



**TOWN OF LOCKPORT
COUNCIL MEETING
FRIDAY FEBRUARY 14, 2025, AT 1:00 P.M.
AGENDA**

- 1. Call to order**
- 2. Silence Electronic Devices**
- 3. Conflict of Interest**
- 4. Approval of Agenda, including additions or deletions**

Staff Suggested Motion – That Council approve the agenda for the February 14, 2025, meeting as presented.

- 5. Approval of Minutes**

- Regular Council Meeting Minutes January 24, 2025

Staff Suggested Motion – That Council approve the Minutes from the Regular Council Meeting of January 24, 2025.

- 6. Business arising from Previous Minutes**

Becky Williams asked if Council intends to create Smoke Free Sidewalk By-Law – **Council is currently reviewing the proper procedure of creating new and revamping old By-Laws.**

- 7. Community Forum (Open Mic)**

- 20 Minutes Maximum
- Each resident is allowed a maximum of five minutes
- The resident is to speak directly to Council
- There will be no interaction by Council at this time

- If questions are posed by residents the question will be recorded to be researched

8. Presentations

There are no presentations scheduled for this meeting

9. Finance

- List of invoices already paid in the amount of \$206,851.82 (Page 1-2)
- Transfer of \$76, 125.64 to General Operating Account to cover invoices relating to the Wastewater Treatment Plant Project (Page 3)

Staff Suggested Motion: That Council instruct the Town Clerk/Treasurer to transfer \$76,125.64 from the 2023 Fall debenture account, to the General Operating Account, to cover invoices related to the Wastewater Treatment Plant project.

- Letter from Marcia d'Eon, Director of Operations & Protective Services in regards to SCEEMO dissolving and joining REMO. (Page 4)
 - o SCEEMO meeting minutes (Page 5-6)

10. Other Business

- Request from ratepayer for Council to give consideration for an evening Council meeting (Page 7)
- Policing Service Recipient update (Page 8-16)
- Request for Soccer field to be used for dogs to play (Page 17)
- Amendment to the Land Use By-Law (Page 18)

Staff Suggested Motion: That Council for the Town of Lockeport conduct 1st Reading of a proposed amendment to the land Use By-Law, to redesignate & rezone the property located at 21 South Water Street from the existing M1 Industrial to Tourist Commercial C2.

Further that Council schedule a Public Hearing for Friday, March 14, 2025 Council Meeting.

- Proposal for the Establishment of the Lockeport Causeway Action Team (Page 19-72)

11. Council Reports

- Mayor Derek Amalfa (Page 73-74)
- Deputy-Mayor Anna Chetwynd (Page 75)
- Councillor Craig Hillen (Page 76)
- Councillor Kevn Chetwynd (Page 77)
- Councillor Candace Malik (Page 78)

12. Correspondence

- Letter and response to Property Valuation Services Corporation in regards to Clearwater's decrease in taxes (Page 79-82)

13. Information Only

- Western Zone, Community Health Plan 2025 – 2029 (Page 83-98)
- Letter to the Honourable John Lohr, Minister of Municipal Affairs from the Town of Lockeport, the Town of Shelburne and the Municipality of the District of Shelburne to engage in education sessions regarding municipal restructuring models. (Page 99-100)
- Letter to Tanya Nixon, Vice President Operations – Western Zone regarding Roseway Manor, dated October 1, 2024 (Page 101-102)
- Letter from the Honourable John Lohr, Minister of Municipal Affairs (Page 103)

14. Date of next meeting

- February 28, 2025, at 1:00 p.m.

15. "In Camera"

16. Adjournment

LIST ON INVOICES ALREADY PAID TO BE PRESENTED AT THE		
FEBRUARY 14, 2025 MEETING		
AGAT LABRATORIES	SEWER WATER TESTS	357.08
BELL ALIANT	BEACH CENTRE	114.86
BELL ALIANT	OFFICES, ELEVATOR, EMO	172.04
BELL ALIANT	REC. OFFICE, FAX, LIBRARY, FIRE HALL KITCHEN, SEWER, REC. CENTRE, EMO	713.5
CBCL	PROFESSIONAL SERVICES FOR WASTEWATER PROJECT	4,226.25
GREEN DIAMOND	CUTTING EDGES FOR PLOW TRUCKS	1,550.64
HARDING, JUNE	MEDICAL AND LIFE INSURANCE	27.20
HILLEN, CRAIG	MILEAGE FOR JANUARY	36.20
I.B.E.W.	UNION DUES	284.48
JONES, STEVEN	REFEREE FOR THREE BASKETBALL GAMES AND TRAVEL	159.00
KRC INDUSTRIAL CONTROLS	CONNECTION SOFTWARE FOR UV SYSTEM	287.50
LESTER SWANSBURG	REPLACE ELECTRIC HEAT RELAY IN BATHROOM AT BEACH CENTRE	172.50
LINDSAY CONSTRUCTION	PROGRESS CLAIM FOR WASTEWATER PROJECT	79,720.21
LOCKEPORT CEMETARY	25% OF TICKET SALES FROM JULY 1ST	1,293.13
LOCKEPORT PHARMACHOICE	NITRILE GLOVES FOR SEWER PLANT	57.48
LYONS, AVA	HONORARIUM FOR AFTERSCHOOL PROGRAM SUPERVISION	30.00
MALIK, CANDACE	MILEGE FOR JANUARY	37.95
MANULIFE	EMPLOYEES PENSION	1,747.28
MARK WILLIAMS	TRUCKING SALT FROM PUGWASH, BACKHOE CLEARING OF ICE AT TREATMENT PLANT, FIRTHS LN AND CHETWYND LN	2,570.25
MINISTER OF FIANCE	HAYDEN LAKE WATER UTILITY (FIRE HALL, TOWN HALL AND LIGHTHOUSE STAGE)	767.94
MUNICIPALITY OF THE DISTRICT OF SHELBURNE	4TH QUARTER SHARED SERVICES	44,130.20
NOVA SCOTIA POWER	LIBRARY AND TRANSPORTATION BUILDING	515.99
NOVA SCOTIA POWER	LIFT STATION 1-5	1,074.44
NOVA SCOTIA POWER	LIGHTHOUSE STAGE/MFR BUILDING	578.70
NOVA SCOTIA POWER	HEAT PUMPS FOR TOWN HALL AND REC. CENTRE	2,612.62
NOVA SCOTIA POWER	FIRE HALL, MEDICAL CENTRE, POINT STREET	2,170.03
NOVA SCOTIA POWER	LIFT STATIONS 6-13	692.64
NOVA SCOTIA POWER	STREET LIGHTS, PLAYGROUND, TREATMENT	3,372.67
NOVA SCOTIA POWER	UV SYSTEM	567.82
NOVA SCOTIA POWER	BOARDWALK	129.70
PAYROLL	JAN 11 TO JAN 24	14,926.13
PAYROLL	JAN 25 TO FEB 7	15,881.19
RANDEL, PAT	EIGHT WEEK TRAVEL STIPEND FOR TAI CHI	450.00

Motion to transfer \$76,125.64 from the 2023 Fall debenture account, to the General Operating Account to cover invoices related to the Wastewater Treatment Plant project.

Staff suggested Motion:

It be duly moved and seconded that Council instruct the Town Clerk/Treasurer to transfer \$76,125.64 from the 2023 Fall debenture account, to the General Operating Account, to cover invoices related to the Wastewater Treatment Plant project.



Naturally Yours

414 Woodlawn Drive, PO Box 280 Shelburne, NS BOT 1WO, Phone: (902) 875-3544 - Fax: (902) 875-1278

February 4, 2025



Town of Lockeport/
Lockeport Volunteer Fire Department
Po Box 189
Lockeport, NS BOT1L0

Subject: Change in Funding for Generator Fuel and Maintenance-Effective March 31, 2025

Dear Clerks, CAO and Fire Chief's,

Now that the Municipality of Shelburne, Town of Lockeport and Town of Shelburne have joined the new Regional Emergency Management Organization (REMO), Shelburne County Emergency Management Organization (SCEEMO) will be dissolved as of March 31, 2025. As such, SCEEMO will no longer be providing funding for generator fuel and maintenance for the generators located at the Shelburne and Lockeport Fire Halls after this date. The generators at 63 King Street and 67 Hall Street have historically been utilized if they were needed as comfort centers during an emergency. Decisions regarding what to fund through the new Regional Emergency Management Organization (REMO) will be made by the planning committee for this organization and administered by the new host unit, the Municipality of Barrington.

SCEEMO has remaining reserve funds that will be returned to the contributing units after the end of this fiscal year. SCEEMO has recommended that these reserve funds be given to the Town of Shelburne and Town of Lockeport Fire Halls in equal proportions as a contribution towards the continued maintenance of the generators located at these facilities.

I will be providing you with the final figures and details of the SCEEMO committee motion after the fiscal year end.

Sincerely,



Marcia d'Eon
Director of Operations & Protective Services
Municipality of Shelburne

Warren Macleod, CAO
Warren.macleod@municipalityofshelburne.ca

www.municipalityofshelburne.ca

Penny Smith, Warden
warden@municipalityofshelburne.ca

SCEEMO Committee Meeting Minutes

Date: January 30, 2025

Location: SVFD Meeting Room

Time: 6:00pm

- 1. Acceptance of Minutes – May 15, 2024. -corrected date May 15, 2024 and minutes accepted.

- a. **Motion Heidi Wagner**

- b. **2nd Stan Jacklin**

- 2. Funds Remaining in SCEEMO at fiscal year end-motion to move surplus or deficit to reserve. Marcia provided an update on the forecasted amount of funds to move to reserve as of fiscal year end. Approx \$8800 in reserve at the end of fiscal

Be it resolved that Shelburne County East Emergency Management Organization (SCEEMO) recommends to council that any surplus of funds remaining in SCEEMO GL#00-28339-000 at fiscal year end are moved to reserve and that any deficit is taken from reserve.

Motion	Penny Smith
2nd	Craig Hillen

- 3. Funding for generators located at 67 Hall Street Lockeport and 63 King Street Shelburne. Mike provided history of support.

Be it resolved that SCEEMO recommends to council that the share of the SCEEMO reserve returned to each party be given to the Lockeport Fire Hall and the Shelburne Fire Hall in equal amounts as a contribution in lieu of continued annual maintenance, fuel, rental and repair fees for the generators used at these facilities during an emergency as two designed Comfort Centers.

Motion	Penny Smith
2nd	Stan Jacklin

- 4. Reserve funds and the return of reserve funds. Marcia provided an update on the potential amounts to be returned to each unit based on the current contribution percentages and the forecasted SCEEMO reserve amount at the end of fiscal.

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Be it resolved that SCEEMO recommends to council that the remaining funds in the SCEEMO reserve be returned to each respective party as per section 16.a. of the SCEEMO Agreement, in proportion to the amounts contributed by the parties at the present time.

**Motion Heidi Wagner
2nd Derek Amalfa**

5. Discussion around new REMO and need for closure of SCEEMO.
6. Closure of committee.

Be it resolved that SCEEMO recommends to council that the SCEEMO Committee be dissolved as of March 31 2025 now that a REMO agreement has been signed.

**Motion Criag Hillen
2nd Heidi Wagner**

7. Adjournment.

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June Harding

From: Anne Pierce <apierce@ns.sympatico.ca>
Sent: Friday, January 24, 2025 12:51 PM
To: townoflockeport@ns.sympatico.ca
Subject: Town Council Meeting Agenda Packages

Good afternoon, June:

I am writing to hopefully gain insight into why the agenda package for today's meeting was not posted on the Town's website. It appears also that there is a draft only of the minutes from the meeting of January 10th. I'm wondering whether there may be a technical issue with the system in the office or whether there is another reason.

As I know you can appreciate, there are many residents/voters who rely upon the agenda packages and minutes to gain knowledge of the current issues, decisions, projects and financial matters in our town. This is especially so for all working residents/voters who are prevented from attending meetings in person because of the scheduling of the meetings. I respectfully make a suggestion that Council give consideration to rescheduling one of these monthly meetings in the evening to enable working residents to attend.

As I understand it, if one wishes to communicate regarding any matter on the agenda, it must be submitted on or before the Wednesday preceding the meeting. Notwithstanding the absence of a posted agenda package for today's meeting, is there a similar policy regarding when agenda packages and meeting minutes are made publicly available?

I look forward to hearing from you at your convenience, and thank you in advance.

Sincerely,
Anne Pierce

Sent from Anne's iPhone

Upcoming Presentations and Training		
Item	Background	Update
PPSA 101	Presentation to contract partners that provides an overview of the Nova Scotia PPSA and how it is administered by DOJ.	A number of presentations to municipal staff and elected officials have taken place and more are scheduled for early 2025. To schedule an in-person or virtual presentation for your staff, Council and/or Police Advisory Board, please contact Danielle.Desjardins@novascotia.ca
Police Governance Training	Board Orientation Training is available that outlines the roles and responsibilities for police governance boards in Nova Scotia.	To schedule your training session, please contact Charcy.Marchand@novascotia.ca DOJ is pleased to share that CAPG membership is available to municipalities policed by the RCMP as the provincial police service. CAPG membership comes with access to their Learning Portal, reduced pricing for webinars, conferences and other learning opportunities. To obtain a membership for your Board Chair or key municipal staff, please reach out to: Danielle.Desjardins@novascotia.ca
Regional Engagement	Contract partners will be invited to periodic virtual and in-person meetings that may include presentations from DOJ staff, discussions on policing priorities, financial updates, details on matters impacting policing and public safety and other items as required.	Next meetings to be held in Spring 2025 should there be interest. If your municipality is able to host a meeting and/or has a suggestion for a topic to be covered in the meeting, please contact: Danielle.Desjardins@novascotia.ca
PPSA Financial Update	Following the annual determination of the per officer cost to be recovered from contract partners policed by the RCMP, DOJ staff will deliver a presentation outlining the breakdown of costs and identify primary drivers of variances year-to-year.	Requests for information can be directed to: Danielle.Desjardins@novascotia.ca

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Contract Management Committee Updates

Item	Background	Update
<p>Recruitment and Retention</p>	<p>National and local updates on efforts to increase recruitment and retention of police officers as well as mitigation efforts to address staffing challenges.</p>	<p>Cadets Applicants:</p> <ul style="list-style-type: none"> • 2023/24 FY – 55 applicants from Nova Scotia sent to Depot • 2024/25 FY (to date) – 43 applicants from Nova Scotia sent to Depot so far <p>Cadets to Nova Scotia:</p> <ul style="list-style-type: none"> • 2023/24 FY – received 41 cadets from Depot • 2024/25 FY (to date) – received 66 cadets with an additional 12 scheduled to be transferred before the end of the fiscal year <p>Experienced Police Officer (EPO) Program:</p> <ul style="list-style-type: none"> • 2023/24 FY – hired 39 EPOs in NS • 2024/25 FY (to date) – hired 11 EPOs <p>Overall “H” Division is doing well compared to other RCMP Divisions with respect to staffing.</p>
<p>Equipment Modernization</p>	<p>As policing evolves, so does the equipment required for officers to perform their duties in a safe and efficient manner. Other resources, infrastructure and initiatives may also support modernization of policing service delivery. Updates shared will include high-level details of specific items as well as their associated financial and procurement strategies that are driven at the national level.</p>	<p>The RCMP will be purchasing a replacement Tactical Armored Vehicle (TAV) in 2024/25, as part of the equipment modernization strategy. The current TAV is 12 years old and has reached the end of its useful life of 10 years. The current model of the TAV is becoming more difficult to maintain with availability of parts being a concern. This new, second generation TAV can drive longer distances without the need of secondary transport (flatbed) and is built on a platform for which replacement parts are more readily available, reducing repair costs, complexity and down-time. This strategy advances the vision of a modern police officer by ensuring Regular Members of the RCMP have the appropriate tools to perform their duties as safely and effectively as possible. It is anticipated the training, prioritization and rollout of this equipment will take place over the next three to five years.</p>

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		<p>The Province has requested to amortize the cost of the TAV, as is allowed per the PSSA, to support financial stewardship over policing costs of the contract.</p> <p>The second collective agreement between the National Police Federation (NPF), representing RCMP non-commissioned regular members, and the Treasury Board Secretariat was rendered by an arbitral award on April 16th, 2024. The collective agreement covers the period from April 1, 2023 to March 31, 2025 and includes the following wage increase:</p> <p>Year 1 – 3% economic increase + 1% wage adjustment (total of 4%) Year 2 – 2% economic increase + 2% wage adjustment (total of 4%)</p>
Collective Bargaining	<p>As salary is the largest driver of costs related to policing, potential for increases through the collective bargaining processes remain an important issue for contract partners. Although, as a contract partner, Nova Scotia is not party to the collective bargaining process between unions and the employer, our vested interest in the outcomes of collective bargaining drives efforts to support financial stewardship.</p>	<p>Successful field tests and surveying of users of Axon's body worn cameras (BWC) and digital evidence management system (DEMS) completed in "H" Division (NS) in March 2024, along with pilots in other Divisions. Axon was selected as the successful vendor.</p> <p>"H" Division has approved a rollout and the Vendor has notified the RCMP that they will be transitioning to a newer camera model, the Axon Body 4, with no change to licensing costs. The Department of Justice is consulting with public safety partners, including the Public Prosecutions Service, to ensure system readiness.</p> <p>The RCMP has recently published its new strategic plan which can be found here: Change at the RCMP Royal Canadian Mounted Police our-next-chapter-rcmp-2024-27-strategic-plan.pdf</p>
Body Worn Cameras	<p>Mandated by the federal government, the Body Worn Camera project will see all frontline RCMP officers outfitted with cameras that will record much of their work and interactions with the public. Currently being piloted, costs for the cameras, training and associated infrastructure will be the responsibility of contract partners so as the project progresses, updates will be provided.</p>	
Communications from National RCMP	<p>As required, details of communications received from the RCMP nationally that may have an impact on policing in Nova Scotia will be shared with contract partners.</p>	

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Local Contract Updates		
Item	Background	Update

