelleena Thornton, Administrative Supervisor



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request ☒	Councillor Activity ☐
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To: Committee of the Whole Members of West Hants Regional Municipality

Submitted by: Abraham Zebian, Mayor

Date: July 13, 2021

Subject: Traffic Calming Measures

LEGISLATIVE AUTHORITY

Municipal Government Act – Section 311, Traffic Authority

NS Motor Vehicle Act - Sections 86-96

RECOMMENDATION or DECISION REQUEST

Council direct staff to identify and report back on potential traffic calming measures/solutions for problematic roads that experience speeding under the ownership of the Municipality.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
-----------------------------------	---	--------------------------------------	---------------------------------	-----------------------------------	--

The consolidation of the former municipal units of Windsor and West Hants has seen many positive efficiencies and Council has been proactive in bettering the services that are delivered to our residents.

DISCUSSION

One service that the new Region seems to be getting increased complaints about would be the Municipally owned streets and speeding on those streets in particular. We have repeatedly asked residents to contact the RCMP directly as the RCMP bases their

strategies for policing on call statistics. 1 year into our consolidation and the problem of speeding seems to be getting worse. I believe it's time we, as a Municipality, begin looking at traffic calming measures to augment RCMP presence.

NEXT STEPS

Should this recommendation pass COTW and then Council, staff are to bring a report back to Council in a timely manner with recommendations/solutions to the speeding issues.

FINANCIAL IMPLICATIONS

There are no financial implications at this time with the proposed recommendation. There could potentially be budget implications based on future recommendations presented to Council.

ALTERNATIVES

Council could choose to not support the recommendation.

Council may make another recommendation.

ATTACHMENTS

None.

CHIEF ADMINISTRATIVE OFFICER REVIEW

Improving the safety of our residents and visitors in our neighborhoods is always seen as a positive step. A mixture of enforcement, education and physical features can combine to reduce speeding and motor vehicle infractions. Before introducing new measures, we should also reflect on the performance and utilization of existing resources. These items can be reviewed should Council support the request.

Enforcement and Education

If the recommendation is supported, I expect the Policy Advisory Board will be engaged to provide direction to the RCMP as well as to discuss strategic expectations from the municipality regarding enforcement and education.

Traffic Calming Features

Pending Council's direction traffic calming measures such as digital speed notices, stationary flexible pylons and other measures can be explored.

Consultation with Public Works and the Traffic Authority will be required as well to ensure we are compliant with municipal and provincial road standards.

I support the recommendation.

Report Prepared by: Abraham Zebian, Mayor

Report Reviewed by:



Mark Phillips, CAO

Report Reviewed by:



Shelleena Thornton, Administrative Supervisor



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request ☒	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: Bob Morton – Councillor

Date: July 9 2021

Subject: Temporary opening of Edward & Underwood

LEGISLATIVE AUTHORITY

(State where ability for consideration comes from if applicable)

RECOMMENDATION or DECISION REQUEST

That Committee of the whole recommends council direct staff to look into temporarily opening Edward Road & Underwood Road until an alternate second exit in and out of the Crossing is fully constructed and in place.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
-----------------------------------	---	--------------------------------------	---------------------------------	-----------------------------------	--

The Crossing is home to over 400 residents and growing daily. This beautiful community has only one way in and one way out. In case of emergency this is not ideal. The current developer is in the process of constructing an alternative exit and entry point, however until said time that it is completed, I believe it is best we open up Edward and Underwood as an easy, temporary solution to safety and congestion.

This area has been a source of contention in the past, however the safety concerns of only having one way in and one way out need to be addressed, and this would be a TEMP solution.

DISCUSSION

Traffic Authority is currently monitoring the number of vehicles entering and exiting the crossing with a speed monitoring system.

NEXT STEPS

Open the Gate dividing Edward and Underwood.

FINANCIAL IMPLICATIONS

None

ALTERNATIVES

(State any option to the recommendation and implication of the options, if anything)

ATTACHMENTS

(List any attachment to the report, if anything.)

CHIEF ADMINISTRATIVE OFFICER REVIEW

Pending the direction from Council there are several matters to be considered. Most notably is the "Street Closure Policy" developed by the former Town of Windsor in 2015 to prevent the use of the final portion of Underwood Drive by the public. This policy and discussion was revisited in 2019 by the Town of Windsor. Minutes have not been attached or reviewed to fully understand the resulting outcome.

In addition, there are draft traffic studies currently being finalized by the municipality and the developer for future phases that will influence staff's feedback.

The CAO's office supports the intent of the recommendation but suggest it be revised to direct staff to provide a report as to how the two residential areas can be connected including the removal of the gate system.

Report Prepared by: _____

Bob Morton, Councillor

Report Reviewed by:  _____

Mark Phillips , Chief Administrative Officer



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information X	Recommendation X	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole, West Hants Regional Municipality

Submitted by: Jim Ivey Councillor, District 11 Windsor South

Date: July 13, 2021

Subject: Highway Twinning over Avon River

LEGISLATIVE AUTHORITY

N/A

RECOMMENDATION or DECISION REQUEST

West Hants Regional Municipal Council recommends that correspondence be sent to Lloyd Hines, MLA, Minister Transportation and Active Transit, requesting that with public safety as a priority, the 101-Highway twinning project (Three Mile Plains to Falmouth) should not be delayed due to uncertainty relating to the causeway aboiteau design. Further to ensure the highway continues on schedule that NSTAT might consider the installation of long-span tidal bridges as were previously offered by Deputy Minister Paul Lafleche in the presentation to the then-joint councils of Windsor and West Hants on September 27, 2018.

BACKGROUND

Property ☐	Public Opinion X	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
-----------------------------------	------------------	--------------------------------------	---------------------------------	-----------------------------------	--

The 101 Highway twinning project (Three Mile Plains to Falmouth) began several years ago. This is a visible, greatly needed and appreciated initiative within the West Hants region. Long-standing safety concerns due to numerous accidents and lives lost have driven the highway's upgrade as a priority for its construction.

Though the project has proceeded well, it appears the aboiteau design has proved to be a challenging issue to solve. The wants of the community to maintain its fresh-water lake and constant / current water level appears to have created a sticking point for the approval of a new aboiteau design in trying to satisfy the requirements of the federal Fisheries Act.

Very briefly to better understand the aboiteau challenges it seems helpful to look at the three options that were removed from the selection process in 2018.

Fresh Water Options A and B

Significant efforts were undertaken to develop the fresh-water lake options to maintain the socio-economic status quo of the area as much as possible.

- With both Options A and B, it was determined that: fishways had very limited effectiveness as they were prone to sedimentation, insufficient fresh water existed for downstream flow and neither would effectively meet the requirements of Fisheries Act.

Partial Tidal Exchange Option C

With open fish passage and dedicated fishways it offered controlled partial exchange of tidal water through a “passive gate” operation and controlled size of opening. It offered:

- A combination of permanent aboiteau opening and dedicated fishways used to maximize fish passage.
- An Adaptive design for anticipated climate change and sea-level rise.
- Improved flood protection (simpler, passive, standard system)
- Fish passage would be of very high quality for all fish species 24 hours a day, 365 days a year.

Despite the benefits afforded by Option C, it fell short with lower than the desired lake levels wanted and with salt-water / tidal exchange (currents), not conducive to competitive canoeing needs.

Selected Option D: hybrid solution with fresh lake focus

Despite the short-comings already identified with fresh-water lake options A and B, the new goal for this fresh-water option was to provide an **adaptable** and **flexible** solution that could maintain the target lake level and increase/maximize fish passage opportunities.

Option D is / was intended to provide:

- The ability to maintain a freshwater lake
- The opportunity for improved fish passage
- Provide an adaptable design, water management/operation and could be adjusted if goals change in the future
- Water level control would be much better than current conditions

Recent Option D Information March – July 2021:

With few details provided, in March of 2021, at the Provincial Committee of the Whole on Supply, it was communicated that the fresh-water version of Option D did not pass the requirements of the Fisheries Act. We have not heard anything further on this.

Separately in a CBC news story on July 8 2021, Lloyd Hines provided an interview in which it was reported that...

... there is no agreement between the province and DFO over what should replace the existing system when the new highway is built over the river. The province said it has put forward a preferred option that would allow fish passage, protect homes and land from tidal waters, and maintain Lake Pisiquid, which was created by the existing aboiteau...