"H" Division RCMP Staffing Update	Roadable Rate: Percentage of positions with officers that are actively working and meeting the operational requirements of the position.	As of January 1, 2025, the overall roadable rate for PSSA resources in "H" Division RCMP was 82%.
RCMP Support and Centralized Services	Dozens of units comprised of hundreds of officers support policing and public safety in the province through the delivery of specialized and at times, highly technical policing services. Developments such as the creation of new units or additional investments in resources will be shared with contract partners.	General Duty Police Resource Methodology (GDPRM) reviews are in-depth analysis of General Duty (GD) response areas within the RCMP. The main purpose of a GDPRM review is to determine whether a detachment/district has the recommended minimum number of resources to respond to the occurrence workload for the area while also allowing GD members enough time to perform proactive policing activities. "H" Division has developed a data-led risking matrix that uses detachment specific information to make recommendations on where a GDPRM review may be of highest urgency. Some of the data considered in the risking matrix include: weighted workload per member, years since last review, vacancies, violent and non-violent crime severity index, computer aided dispatch (CAD) file increase. "H" Division has completed 3 GDPRM reviews in 2024/25 and in conjunction with DOJ, has consulted with the relevant municipalities in receipt of policing services by the detachment undergoing the review. Another 3-4 GDPRMs are expected to be undertaken in 2025/26.
RCMP Administration	The delivery of policing services requires a wide range of administrative support. As changes to the types and number of administrative resources change, updates will be shared with contract partners.	The RCMP has submitted its 2025/26 Multi-Year Financial Plan (MYFP) for the PSSA to the Province. It has been analyzed by the with associated budget recommendations put forward for decision by the Provincial Treasury Board. The outcome of this process will be shared in a future update following the release of the 2025/26 budget. The RCMP has submitted its 2025/26 Multi-Year Financial Plan (MYFP) for the PSSA, inclusive of Divisional and Regional Administrative functions, to the Province. It has been analyzed by DOJ with associated budget recommendations put forward for

		<p>decision by the Provincial Treasury Board. The outcome of this process will be shared in a future update following the release of the 2025/26 budget.</p>
<p>RCMP Property and Equipment</p>	<p>Updates of significant changes to properties where the RCMP operate and the equipment they use in the course of their duties will be shared with contract partners.</p>	<p>Given recent supply chain issues which caused challenges for the procurement of fleet vehicles, funding for the purchase of a total of 120 replacement vehicles has been allocated to "H" Division RCMP for the 2024/25 FY. Progress is being made with respect to vehicles being allocated as replacements or for new vehicle requirements.</p> <p>"H" Division RCMP has approved the purchase of six Battery Electric Vehicles (administrative) to take place in 2024/25 as well as required charging infrastructure at New Minas, Lower Sackville and the new Stellarton Detachment.</p> <p>The New Minas Detachment was selected to receive a marked police package Chevrolet Blazer Battery Electric Vehicle as part of a national pilot to assess electric vehicles in an operational police environment.</p> <p>The RCMP has submitted its 2025/26 Multi-Year Financial Plan (MYFP) for the PSSA to the Province, inclusive of new and replacement equipment needs. It is undergoing analysis by the DOJ with subsequent budget recommendations to be put forward for decision by the Provincial Treasury Board. The outcome of this process will be shared in a future update following the release of the 2025/26 budget.</p> <p>A groundbreaking ceremony for the new Pictou District RCMP Detachment was held on December 18th, 2024. The construction of the detachment is expected to be completed in 2026.</p>

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<p>RCMP Senior Executive</p>	<p>Details of changes to the Nova Scotia RCMP Senior Executive Team will be shared with contract partners.</p>	<p>Chief Superintendent John Duff was recently announced as the Officer in Charge of the RCMP's Halifax Regional Detachment and will arrive in Halifax in the next few months. Superintendent Don Moser is the new Senior Operations Officer for Halifax Regional Detachment (HRD). He was previously the Assistant Support Services Officer in "H" Division. Supt. Moser is currently the Acting Officer in Charge of HRD until C/Supt. Duff begins in his new role.</p> <p>Superintendent Dave Chubbs is the new Officer in Charge, Federal Policing "H" Division. He was previously the Officer in Charge of Covert Operations in "H" Division.</p> <p>Current leadership team: Leadership team Royal Canadian Mounted Police (rcmp-grc.gc.ca)</p>
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Department of Justice Updates		
Item	Background	Update
<p>Ongoing Initiatives</p>	<p>Initiatives are generated in relation to Government mandate, priorities and public interest.</p>	<p>The Public Safety Audit Function (PSAF), within the Public Safety and Security Division, is offering Advisory Services related to the implementation of the Provincial Policing Standards to law enforcement agencies across Nova Scotia.</p> <p>Additionally, PSAF is offering dedicated Board of Police Commissioner and Police Advisory Board training to better understand their role in the Audit process.</p> <p>Please contact PSAF@novascotia.ca directly to arrange your individual sessions.</p>

Provincial Policing Review	The Provincial Policing Review will generate recommendations that will need to be assessed and implemented through careful consideration and engagement with interested parties.	The Provincial Policing Review is in its final stages and the final report is expected in Spring 2025. The Department of Justice will analyze the final report, set to be delivered from Deloitte, and may propose potential changes to the policing model in Nova Scotia. The Minister of Justice will establish Provincial Policing priorities for the 2025/26 fiscal year. We encourage Boards of Police Commissioner and Police Advisory Boards to engage in formal discussions with their police leaders to set local priorities within your jurisdictions. If you would like to learn more about the local priority setting process, please email Charcy.Marchand@novascotia.ca .
Policing Priorities	The Provincial Priority setting is a recurrent process that has milestone activities throughout the fiscal year. Engagement drives priority setting.	Public Safety and Security Division is engaging with the Nova Scotia Public Prosecutions Services to discuss the possibility of delivering training to front line police officers on Sexualized violence. The Prosecution of these offences have evolved over time and specific practices have too advanced in relation to the collection of evidence. This training aims to ensure that police are armed with he most relevant understanding on appropriate evidence collection and handling. A pilot of this training will be offered in spring/summer of 2025.
Promising Practices	New and innovative practices of note.	The Community Crime Prevention Grants Program provides up to \$12,000 in funding to various organizations in support of crime prevention work involving youth. The 2024-25 grant program approved 19 applications.
Grants and Funding Opportunities	Information on grant programs and funding opportunities which a nexus to public safety and policing which may be available for municipalities, community groups and other stakeholders.	

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		<p>The 2025/26 grant program will be coming soon! Details available at: Crime Prevention Community Grant novascotia.ca</p> <p>The Civil Forfeiture Grant Program provides one-time funding to organizations that support eligible victims of crime and targeted crime prevention initiatives across Nova Scotia. The Program is funded from the disposition of forfeited property seized by law enforcement agencies. Examples of grants approved under this program in 2023-24:</p> <ul style="list-style-type: none"> • \$50,000 to Prescott Group for a Crime Stop initiative aimed to support disabled persons who are vulnerable to abuse/crime targeting. • \$30,000 to MADD Canada to provide specialized support services to Nova Scotian victims and survivors of impaired driving who have been injured or have lost a loved one. <p>Details available at: Civil Forfeiture Grant Program novascotia.ca</p>
Crime Prevention Symposium	The Crime Prevention Society of Nova Scotia previous hosted a collaborative annual Crime Prevention Symposium.	<p>The Department of Justice, in collaboration with the Crime Prevention Society of Nova Scotia, hosted the 2024 Crime Prevention Symposium on November 14-15, 2024, in Halifax. Invitations were distributed to municipalities through NSFM and AMANS. The event saw 120+ attendees from across the province, neighboring provinces, and representatives from Public Safety Canada.</p>

DEFINITIONS

Provincial Police Service Agreement	Agreement entered into by the Province of Nova Scotia and the Government of Canada (Public Safety Canada) for the delivery of policing services by the Royal Canadian Mounted Police.
Contract Management Committee (CMC)	National committee comprised of RCMP, Public Safety Canada and provincial/territorial representatives mandated to provide governance of RCMP policing contracts through engagement, consultation, collaboration and information sharing in support of the delivery of professional, efficient and effective police services. There are also number of CMC sub-committees that govern specific projects or portfolios.
Policing Service Recipient	Municipality or First Nation community policed by the RCMP in Nova Scotia.
Equipment Modernization	Nationally-led RCMP initiative for the procurement of new or replacement resources, tools, infrastructure and initiatives to support the delivery of policing services to ensuring public and officer safety.

(16)

February 10, 2025

Mayor Derek Amalfa,
Deputy Mayor Anna Chetwynd
Councillors Craig Hillen,
Kevin Chetwynd and
Candace Malik

Dear Mayor and Councillors —

I am writing on behalf of my three dogs; Scout, Boris and Winnie, to ask if there can be a way for them and other pups of Lockeport, to make use of the soccer field. It would be a great way to use a resource which is underused during the winter months..

There are concerns, of course, about allowing dogs to use this space and that is understandable. Owners would have to be responsible to pick up after their dogs. We could even have a dedicated time each week when people who use the field could walk it and pick up any waste left behind by owners possibly not paying attention.

We here in Lockeport love our dogs! And while it is nice to have a dog park, it would be even nicer to have a space to allow multiple dogs to run and have fun with each other during the off season.

Please consider this request.

Eva and Gerry Romanczak,
Scout, Boris & Winnie



Amendment to the Land Use By-Law

This amendment is to facilitate a rezoning of the property located at 21 South Water Street, from Industrial (M1) to Tourist Commercial (C2).

The existing building on the property was previously used for storage. The owner has begun renovations on the building's exterior and is looking to possibly develop residential unit(s) on the property.

Residential uses are currently permitted in a C2 zone.

Staff Recommended Motion for February 14, 2025

It be duly moved and seconded that Town Council for the Town of Lockeport conduct 1st Reading of a proposed amendment to the Land-Use By-Law, to redesignate & rezone the property located at 21 South Water Street from the existing M1 Industrial to Tourist Commercial C2.

Further that Council schedule a Public Hearing for Friday, March 14, 2025 Council Meeting.

Proposal for the Establishment of the Lockeport Causeway Action Team (LCAT)

Presented by: Mayor Derek Amalfa

Date: February 10, 2025

Purpose

This proposal seeks the approval of Lockeport Town Council to establish the **Lockeport Causeway Action Team (LCAT)**. This working group will focus on one of the town's critical challenges, the leadership and planning of the Crescent Beach Causeway upgrade project.

To address the increasing risks posed by climate change, including sea-level rise, storm surges, and infrastructure vulnerabilities, the LCAT will serve to reactivate Lockeport's Municipal Climate Change Action Plan (MCCAP) from 2013. This proposal seeks Council's approval to take immediate steps to protect Lockeport's infrastructure, economy, and community well-being.

By bringing together a team of stakeholders—including experts, members of Council, and community volunteers—the LCAT will provide the expertise, focus, and capacity required to oversee the planning, funding, and execution of the Crescent Beach Causeway upgrade project.

Background

The Crescent Beach Causeway is increasingly vulnerable to climate change, particularly storm surges and rising sea levels. In recent years, we have seen an increase in extreme weather events, as demonstrated most recently by Hurricane Fiona in 2022 & Hurricane Lee in 2023, which caused widespread damage to coastal infrastructure throughout Atlantic Canada and the ongoing threats of severe weather events. The Causeway is Lockeport's only link to the mainland and is at risk of being compromised. A breach would lead to the isolation of Lockeport, causing major disruption to daily life, emergency services, and the local economy. Moreover, Lockeport's infrastructure—such as water systems and emergency services—would be significantly challenged without reliable access to the mainland.

The *Municipal Climate Change Action Plan (MCCAP)*, completed in 2013, as required under the Gas Tax Agreement, first identified the Crescent Beach Causeway as one of Lockeport's most critical and vulnerable pieces of infrastructure. The plan highlighted the urgent need for upgrades to address rising sea levels, erosion, and increased storm activity. Despite these findings, limited progress has been made due to resource constraints, leaving the causeway and the town exposed to significant climate-related risks. Since 2013, research indicates that the rate of sea level rise in Nova Scotia has accelerated, and between 2013 and 2022, the rate increased to 4.6mm per year, from 3.19 mm per year observed from 1895 - 2014.

Key Issues

1. **Infrastructure at Risk:** Crescent Beach Causeway, Calf Island Road, and other critical infrastructure are increasingly vulnerable to sea-level rise and storm surges, putting the community's connectivity and economy at risk.
2. **Community Safety:** Emergency response for residents, including seniors and at-risk populations, is compromised without resilient access routes and proactive measures.
3. **Economic Impacts:** Lockeport's fishing, tourism, and retail sectors are dependent on infrastructure that is at high risk from climate change.

Mandate of the Lockeport Causeway Action Team (LCAT)

1. **Planning and Strategy Development:**
 - Develop a comprehensive project plan, including design, cost estimates, and environmental impact considerations.
 - Work with engineers, environmental scientists, and coastal resilience specialists to ensure the project meets all safety and environmental standards.
2. **Funding and Resource Mobilization:**
 - Identify and apply for relevant Provincial, Federal, and private funding programs.
 - Liaise with partners, including Climate Ready Infrastructure Service, Clean Foundation, & Atlantic Infrastructure Management Network, provincial departments, and engineering firms.
3. **Community Engagement:**
 - Act as the primary point of contact between the Town Council and residents regarding project updates and concerns.
 - Host public consultations to gather input and foster community support.
4. **Oversight and Reporting:**
 - Monitor project timelines, budgets, and progress.
 - Provide regular updates to the Town Council and stakeholders.

The Lockeport Causeway Redevelopment Action Team will consist of the following members to ensure diverse expertise and representation:

- **Mayor, Town of Lockeport (Chair):** Responsible for leading the team and facilitating meetings.
- **Town Council Representatives:** Two council members to ensure alignment with municipal priorities.
- **Municipality of Shelburne Council Representation:** One Council member to ensure alignment with municipal priorities.
- **Administrative Support Lead:** A municipal staff member to handle documentation, scheduling, and communications.
- **Community Stakeholders:** Offer invaluable local knowledge, background and insights to ensure that decisions align with the needs and priorities of the community.

***Additional contributions are expected from experts, advisors or representatives invited as needed for specific project phases. The Town of Lockeport has already enlisted the expertise of the Climate Ready Infrastructure Service, Clean Foundation, & Atlantic Infrastructure Management Network.*

The Lockeport Causeway Action Team (LCAT) will meet in person on a quarterly basis to discuss progress, address challenges, and plan next steps. The group will prepare and share quarterly progress reports with the Town Council, ensuring transparency and accountability.

LCAT will serve in an advisory capacity, with authority limited to making recommendations to the Town Council. All meeting minutes will be documented and made available to the public. The group will operate in full compliance with the rules and regulations outlined in Nova Scotia's Municipal Government Act (MGA) to ensure ethical and transparent governance.

Conclusion

The Crescent Beach Causeway is not only a vital transportation link but the lifeline of Lockeport's economic, social, and emergency networks. Beyond its functional importance, the Crescent Beach Causeway is a national treasure, immortalized on Canada's \$50 bill as a symbol of our country's rich natural beauty and coastal heritage. This iconic landmark is a point of pride for Lockeport and for Canada as a whole. Protecting it is not just about preserving a piece of infrastructure—it is about safeguarding a piece of our history and ensuring the resilience of our community for generations to come.

The 2013 **Municipal Climate Change Action Plan** identified this causeway as one of the town's most critical and vulnerable pieces of infrastructure, highlighting the urgent need for upgrades to address rising sea levels, storm surges, and erosion. A decade later, with climate change accelerating and extreme weather events increasing in frequency and severity, the need to act has never been more urgent.

Establishing the Lockeport Causeway Action Team (LCAT) provides the community with a focused, collaborative, and professional approach to tackling this complex challenge. With a clear mandate and a structure designed to leverage local expertise, external resources, and transparent governance, this working group will work to ensure that Lockeport can secure its future against the growing threats posed by climate change. Approving the formation of LCRAT is not just a necessary step—it is an opportunity for Lockeport to lead with resilience and determination. The time to act is now.

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Town Of Lockeport

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The Honourable Nolan Young
MLA for Shelburne
164 Water Street, Shelburne, NS B0T 1W0

January 30, 2025

Dear Mr. Young,

Re: Urgent Request for Support to Upgrade the Crescent Beach Causeway in Lockeport

I am writing to request your immediate support and commitment to help secure funding and provincial collaboration for urgently needed upgrades to the Crescent Beach Causeway, Lockeport's sole transportation link to the mainland. This causeway is not only a lifeline for Lockeport but also a critical piece of infrastructure for the surrounding region.

The Importance of the Crescent Beach Causeway

The Crescent Beach Causeway serves as the only access point for Lockeport's residents, and is essential for the emergency services, schools, and businesses. With hundreds of jobs dependent on this infrastructure and essential services such as healthcare, banking, and education relying on it, the causeway is a backbone of Lockeport's social and economic stability. With over 44% of Lockeport's residents aged 65 and over, the town's aging population emphasizes the critical need to safeguard its most vulnerable community members.

Beyond its functional significance, Crescent Beach is one of Canada's national treasures. It was immortalized on the back of the \$50 bill in 1954, and remains a proud landmark within Shelburne County, Nova Scotia and as a backdrop for Canadian pride. Our efforts to protect and preserve the causeway also represent something bigger, safeguarding our local history and culture for future generations.

Additionally, Crescent Beach serves as a critical habitat for the endangered Piping Plover. After nearly 20 years, a Piping Plover pair successfully hatched a nest at Crescent Beach in Lockeport in the summer of 2023. Its significance as a nesting site for this protected species, also provides additional challenges to the scope of the project. The Piping Plover's endangered status, as recognized under Canada's Species at Risk Act, will require any development or upgrades to the causeway to include consultation with environmental and bird conservation groups.



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Should the causeway be breached or become inaccessible due to storm surges or sea-level rise, Lockeport faces several severe consequences, including:

- The potential closure or relocation of critical institution such as Lockeport Elementary School, Lockeport Regional High School, and Surf Lodge Nursing Home.
- Disruption to emergency services, placing the safety of our residents at significant risk.
- Economic impacts on the fishing industry, local businesses, and tourism, which are heavily reliant on reliable transportation.
- Isolation of our community, threatening Lockeport's sustainability and identity.

Increased Vulnerability Due to Climate Change

The Crescent Beach Causeway is increasingly vulnerable to environmental factors, particularly sea-level rise and storm surges. Recent projections indicate that sea levels in Nova Scotia could rise by up to 1 meter by 2100, posing significant risks to coastal infrastructure. This rise, coupled with more frequent and severe storm surges, threatens the integrity of the causeway, leading to flooding and erosion. The combination of higher sea levels and intensified storms will result in more frequent overwash events, undermining the structural stability of this critical connection between Lockeport and the mainland. Addressing these environmental challenges is essential to ensure the long-term resilience of the causeway and the safety of the community.