Minister Lloyd Hines MLA, Minister of Transportation and Active Transit stated...The twinning can still finish on time *"if we can make some progress in the next 60 days and get a clear path forward."* *"If it goes much beyond that, if we still don't have resolution by the time the snow flies this year, then we're probably going to lose a one-year season there," he said. "If it doesn't get done in '23, then it'll get done in '24."*

DISCUSSION

Though the aboiteau and highway twinning are not our projects, our area and residents are definitely impacted.

Nobody wants the twinning or completion of the highway to be delayed. The project has safety as a number 1 priority.

In the September 27, 2018 meeting with joint Council, the ability to 'fly-over' with bridges was offered as an option. Does the option still exist and would it alleviate concerns with timing and completion of the highway twinning project?

If the option still exists, then Council should suggest that NSTAT install tidal, long-span bridges over the channel. These will provide short to medium-term flexibility, allowing the highway twinning to be completed as planned while also providing the time necessary for the successful completion of the aboiteau design to meet the Fisheries Act requirements.

NEXT STEPS

TBD.

FINANCIAL IMPLICATIONS

TBD

ALTERNATIVES

Council may choose to suggest an alternative option.

ATTACHMENTS

Source Information:

PowerPoint PDF – CLC meeting Sept 18, 2018

PowerPoint PDF – Joint Council Sept 27, 2018

[Video of the Sept 2018 Joint Council Meeting](#) (90 minutes +/-)

CHIEF ADMINISTRATIVE OFFICER REVIEW

Councillor Ivey has expressed the desire to have the twinning project progress in a timely manner. He has further referenced a recent article including comments from the Minister of Transportation and Action Transportation, the Honourable Lloyd Hines, making comment about the urgency of outstanding decisions surrounding the future gate system threatening to delay the overall schedule of the twinning project. I support the principle of requesting that efforts be made to avoid the delay of the project with public safety as the priority.

With regards to Councillor Ivey's request to have long-span tidal bridges installed, I cannot speak to engineering, approval processes, budget impacts or the overall state of readiness of the Provincial Government to pivot or to pursue an alternative design at this time. Specifically, I cannot comment on how a change or introduction of long-span bridges would impact the construction schedule deemed as a priority above.

Staff will await the direction from Council regarding this decision request.

Report Prepared by: _____

Report Reviewed by:  _____

Mark Phillips, Chief Administrative Officer



Avon River Aboiteau and Causeway Upgrading Design CLC Meeting 19th Sept 2018

Note added on Sept 24: some annotations were made on the last slide based on comments heard during and after the CLC meeting.

Project Key Objectives:

PUBLIC SAFETY

- Maintain corridor over Avon River for Highway 101 Twinning and continuity of rail, trail and utility services
- Continued protection of communities and agricultural land from the effects of flooding and future effects from sea level rise and climate change

REGULATORY REQUIREMENTS

- Improve Fish Passage (Fisheries Act-Sect.20 and EA Condition)
- Minimize Environmental Impacts (i.e. Impact to Salt Marsh)

MINIMIZE SOCIO-ECONOMIC IMPACTS

- On business groups, farming, ski, canoeing as well as recreational communities





Options Considered

- **Maintaining “Status Quo”, or the “do nothing” approach**
- **Scenario “A”: Maintain freshwater reservoir, with the upstream water level target being a priority over fish passage**
- **Scenario “B”: Maintain freshwater reservoir, with the fish passage being a priority over maintaining the water level**
- **Scenario “C”: Fish Passage is the design priority, provided with controlled tidal exchange**

“Do Nothing” Approach

Do Nothing
Approach

Is it an option to maintain the Status Quo ?

Factors to Consider:

- The current structure is at the end of its life: the bearings, seals and rollers cannot be accessed safely to be replaced, i.e. the gate could get stuck at any moment.
- The costs involved mean that federal funding is required. The current opportunity for funding may not present itself again for many years.
- Consequences of the gate being stuck in place would be disastrous and lead to first an emptying of the reservoir, and then flooding of Windsor and Falmouth.

If the gate fails in the open position – low tide view

Do Nothing
Approach



If the gate fails in the open / closed position – high tide view

Do Nothing
Approach



Design

- Before looking at water management scenarios, a location has to be identified for design, that allows the safe construction of the structure with minimized impacts on the surrounding area.

Location Options

Scenarios A, B
and C



Scenarios A, B
and C

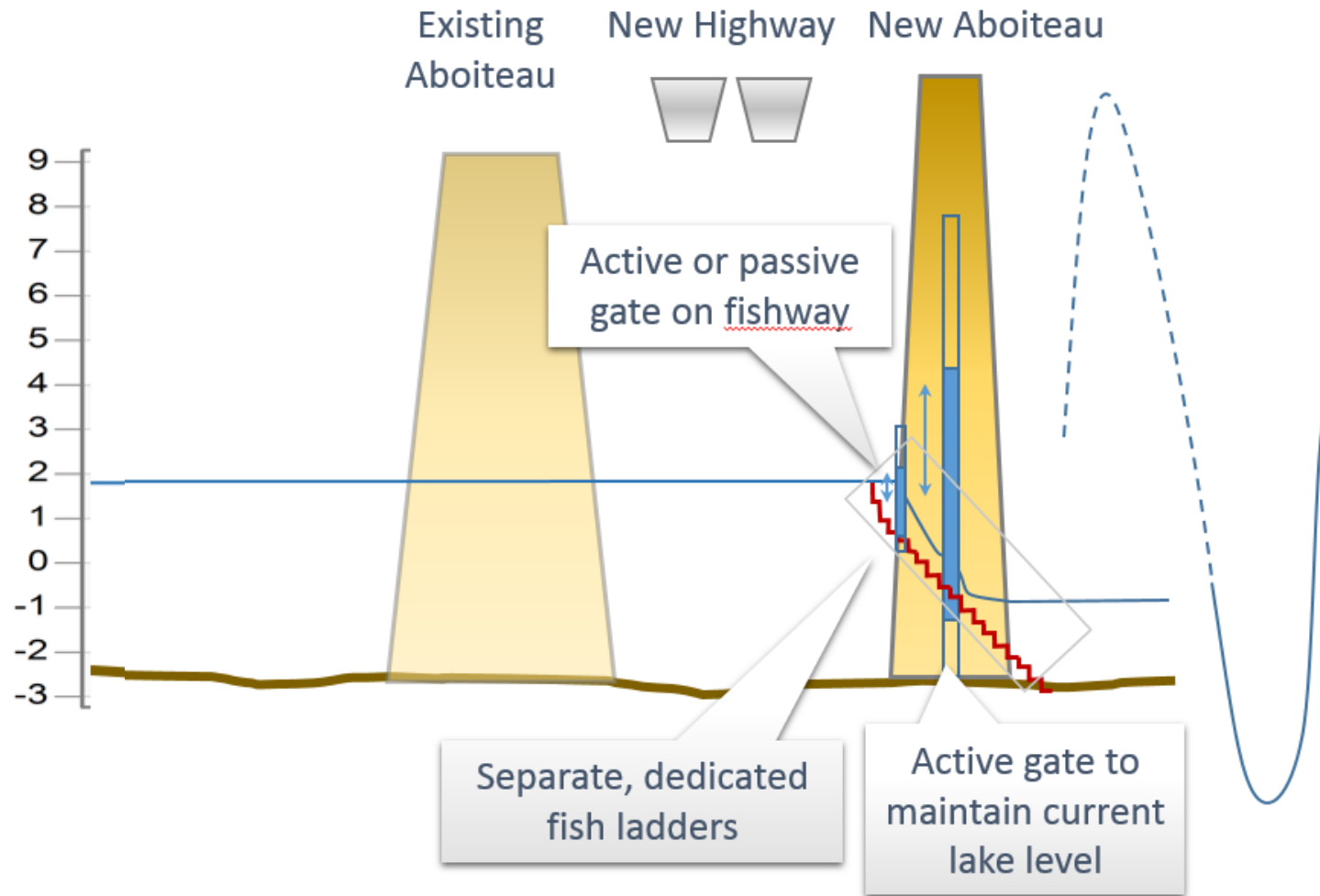
Location Option 1



Initial Design Goals

- Prevent flooding risks upstream of the causeway (not increasing water levels beyond their current peaks);
- Improve fish passage (it is currently estimated to be of very low quality and limited duration), accommodate the 25 species identified;
- Protect the downstream salt marsh of international significance (protected under Ramsar Convention);
- Prevent saltwater intrusion upstream of the causeway;
- Prevent silt from moving upstream of the causeway, as well as blocking the tide gates and fishways, and
- Allow water levels to remain at current target in the summer (roughly +2.4m CGVD28 when flow management allows it).