As highlighted in the Town of Lockeport's 2013 Municipal Climate Change Action Plan (MCCAP), the Crescent Beach Causeway has long been recognized as highly vulnerable to climate impacts. Over the past decade, these risks have only intensified.

These vulnerabilities underscore the urgent need for action. The current state of the causeway is not sustainable, and its failure would have devastating consequences for the community of Lockeport, and Municipality of Shelburne.

Request for Support

Lockeport has always been resilient, embodying the hardworking spirit and Maritime values of our community. However, we need your leadership, influence, and support to ensure that our town remains connected, safe, and economically viable in the face of accelerating climate change. Our limited tax base restricts our capacity to finance essential improvements.



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We request your assistance in advocating for funding through provincial and federal climate adaptation programs, assist our team in collaborating with relevant departments to prioritize this project, and securing dedicated funds to elevate and reinforce the Crescent Beach Causeway. Your leadership is crucial to ensure the safety and sustainability of Lockeport.
Thank you for your continued support of Lockeport and the residents of your constituency.

Sincerely,
Derek Amalfa
Mayor of Lockeport

My Town . . .

Lockeport – where we partner to build a prosperous future with services that provide value and a quality of life in which we take pride.

Municipal Climate Change Action Plan

Town of Lockeport

As a requirement for the 2010 - 2014 Gas Tax Agreement and the Municipal Funding Agreements, municipalities will be required to prepare and submit to Service Nova Scotia and Municipal Relations a Municipal Climate Change Action Plan (MCCAP) by December 31, 2013.

Additional gas tax funding of more than \$223 million over four years, starting in 2010, will enable municipalities to continue to invest in environmentally sustainable infrastructure projects that contribute to reduced greenhouse gas emissions, cleaner water or cleaner air. The Gas Tax Fund promotes the economic, social, environmental and cultural sustainability of Nova Scotia municipalities.

The MCCAP will be an amendment to the Integrated Community Sustainability Plans (ICSP), which were prepared by municipalities and submitted to the Province in March, 2010. The MCCAP will focus on both climate change adaptation and mitigation and will describe how municipalities plan to respond to climate change.

MCCAP Working Group & Mandate

MCCAP Adaptation Team (A Working group of The Town of Lockeport Economic Development / Planning Advisory Committee). **Working group members:** Howard Roszel (Councillor), Alan Stewart (Councillor), Dayle Eshelby (Councillor), Joyce Young (Town Clerk/Treasurer), Leo Williams (Fire Chief), Bevin Joudrie (Business Owner), Bil Atwood (MCCAP Coordinator). **Stakeholders:** Kevin Snow (Streets Foreman), Peter Partington (Harbour Authority), Doug Stephens (Surf Lodge Nursing Home), Local Property Owners, Local Businesses, Nova Scotia Power, Nova Scotia Transportation and Infrastructure Renewal (Hayden Lake Water System).

- This will be a temporary working group for the preparation of the MCCAP. Lockeport Town Council will appoint a permanent committee after the completion of the MCCAP to continue with the implementation.
- The MCCAP/ICSP Coordinator will take direction from the working group.
- The MCCAP working group will be accountable to Council through the Economic Development and Planning Advisory Committee, giving update reports when requested.
- The MCCAP coordinator will collaborate with The Municipality of the District of Shelburne and Town of Shelburne coordinators.
- The focus and goal of The MCCAP working group will be to complete and deliver an action plan that will serve as a realistic and functional guide for any future Council/staff or working group to implement.

Where Does Lockeport Stand

Lockeport and other Towns and communities in Nova Scotia have experienced weather events as a result of climate change (natural hazards). Climate change poses risks to communities through extreme weather events such as sea level rise, water quality and changes to the performance of infrastructure systems. Lockeport will have to adapt to climate change as well as using an alternate approach when managing capital assets and operations.

The Town of Lockeport must focus on understanding how these changes will impact the Community. There is a combination of historical evidence and mounting scientific support that is increasing awareness among municipal administrators and Councillors about potential climate change impacts. Firsthand experience demonstrates that climate change will create financial burdens on the Town and will also put pressure on those officials in municipal Government who must now plan for an uncertain future. Strategies for adapting to climate change and mitigation against climate change is a must.

The geographic similarities between The Town of Lockeport and The Province of Nova Scotia can be compared by one extreme weather event attributed to climate change. This scenario has been studied with LiDAR Mapping. If the dykes at the Isthmus of Chignecto marsh located between New Brunswick and Nova Scotia are breached by storm surge, the only road into N.S., #104 Highway, would be flooded or completely washed away. Seventeen and a half billion dollars worth of trade travels on this highway yearly. What would be the cost to the N.S. economy and what would be the cost to repair? A similar scenario for Lockeport's beach /causeway could have devastating repercussions for the entire Town. The school board would move the students to Shelburne, maybe never to return. The Surf Lodge Nursing home would possibly have to relocate to the mainland, the local fishery could collapse and business would close due to the unavailability of a transportation route. Lockeport would lose the tax base and become a ghost Town from an extreme weather event resulting from climate change. Lockeport experienced the impact from Hurricane Bill in August 2009 and felt the effects of Hurricane Sandy 1200 km. away in Oct of 2012. Will Lockeport be prepared for something more extreme?

The purpose of this climate change action plan is for Lockeport to recognize and adapt to long term actual or expected climatic effects. Lockeport must be proactive in planning and management of the

Town's infrastructure and future projects. An energy management plan was prepared in 2009 for Lockeport and if followed will reduce Green House Gas Emissions (GHG) and in turn reduce Lockeport's dependency on fossil fuels.

There are two main responses to tackling the issues related to climate change: ***Adaptation*** and ***Mitigation***.

Adaptation is built on the premise that appropriate actions are undertaken before major impacts occur or shortly after they take place, so that similar damage in the future is anticipated and minimized. Both of these types of adaptation responses can be planned in advance. In most cases, planned adaptation will incur lower long-term costs and is seen to be far more effective than simply reacting to climate change in an unplanned, ad-hoc manner. Adaptation at the municipal level also involves new ways of thinking about infrastructure design, renewal and maintenance. It involves adaptive land-use planning and neighbourhood design and also adaptive water and energy management, in addition to other adaptive measures that will help to ensure that the Community is prepared and will be resilient.

The MCCAP Working Group has determined vulnerable infrastructure issues and has compiled a list of priority locations and infrastructure that will have to be addressed by the present and any future Town Council and staff. A deeper understanding of the locations and infrastructure within the Town where climate change impacts could, or will happen are issues that ***will*** require informed management practices. An impact becomes an issue when it intersects with the management and operation of the Town, or where it affects people and property. The Town of Lockeport is one of the smallest municipal units in Nova Scotia. The geographic and population size does appear to make management and operation less overwhelming than larger municipal units; however, Lockeport has the same management issues as larger municipal units but must operate with a smaller tax base. Just as a severe weather event could devastate Lockeport, the cost of adaptation repairs could also ruin Lockeport economically and socially.

The Island portion of Lockeport is connected to the mainland by an isthmus known as Crescent Beach. Crescent beach being on the south side of the causeway and the paved road on the north is the only

transportation route to the mainland. The island portion and mainland (Brighton) complete the Town of Lockeport. Lockeport's population is 588 persons; there are 332 household dwellings and 487 parcels of land as of 2013. Lockeport has 8km. of shoreline in its jurisdiction excluding breakwaters and trestles. The shoreline owned by the Town is somewhat shorter at 3.14 km. this includes Calf Island Road, Roods Head the north side of Crescent Beach Causeway and Sam's Point (sewage treatment facility). One kilometer of former rail bed and trestles are also owned by the Town (X 2 sides= 2 km.). Past weather event issues and future climate change impacts for Lockeport do have one common benchmark that other municipal units may not have, Lockeport being surrounded by water cannot expand making impact locations and priorities past, present and future highly identifiable.

Where does the management of Lockeport begin in regards to adaptation and mitigation to climate change? A review of Lockeport's ICSP, adopted by Lockeport Town Council in March, 2010, shows priorities range from keeping the integrity of the causeway to maintaining a safe and healthy drinking water source. The four pillars of any ICSP are environmental, cultural, social and economic sustainability. A fifth and no doubt most important pillar to recognize for the safety and sustainability of any municipality is proactive governance. The priorities identified by past consultant studies for the Town range from repairing the beach dunes, to a second access to infrastructure assessment. Priorities identified by the MCCAP Working Group and stakeholders will show that Lockeport has initiated climate change adaptation decades ago and will now have a document to follow as climate change continues to impact Lockeport.

Current municipal agreements and jurisdictions have a negative effect on any urban (Town) Municipal Climate Change Action Plan. Rural Municipal infrastructures such as roads and bridges are maintained by Provincial tax dollars where as Town and City Municipal (urban) infrastructures have to be maintained by that municipal unit's rate payer. Therefore rural municipal Councils do not have the responsibility or tax burden that **urban** units have, creating a very uneven approach to climate change issues and priorities. Both rural and urban citizens share the use of any public infrastructures however **urban** infrastructures are not directly maintained by **rural** tax dollars. Rural Municipal Councils do not have to budget, design or tender to obtain Provincial and Federal permits or processes when Provincial roads and bridges are impacted by climate change. Urban Municipal Councils can exceed any budget and spend valuable time and resources on climate change adaptation issues without the ability to share the

costs by all those who utilize it. This is the single most threatening and costly issue facing Lockeport in its quest for climate change adaptation.

Impacts and Hazards

The impact of *sea level rise* (SLR) coupled with the hazard of storm surge is the Town's greatest climate change vulnerability. Sea levels in Nova Scotia are expected to rise approximately 1+ meter by the year 2100 and will continue to impact numerous locations in the Town of Lockeport. Basically Lockeport is an island sitting in Allendale Bay, Shelburne County. At least 90% of Lockeport's infrastructure is located on the island portion. This infrastructure includes streets, sewage lines and pumping stations, Town owned buildings and recreational facilities. Most of Lockeport sits on solid bedrock with varying shoreline geologic features. The shoreline includes sandy beaches, cobblestone beaches, marsh lands, bedrock outcrops, grass and forested property, all sloping to the water's edge. Crest Street, John Street, Rood's Head and areas of Brighton Road are the most elevated areas of the Town. All other areas are low lying and are prone to sea level rise and storm surge. Currently (*during the preparation of the MCCAP*) Lockeport does not have LiDAR mapping but will have the mapping in the fall of 2013, so currently, exact locations and measurements for sea level rise are based on past observations and best estimates.

(Gradual High risk)

Storm surge has and will continue to create immediate hazards for Lockeport. Storm surge is an extreme weather event that residents have become aware of during Lockeport's history. At the present time, Lockeport experiences two or three severe weather events each year. With hurricanes or strong winds comes storm surge. Should the wind blow on shore from an easterly or southerly direction, powerful waves combined with the storm surge, have damaged infrastructure around the perimeter of the island. High tides and the full moon cycle can add to the impending weather event. With all of the above listed components coming together, preparing for storm surge while coping with sea level rise (SLR) identifies this as the most vulnerable impact and hazard from climate change. **(High risk)**

Erosion is a lesser issue as most of the under lying geology of the Town consists of bedrock; however, shoreline areas that are not bedrock have been damaged by erosion. Evidence of a drowned or submerged forest [1] can be seen at low tide at Rood's Head Park Beach. Centuries ago Cranberry Island was connected to the island portion of Lockeport by a ravine. Observations

show the eastern end of Crescent Beach has a greater shoreline retreat due to erosion. (**Moderate Risk**)

[1] *A submerged forest is the remains of trees (especially tree stumps) that have been submerged by marine transgression, i.e. sea level rise. These remains have usually been buried in mud, peat or sand for several thousand years before being uncovered by sea level change and erosion. In some places the remains are normally covered by sand and only rarely exposed.*

Flooding and runoff from increased rainfall, to date, has had little damage to the wastewater infrastructure. Unforeseen consequences could occur when an increase in water volume exceeds the design capacity of the facility. Most homes in Lockeport have an issue with basement or cellar flooding. Increased heavy rainfalls will put a greater volume of water into the wastewater treatment facility as a number of homes directly pump runoff water into the sewage lines. Overland flooding from continued sea level rise and storm surge is quite common for Lockeport and will impact infrastructure such as streets, pumping stations and public walkways. (**Moderate risk**)

Hurricanes and high winds have always been an issue for Lockeport as its geographic location in Allendale Bay provides little protection from these weather events that travel from the open Atlantic Ocean. The damage to the shoreline from pounding surf and storm surge, as a result of hurricanes and high winds, are evident; however, Town owned buildings and structures could also be impacted. Hurricanes are isolated events but will become more severe and more often due to increased temperatures. Hurricanes follow warm water channels flowing from the leeward Caribbean Islands along the Atlantic coast. As the ocean and air temperatures increase, the greater and more frequent risks from these events will occur.

Actions should include ongoing upgrades to infrastructure and aggressive (beyond building code) design for all future infrastructure projects. (High risk)

Drought will gradually impact Lockeport as the summer season has higher temperatures and less rain, while the winters have less snow, leaving less fresh water for private wells. It is not known how SLR will affect the fresh water table beneath the island portion of Lockeport; however, Lockeport is completely surrounded by salt water and as a result; this could influence the potable quality of any private well. This is a compound impact for the Town. Not only will climate change cause a shortage of fresh water but sea level rise and overland flooding could contaminate the fresh water supply with salt water. (**Moderate risk**)
(See *NSTIR Hayden Lake Water System page 26*)

Lockeport is not overly vulnerable to **Forrest Fires** as there are only limited stands of trees on the island and small forested areas located on Brighton Road. Forrest fires are always a concern; hence the Volunteer fire department collaborates with other municipal fire departments for a proactive approach to the issue. It should be noted that any natural hazard currently deemed as a low priority could become a greater vulnerability as climate change impacts over time are experienced and a deeper understanding is acquired. **Action: Clearing of deadfalls at Rood's Head Park. (Low risk)**

Locations and infrastructure

*The following locations are expected to be at greatest risk to the public due to SLR, storm surge and prolonged rainfall ranging from low to high risk (See Canada/ Nova Scotia Infrastructure Secretariat (CNSIS) spreadsheet, appendix c.). The term (low risk) is used until locations where SLR will breach the safety point. At that time the risk could go from low to high bypassing any moderate level. Implementation for any adaptation projects at these locations will require **engineered plans & designs** with the assistance of **LiDAR mapping**. The locations include roads, sewer lines, pumping stations, water lines, sidewalks, culverts and power lines. Keep in mind, these locations and impending climate change hazards will be gradual and ongoing. Any implementation and costs associated to adaptation plans should be reviewed and upgraded accordingly. **Council must integrate the adaptation projects into their regular Capital Investment planning process.***

1* Locke Street (Crescent Beach Causeway): Although *Lockeport's greatest natural asset appears natural, the dunes for the most part are manmade and hold back tides that once flowed into the back harbour. The Beach and causeway are the economic, social, cultural and environmental lifeline for Lockeport.* Crescent Beach, locally known as the Big Beach, is approximately $\frac{3}{4}$ of a kilometer (850m.) long. It is a white, fine grain sand beach with grassy dunes varying in height, and running its length. The dunes at the eastern end of the beach, for the most part, were cobblestone. In 1996, Hurricane Hortense breached the dunes at the western end of the beach. Revetment (rip rap) at that time was a total of **370m** extending eastward. More than a year after Hurricane Bill on August 23, 2009, **390m** of armor stone revetment repaired the dunes at the eastern end of Crescent Beach, extending westward. Due to sediment issues and a greater shoreline retreat at this location, the stone was not backfilled with sand, disallowing any vegetation to grow on this section of the former cobble stone dunes. The revetment towards the

middle of the beach has been covered with sand and now has vegetation cover allowing stabilization and gives the dunes a natural appearance. To date there are 90m of dunes unprotected from storm surge erosion or wave action blow out.

“Since this is the main transportation, power and communications corridor to the Town of Lockeport, human safety overrides environmental concerns when making decisions about restoration after major damage to the beach by storms”

A draft report (2009) of Crescent Beach, Lockeport, NS. By *R.B. Taylor, Geological Survey of Canada.*



Pictured from left to right: back harbour, salt marsh, boardwalk and lamps, Locke St, dunes, Crescent Beach and Atlantic Ocean

This causeway is the only transportation access route on and off of the island. This narrow isthmus and infrastructure within, is only protected from the open Atlantic Ocean by the dunes of Crescent Beach. Town owned infrastructure includes Locke St., sewer line, two sewer pumping stations, a public boardwalk with lighting, sports fields, museum complex (2 buildings) and in ground phone lines. To the south is Crescent Beach, Provincially owned and protected under the Nova Scotia Beaches Act and administered by the Nova Scotia Department of Natural Resources. The north side of the causeway, above the ordinary high water mark, is under the jurisdiction of the Town of Lockeport. The boardwalk is less than 1m above the ordinary high water mark. The tidal marsh located here is the habitat to many species of shore birds. Although storm surge occasionally impacts this area (north side of Locke St.), sea level rise will gradually flood the marsh; submerge the boardwalk, the lighting infrastructure and endanger the

Elementary School. Hurricanes and storm surge have impacted the beach and dunes many times over Lockeport's 106 year incorporated history. The most recent was Hurricane Bill on August 23, 2009. The storm surge from this hurricane breached the dunes in several locations causing flooding to the Town's Museum complex, the sports fields and resulted in closing Locke St. access for 45 minutes. Although the Town had partial success in repairing the dunes in the breached areas, there remains 90 meters of weakened dunes that could fail at any time from any sizable storm or surge. Partial reactive success was achieved after 18 months and many meetings between the Town's Mayor, Council and Administrative staff with numerous Provincial Departments. The Town did gain valuable knowledge from the dune revetment process, as to what is the suitable method of repair with an engineer's guidance. Proactive management and wise budget planning should be the actions by the Town Council and staff to insure the continued integrity of this access; however the Town cannot *properly plan* or *accurately budget* for any infrastructure outside of its jurisdiction. The consequences of having to rely on a Provincial Government Department to maintain the integrity of the dunes for protection of the Town's infrastructure and sustainability creates an unnecessary challenge and develops a felt loss of control. Any damage and associated costs from natural hazards to the beach, dunes, causeway infrastructure or salt marsh areas are beyond Lockeport's sole responsibility. The eventual loss of the causeway to and from Lockeport is not just a Lockeport issue. The surrounding population in the Municipality of the District of Shelburne relies heavily on Lockeport's infrastructure for medical and fire protection. Lockeport is the location of hundreds of jobs in the fishing, tourism and electronics industries. Endangered Piping Plovers nest on Crescent Beach adding to the environmental complexity. Other essential services located in Lockeport are banking, post office, nursing home, pharmacy, grocery store, hardware and so on. Lockeport is also the immediate centre for social activity. Education, recreation and entertainment make up the social and cultural fabric supplied by or located on the island portion of Lockeport.

Actions: 90m of armor stone revetment to be completed. Elevate the entire length of street/causeway. Second access a priority. Ongoing monitoring. (High risk from SLR and storm surge, High priority for adaptive action)

Stakeholders: Town of Lockeport, Department of Natural Resources, Department of Fisheries and Oceans, Nova Scotia Transportation and Infrastructure Renewal, Bell Alliant, NSPI.

2* Locke Street (west): This Street runs the length of Crescent Beach and as previously noted is the only access to and from Lockeport. Locke Street continues from the intersection of Brighton Rd. (the beach corner) towards West Head. This .6 km. length of street includes a 200 meter section of low laying surface less than one meter above the ordinary high water mark. Town infrastructure along this street includes The Crescent Beach Centre and sewer lines. The west side of Locke St. is in Lockeport's jurisdiction and a portion of the east side is in the Municipality of the District of Shelburne's jurisdiction. The sewer line crosses jurisdictions at this location and services tourist accommodations located in MDS jurisdiction. The 200 m. section of

Locke Street West during storm surge Feb 2013



Locke Street West during Hurricane Bill 2009



street in question is bordered on the east by what is known as the second beach. This smaller section of Crescent Beach is divided by an outcrop of bedrock. Storm surge and the debris carried with it, has stopped vehicle traffic between the outcrop (Lockeport) and Seaside Cottages (MDS) many times (*Hurricane Bill Aug. /09, Storm Surge Feb.9/13*). Heavy equipment has to be used to clear the stone and sand from the street causing delays at this vital access point for Lockeport. This vulnerable section of Locke Street is only protected by loosely placed armour stone between the beach and the shoulder. Although this section of street overlaps two municipal

jurisdictions, The Department of Natural Resources (DNR) has the jurisdiction of the beach allowing storm surge to breach it.

Actions: armor stone banking on the east side (beach side) of this street is needed to prevent debris and erosion from altering traffic flow; however increased SLR and storm surge will prompt a decision to be made on street elevation. (High risk from impacts, High priority for adaptive action)

Stakeholders: Town of Lockeport, Municipality of the District of Shelburne, Department of Natural Resources, NSTIR.

3* Chetwynd Lane: This Street is located in the south end of Lockeport joining Church and John streets at their southern extensions. Chetwynd lane is one of two unpaved streets in Lockeport. Similar to Locke St. it faces the open Atlantic Ocean and will continue to be impacted by sea level rise and storm surge resulting in erosion and flooding. This street has been built across a natural ravine on the northern side of a pond and cobble stone beach. The ravine runs parallel with John and Church Streets. The ravine will possibly flood from storm surge and sea level rise, dividing the island once again as in the case of Cranberry Island being divided from Lockeport. There are currently two homes located on this street along with sewer lines and power lines. Chetwynd Lane, the intersection with John St. and approximately fifty meters of John St. towards the sewer treatment facility is vulnerable to storm surge flooding and erosion. Chetwynd Lane was impacted by storm surge during Hurricane Bill in 2009 and again on Feb.9/13. Overland flooding pushed debris onto the street and stopped vehicle traffic for several hours until it could be removed by machinery.

Actions: elevation and armor stone banking is required at this location and should be considered before paving. Repairs to seawall (cobblestone beach). (High risk from impact, High priority for adaptive action)

4* South Street: This Street is vulnerable to storm surge and SLR at **three** locations. (*Currently moderate risk*) (*Action: ongoing monitoring of the locations*)

(I)The first location is at the corner of Hall and South Streets. Crescent Beach is within meters of this corner. Using historical information to date, this location has never been impacted by storm surge;

however, it should be noted that SLR and storm surge events will cause this area to become an issue for concern.

(II) The second location is at the corner of Lower Water Street and South Street. Wave action at this location should not be an issue as the inner harbour is protected by two breakwaters. Sea level rise will impact this intersection as it is low lying and is the only access link between the southern end of Lockeport to the remaining portion of the Town. The land shape of this area is somewhat of a basin. Infrastructure at this location consists of streets, sewage lines, surface water drains, a small boardwalk, homes and businesses. This location will be impacted by storm surge overland flooding coupled over time with sea level rise. Essential emergency services for the southern most portion of Town could be compromised should storm surge cause flooding at this location.

Action: Elevation at this intersection will at the least allow access to the south end of Town as SLR impacts the area. (Currently, moderate risk)

(III) The third location on South Street is from the intersection of John St. to the end of South St. where it joins to the South Government wharf. Including the street, infrastructure consists of a pumping station, sewage lines, surface water drains and the outflow line from the Town's sewer treatment facility. This length of South St. runs parallel to the inner harbour and is within one meter of the ordinary high water mark. The protective bank between the street and the water consists of loosely placed armour stone. The low lying intersection is next to a small sand beach, which doesn't provide protection from any heightened water level impacts. This section of South St. has significant social/cultural importance for Lockeport as it has been registered as Nova Scotia's First Historical Streetscape. This street is also the only link to the South Government wharf and nine residential properties. This section of South St. is for single lane vehicle traffic only.

Actions: The Street could be widened as was done with the shoulder of Brighton Road and elevated allowing more aggressive armor stone to be installed protecting it from SLR. (Currently, moderate risk)

5* South Water Street: This street is located on the eastern side of the Town and runs through an industrial zone. Starting at the intersection of South and South Water Streets and ending at the entrance to Clearwater fish processing plant, its length is 325 meters. Currently there are seven businesses located on this street. Infrastructure located here consists of Town sewer, fresh water supply lines, salt water supply lines, street drainage, fire hydrants and a sewage pumping station.

This location is the Town's working waterfront with the infrastructure of the street behind the private business properties. The entire length of the street will be influenced by sea level rise as current ordinary high tides are within one and a half meters of the street elevation. Prolonged heavy rainfall should also be monitored at this location since large volumes of surface water runoff from Crest St. and Beech St. could impact the street and infrastructure.

Action: ongoing monitoring. (Currently, moderate risk)

6* Calf Island Road: At one time, Calf Island Road was the access road onto Lockeport. Perpendicular to Brighton Road, it crosses the back harbour and connects to the island at Bridge Street. There was once a metal and wood bridge spanning 90 meters of the total 430 m of Calf Island Road. This road has been a dead end for more than fifty years due to the removal of the bridge. The road accesses two residential properties and sewer lines. Calf Island Road also carries a most important piece of infrastructure as it is the fresh water supply.



Ordinary high tide



Feb. 2013, road submerged

The water supply infrastructure is owned and maintained by the Department of Transportation and Infrastructure Renewal (NSTIR), Province of Nova Scotia. This fresh water supply infrastructure was installed in the mid 1970's for the commercial fishing industry (fish processing facilities). The water supply is also connected to the schools, Surf Lodge Nursing Home, tourist accommodations, numerous commercial businesses and fire hydrants excluding residential hook ups. Calf Island Road is located at the base of a hill from where the gravity feed reservoir tower is located. The supply line is buried and spans the length of the road then crosses a 90 m channel onto the island portion of Town. The only power transmission lines supplying Lockeport are located on NSPI poles at Calf Island Rd. The road is narrow and surrounded on both sides by water. The gravel surface is held stable by small to medium size stones (rip-rap) on both banks. Over the decades Calf Island Road has been submerged by high tides and storm surges numerous times. Current climate conditions make the road and its infrastructure vulnerable to impacts, only to increase over time. Although upgrade repair costs are presently out of reach in Lockeport's budget, a very strong case can be made for Calf Island Road being developed as Lockeport's second or main access.

Actions: This road could be elevated and its banks stabilized with armor stone on both sides. Ongoing monitoring and collaboration with NSTIR on any actions. This location could possibly be developed into a second access route for Lockeport. (Currently, moderate risk priority for adaptive action)

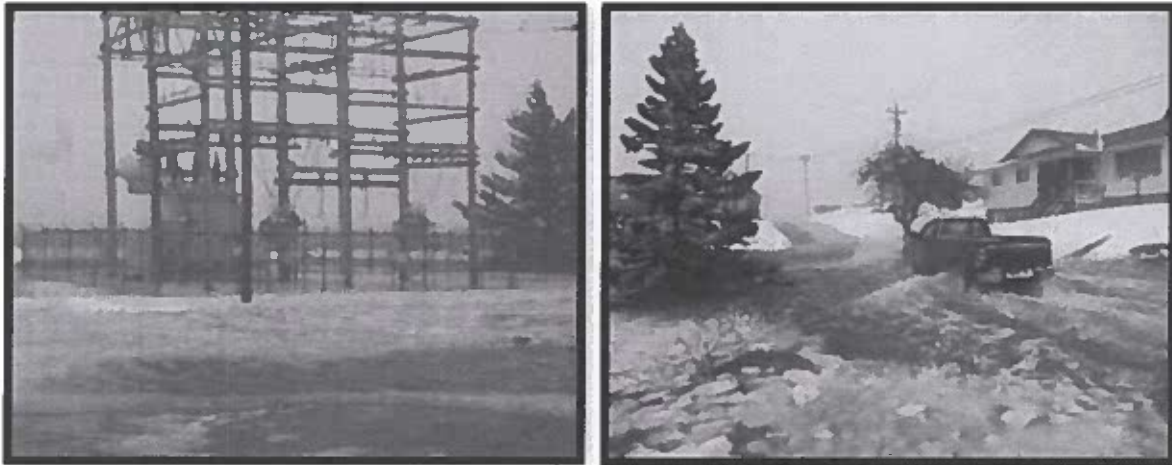
Stakeholders: Town of Lockeport, Private Property Owners, Nova Scotia Transportation & Infrastructure Renewal, Nova Scotia Power Inc.

7* Brighton Road: This road is 2.45 km. with the most vulnerable section from SLR and storm surge being at the intersection of Calf Island and Brighton Road. The ordinary high water mark determined by the Department of Fisheries and Oceans (DFO) (2009), is within one meter of a 175m section of the road. This low laying portion of the Brighton Road will eventually be impacted by storm surge and sea level rise. Power lines, poles and trees along the Brighton Road could also block this access route if impacted by high winds and hurricanes. In 2010 the Town completed repairs to 460m of this road. The work done at that time consisted of new shouldering of 3m wide (top surface); the new grade and toe of the shouldering extends 7.5m into the water of the back harbour. The Town underwent a DFO Habitat Alteration, Disruption or Destruction of Fish Habitat (HADD) process. **DFO referral and authorization No. 09-HMAR-MA8-00173.** The length of the repair is armor stone. The road surface was not elevated. Again, costs associated with a project of this scope for Lockeport's budget was unaffordable.

Action: The integrity of this section of road and pumping station will depend on an elevation correction. (Currently, low risk)

8* North and Upper Water Street (intersection): This intersection is vulnerable to prolonged rainfall flooding and storm surge. The infrastructure located here consists of sewage lines; drainage lines, a pumping station and a Nova Scotia Power (NSPI) substation. The intersection is a basin shaped land form. North Street, at a higher elevation, leads down to the intersection then continues on to Upper Water Street at a higher elevation. The area is basically at sea level but is somewhat buffered from the ocean by a former Canadian National Rail Line that acts as a sea wall. Between the intersection and seawall lies a tidal pond. This pond is gradually being back filled by private residents living opposite the street from the pond. At this time it is not understood if the back filling is legal or if it has a positive or negative impact on the scope of the issue as it could be displacing storm surge. The privately owned NSPI substation is an integral piece of infrastructure for the Town's sustainable operation. A loss of electrical power from this infrastructure would shut down operation of the Town wastewater and drainage system.

Storm surge at intersection of North and Upper Water Streets, Feb. 2013, 16 inches of water and ice.



Actions: Elevation for this intersection and a portion of the street will have to be revisited as SLR possibly impacts the location. The Town and EMO should initiate discussion with Nova Scotia Power on the importance and vulnerability of the substation's location. An upgrade to drainage at this location should be investigated. Contact with the Department of Fisheries and Oceans over the backfilling of the tidal pond (DFO jurisdiction) would be due diligence on the Town's part and possibly lead to an informed solution. (Currently, moderate risk)

Stakeholders: Nova Scotia Power Inc.(NSPI), Department of Fisheries and Oceans (DFO)

9* Trestles: In 1923 a rail line and two trestles were built for shipping and transportation to Lockeport. In 1979 the Canadian National Railway discontinued service to Lockeport. The rail bed and two trestles became the assets of the Town of Lockeport in 1984. The rail bed and trestles are currently the secondary access to and from Lockeport, "by foot". The materials used for construction of the trestles are creosote treated wood posts and timbers. The trestle closest to the island is 45 metres in length and the second being 80 metres in length. A fenced boardwalk has been constructed at both locations for pedestrian safety only. In July 2013, ABLE Engineering completed a report for Council on the physical condition of the trestles. Repairs to

the trestles could run in the tens of thousands of dollars. The trestles, being quite visible and above ordinary high water levels, are a gauge, as the Community will comment on any extreme high tides or storm surges seen to impact the trestles. The trestles, to date, are approximately 90 years of age. The integrity and stability of the trestles have withstood many extreme weather events over the years and with upgrades, will for many more; however, the pedestrian boardwalk sections of both trestles are in a deteriorated state. Sea level rise will submerge the trestles in the coming years unless they can be elevated and possibly be upgraded for a safe second pedestrian or vehicular traffic access. *(Currently, high priority for action as this is the only other pedestrian access to and from Town)*

Action: Major Reconstruction. Any upgrades should include an elevated traffic surface to compensate for sea level rise. LiDAR mapping will help determine proper elevation.



The Trestles, Calf Island Road and the Crescent Beach Causeway in the background.

Buildings and Infrastructure

The Town of Lockeport currently is responsible for thirteen buildings, two sports fields, two public parks and one playground. Council and staff are accountable for the maintenance, insurance and safe use by the public for these buildings and infrastructure. As Lockeport acquires a deeper understanding of climate change and the results of impacts, an ongoing vulnerability assessment of these properties will be required. The risk levels described are associated to the structures from natural hazards not immediate public safety.

1* The Crescent Beach Centre: *157 Locke Street. Constructed in 1994, wood structure to code, partial concrete foundation/ basement, asphalt roof shingles. Town sewage connection, dug well. Heating source: forced air oil furnace and electric baseboard; two onsite storage buildings.* This structure was built in 1993/94 and opened in 1994. Its function is a Visitor Information Centre. The building was operated and maintained by an independent board of directors until 2010. The funding was put in place by the Federal Government of the day to compensate and move Lockeport towards tourism sustainability after the closure of the largest fish processing employer. The Lockeport Town Council, at that time, did not take on the responsibility of the building but did contribute to the location. It is assumed that consultants and architects hired for the project were not familiar with the vulnerable location on Crescent Beach. In 2010 the remaining board members of The Crescent Beach Centre legally turned ownership of the building over to The Town of Lockeport. During the past seventeen years since its construction, maintenance and operational costs have hampered the sustainability of this building. To say the least, average weather conditions in a less vulnerable location would incur maintenance costs for any structure; however, the design, building materials and location of the Centre, compounded by gradual impacts resulting from climate change, makes this a **high risk** structure. High winds and heavy rainfall have caused leaks in the roof and windows. Corrosive salt water and salt air have rusted metal doors and outside light fixtures. In 1996, Hurricane Hortense breached the dunes, flooded the basement and filled the well with salt water. The well water is tested yearly and is not safe for human consumption due to high levels of arsenic. Presently, the building is closed for the winter months because of high heating costs. Although there is a partial basement, most of the building is supported by large posts elevating the structure four feet above ground level. This design may have created the height needed for a view above the dunes on the first floor; however, the design compromises protection from exterior damage and energy loss from high winds. The roof shingles and outside light fixtures were replaced within the first fifteen years, far sooner than average wear from weather conditions. Sea level rise and more frequent storm surge, as a result of hurricanes and high winds combined with heavy rainfall, will continue to damage the Crescent Beach Centre. This building is high in value due to the design, location and construction costs. *(Seasonal use only), (High risk from natural hazards, storm surge, high winds, SLR, salt water/air corrosion).*

Actions: A review by Council and public consultation should determine the appropriate action to be followed for the continued use and maintenance sustainability of the Beach Centre due to the high risk from natural hazards and premature weathering. (Priority action: a municipal plan for sustainable management or divest the building creating a new taxable property, private development will have greater success of sustaining this property than tax dollars).

Stakeholders: Lockeport Town Council, ratepayers, volunteer groups and any institutions associated with financial support for the property.