Freshwater Fishway Design (fish ladder)



Scenario “A”: Freshwater Reservoir (Water level is priority over fishway)

The fishway would have very little improvement over the current situation:

- Fishways would need to be closed during the summer months to avoid lowering the upstream water levels
- Fishways would only flow when excess water is available in the lake. This is likely to be seldom, since dry weather flows either evaporate or infiltrate in the ground and through the causeway
- Highly prone to plugging with sediment

➡ Therefore, the fishway will not be very effective

Scenario “A”: Freshwater Reservoir (Water level is priority over fishway)

Other Considerations:

- The fishway low effectiveness not likely to meet the Fisheries Act, Section 20
- Concerns from First Nations, CRA fisheries groups, other advocacy groups
- More complex gate needed, with flood warning and forecasting systems
- Continued upstream sedimentation, water quality degradation

Scenario “B”: Freshwater Reservoir (Fishway is priority over water level)

Goal 1 – Prevent blockage with sediment (needs high velocities)

Goal 2 – Fish passage for as many local species as possible (needs low velocities, sufficient water depth and width), and be adaptive in response to sea level rise

➡ Difficult to meet contradictory goals

We identified a design to balance both goals, but it does not meet either goal very well, and results in a fairly small fishway (400 mm width x 300 mm height)

Scenario “B”: Freshwater Reservoir

Impacts on upstream water levels

- Since we know that the gate can remain closed for several months in the summertime, this demonstrates that the summer river flows evaporate or infiltrate (into the ground or through the causeway) and cannot contribute to fishway flows
- The only source of water for the fishway is the lake, which will be drawn down by the fishway
- Modelling has shown that to maintain the flushing velocities in the fishway, water levels would be lower than the current target 330 days per year and the level would be completely drawn down (no water left) 36 days per year on average.
- Climate change is expected to further decrease water available

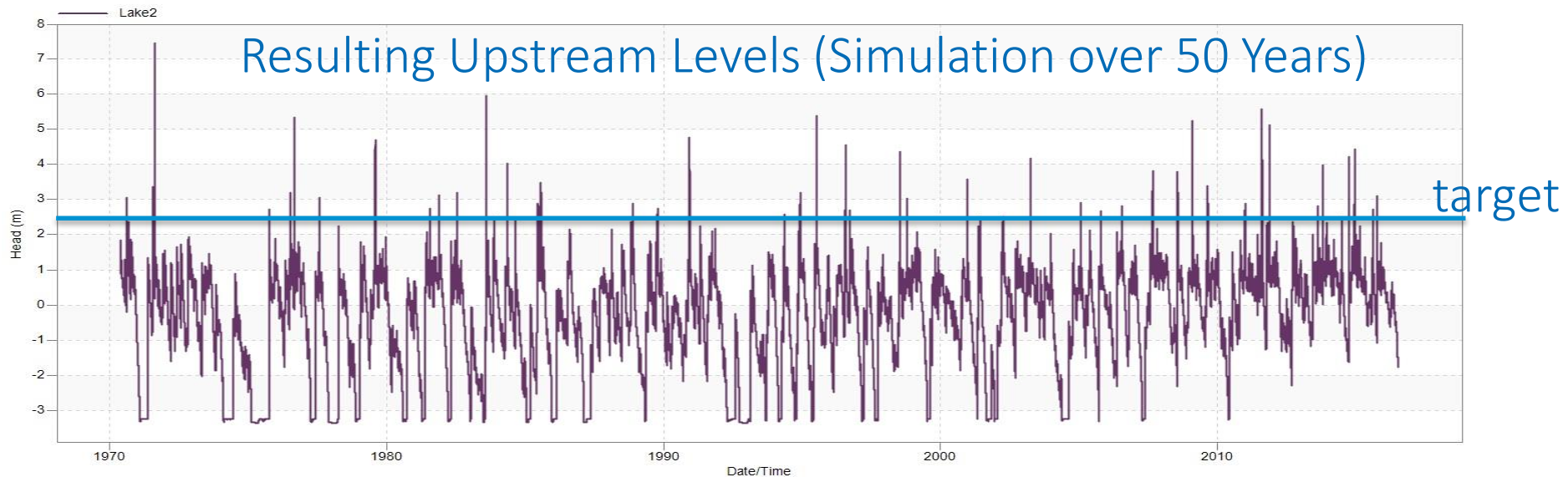
Scenario “B”: Freshwater Reservoir

Impacts on quality of fish passage

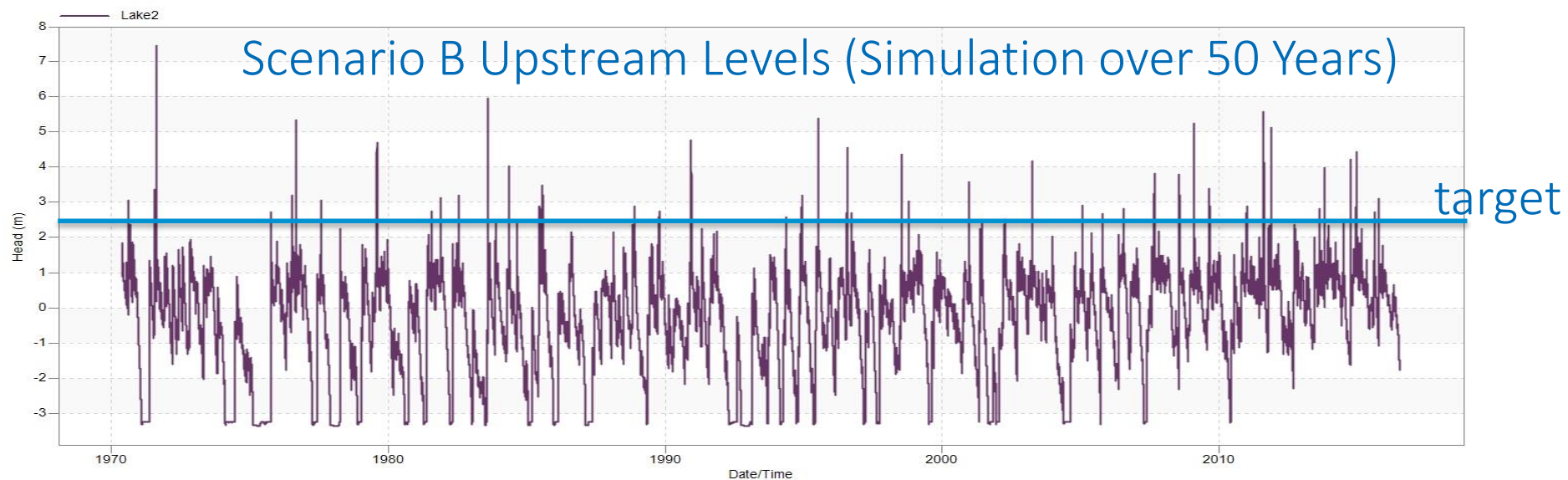
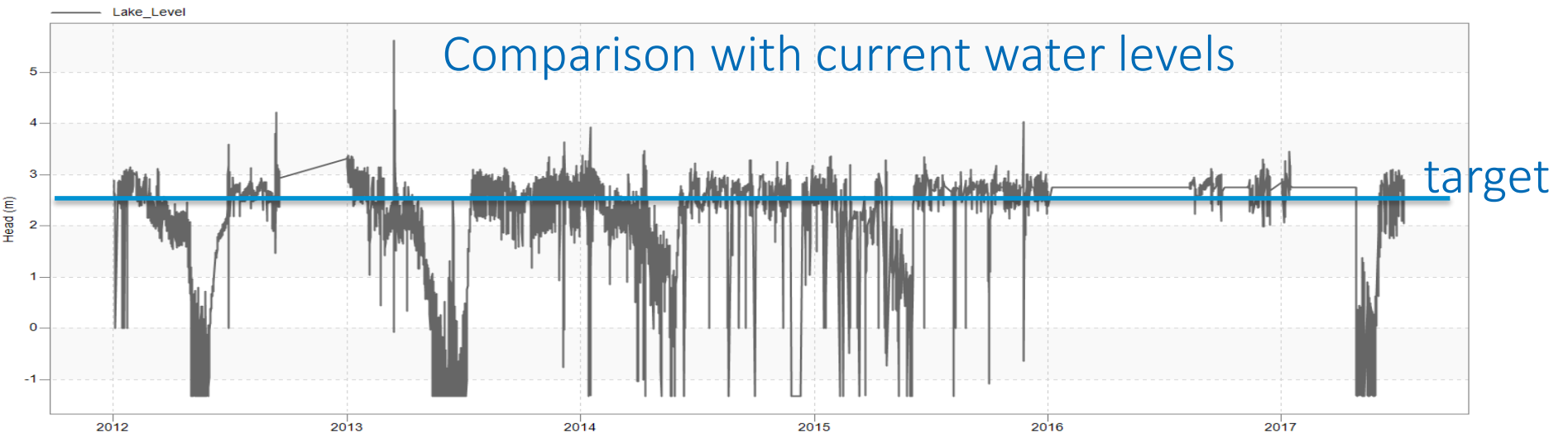
- A small fast-flowing fishway would prevent juveniles, small fish, as well as large fish from swimming up the fishway
- The fishway has to be closed half the time to prevent tides from flowing upstream.
- 36 days with no flow per year (during the late summer fish migration) would negatively impact the goal of providing significantly improved fish passage
- 36 days with no flow would lead to complete blockage of the fishway with sediment (very challenging to maintain for access and safety reasons)

Scenario “B”: Freshwater Reservoir

For a fishway width of 400mm		Probability that the given water level is NOT AVAILABLE during that month											
Water Depth	Flow	January	February	March	April	May	June	July	August	September	October	November	December
0.3	0.308	#N/A	#N/A	#N/A	#N/A	#N/A	15.2%	18.7%	43.9%	42.6%	28.4%	3.9%	#N/A
0.4	0.44	#N/A	#N/A	#N/A	#N/A	5.5%	29.4%	37.4%	47.1%	48.4%	43.5%	5.2%	0.6%
0.5	0.578	3.5%	#N/A	#N/A	1.0%	15.5%	30.0%	43.9%	59.7%	60.6%	56.1%	7.7%	1.0%
0.6	0.716	8.4%	#N/A	#N/A	2.6%	22.9%	34.2%	51.3%	68.4%	64.8%	61.0%	15.8%	3.5%
0.7	0.856	11.0%	7.0%	#N/A	4.8%	28.1%	46.5%	61.3%	76.5%	74.2%	63.5%	24.2%	7.7%
0.8	0.998	12.6%	7.0%	#N/A	6.1%	29.4%	51.0%	68.4%	79.4%	77.1%	66.5%	31.0%	10.6%
0.9	1.1398	15.2%	7.7%	1.7%	7.4%	32.3%	55.8%	80.0%	82.6%	81.0%	71.6%	34.2%	13.5%
1	1.282	16.5%	9.3%	5.0%	8.1%	35.2%	61.3%	84.8%	84.8%	83.5%	78.7%	38.4%	17.4%
1.1	1.424	19.4%	14.7%	8.7%	8.1%	36.8%	64.8%	88.4%	85.8%	87.7%	80.0%	39.0%	19.4%



Scenario "B": Freshwater Reservoir



Scenario “B”: Freshwater Reservoir

- Significant impacts on water levels
- Not expected to meet the Section 20 of the Fisheries Act.

Even if construction proceeds, post-construction monitoring is typically required to demonstrate that adequate fish passage has been achieved. If this can not be demonstrated, the structure may need to be modified until sufficient fish passage is achieved (e.g., LaPlanche River Aboiteau – removal of a gate, which allows saltwater inflow upstream of the aboiteau, or partial tidal exchange).

Other considerations:

Water Quality - Would continue to deteriorate, with more chances of weeds/algae, odours, public safety concerns/ contact restrictions, and poor fish habitat / mortality.

Continued sedimentation of the lake.

Current accommodations for fish passage in April have led to public concerns over dust clouds



Growth in Lake Pesaquid (2015, Google Earth)

Other considerations:

Operation & Maintenance

- Higher potential for flood risk (more complex gate)
- Regular maintenance required to clean sediment blockages
- Continuous modifications may be needed to meet fish passage requirements
- Impossible to fully prevent seepage through causeway (saltwater seepage will limit freshwater biota and fish habitat to current level)

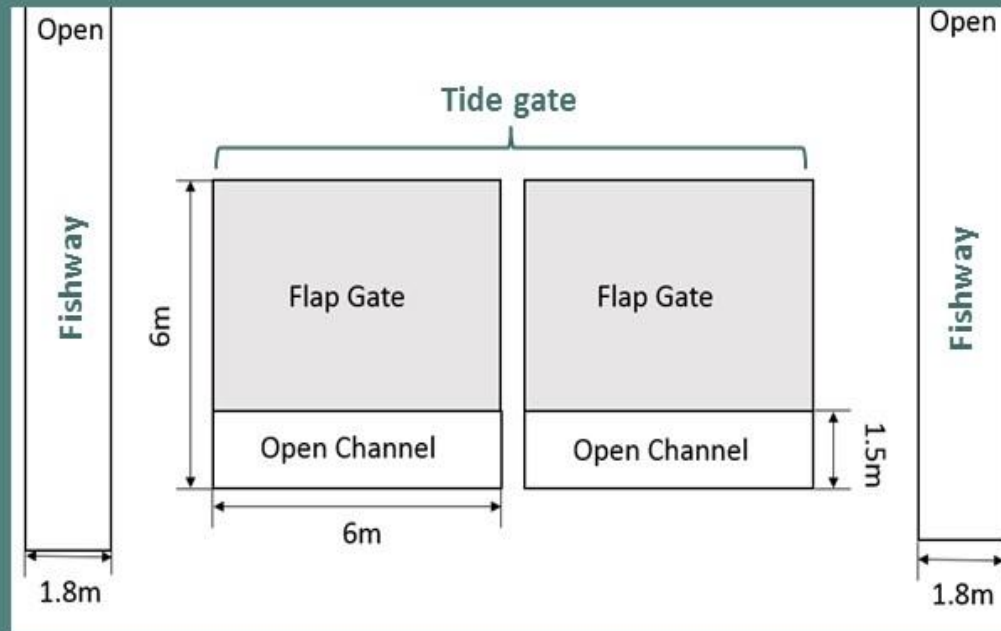
Revised Design:

Partial Tidal Exchange: Scenario “C”

- Provides controlled partial exchange of tidal water
- Year-round fish passage for all species
- Adaptive design for anticipated climate change and sea-level rise

Modelled aboiteau and fishway design. Partial Tidal Passage

Elevation

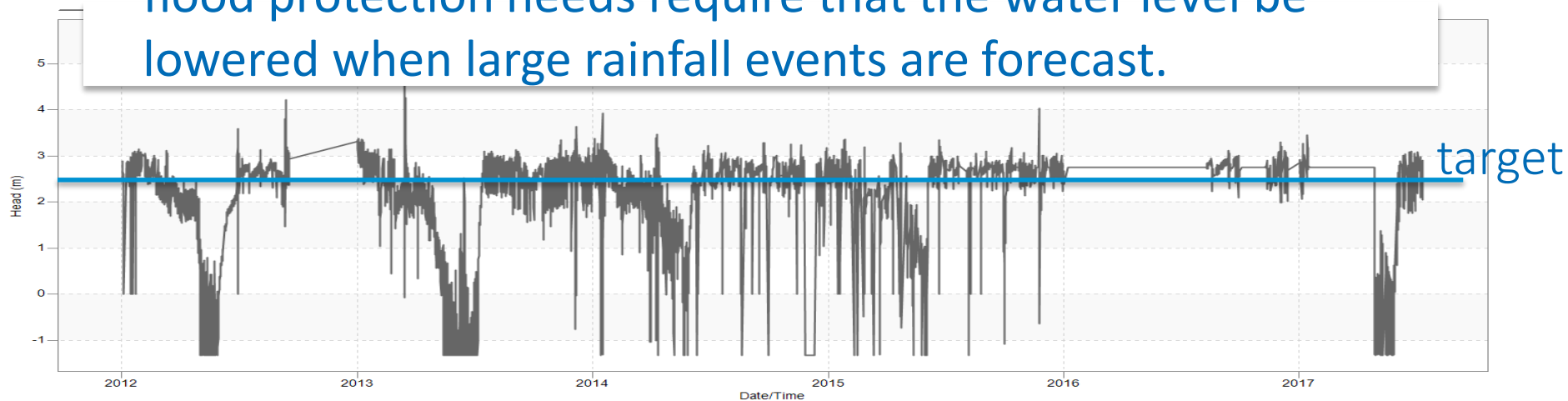


Profile



Flexible Design:

- The intention is that such a configuration can be adjusted as needed. It is able to function safely and effectively with minimal operation, but can be adjusted to meet various needs, such as allowing water levels to rise in the lake for specific events.
- Currently, the water level in the reservoir is only at the target elevation (2.7m/ 9ft) for a few weeks in the year, given that flood protection needs require that the water level be lowered when large rainfall events are forecast.