2* The Little School Museum & Marine Room Complex: 29 Locke Street. Constructed 1845, Wood structures, 2x4 exterior walls, concrete foundation, asphalt roof shingles. Town sewage connection, dug well. Heating source: electric base board. A social and cultural landmark for Lockeport. These two buildings are on the North side of the dunes of Crescent Beach. The Little School Museum was the first school house in Lockeport and it now holds historical artifacts for the Town. The Marine Room building is a newer building built in replica of the Little School. Both buildings and the well were flooded by salt water and exterior damage occurred as a result of storm surge from Hurricane Bill, in 2009. In 2011, the Little School was elevated by 24 inches and placed on a new concrete foundation. The Marine Room sits at a slightly lower elevation. Due to the age of the Little School Museum and advice from contractors and public consultation, the structure was not relocated. Both buildings sit in a basin bordered by Locke St., beach dunes and adjoining elevated properties. Hazards associated with this location are heavy rainfall flooding, storm surge/SLR flooding and damage from hurricanes and heavy winds. Currently, the buildings are protected from storm surge, as dune revetment in 2010, behind the buildings, has taken place. Since the Museum now sits at a higher elevation, the hazard of heavy rainfall can be managed providing a sump pump is installed at the Museum and the culvert kept clear of debris. Sea level rise will gradually factor into the safety of the buildings as this location is at sea level. Although these buildings are not high in property value; the Little School Museum is invaluable to the Community. *(Seasonal use), (Currently, moderate risk from natural hazards)*

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Below: Little School Museum & Marine Room flooded from Hurricane Bill storm surge 2009



3 Wastewater treatment facility: 94 John Street. Constructed 1978/79, Brick and mortar structure, concrete slab floor, flat asphalt roof. Town sewer connection, dug well. Heating source: electric. Salt storage building and equipment: wood structure, concrete slab floor, asphalt roof shingles. These buildings are constructed on an exposed outcrop of bedrock approximately two meters above ordinary high water level. Other than routine maintenance, these buildings should be capable of withstanding potential damage from harmful climate change effects for the remainder of their life span. There is a small area of erosion and washout at the southwestern corner of the facility compound. The staff responsible for this facility do not foresee any natural hazards affecting the structures. Any future construction at this location should be developed with engineered designs due to the vulnerable location. (Currently, low risk from natural hazards)*

4 Storage building, Roods Head: 19 Roods Head Lane, wooden structure, concrete slab floor, asphalt roof shingles. Heating source: electric. Town sewer connection, drilled well water supply. This building houses seasonal showers for campers as well as for storage purposes. The building could be prone to wind or fire damage as the location is surrounded by trees and directly exposed to hurricanes and high winds from the Atlantic Ocean. (Low risk from natural hazards)*

5 Seacaps Marketplace: 57 Hall Street, open wall post and beam structure, concrete slab floor, beam and decking cathedral ceilings, asphalt roof shingles. Electrical panel; non heated. This*

structure is an open air market venue built in, 2005. It is used for many Town events and celebrations. The structure is an engineered mortise and tenon joint design with metal fabricated plates bolted at crucial joints. Although the building is built to code, hurricane winds could cause structural damage as the building could act as an umbrella, catching extreme wind for the lack of walls. The building is open to the public year round. *(Moderate risk from natural hazards)*

6* Lighthouse Stage/ Support Facility: 61 Hall Street, constructed 2010, wooden structure, concrete slab floor, engineered roof truss system, asphalt shingles. Heating source: electric. Town sewer connection, Provincial water connection. Five onsite storage buildings. This building was built in 2010 and serves two purposes. It acts as a focal point for the Town and surrounding area as an entertainment stage facility. The building also houses the garage and office space for the Volunteer Medical First Response Unit. The building is to code and engineer designed. The metal stage door measuring 12'x 32' should not be used in winds exceeding 40 km per hour. The building is basically seasonal with the office space having minimal use throughout the year. *(Low risk from natural hazards)*

7* Lockeport Fire Hall: 67 Hall Street, constructed 1986, engineer designed brick and wood structure, concrete slab floor, asphalt roof shingles. Heating source: electric. Town sewer connection, dug well. This building has two stories and is the Emergency Communications Centre and Emergency Operations Comfort Centre. There are two meeting rooms and office space on the second floor. The first level houses the Volunteer Fire Department vehicles and firefighting equipment. An auditorium, kitchen space and washrooms are located in the west half. The building is used as a Comfort Centre should any weather event or emergency develop and public shelter required. The building is used year round with minimal use of the auditorium. *(Low risk from natural hazards)*

8* Town Office: 26 North Street, wood structure, concrete slab floor, asphalt roof shingles. Heating source: electric. Town sewer connection, Provincial water supply. This building is approximately 100 years of age. The structure was constructed as a theatre and has since been maintained and modified to accommodate the Town's offices and recreation facilities. The

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recreation space at the back of the building consists of a large open room with walls extending over 30 ft. in height. Although the building is maintained for public use, the structure was built before National or Provincial Building Codes came into effect. This is a very public orientated building hosting social events, children's preschool and recreational activities. Due to the age and initial use, half of the building lacks any load bearing support and is susceptible to hurricanes and heavy winds. Immediate concern to public safety would be the lack of access to the eastern side of the building by the Fire Department. There is a fence at this location and the only access is through a locked gate owned by a private business. This building is used year round. *(Low risk from natural hazards)*

Action: structural assessment. *The Town should investigate having the fencing on the east side of the building setback to accommodate emergency vehicles accessibility.



Energy efficient windows being installed at the Town Office building winter 2013.

9*Library: 35 North Street, constructed 1980, wood structure, concrete slab floor, asphalt roof shingles. Heating source: electric baseboard. Town sewer connection, dug well. This building houses the Town library. Proactive maintenance will sustain the longevity of the structure as it is not currently prone to any natural hazards. *(Low risk from natural hazards)*

10* Lockeport Medical Clinic: *44 Spruce Street, constructed 1950's, wood structure, concrete foundation, asphalt roof shingles. Heating source: electric baseboard. Town sewer connection, drilled well.* This building currently houses doctor's offices and blood clinic. Proactive maintenance will sustain the longevity of the structure as it is not currently prone to any natural hazards. **(Low risk from natural hazards)**

11* Sports fields: *Locke Street, currently baseball field and soccer field, two cement block dug outs and one cement canteen with asphalt roof shingles. The sports fields are bordered by a wooden boardwalk with electrical LED street lamps. These sports facilities are a huge part of Lockeport's social and cultural identity.* This entire area, infrastructure included, is vulnerable to sea level rise. Currently, high tide is within .5m of flooding portions of the playing surface. Inadequate drainage will contribute to flooding from continued heavy rainfall. The building structures will experience damage from hurricanes and heavy winds. **(Moderate to high risk from SLR and storm surge)**

Action: *ongoing monitoring*

12* Crest Street Look-off: *Crest Street, wooden platform, one LED street lamp.* This public rest and viewing area could incur damage from hurricanes and high winds due to its exposed elevated location; however because it is a non essential low cost structure it is not a high priority infrastructure issue. **(Low risk)**

13* Rood's Head Park: Located in the South end of Lockeport this property is a public picnic area. Although there is minimal visitor tenting, the park does not have the infrastructure for Provincial camping regulations. The property has one storage building and parking area. Black spruce trees, for the most part, grow here and have a limited life span. The park has many dead fall trees and coupled with drought could be most vulnerable to fire. Although the park is small, accessibility to fight a fire would be challenging. Safe and easier access for firefighting equipment should be a priority for this location.

Action: routine clearing of any deadfall and underbrush. (Low risk)

14* Schools: 10 Locke Street, brick structures, concrete slab floors, asphalt roof shingles. Heating source: electric and oil fired hot water boiler. Town sewer connection, Provincial water supply. The Lockeport High and Elementary Schools are owned by The Town of Lockeport and are leased by the South West Regional School Board (SWRSB). The SWRSB maintains, administers and is responsible for the buildings. In 2010 Lockeport Schools were recognized by The United Nations Educational, Scientific and Cultural Organization (UNESCO) for the “Associated Schools Project Network” a program aimed at human rights and freedoms and environmental sustainability. The program partners with eight thousand schools in 179 countries; Lockeport being the only school east of Quebec. The Town of Lockeport is one of few Municipal Units in the Province that owns school property and infrastructure. This unique arrangement has, for decades, allowed Lockeport to maintain its identity by keeping the school and students in the Community. The student population consists of Lockeport and MDS students. The elementary school’s location will make it vulnerable to sea level rise. The Elementary School is at ground level with the sports fields and will gradually face a flooding hazard. The High School sits at a higher elevation and will not experience the same threat. The greatest threat to the school’s sustainability due to climate change will be the integrity of the causeway. Should SLR and storm surge damage the causeway for even a short time, leaving the schools without a transportation access route, the only option would be to bus the students from the Municipality of the District of Shelburne to another location and determine a strategy for the on island students. Other than losing access to Lockeport, losing access to the schools would be a devastating blow to Lockeport’s economic, social and cultural sustainability. This is a residual effect of climate change.

Action: The Town should initiate discussions with the SWRSB on a collaborative plan should the causeway be impacted. The UNESCO designation is a missed recognition opportunity for Lockeport and should be re established. (High priority)

Stakeholders: Town of Lockeport, Municipality of the District of Shelburne, South West Regional School Board, the Province of Nova Scotia, UNESCO, NSTIR (potable water)

15* Boardwalk: *Locke Street, back harbour salt marsh, wooden structure with concrete footings, electric street lamps.* This independent volunteer project was initiated in 1995 as a Waterfront Development Project with funding through the Nova Scotia Department of Economic Development and Federal program. The volunteer committee consisted of local businesses and public stakeholders. Public consultation and information sessions were held and received full support to proceed with the project. Lockeport Town Council did not take part in the initial project but did allow the use of Town land for the project. Since this project was funded by the Federal and Provincial Governments of the day, an environmental impact assessment was required and passed before the project could proceed. The impact assessment was conducted by Acadia University with the only environmental concern at the time being safe use of machinery and fluids in a coastal marsh zone. Over the years several Town led projects have extended the boardwalk, including LED street lamps, to a length of 750 metres (3/4 km). Each boardwalk extension project required an environmental impact assessment due to partial funding from Provincial and Federal programs. The Town, having done due diligence for every project, has proceeded with boardwalk extensions not fully understanding the scope and depth of sea level rise nor the impact of SLR being identified in the environmental assessment. It is evident that with any above normal high tides and the boardwalk's location, it will be vulnerable to sea level rise. The lighting will be vulnerable to SLR and extreme wind.

Action: *The boardwalk could be elevated however a newer boardwalk at a higher elevation should be considered when the lifespan of the existing boardwalk is over. (Moderate risk)*

16* Sanitary Sewer System: *This system was installed in 1979 and is the Town's largest infrastructure asset. By law, every private, public and business building must be connected to the sewer system for the health and safety of the public and protection of the environment. The system has a treatment facility at the end of John Street including over 10km. of lines and 13 pumping stations. Included in this system are the storm sewer system pipes and catch basins.* Locations that have been identified as vulnerable to climate change impacts will also affect the sewer system infrastructure at these locations. Sea Level Rise is identified as the highest source of impact on the system followed by heavy rainfall and flooding. Erosion and low temperatures could play a part in the vulnerability to the system, due to the fact that the lines are buried in the

streets of Lockeport, as in any other Town, it is not possible to accurately measure the impacts of these hazards.

Actions: Any adaptive actions to vulnerable street locations previously noted should take into account maintenance and protective upgrades of the sanitary sewer system infrastructure. Ongoing awareness, monitoring and reviewing of potential impacts to the entire system should be forefront in adaptive actions.

17* The Hayden Lake Water System: The system is owned and operated by the Nova Scotia Department of Transportation and Infrastructure Renewal. The water system was initially constructed in 1980 for use by fish plants in the Town of Lockeport as a “non potable water supply”. It now supplies water to approximately a dozen industrial, institutional and commercial users. There are currently three residential users on the distribution system as well as the Town fire hydrants. As mentioned previously, drought will gradually impact Lockeport as the summer season has higher temperatures and less rain, while the winters have less snow, leaving less fresh water for private wells. It is not known how SLR will affect the fresh water table beneath the island portion of Lockeport. As a result, small amounts of salt water could influence the potable quality of any private well. This is a compound impact for the Town as not only will drought cause a shortage of fresh water, but sea level rise and overland flooding could contaminate the fresh water supply. Calf Island Road has been determined to be at the greatest risk from SLR, storm surge and salt water line corrosion in regard to the water supply; as it is buried in the road at this location. Any locations in Lockeport that are vulnerable to climate change and hold the water supply system infrastructure should be a focus for not only the Town but also NSTIR. The Lockeport ICSP, completed in 2010 points out the necessity of investigating the financial ramifications and responsibilities of acquiring the Hayden Lake Water Facility. In January, 2013, the Lockeport Town Council approved the following motion.

02-11-13-03

It was moved by Councillor Williams and seconded by Deputy Mayor Townsend that as recommended by the Economic Development/Planning Advisory Committee, it be identified within the Municipal Climate Change Action Plan that it is Council’s intention to acquire the services of a consultant to further investigate the current and future status of the water supply within the Town of Lockeport and determine options available and recommendations to address the situation.

Motion Passed

Climate Change and Social Considerations

Lockeport, due to its geographic location and surroundings, has developed over its history, somewhat of a culture of independence. Social and cultural independence are perhaps Lockeport's greatest assets. Although Lockeport was settled because of its close proximity to lucrative fishing grounds, it is fairly distant from larger populated service areas and main transportation routes. In the mid 1970's the Canadian National Railway discontinued service to Lockeport and later on this service was dropped from the entire South Shore. During the 1980's, Lockeport experienced the effects of Provincial Government services downloading by having to take responsibility for roads, bridges and transportation infrastructure that was once maintained by Provincial tax dollars. These developments, over time, have forced Lockeport to adapt to independent thinking and actions in many ways. Lockeport has one of the oldest volunteer fire departments in the Province, as well as a volunteer medical first response unit. Lockeport also has a privately owned nursing home and various volunteer Community organizations. Lockeport's independent culture has developed a safeguard approach for the entire Community in the event of most emergency situations. The volunteer fire department and medical first responders are continually upgrading skills and have a regional collaboration with Shelburne County East Emergency Measures Organization (SCEEMO). Lockeport, being small enough in geographic size and population, can quickly pull resources together in times of need. Climate and weather conditions are factors in the day to day, and year to year focus of Lockeport's economic and social sustainability. Climate change has unwittingly long been an issue for concern in Lockeport. Adaptation to weather events and natural hazards have for decades played a large part in Lockeport's independent existence and longevity. A reactive or proactive approach to climate change will in fact determine correct adaptive actions. With the knowledge gained from Lockeport's history in relation to weather events and current climate change forecasts and tools for adaptation, sustainable management of infrastructure should protect the social pillar of this Town for decades to come. **(To be noted but not assumed) Emergency responders in Lockeport know the approximate age and number of people living in every dwelling regardless of where they reside in the Town. Neighbours are not just next door but on every street. Lockeport has a very strong sense of Community. Thirty three per cent of Lockeport's population is 65 years of age or older (2011 Census Canada)*

The island portion of Lockeport, where most of the population and infrastructure exists, is basically surrounded by the ocean. Age and income demographics are spread evenly in Lockeport. Age, income and housing standards are mixed on every street. Any vulnerable areas identified at risk from climate

change include all age groups and equally at-risk population. One at-risk location and privately owned piece of infrastructure is The Surf Lodge Nursing Home. The North Lockeport location on Howe Street is within two metres of the current ordinary high water levels. The nursing home does have a continuity plan and the emergency first responders do have a plan of action for the senior residents; however, these plans are for a single event and short term. Sea level rise will force the home to re-evaluate the sustainability of the location. The causeway access to Lockeport, being the highest at-risk infrastructure for Lockeport, stresses the importance of a second access. The following are stakeholder's answers to the questions concerning the possible loss of the causeway (long or short term) due to impacts from climate change and how it will affect Surf Lodge Nursing Home:

- 1) Reduced access for staff. Currently the largest portion of staff would be cut off from the island if the causeway were closed.
- 2) Reduced access to supplies such as food, medication, and fuel.
- 3) Would limit resident's access to emergency health services and services beyond what are offered at the Home. (Physiotherapist, Occupational therapist, Home Physicians, etc.)
- 4) May prevent resident's admission to their preferred facility, if discharge from Surf Lodge is not possible.
- 5) May prevent families and volunteers from visiting the facilities; both are vital in the care provided to residents.
- 6) Many of the issues identified above would have financial impact to the home. Although funded through the Department of Health and Welfare, in most cases no additional funding would be made available from the Province to assist the home.
- 7) Plan for long term closure with the possibility of relocating residents if necessary
- 8) Not served by the Lockeport Pharmachoice Pharmacy. Rx medications are delivered from outside of Lockeport.

Action: ongoing collaboration of emergency plans.

Stakeholders: Lockeport Volunteer Fire Department (LVFD), Lockeport Medical First Responders (MFR), Emergency Health Services, Emergency Operations Centre Management, Barrington Ground Search and Rescue, SCEEMO, RCMP.

Beach View Apartments on John Street in the South end of Lockeport houses senior residents. This Provincially owned infrastructure is located on a high elevation; safe from SLR impacts but like any structure, could be impacted from extreme winds. All residents on the island portion of Lockeport will be

affected when the causeway is impacted. The emergency responders fully understand the issues Lockeport has regarding the threat to streets being impacted by storm surge and local street flooding. The LVFD and MFR include this property and residents in their emergency plans and training scenarios.

Action: ongoing collaboration of emergency plans

Stakeholders: LVFD, MFR, Emergency Health Services (EHS), SCEEMO, RCMP.

Atlantic Heights Rest Home on Crest Street is a private company, categorized under extended care facility to adults with disabilities to enhance their development of interpersonal, Community oriented, and activities of daily living skills (13 residents). Trained staff is provided 24-hours / 7-days a week (15 staff on call). The LVFD and MFR incorporate emergency scenarios with the staff and residents yearly. Floor plans with emergency exits are part of a database for this facility. Not served by the Lockeport Pharmachoice pharmacy. Rx medications are delivered from outside of Lockeport.

Action: ongoing collaboration of emergency plans

Stakeholders: Lockeport Volunteer Fire Department, Lockeport Medical First Responders, Emergency Health Services, SCEEMO, RCMP.

Roseway Hospital is the nearest hospital to Lockeport. It is located in Shelburne as is the nearest EHS ambulance service. Again, the health and safety of Town residents relies on a distant and off island health and safety emergency resource.

Lockeport Volunteer Fire Department and Medical First Responders serve Lockeport and surrounding areas located on the island portion of Town. Although Lockeport does have an ambulance and volunteer staff for medical first response, by law they cannot transport to the hospital. The volunteer fire department serves Lockeport and is a member of the mutual aid association. Emergency first responders also continue to work and share vital information with SCEEMO and the RCMP. Without a second access to and from Lockeport for emergency services, the social stability of the surrounding areas, including Lockeport, will remain at risk. ** A large portion of emergency responders live off island.*

Action: Keep all emergency vehicles on the island during a severe weather event. First responders need current list of persons on oxygen for safety purposes. Town Council and the Province of NS could investigate an identity system for private households with oxygen in use. (Currently kept private)

Stakeholders: *SCEEMO, RCMP, EHS, MDS volunteer fire departments (Jordan, Little Harbour, Sable River), District Health Authority, Barrington Ground Search and Rescue, Canadian Coast Guard (at Clark's Harbour)*

Emergency Operations Centre (EOC): The basis of the operations centre located at the fire station and management is a multi-service, multi-jurisdictional effort that stresses the need for decision making, communication, co-operation and co-ordination among various services and jurisdictions to respond effectively in an emergency. The team manages the emergency response for the overall Community. Up to twenty four persons for sleeping and comfort can be accommodated at the centre during an emergency.

Doctors and Medical Clinic: For many years, Lockeport has been without the services of a permanent doctor. Like so many small communities, the stresses associated with being the only practicing doctor is overwhelming. Smaller Municipal Units do not always have the services and social infrastructure to attract professionals and Lockeport is a prime example. Lockeport is prepared to accommodate a doctor by owning a medical centre; however, this position would be a 24/7 job and a structure means nothing if a doctor is over worked. This scenario has played out in the past and Lockeport has seen several doctors staying only for a short time. Mayor, Council and Staff have made acquiring a doctor a priority as part of Lockeport's social safety net. This issue will be a continuing threat to public health and safety for the residents of Lockeport. Since Lockeport's location and accessibility to medical services is threatened by climate change impacts to the only transportation access to the Town, the services of a local doctor will be vital for social stability.