Changes Anticipated with Partial Tidal Exchange:

Fish Passage – Significantly greater fish passage and habitat potential

Water level - The water level would be approx. 0.6m to 2.1m (2-7 ft.) below the existing target water level. This is intentional, to protect the farming ditches from saltwater intrusion.

Currents - Currents would change but still remain safe for canoeing / boating.

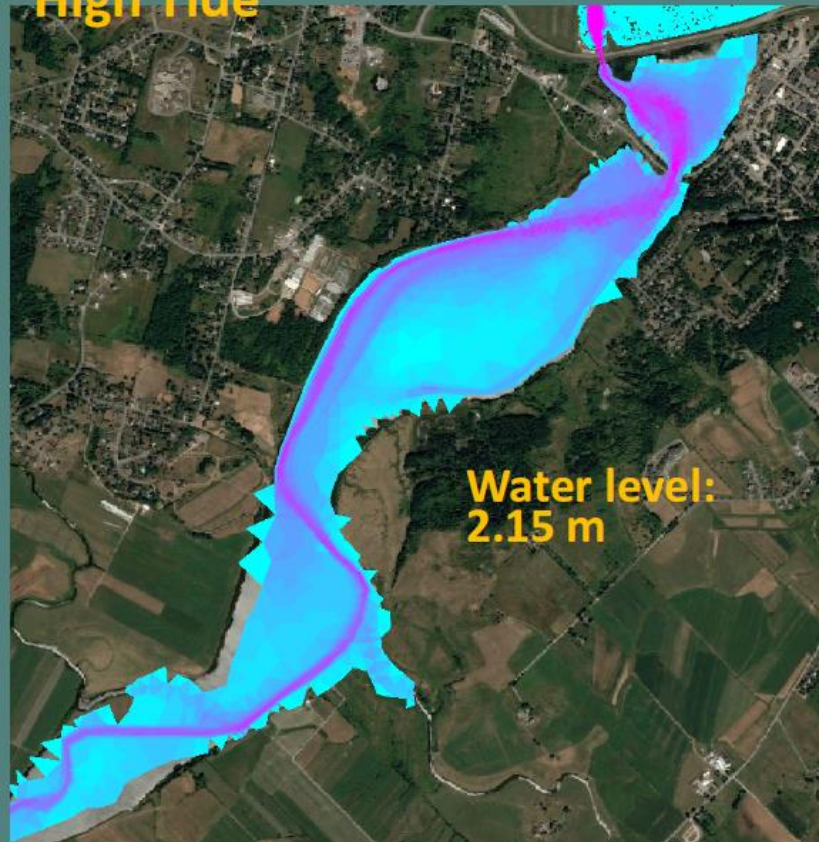
Salinity (salt) - Would not impact current farming operations. Salt would not reach Martock water intake except during a combination of extreme low runoff and high tides in late summer.

Temperature - Tidal exchange would cool water, restore natural flushing and improve water quality (important for algae control and fish habitat/health).

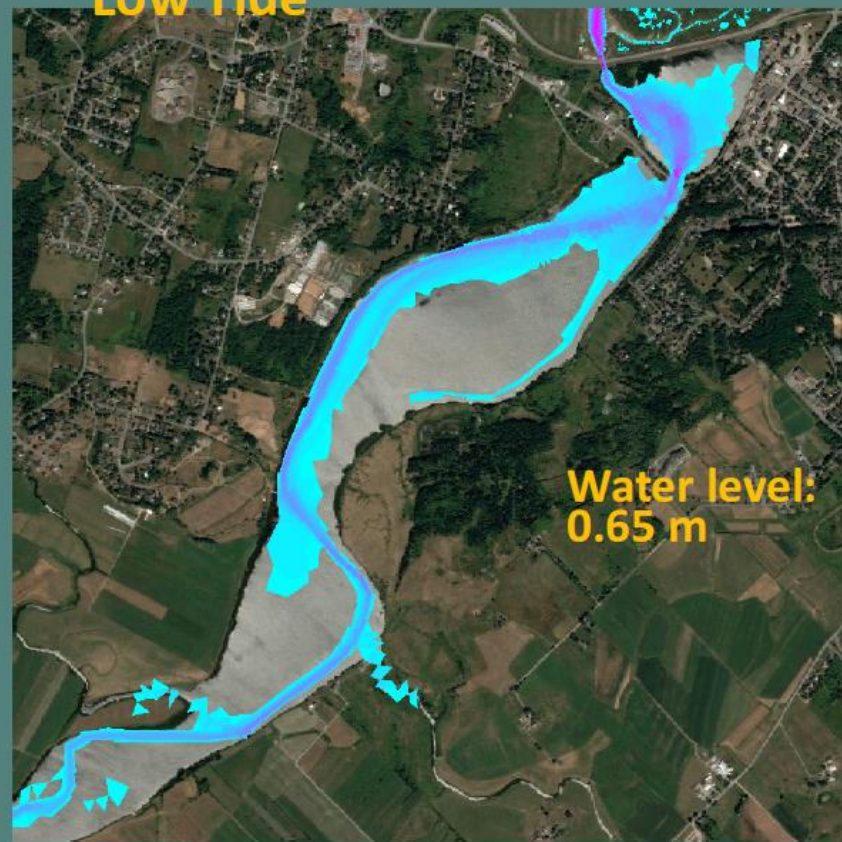
Sediments - Minor sediment deposition would occur in shallow areas; no sedimentation is expected in the main channels.

Expected Water Depths

High Tide



Low Tide



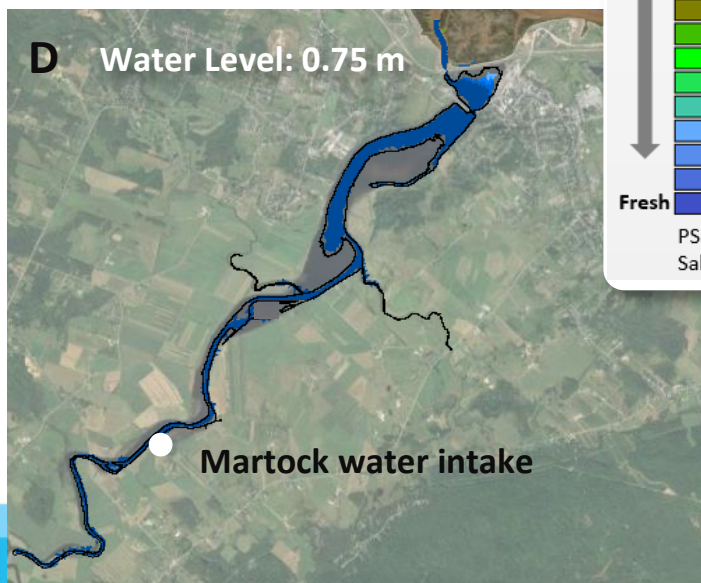
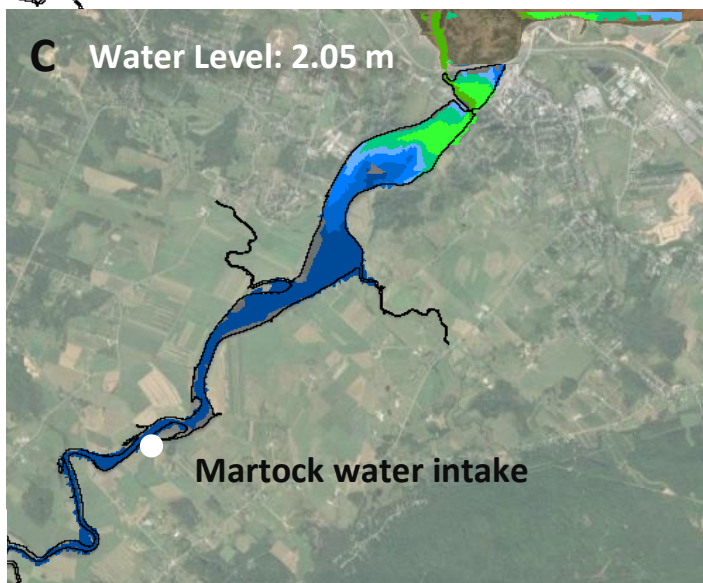
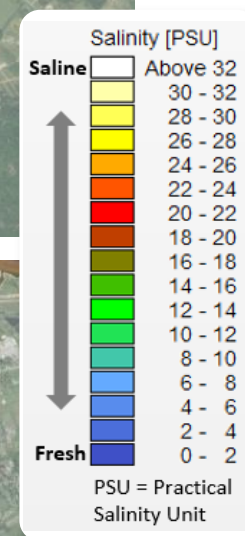
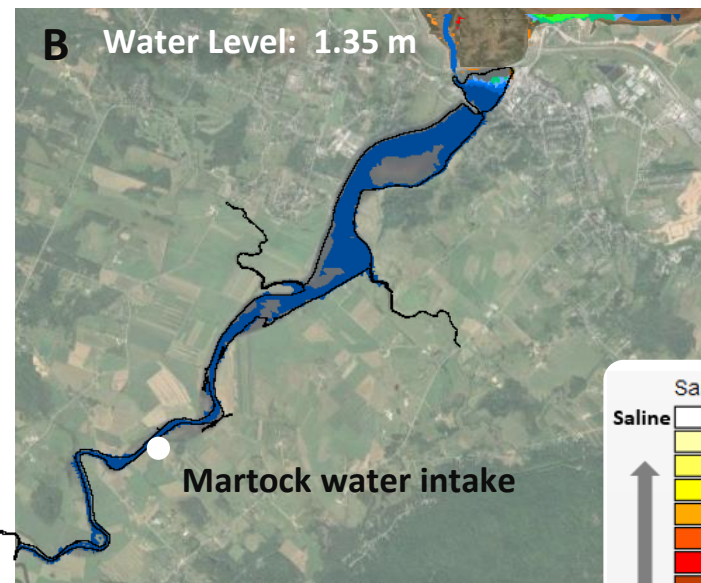
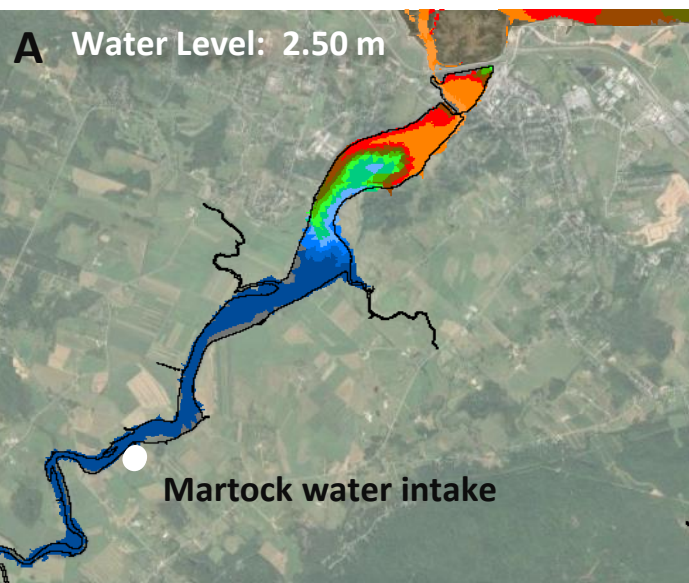
- Local activities (pumpkin regatta, boating, etc.) can be accommodated by adjusting timing with the tide.

*These depths take into account sedimentation (see last slide).

Expected Salinity Patterns

High Tide

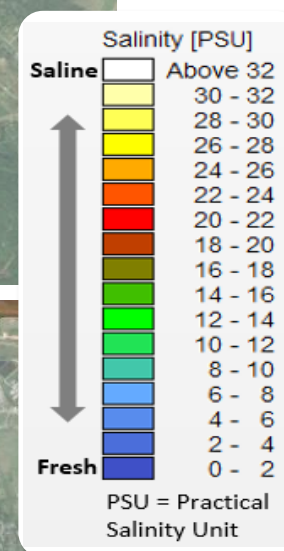
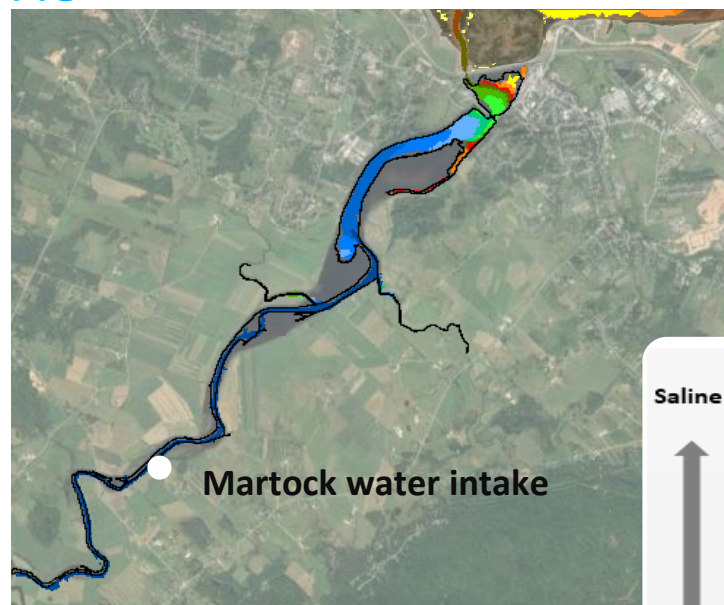
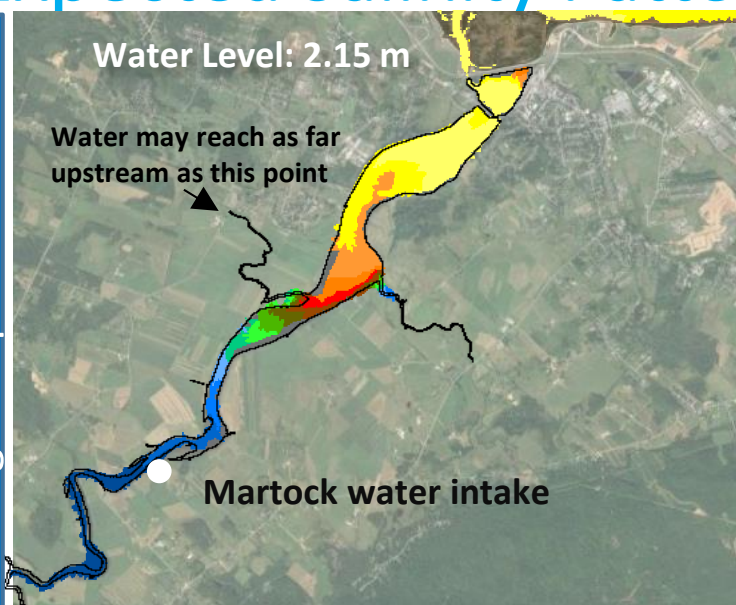
Low Tide



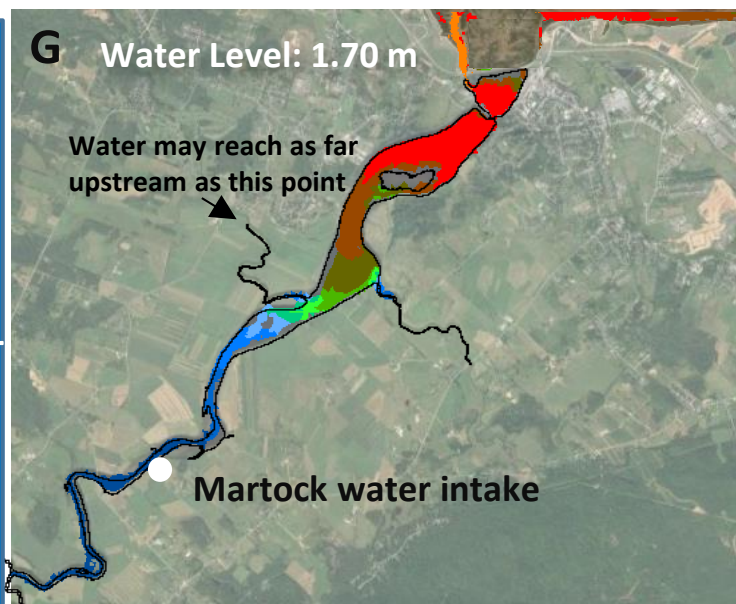
Expected Salinity Patterns

Low Runoff

Large Amplitude Tide



Small Amplitude Tide



Avon River - High Tide (2.1m / 7 ft)