Action: *High priority to acquire full time General Practitioner*

Stakeholders: *Provincial and Federal Governments, Town of Lockeport, Town of Shelburne and Municipality of the District of Shelburne*

Climate Change and Economic Considerations

As mentioned previously and documented in the ICSP, Lockeport was founded on the fishery and today the fishery remains the backbone of the local economy, society and culture. Lockeport's fishing economy directly supplies food for world export, supporting numerous packaging, transportation and retail operations. Economic and social considerations overlap many of the identified climate change impacts for Lockeport. Tourism, retail and electronics manufacturing have become important industries in the diversification of the economic sustainability of the Town.

The **Lobster Fishery**, being the mainstay of Nova Scotia's fishing industry, is constantly monitored for any changes or variants in the climate. The delicate balance of water temperature for the sustainability of the lobster habitat is a concern for the entire industry. Ocean water temperature increases of only 2 degrees can cause lobsters to start shedding their hard shells earlier --- a process known as molting--- revealing a more vulnerable soft shell lobster that's susceptible to disease. Severe weather events which endanger fishing crews delay the fishing season and destroy fishing gear (boats, traps and lines). Changes are going to have to come from various sectors of the industry, from the fishermen to the buyers, to the processors. Members of the maritime seafood sector say they're looking at making adjustments in the lobster industry as the Atlantic Ocean continues to heat up. Some fishermen and harvesters in Nova Scotia are looking at putting in a request to the Department of Fisheries and Oceans to adjust the timing of the lobster season to avoid the hottest months. Warming also forces fishermen to change some of their practices. In some areas, lobster excess can no longer be kept in underwater pens because the water is too hot. Producers of seafood use refrigerated containers, which keep the lobsters at a temperature of three degrees Celsius.

*Boris Worm, a professor of biology at Dalhousie University in Halifax, said global warming trends suggests Maritime water temperatures will continue to increase, but it varies from region to region.

"It's most likely that this will continue to be a problem and a more important problem in the future, we're not in a stationary environment anymore."

Clearwater Fine Foods (a global lobster and fish exporter. 200 plus employees) operates one of its largest lobster processing plants on Lockeport's waterfront. The direct and indirect workforce maintained at this facility is the single most important economic generator for Lockeport. The inshore lobster and ground fish sector are included as an essential part of the local fishing industry.

Cotter's Ocean Products Inc. A sixteen year old local company located on the Lockeport's waterfront buys and exports lobsters to twenty eight countries; primarily China. Depending on the time of year, there are fifteen to twenty employees with fifty boats selling lobster to the company. This business exported over \$8 million worth of lobster for the 2012 season.

R. Baker Fisheries established in 1972 processes ground fish and live lobster with prime export market to the USA. This fish processing business has approximately fifteen employees with annual sales between one and five million dollars.

The Canadian Press Published: Monday, March 11, 2013 The Federal Fisheries Department says \$4.1 billion worth of Canadian seafood landed on tables in more than 100 countries last year, with lobster remaining the most valuable export.

Tourism in Lockeport has rebounded from its decline in the 1940's to the mid 1990's. In the late 1800's and the first two decades of the 1900's, Lockeport was known as a tourist destination for vacationers from New England and beyond. The picturesque beauty of the beaches and the quaintness of a fishing Community island Town made Lockeport a very unique destination for artist and writers. Lockeport has once again reinvented itself as a destination and because of technology, despite poor transportation access (Discontinued ferry at Yarmouth, incomplete 100 series highway on South Shore), tourists visit from all parts of the globe. It is well known and documented in Lockeport's ICSP that the beaches of Lockeport are its greatest natural tourism asset. Tourist accommodations are located on Crescent Beach/Locke Street, Beech Street and several locations in the Municipality of the District of Shelburne, served by Lockeport. Tourism and retail business also share a mutual economic partnership for the area. Tourism is a climate sensitive industry and combined with Lockeport's natural assets an increase in tourism should be realized. Warmer temperatures will increase visitor numbers for longer stays as cities and inland urban areas become less tolerable of climate change impacts. Warmer water temperatures will lead to an increase of recreational activities for visitors and economic benefits for the local economy.

Retail business in Lockeport, like any Community, serves the local population without them having to burn fuel and travel outside of the Town for groceries, hardware supplies, pharmaceuticals, restaurants and liquor. These businesses also add to the services needed for the tourism industry. Lockeport does rely on the Town of Shelburne for more substantial services; however, it is the local satellite communities that also depend on Lockeport's retail businesses for convenience and fuel savings. In local terms, the outlying communities of Green Harbour, Osborne Harbour, Pleasant Point, Little Harbour, Sable River and any populations of the points in between, usually refer to themselves as Lockeporters when they visit beyond local boundaries. There is a strong sense of Community with a heavy dependence on Lockeport's retail businesses, and likewise, the Town's economic sustainability depends on the tax base generated by those local businesses.

The Lockeport PharmaChoice is an essential health care business for Lockeport as it is the only pharmacy between Shelburne and Liverpool. RX prescriptions, clinics and health care equipment are provided at the pharmacy. There are ten staff employed at this business. The pharmacy relies on daily deliveries to keep it adequately supplied.

The Town Market is the only grocery store on the island portion of Town. The store supplies all food items including fresh/frozen and a bakery. This business depends on daily deliveries to support the local needs. There are eight employees at this business.

Allendale Electronics, Water Street, a circuit board manufacturing business started just outside of Lockeport 40 years ago and now located in Lockeport has a workforce of 15 plus employees.

Surf Lodge Nursing Home, Howe Street, mentioned under social considerations with 36 resident beds, has a full time staff of 18 and a total of 65 on call.

Lockeport Regional High & Elementary Schools, Locke Street, mentioned under social considerations have a teaching, administrative and operational staff of 35 plus employees.

The Lockeport Harbour Authority is responsible for maintenance and commerce of the harbour and its infrastructure. Well aware of the impacts from storm surge and through constant monitoring, the harbour authority proactively maintains the breakwaters and wharf infrastructure. The Harbour Authority's infrastructure is identified but independent from Town locations identified to be impacted by climate change. The Town Council will need to collaborate with the Harbour Authority to retain and sustain protection and commerce within the harbour. Thirty five boats, including 70 fishermen/Captains are members of the Lockeport Harbour Authority.

The Hayden Lake Water System (page 26) was initially constructed for use by fish plants in the Town of Lockeport as a "non potable water supply" in 1980. It now supplies water to approximately a dozen industrial, institutional and commercial users. The system is also the supply source for Town fire hydrants for the protection of homes and businesses. This system is the basis of any economic sustainability for the Town of Lockeport. High risk locations for the system, previously identified in this plan, are directly focused on businesses as they are the principal users of the water supply.

Impacts from climate change will have an ongoing effect to all sectors of Lockeport's *economy* and *social sustainability*. An impact to the fishing industry from an increase of ocean temperatures is a global economic weakness with local ramifications. Lockeport and the surrounding areas entire economy will be negatively impacted if the Crescent Beach causeway is impacted by sea level rise and storm surge. This infrastructure has been identified time and time again as high risk from climate impacts and top priority for adaptation. A consistent safe supply of potable water is another economic consideration associated with impacts from climate change. Vulnerable locations such as Calf Island Road, through which the water system and electric power transmission travels, should be considered a high priority for adaptation. Drought could impact the fresh water supply located at Hayden Lake, 10 km from Lockeport

in the Municipality of The District of Shelburne. Again the issue arises with the infrastructure and the local economy as NSTIR owns the system, businesses are privately owned and management of the system does not lie with the Town.

Actions for economic considerations: The Lockeport Town Council will support in principal any efforts by the fishing industry, tourism and retail sectors to foster a sustainable economic future for Lockeport and area. Council should explore acquiring land for future development on the mainland; for example, land running along the ridge parallel to Brighton Road. Any adaptation plans for locations and infrastructure identified to be impacted by climate change will take into account business infrastructure and economic considerations. Proactive maintenance and upgrades at vulnerable locations will maintain a reliable infrastructure for business and should be a priority focus for the Town Council and staff. The Town must integrate adaptation projects into their regular Capital Investment Planning process.

Stakeholders: Town of Lockeport, all local Businesses and Fishermen, NSTIR, DFO, SWRSB, NS Department of Economic and Rural Development & Tourism and the Municipality of the District of Shelburne.

Figuratively speaking, any municipality is actually a business. It operates on income from tax revenues. Likewise, managing a Municipal Unit to keep it sustainable is the basis of any business. Climate change will force Council and staff to make tough decisions in order to keep Lockeport sustainable. Some benefits from climate change should be attainable if proactive management is initiated. Any properly operated business or Town will always be looking at ways to become more efficient so the bottom line is for profit to be returned back to infrastructure. Good governance will do this without a loss of services. Fiscal strains and aging infrastructure are forcing Municipal Governments in Nova Scotia to rethink management approaches. Lockeport has in recent history been able to manage more for less, being one of the smallest Municipal Units in Nova Scotia, with a yearly operating budget of approximately \$1,200,000.00. There are a few Town management considerations that could have a positive economic effect from climate change and a few already in practice. Lockeport Town operates with only two utility trucks for snow plowing and street/property maintenance (both diesel fuelled). Lockeport has initiated energy efficient upgrades for lighting, windows, doors and insulation for Town owned buildings. Town staff has taken part in several energy efficiency educational programs. Milder winters equal savings on road salt budgets and plowing associated costs. Some Town buildings could be better utilized; such as the seldom used fire hall or energy draining recreation centre. The Town should possibly incorporate into

long term plans, relocating or building an energy efficient Town office, thus creating a new tax base with the present location. Efficient use of any Town building is an energy efficient management practice. Lockeport is a destination for tourists and with extended warmer seasons a greater marketing focus should be placed on this industry. As the climate becomes less bearable in other regions of Canada and the US, Lockeport should see an increase of summer residents supporting the local economy for longer durations. Climate change impacts have made the Crescent Beach causeway a transportation adaptive priority; however, the protection of the beach will secure Lockeport's greatest natural tourism asset. These climatic issues should lead to an increase of population which in turn will increase the tax base of the Town. A greater local population will boost the need for more services and retail opportunities. Well managed economic plans, incorporating possible positive climate change issues, can keep Lockeport sustainable when other less desirable locations become impacted.

Climate Change and Environmental Considerations

Unlike an urban municipal unit surrounded by concrete and asphalt, Lockeport is completely surrounded by sensitive natural habitats. Lockeport, in so many ways, will be influenced by climate change impacts on nature and the environment. The salt marshes, beaches and forests provide the breeding ground and lungs for sustaining coastal ecosystems. Nature is very resilient and has the capacity to adapt over time; however, increased sea level rise will force salt marshes to retreat inland and as a result force development to retreat. Whether this retreat for Municipal infrastructure is managed by proactive or a reactive solution, Council will have to make that choice. Beaches are constantly moving with a seasonal shift of sand from onshore to offshore including dune migration. Sea level rise and storm surge will have an environmental impact on the beach in its natural setting but will also influence and impact the road located at the beach. Erosion is another impact to consider regarding local environmental status. Being surrounded by water, Lockeport is experiencing erosion from wave action and sea level rise. Most of the Town sits on bedrock and bedrock outcrops but the shoreline is in retreat; threatening sewer lines that could breach containment, causing health hazards for private wells and natural sensitive areas. The protection of the fishing boats in Lockeport's harbour from storms is always a main concern for the locals. The protection of oil and fuel for the boats should also be a concern relating to weather events. Sea level rise could impact any of the wharfs or fuel storage facilities. Located at the south Government wharf is a waste petrochemical container used by the fishing Community. The container is within inches of the current ordinary high water level and could actually float in a severe weather event.

Any buildings located on Lockeport's shoreline could house a number of hazardous chemicals, fuels or materials in danger of contaminating sensitive shorelines if they were impacted by storm surge, erosion or sea level rise. Town owned buildings are in fairly safe weather protected locations. A couple of buildings to monitor for sewer line mishaps would be the Marine Room, located on Locke Street, and the Crescent Beach Centre. The Beach Centre has an outside furnace oil tank located in a possible impact area. The Town could supply safety information for private properties relating to impacts from natural hazards for proper storage of chemicals, fuels and dangerous materials. Lockeport does not own a landfill; therefore, being a small inland area, all solid waste is collected and transported to a proper facility. Toxic and hazardous chemicals can be taken to a shared Municipal hazardous waste depot. There are no side roads or hidden sites in Lockeport's jurisdiction identified as illegal dumping areas. Lockeport may be one of only a few Municipalities in the Province that does not have this environmental problem. According to the Waste Diversion Co-ordinator, Lockeport does an excellent job in sorting and managing solid waste and recycling.

The Town of Lockeport underwent a DFO Habitat Alteration, Disruption or Destruction of Fish Habitat (HADD) process in 2010. The compensation site for the HADD was a salt marsh located on the west side of Brighton Road known as the beach corner. The site was chosen for the HADD as the tidal flow was reduced due to a deteriorated culvert. The dying salt marsh was six times the size of the road shoulder infill that initiated the compensation process. The repairs were made by the Town along with a commitment of three years monitoring and reports required by the Department of Fisheries and Oceans. The Town and High School Ocean's Class acquired a wealth of knowledge from the success of the HADD process and have acquired a deeper understanding to include any salt marsh protection into adaptive actions when necessary.

Lockeport and the surrounding areas are known as great bird watching locations and attract a large number of local and visiting birding enthusiasts. There are a large amount of native and migratory species to the area. It has been documented that the protected Piping Plover that have nested at Crescent Beach over the past several decades are losing their natural nesting habitat at the beach due to higher than usual storm surges. The foredunes at Crescent Beach have disappeared because of storm surge and wind erosion, depleting the vegetative areas where the plovers nest. A few other oddities locals have noticed for the past few years are a couple of non native species of seaweed on the beach. An invasive species of crab, known as Green Rock Crab, are now present on the shorelines. House flies and fruit flies are now present year round, instead of seasonal, and mosquitoes are in greater abundance than ever before. Whether these changes to nature are related to climate change or not they need to be mentioned for future reference as to when and how these changes occurred.

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Actions: The Town could supply safety information for private properties relating to impacts from natural hazards for proper storage of chemicals, fuels and dangerous materials. Possibly create an inventory of potential hazardous materials at privately owned locations with the help from LVFD and Emergency response management and the possibility of creating regulations or by-laws regarding safe storage.

Stakeholders: Town of Lockeport, DFO, DNR, NSTIR, LVFD, Lockeport Harbour Authority, Occupational Health and safety Division NS (OH&S)



Brighton Road shouldering (2010)

Priorities for Action

Public safety is the top priority.

The Town of Lockeport has been adapting to natural hazards for as long as any of the residents can remember. The term “adaptation” may not be thought of when action on a weather related issue is implemented but for decades adaptation is what has taken place. Daily, the sea has a way of reminding Lockeporters of its presence and force. Social and economic activity revolves around the day to day conditions of the local weather and sea temperament. The sea is so much a part of local culture and lifestyle that locals use the term “She” when talking about the ocean. Without hesitation or a documented action plan Town Council, staff, residents and stakeholders know the Crescent Beach Causeway is the most vulnerable piece of Town infrastructure relating to natural hazards. It is the lifeline and link for all public safety, social, economic, and environmental concerns; be it from storm surge, hurricanes, sea level rise or erosion. The beach is the first place locals and emergency responders monitor during an extreme weather event to

gage how severe any storm may become. If there is concern for impact or damage at the beach causeway then safety and infrastructure could be jeopardized elsewhere. If there is minimal wave action (storm surge) and strong but average winds then the Community will determine the level of safety, personally or to the Town. This weather conscious way of life is very typical for Lockeporters. Any *single or all* vulnerable locations identified could be impacted from *one* extreme weather event due to Lockeport's size and location near the ocean. During a storm on February 9th 2013, six of Lockeport's vulnerable locations were flooded or submerged by storm surge.

Adaptive options are based on the geographic location and what proactive or reactive solutions have been used in the past for protective measures. *Dune revetment*, designed by engineers, has proven effective and environmentally safe at the Beach Causeway location. A *second access* is a high priority. *Armour stone* placement along Town owned and private shorelines has been used in the past (permits required from DNR and DFO). Property *infill elevation* above ordinary high water levels is another method used. The Town may have to look at *street elevation* and *new drainage* in some locations. *Ongoing monitoring* is necessary for any vulnerable location or low risk locations as they could become higher risk over the long term (awareness). Any contracted or request for proposal (RFP) adaptive options should be addressed by an engineer as part of implementation. Lockeport, for the most part, is an island and will always be impacted by sea level rise and storm surge. Although reviewing *setbacks* for newer development will be investigated there is not a great deal of undeveloped land available on the island. A *managed retreat* to the mainland for some infrastructure projects or newer development is eminent as adaptation options for this very reason; lack of available land. As for the protection of public drinking water supplies, the Town has never been responsible. All residents have private wells and industry is connected to a Provincially owned water system; however, the water system could be impacted by drought and unable to supply residents and businesses, no matter what jurisdiction owns and manages it. Residents may have to rely on *fresh water deliveries* from elsewhere or **cisterns*. There is the possibility of a Town owned *drilled well* for public use or a small scale **desalination system* that could supply private homes and businesses.