Scenario C



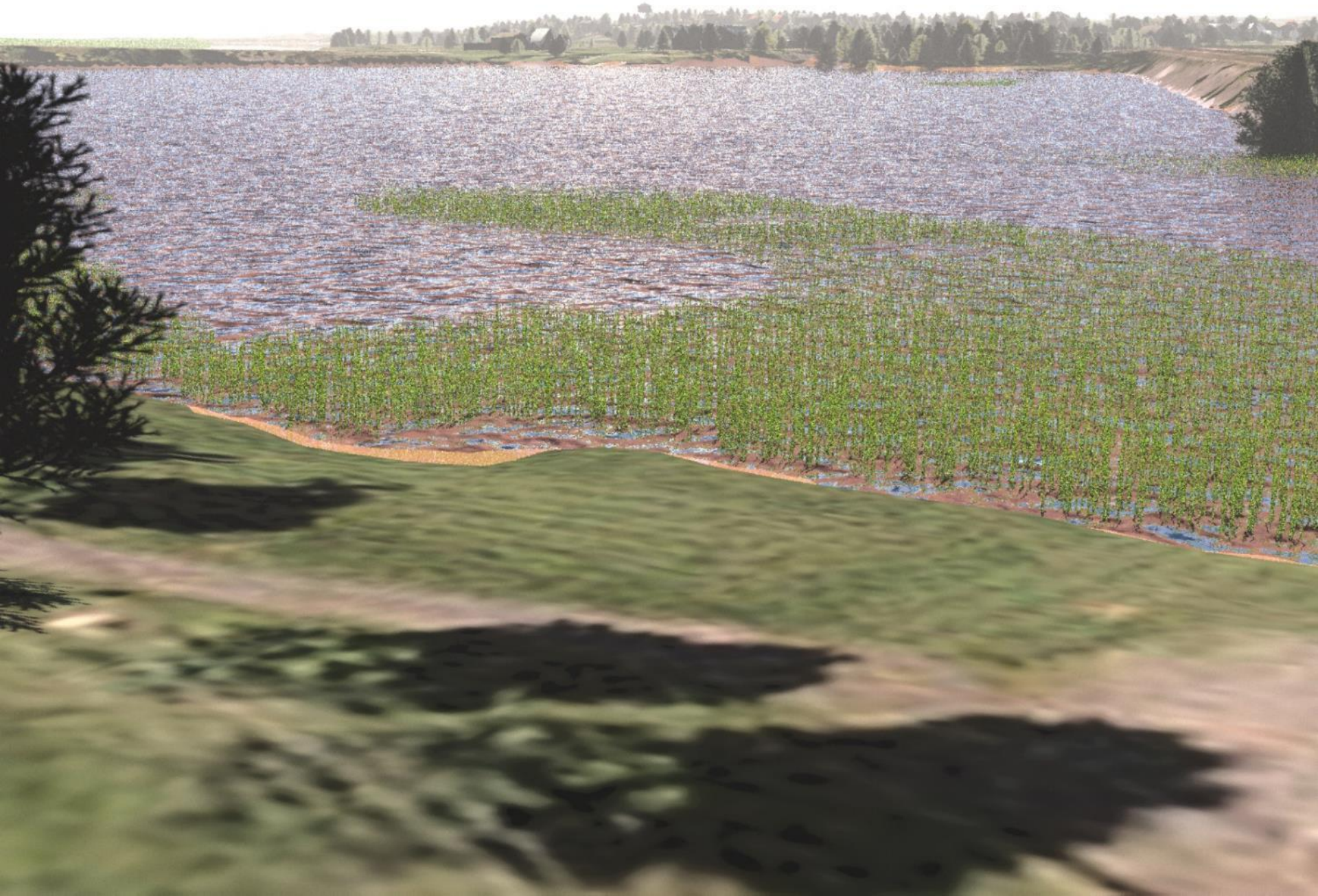
Avon River - Low Tide (0.6m / 2 ft)

Scenario C



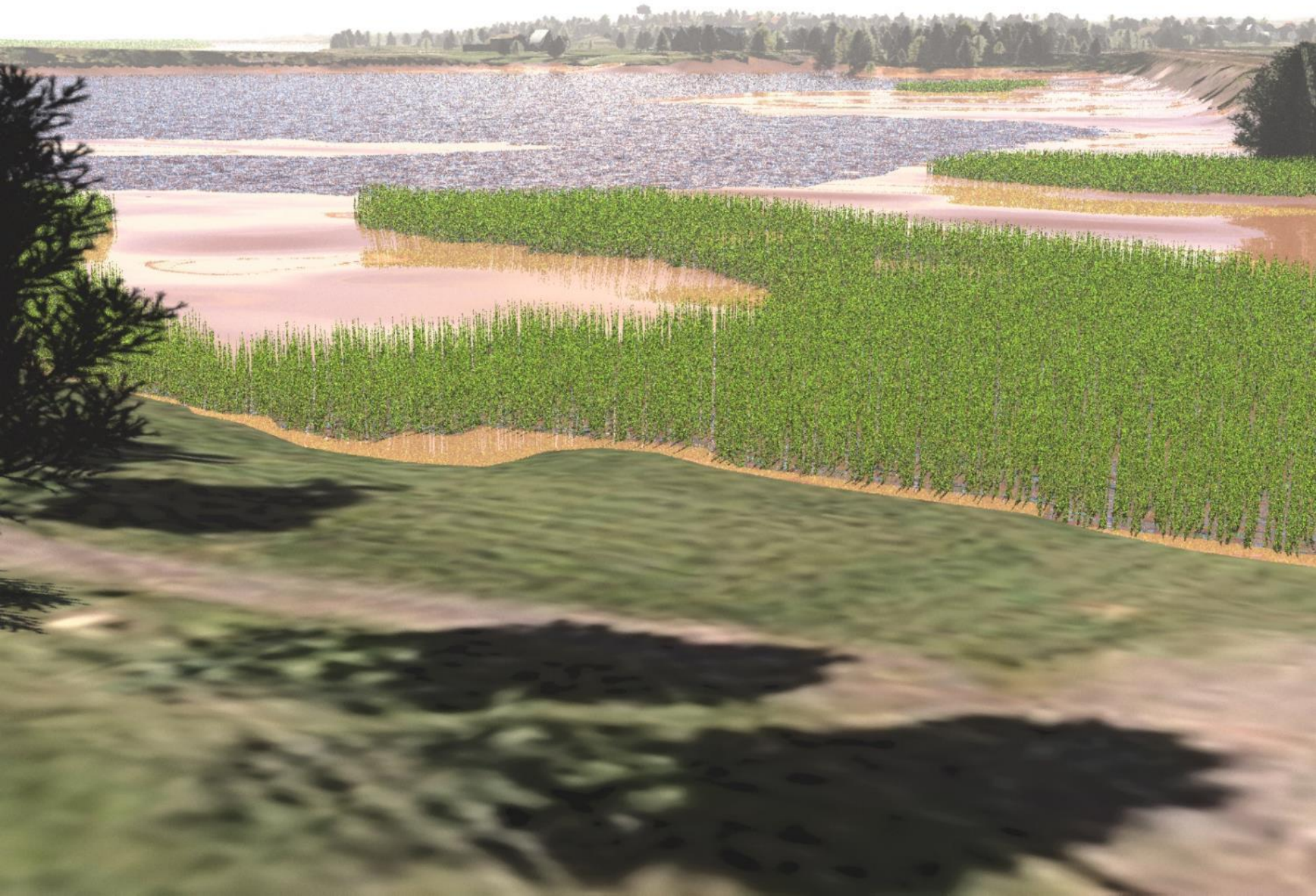
Pisiquid Canoe Club - High Tide (2.1m / 7 ft)

Scenario C



Pisiquid Canoe Club - Low Tide (0.6m / 2 ft)

Scenario C





August 2012



April 2016



1963



Avon River Causeway Shortly
Before October 1970 Opening



Results: Partial Tidal Exchange

- Improved flood protection (simpler, passive, standard system).
- System would be reverted back to a more natural functioning river and healthier habitat.
- Fish passage would be of very high quality for all fish species 24 hours a day, 365 days a year. Little chance of sedimentation of the fishway.
- Restored passage would generate significant recreational fishing opportunities (e.g., striped bass, shad)
- Water quality would be improved (reduced algae blooms, if any).
- Competitive Canoeing would be impacted.
- Salt marsh establishment upstream of the causeway would bring significant ecosystem benefits (including invaluable bird habitat), as well as recreational / tourism opportunities such as walking, birding, fishing, kayaking, etc.