** (Cisterns are often built to catch and store rainwater. Cisterns are distinguished from wells by their waterproof linings. Modern cisterns range in capacity from a few liters to thousands of cubic metres, effectively forming covered reservoirs).*

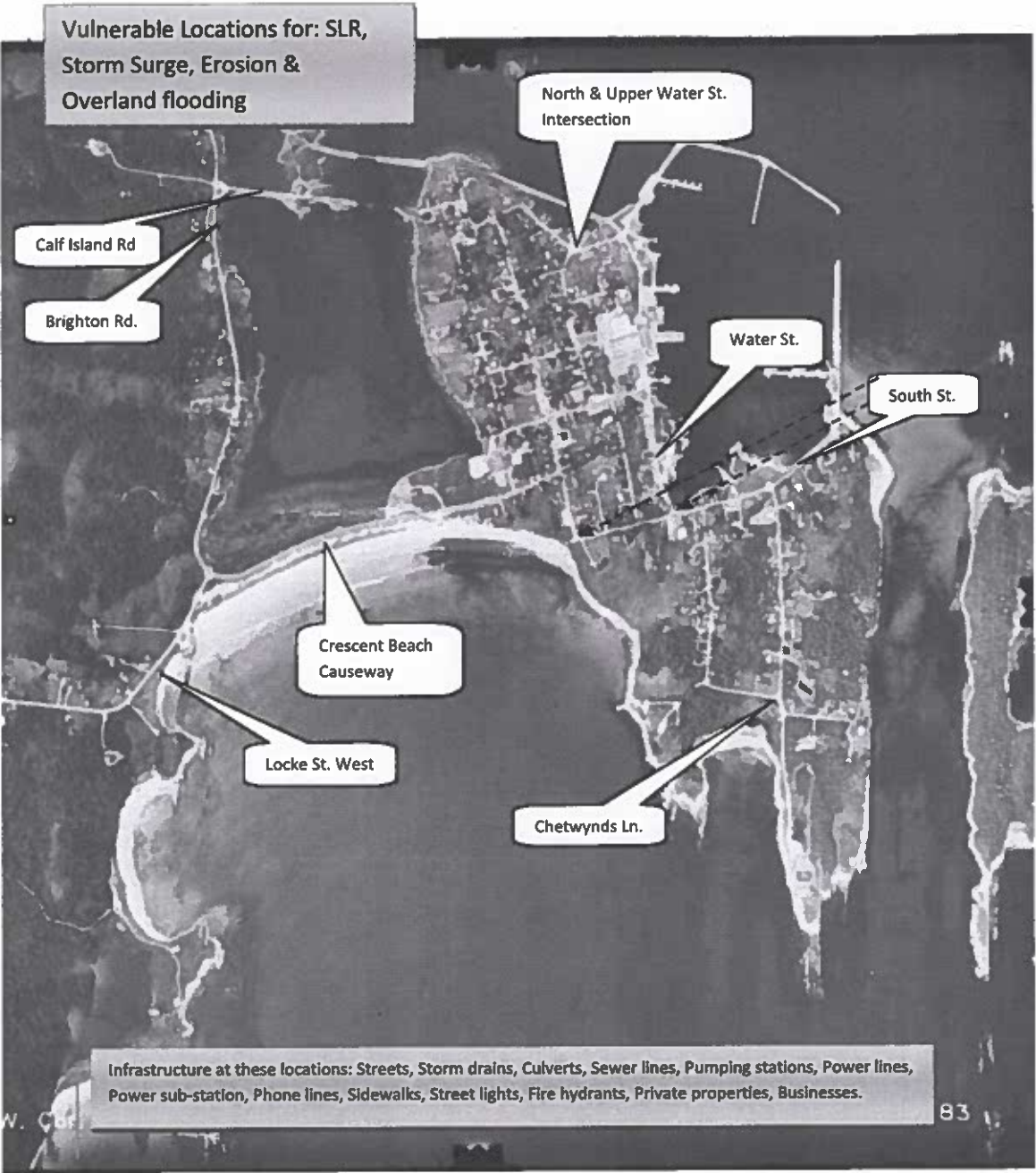
(Salt water is **desalinated to produce fresh water suitable for human consumption or irrigation. One potential by-product of desalination is salt. Desalination is used on many seagoing ships and submarines. Most of the modern interest in desalination is focused on developing cost-effective ways of providing fresh water for human use. Along with recycled wastewater, this is one of the few rainfall-independent water sources).*

The Town of Lockeport is currently, in the spring of 2013, collaborating with The Town of Shelburne and The Municipality of the District of Shelburne (MDS) on the possibility of a land use by-law (LUB) including development setbacks. Lockeport has a Land Use By-law and Municipal Planning Strategy and will incorporate any new by-laws into these documents. The Town of Lockeport, The Town of Shelburne and MDS share the same Building Inspection Department and Sub Division Officer. If this project proceeds, it is anticipated that these Councils will be making adjustments to the LUB so a uniform fit for local climate change issues relating to development will be incorporated. In the short term the Town can legally formulate a *waiver* for the development officer to use as a transitional tool as part of a development permit. This waiver would release the Town from legal obligations arising from risk zone development. The Town, through the development officer using the waiver, could educate and warn any future development prospects of risks from natural hazards identified at any locations.* **LIDAR** mapping will be a valuable tool for the development and building process. Another possible development agreement requirement would be for *property owners to supply written confirmation, with the assistance of the Development Officer, stating that they are aware their property is prone to erosion, or at risk from sea level rise and storm surge, and that they understand the risks associated with development.*

***LIDAR (Light Detection and Ranging or Laser Imaging Detection and Ranging)** Digital air photography for orthophoto imaging of bare earth digital elevation model and topographic vectors (contours, enhanced drainage and annotation).

The following list of vulnerable locations and infrastructure have been identified for adaptation options including priority ranking respecting public safety, social, economic and environmental considerations.

Location & Infrastructure	Risk Ranking & Issues	Priority Ranking & Issues
The Crescent Beach Causeway p. 8	High (SLR, storm surge, heavy winds, washout, undermining)	High (only access for public safety, economy, environment, sewer infrastructure, phone & power lines)
Calf Island Road p. 14	High (SLR, storm surge, heavy winds, corrosion from salt water intrusion, washout, undermining)	High (water, power & public safety, economy, sewer lines)
North & Upper Water Street intersection p. 16	High (SLR, storm surge, flooding)	High (only power substation, access, economy, sewer lines, public safety)
Chetwynds Lane p. 12	High (SLR, storm surge, washout, undermining)	High (access, power & sewer lines, public safety)
Locke Street West p. 11	Medium (SLR, storm surge, washout, undermining)	Medium (access, public safety & sewer lines)
South Water Street p. 13	Medium (SLR, storm surge, flooding)	Medium (access, safety, economy, sewer lines)
South Street (Historic Streetscape) p. 12	Medium (SLR, storm surge, flooding)	Medium (public access safety & sewer lines)
Brighton Road (Perpendicular to Calf Island Rd.) p. 15	Low (SLR, storm surge, flooding)	Low (access)
Crescent Beach Centre p. 18	High (SLR, storm surge, salt water intrusion & arsenic the in well, heavy winds, premature ageing) <i>possible threat to public safety</i>	High (infrastructure repair costs, energy inefficient, high operational costs) <i>The purpose/ use/ necessity of the building could be housed elsewhere.</i>
Trestles p. 17	Medium (SLR, storm surge, flooding, materials age)	High (access, public safety, repair costs, current physical condition, liability) *See Engineers Report, July/13
Museum Complex p. 19	High (SLR, storm surge, flooding, heavy winds) <i>No threat to public safety</i>	Medium (cultural property and artifacts impacted)
Town Hall Building p. 22	Low (Heavy winds, age, built before building code, energy inefficient)	Low (energy saving renovations ongoing, windows, lighting, roof replacement)
Pavilion: Seacaps Marketplace p. 21	Medium (Heavy winds, wind catch design)	Low



MCCAP: Mitigation

Mitigation is defined as a human intervention to reduce the sources or enhance the sinks of greenhouse gases. Examples include using fossil fuels more efficiently for industrial processes or electricity generation, switching to renewable energy (solar energy or wind power), improving the insulation of buildings, and expanding forests and other “sinks” to remove greater amounts of carbon dioxide from the atmosphere. The objective of mitigation efforts is to reduce greenhouse gas emissions, with the result of lowering the volume of carbon that enters the atmosphere on an annual basis. Mitigation actions over the long-term will reduce GHG levels in the atmosphere and help to reduce the heating trends that are behind many of the climate changes we are currently experiencing. Mitigation is an extremely important aspect of dealing with climate change, and many of the Province’s municipalities have already undertaken actions, through their ICSP that fall into the category of climate change mitigation. The starting point for most of these actions involves an energy use and greenhouse gas emissions inventory. The inventory allows municipalities to determine where they consume energy and the amount of GHG they emit. This baseline information is critical for implementing policies to reduce greenhouse gas emissions and develop energy conservation programs.

“Nova Scotia aims to reduce its GHG production to 10 per cent below 1990 levels by 2020. That's a reduction of more than 20 per cent compared to our current levels, and even more compared to where we would be in 2020 if we continued with our current habits”. Province of Nova Scotia.

In March of 2010 the Town of Lockeport adopted the *Integrated Community Sustainability Plan* (ICSP). Since the inception of the ICSP two other documents have been completed for the Town. *The Municipal Operations Energy Audit (appendix A)* completed in June of 2009 is for identifying Energy Management Opportunities. The report focuses on improvement in terms of energy savings, alternate energy sourcing or distribution and reductions in costs and greenhouse gas emissions for Municipal operations. There are three major components to energy costs: Buildings and Operations, Vehicle Fleet including the TOL portion of the Joint Services Board and Streetlights. EMO’s are described in terms of costs and savings for three types of activities: Short Term, Medium Term and Long Term; all with impact on costs and savings.

The second of the two documents is *The Eastern Shelburne County Energy Strategy (appendix B)* completed in December 2010. The Energy Strategy is an important first step in achieving energy efficiency and renewable energy goals of the municipalities. The Energy Strategy provides a road map for Lockeport to follow to increase the efficient use of energy across all sectors and to identify renewable energy opportunities that can benefit local economic development.

The Energy Strategy provides:

- Practical and achievable energy efficiency or alternate energy opportunities.
- Measures to reduce overall greenhouse gas emissions.
- A strategy for the education of residents and businesses on the economic and environmental benefits of energy efficiency and renewable and alternative energy development.
- An action plan for municipal Governments to pursue the opportunities that is relevant to the Eastern Shelburne County economic development and investment opportunities.

Without duplicating the findings in these two documents into this action plan, both are included with the MCCAP as the whole mitigation component requirement. The documents include energy and emissions information, energy and emissions inventory tables and setting goals and actions for mitigation.

Adaptation & Mitigation Progress***May 2010***

Lockeport installs LED lighting on the newest section of the waterfront boardwalk. The sodium lights on the older section of the boardwalk will be replaced at the end of their lifespan.

April 21, 2011

Legislation introduced by the Nova Scotia Government will make LED lighting mandatory on Nova Scotia's roads and highways. Nova Scotia will become the only Province or State in North America to enact such a law.

April 2013

Lockeport Council investigated the costs and resources associated in the purchase and installation of a 50kw wind turbine. A site visit by Seaforth Energy was conducted and decided the Town owned property at Sam's Point near the sewage treatment facility was the best location for the turbine. This project would qualify for the Nova Scotia Community Feed-In Tarriff (COMFIT) program. Although this project would be a revenue generator for the Town and move Lockeport towards the mitigation process, the estimated cost of \$400,000.00 is one third of Lockeport's yearly budget of \$1.2 million. Council felt at this time, the scope of this project and loan of this amount would strain the Town's borrowing capacity or resources for any future projects. This project is on hold.

May 2013

Nova Scotia Power begins installation of LED street lights for the Town of Lockeport. LED lights described by the Province of Nova Scotia use less than half the energy of current high pressure sodium lights. This energy savings will also mean a reduction in maintenance costs, greenhouse gas and mercury emissions.

May 2013

The Town of Lockeport was contacted by The Ecology Action Centre in Halifax and will take part in a unique study on climate change adaptation relating to tourism and the fisheries.

The Ecology Action Centre is a partner in a project led by the University of Waterloo called ParCA (Partnership for Canadian Caribbean Climate Change Adaptation). The project is looking at climate change adaptation in four study areas - two in the Caribbean (Jamaica and Tobago) and two in Canada (South Shore of NS and PEI). All four areas are of a similar size and their main industries are tourism and fisheries. The project is hoping to understand how climate change is impacting these industries and how the areas are adapting to the changes. The main goal is to inform climate adaptation planning by understanding best practices that have worked in all four areas. This project is ongoing for the summer of 2013. Lockeport will gain valuable information from this exercise and has greatly increased its resource base and once again added to its distinctive recognition.

July 2013

A structural assessment report was completed by ABLE Engineering for both trestle bridges. The report covers above and below water suggested repairs to the structures.

Final Observations

Lockeport and all coastal communities are the backbone of the Province. These communities are the origins of where the Province gained its wealth, social characteristics, cultural identity and basis of Government. The challenges of climate change have put strains on Communities that will only add to the present challenges of Community sustainability. Lockeport has identified impacts and hazards, vulnerable locations and infrastructure relating to climate change impacts. Adaptation to these issues is not a task for Lockeport to undertake on its own. Climate change and the issues associated with it have developed over time by over indulgence from a global population that takes from nature "*what it wants not what it needs*". Lockeport, and most Communities in Nova Scotia, contributes to the global economy using best practices developed by each fishing, farming and forestry Community. The Province and Canada have gained knowledge from the centuries of trial, error and sustainable management these Communities have developed. Knowing everything is relative and that Lockeport produces its share of greenhouse gases, lesson learned; however, the amount of GHG Lockeport has produced over its history and what it will mitigate over its future will never equal the costs associated with adaptation for Lockeport's climate change impacts to come. Lockeport does not have an option to climate change adaptation, impacts are evident. The will and means by how to approach these issues create the challenge. Lockeport will do its part to initiate The Municipal Climate Change Action Plan. Hopefully, this plan will instill a deeper understanding to the Provincial and Federal Governments the assistance and support needed by all Communities to fulfill adaptation priorities and mitigation practices through their invaluable contributions they have made towards the sustainability of Nova Scotia.

Acronyms

- CNSISCanada/ Nova Scotia Infrastructure Secretariat**
- COMFITCommunity Feed -In Tariff**
- CCClimate Change**
- DFODepartment of Fisheries & Oceans**
- DNRDepartment of Natural Resources**
- EHSEmergency Health Services**
- EMOEmergency Measures Organization**
- EOCEmergency Operations Centre**
- GHGGreenhouse Gas**
- HADDHabitat Alteration, Disruption or Destruction**
- ICSP.....Integrated Community Sustainability Plan**
- LiDAR.....Light Detection and Ranging, Laser Imaging for mapping**
- LEDLight Emitting Diodes**
- LUBLand Use by-law**
- LVFDLockeport Volunteer Fire Department**
- MFRMedical First Responders**
- MDSMunicipality of The District of Shelburne**
- MCCAP.....Municipal Climate Change Action Plan**
- NSPINova Scotia Power Incorporated**
- NSTIRNova Scotia Transportation & Infrastructure Renewal**
- OH&SOccupational Health & Safety**
- ParCA Partnership for Canadian Caribbean Climate Change Adaptation**
- RFP.....Request for Proposal**
- RCMPRoyal Canadian Mounted Police**
- SLRSea Level Rise**
- SCEMOShelburne County East Emergency Measures Organization**
- SWRSBSouth West Regional School Board**

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UNESCOUnited Nations Educational, Scientific and Cultural Organization

Council Status Report: Jan 2025

Mayor Derek Amalfa

Meetings Attended:

<i>Date</i>	<i>Committee</i>	<i>Notes</i>
Jan 10	Regular Council	
Jan 13	Heritage & Tourism Committee	
Jan 14	Make Your Move Leadership	
Jan 15	Recreation Committee	
Jan 15	Mayors, Wardens, COA Meeting	
Jan 15	Finance Committee	
Jan 23	Roseway Manor Board Meeting	
Jan 24	Regular Council	
Jan 30	Accessibility Action Plan Review	
Jan 30	SCEEMO	

Other Business:

- Department of Municipal Affairs Training - Procedural Potholes
- Legion Breakfast
- Baked Bean & Brown Bead Fundraiser
- Playground Fundraising Committee Volunteer session
- MacLeod Cares Open House
- North St. Conflict Resolution
- Peter Frampton - Housing Community Development Corporation

Overview:

With the New Year underway, planning and discussions are in full swing, and I couldn't be more proud of our community for stepping up to support one another. The Seacaps Park Playground Fundraising Group has begun their efforts to fundraise for a new playground. This iconic part of our community has brought joy to generations, and Council looks forward to working with the volunteers & residents on this project. Motions have been made for the Recreation Committee to explore funding opportunities and begin to work on development of the project's scope and timeline.

January also marked the launch of the Culture, Heritage & Tourism Committee. Their efforts will serve to support the ongoing planning from the Recreation Department and the Make Your Move Leadership Committee; It was encouraging to hear about all of the programs and plans being developed for spring and summer.

Several regional committees met this month, sparking valuable discussions with leaders from our neighboring communities. It is encouraging to see the progress made by the Roseway Manor Board, which is set to break ground on a new \$100 million facility in Shelburne. Regional healthcare took center stage during meetings with regional Mayors, Wardens, and CAOs, particularly issues surrounding the Roseway Hospital. A recent study from Province of Nova Scotia highlighted disappointing and shocking statistics about hospital closures and wait times affecting local residents. Addressing this is a top priority for municipal leaders as we work collaboratively to advocate for solutions with provincial decision-makers.

I am incredibly proud of Council for their hard work, dedication, and leadership. I am very grateful for their ongoing support for town staff, volunteers, and local and regional committees. Looking ahead, I'm confident we are building a solid foundation and remain committed to working together in our shared mission to care for and protect our community.

DEPUTY MAYOR ANNA CHETWYND JAN 2025 REPORT

8th: Housing Authority

Coastal Protections

10th: Regular Council

14th: Make Your Move

15th: Mayor's/Wardens/CAO Meeting

Recreation Committee

16th: RCMP

17th: Finance Committee

24th: Regular Council

30th: Accessibility meeting

Councillor Craig Hillen meetings for January 2025

01/10/2025 - Regular Council

01/13/2025- ANSM Meeting (zoom)

01/13/2025- Heritage & Tourism Committee

01/16/2025- RCMP Advisory Board

01/17/2025- Lockeport Financial Review

01/23/2025- Roseway Manor Cmte (Regrets)

01/24/2025- Regular Council

01/28/2025- Accessibility Advisory (Shelburne)

01/30/2025- Accessibility Planning Lockeport

01/30/2025- SCEEMO (Shelburne)

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Meetings and events for Jan
Councillor Kevin Chetwynd

Jan 8th

Coastal Protection zoom meeting

Jan 10th

Reg Council Meeting

Jan 17th

Finance committee meeting

July 1st committee meeting

Jan 24th

Meeting with Nolan Young MLA

Reg council meeting

July 1st committee meeting.