Summary

Freshwater Scenarios “A” and “B”

- In both cases, fishways have very limited effectiveness, prone to sedimentation - not meeting requirements of Fisheries Act
- In Scenario “B”, upstream water levels would vary significantly, emptying every year (in late summer instead of currently in April), to supply fishway with water
- Lake Pesaquid currently is poor habitat for fish, has potential for long-term water quality issues, and would continue to gradually infill from upstream sediment.

Partial Tidal Exchange Scenario “C”

- Would allow for restoration to a more natural and healthier river system with significantly improved fish passage (meets Fisheries Act)
- Can be operated to provide target water levels for events
- Improved water quality, salt marsh with ecosystem benefits

Thank you

Note:

We heard the strong community interest in keeping the lake high in the summer, and we are now in the process of exploring a new option “D” to maintain the lake as well as fish passage.

Photo from van Proosdij (2018)

Avon River Aboiteau and Causeway Upgrading Design Preliminary Design Options

Joint-Council Meeting
September 27, 2018

Background

- The existing causeway, aboiteau and highway are an integral portion of the dyke system protecting the communities in Windsor and Falmouth and more than 1,600 ha (4,000 acres) of agricultural lands from flooding.
- The system is vulnerable to storm surges and requires upgrades to adapt to climate change and sea-level rise.
- The existing aboiteau was not designed to accommodate fish passage and has limited flexibility.
- Efforts have been made to increase fish passage at specific times of year in coordination with DFO, but are still limited based on the functionality of the current aboiteau

The Existing Situation

- The current aboiteau structure is at the end of its life:
 - Engineering recommendation is to replace within 5 yrs and will take 3-4 yrs to construct a new structure
- Current concerns:
 - Structure cannot be dewatered
 - Safety concerns
 - No backup
 - Decreased flow capacity during structure maintenance
- Deferring the project for the future may mean significant challenges for future construction (in only 10-20 years)
- Upgrading costs expected to exceed \$25M plus longer bridges

If the gate fails in the open position (low tide view)



If the gate fails in the open / closed position – high tide view



Project Objectives:

PUBLIC SAFETY

- Maintain corridor over Avon River for Highway 101 Twinning and continuity of rail, trail and utility services
- Continued protection of communities and agricultural land from the effects of flooding and sea level rise / climate change

REGULATORY REQUIREMENTS

- Improve Fish Passage (EA Condition & Fisheries Act)
- Minimize Environmental Impacts (i.e. Impact to Salt Marsh)
- Consideration of potential negative impacts to asserted or established Mi'kmaq Aboriginal or treaty rights.

MINIMIZE SOCIO-ECONOMIC IMPACTS

- On business groups, farming, ski, canoeing, other recreation

The Process



- Preliminary design options have been developed and we are now seeking feedback
- Key issues/concerns are being considered for further refinement or development of alternative options in an attempt to develop a solution that balances all interests

Location Options





Water Management Scenarios

Options Initially Considered by CBCL:

Scenario “A”:

- Maintain freshwater reservoir, with controlled fishway

Scenario “B”:

- Maintain freshwater reservoir, with controlled fishway & pumping of lake water to maximize fish passage

Scenario “C”:

- Controlled/partial tidal exchange, with open fish passage and dedicated fishways

Scenario C: Partial Tidal Exchange (open fish passage & fishways)

- Provides controlled partial exchange of tidal water through “passive gate” operation and controlled size of opening
- Water levels would be approx. 0.6m to 2.1m (2-7 ft.) below the existing target water level of 2.7 m (9 ft). This tidal range is intentionally set to prevent the farming ditches from saltwater intrusion.
- Combination of permanent aboiteau opening and dedicated fishways used to maximize fish passage
- Adaptive design for anticipated climate change and sea-level rise

Scenario C: Partial Tidal Exchange (open fish passage fishways)

Results of Analysis:

- Improved flood protection (simpler, passive, standard system)
- System would be reverted back to a more natural tidal river
- Fish passage would be of very high quality for all fish species 24 hours a day, 365 days a year.
- Water levels would fluctuate regularly with tides
- Water would have different appearance (colour / turbidity)
- Competitive canoeing would be significantly impacted
- Recreational boating/fishing may be improved
- Mud flats would be exposed more frequently, but expected to develop into salt marsh

Consultation – “What we’ve heard”

- A significant amount concerns were raised during and after the CLC Meeting Presentation on September 19th:
 - Lake water levels, salt water intrusion, business/waterfront impacts, freshwater irrigation, fish passage
- This is the purpose of the CLC meetings, to have feedback from the community
- A public information session is also organized for October 10th as an opportunity for additional feedback in a more open setting
- The design team heard and understood these concerns, and are now trying to address them as best as possible, by evaluating alternative option(s) in an effort to balance all interests

What we hear you would like to see

Hybrid Option “D”:

- Currently being explored/developed by CBCL
- Would have the ability to maintain a freshwater lake
- Would have the opportunity for improved fish passage
- Adaptable design, water management/operation can be adjusted if goals change in the future
- Water level control would be much better than current conditions

The goal is to provide an **adaptable** and **flexible** solution that can maintain the target lake level and increase/maximize fish passage opportunities

Hybrid Option "D"

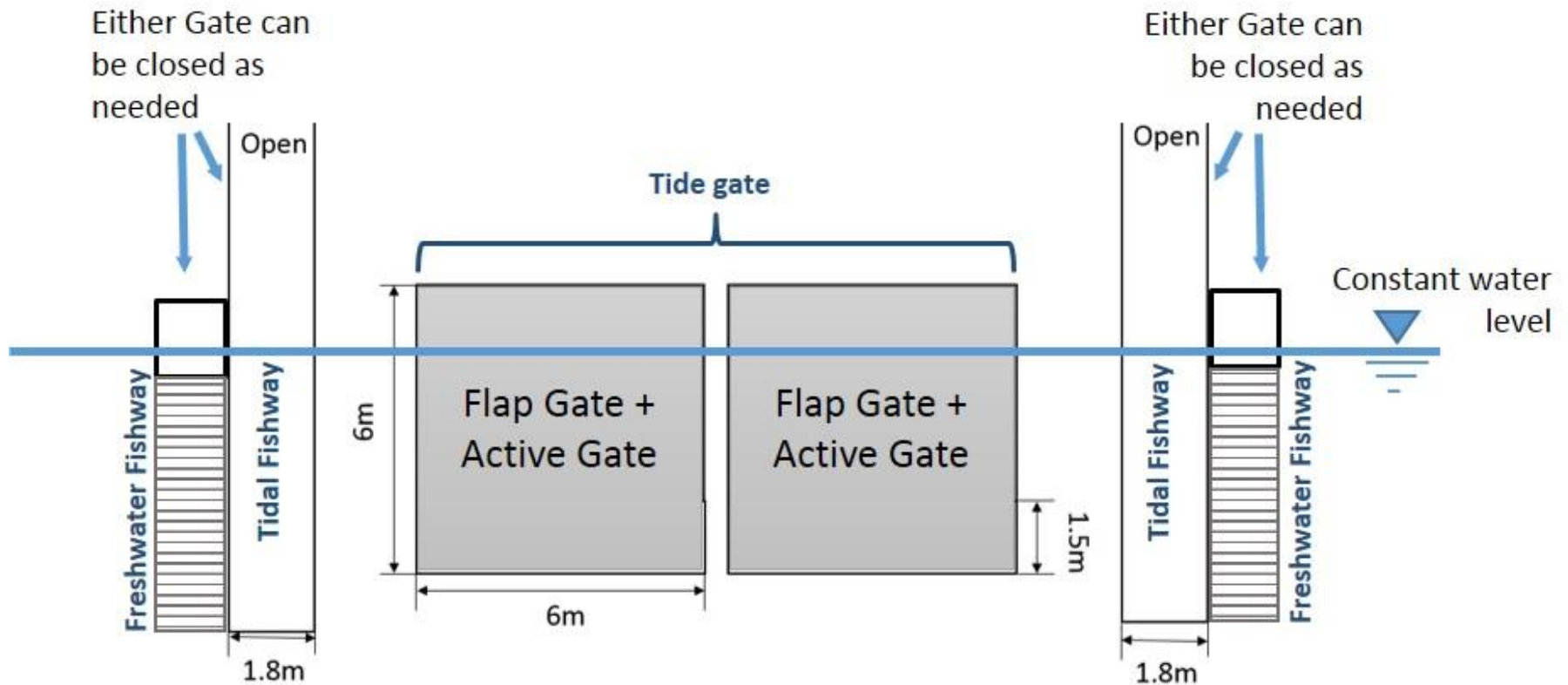




Photo from van Proosdij (2018)