Councillor Malik January Meetings

10th - Council meeting

13th - Roseway Hospital Board meeting

14th - SAC meeting

17th - Council budget meeting

17th - Canada Day committee meeting

23rd - Roseway Manor Board meeting

24th - Council meeting

24th - Canada Day committee meeting

30th - Accessibility review in chambers

PVSC Rec'd

FEB 04 2025

January 30, 2025



Town Of Lockeport

www.lockeport.ns.ca

26 North Street
P.O. Box 189
Lockeport, NS
B0T 1L0

Phone:
(902) 656-2216

Fax:
(902) 656-2935

Email:
townoflockeport@ns.sympatico.ca

Property Valuations Services
Park Place 11, Suite 200
238A Brownlow Avenue
Dartmouth, NS B3B 2B4

To Whom it may concern:

The Town of Lockeport is a small rural Municipal unit, with a limited tax base. The Town's financial sustainability depends heavily on the support of larger industries within the community through their contributions to the tax base. In particular, Clearwater Fisheries (CS Manpar), represents a significant portion of our annual commercial assessment and has consistently done so since 1986.

We are writing today to express concerns over the steady decline in the property assessment for Clearwater Fisheries. This trend has raised serious questions regarding its potential implications for the Town's financial stability and the valuation process. Tax reductions as a result of declining assessments may have a devastating effect on the Town as a whole, limiting our ability to undertake major projects and potentially affecting public safety. Additionally, we note that this drop in assessment is not consistent with the community's overall assessment trends. As a small municipal unit, significant changes in assessments may result in substantial impacts to operating budgets and forecasting models.

In 2024, Clearwater Fisheries appealed their assessment of \$4,487,700.00. In January of 2025, the Town was notified that PVSC had reduced the assessment for 2024 by \$380,000.00. When the most recent assessment roll was received for 2025, Clearwater Fisheries assessment was further reduced by another \$429,600.00, without appeal. This \$809,600.00 assessment change equates to a \$43,799.36 reduction in tax revenue, a 10% difference to the Town of Lockeport's overall commercial tax base.

When we inquired about the 2025 assessment roll, we were informed that the reduction was attributed to a combination of factors, including a decline in construction costs (such as material prices), updates to the account based on appeal, and increasing depreciation. However, if the price of construction materials was a significant factor, we would expect to see a corresponding decline across all assessments, which was not the case. This inconsistency raises further questions about the methodology used and the fairness of these adjustments.

Council would like to request a presentation from a PVSC representative, so Council may gain a greater understanding of the methodology and contributing factors in determining these assessments. This understanding is essential to ensuring that valuations are equitable and consistent.

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www.lockeport.ns.ca

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B0T 1L0

Phone:
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Email:
townoflockeport@ns.sympatico.ca

Thank you for your attention to this matter, and we looking forward to your cooperation.

Yours Truly,

Derek Amalfa
Mayor

PVSC Rec'd
FEB 04 2025

Cc The Honourable ~~John~~ ^{John} ~~DeT.~~ Minister of Municipal Affairs
Andrea Hyslop, Municipal Advisor

My Town . . .

Lockeport – where we partner to build a prosperous future with services that provide value and a quality of life in which we take pride.

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PVSC Rec'd
FEB 04 2025

**Property Valuation Services
Park Place 11, Suite 200
238A Brownlow Avenue
Dartmouth, NS B3B 2B4**

82



Park Place II
Suite 200, 2nd Floor
238A Brownlow Ave
Dartmouth, NS B3B 2B4

Toll 800.380.7775
Fax 902.720.7873
www.pvsc.ca

February 5, 2025

Via Email: derekamalfalockeport@gmail.com

Town of Lockeport
26 North Street
PO Box 189
Lockeport, NS BOT ILO

Attention: Derek Amalfa, Mayor, Town of Lockeport

Dear Mayor Amalfa:

Thank you for letter, dated January 30, 2025, outlining your concern regarding the 2025 property assessment of Clearwater Fisheries. We are happy to provide a presentation to council on the methodology and contributing factors in determining the assessment value for this type of property.

Paul Beazley, Municipal Account Manager, will reach out to you to confirm the meeting details.

Sincerely,

Scott Farmer
CEO, PVSC

cc: Hon. John Lohr, Minister, Department of Municipal Affairs
Andrea Hyslop, Municipal Advisor, Department of Municipal Affairs

Western Zone Community Health Plan 2025-2029

Community Health Boards:

Lunenburg County, Queens, Clare, Digby and Area, Shelburne County,
Yarmouth County, Annapolis, East Kings, Kings West





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Resources Needed	15
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Summary

Community Health Boards (CHBs) gather your ideas and share information about how to improve and promote health and wellness close to home. They focus on the many factors that affect health and wellness in our communities, including income, education, and sense of belonging, among others. CHBs share what they have learned about your health and wellness priorities with Nova Scotia Health (NSH), IWK Health, and community groups. Our Community Health Plan helps us identify partnerships, award Wellness Funds, and make sure that programs meet the needs of community. We encourage NSH and community to work together sharing resources and strengths to improve the health of our communities.





About Western Zone

Western Zone has nine Community Health Boards (CHBs) in seven counties. We acknowledge that our zone is on unceded and traditional Mi'kmaq territory. Health Planning helps us identify partnerships, award Wellness Funds, and make sure that programs meet the needs of community.

We encourage NSH and community to work together sharing resources and strengths to improve the health of our communities.

Table 1: Western Zone – NSH by county (2021 Census)

	Kings	Annapolis	Lunenburg	Queens	Shelburne	Yarmouth	Digby	Western Zone
Population	62,914	21,252	48,599	10,501	13,704	24,947	17,062	198,979
Land area (km2)	2120	3183	2906	2,393	2,462	2,121	2,512	17,734
Population density (/km2)	29.7	6.7	16.7	4.4	5.6	11.8	6.8	11.2

Table 1: Western Zone income, employment, and education by county (2021 Census)

	Kings	Annapolis	Lunenburg	Queens	Shelburne	Yarmouth	Digby	Western Zone	Nova Scotia
Median after-tax income of recipients aged 15 or over and in private homes (2020)	31,200	28,800	36,640	29,200	28,400	30,600	28,600	30,800	33,600
% of population with no certificate, diploma, or degree	17.7	21.5	20.1	24.7	32.0	26.1	28.1	22.1	16.8
Unemployment Rate	11.0	12.3	11.8	14.4	11.9	13.5	15.7	12.3	12.7

As a zone, we have lower education and incomes than the Nova Scotia average. Our unemployment rate is roughly the same as the provincial rate.



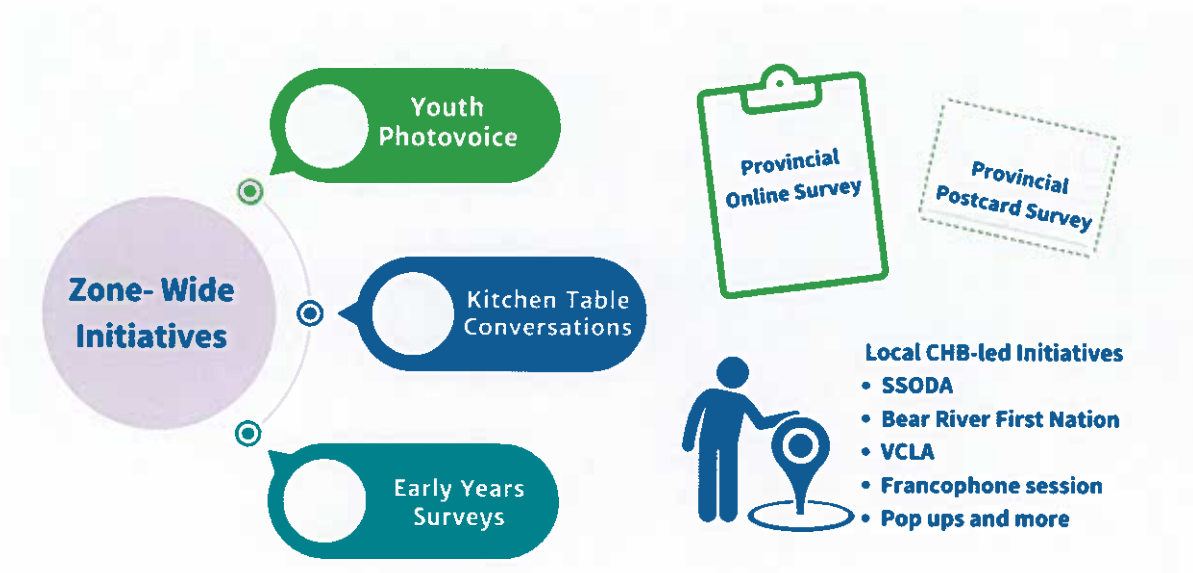


Engagement Process

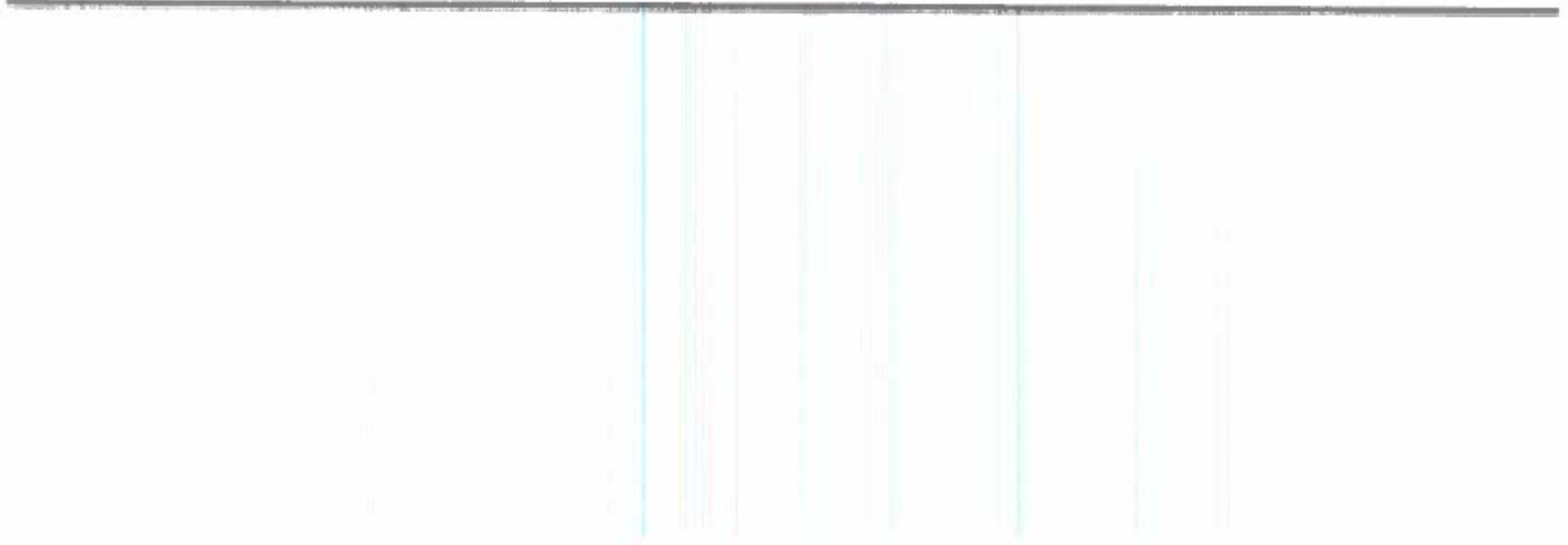
What we did to Engage with Our Community

When planning our methods of engagement, we recognized that a lot of data already exists about the health of our communities. However, the stories that go with the data are often missing, especially the voices of those who are vulnerable and impacted most by systemic racism and health inequities. For that reason, our engagement process was designed to capture the stories of those we are less likely to hear from when doing traditional broad engagements, while also providing an opportunity for the entire community to provide feedback in a variety of ways.

Western Zone Engagement Design



The first phase of zone-wide engagement took place from the fall of 2023 to February 2024 and included broad public engagement using postcards in English and French that were distributed at community events, through partners, and by CHB members in their communities.



We also launched an online survey in both languages to capture public feedback. We partnered with Public Health's Early Years Team, who supported the families they work with to complete the online survey. We worked with community leaders and partners to support Kitchen Table Conversations with African Nova Scotian Communities in Greenville, Middleton, Kentville/Gibson Woods, Digby, Weymouth and Shelburne. Youth CHB members came together for two conversations about how to engage youth using Photo Voice.

Additionally, CHBs with the capacity to do so, held local engagement sessions as follows:

- ▶ Yarmouth CHB – two community conversations about food security (one session in English, one session in French)
- ▶ Annapolis County CHB and Digby Area CHB partnered to host a Tea & Conversation at Bear River First Nation
- ▶ Lunenburg County CHB partnered with South Shore Open Doors Association to complete a mini-survey about housing by having personal interviews with 37 individuals living with housing insecurity or unhoused
- ▶ East Kings CHB held a focus group with participants of the Valley Community Learning Association

Following the initial engagements, the data collected was reviewed and nine initial themes were identified as areas of concern. These have been organized as four CHB priorities made up of four broad pillars with sub-themes in this community health plan. Secondary engagement to validate the proposed priority areas and get feedback on recommendations and best practices from community partners and subject matter experts working in these priority areas occurred in the spring of 2024.





Results - What we Heard from Communities in Western Zone

From our community engagement, we heard that housing, income, food security, mental health, transportation, physical activity, community and social connection, substance use, and equitable access to healthcare were all areas of concern. We heard:

- ▶ Many people in the community are struggling to meet their basic needs, such as rent, food, energy costs, and medication, often needing to choose one over the other.
- ▶ Some people in our community are living in unsafe conditions because they have no affordable housing options.
- ▶ Many people are working extra hours or taking additional jobs to meet their basic needs. This reduces their ability to spend time with friends, connect with others, participate in recreation and hobbies, and volunteer in the community. This is impacting their mental health.
- ▶ People are using drugs and alcohol to help cope with stress.
- ▶ Those living in rural communities face inequitable access to health services, grocery stores and recreation facilities, often needing to travel to access them with limited or no options for transportation.
- ▶ Some people cannot afford the gas needed to travel to appointments, visit with family, or participate in social activities, including volunteering.
- ▶ Some people feel unsafe walking and cycling in their community.
- ▶ Some people in our community are experiencing hate and racism.



Health Priorities

Access to Basic Needs:	Mental Health:	Community Environment:	Natural Environment & Climate Change:
<ul style="list-style-type: none"> Food Security Housing Security Income 	<ul style="list-style-type: none"> Substance Use Stress Reduction Loneliness Social Supports & Coping Skills 	<ul style="list-style-type: none"> Physical Activity - Access to Recreational Facilities including green spaces Community Connection Access to Health Care Transportation Safety & Crime 	<ul style="list-style-type: none"> Protecting the natural environment Enabling people to connect with Nature Adaptations & responses to climate change Community preparedness for climate change Dismantling Systems of Environmental Racism
Applied with a Health Equity Lens			
Applied at all stages of the lifespan			

From our community consultation, we had four priorities emerge:

- ▶ **Access to Basic Needs**
- ▶ **Mental Health**
- ▶ **Community Environment**
- ▶ **Natural Environment & Climate Change**

We have defined these below.

Access to Basic Needs, including:

- ▶ Food Security
- ▶ Housing Security
- ▶ Income – basic wage/living wage

“ QUOTES FROM OUR SURVEY AND COMMUNITY ENGAGEMENT SESSIONS:

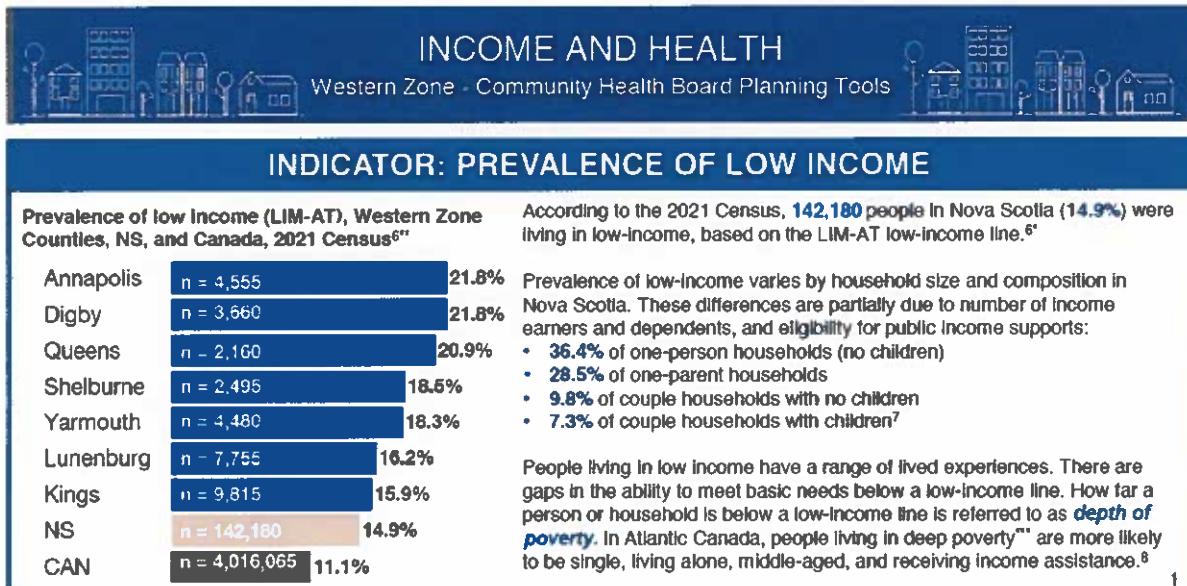
“Low income in our community forces people to take inadequate housing (i.e., unsafe, unhealthy), limits the quality and amount of food they buy and isolates them from being active and engaged members of the community.”

“Having more options in rural communities where people live. There is lots of property that could be used to build affordable housing.”

“More crime due to desperation. More mental health issues and domestic abuse situations because of the lack of ability to have basic needs met, causing family and relationship stressors.”

Income plays a vital role in ensuring people can meet their basic needs, such as food security and housing security. When individuals have a stable and adequate income, they can afford essential expenses like nutritious food and safe housing. This not only reduces stress but also promotes overall health and well-being. Conversely, insufficient income leads to difficulties in covering basic expenses, resulting in cycles of poverty and inequality. Lack of income is a root cause of food and housing insecurity, preventing people from accessing the resources they need to lead healthy lives.

To address these challenges, communities, organizations and governments need to work together to create solutions that ensure everyone has access to a secure income. This involves improving income support programs, such as adjusting benefits to keep up with inflation, and providing living wages, paid leave, and other benefits that support low-income earners. Additionally, it's essential to address systemic racism and discrimination that create barriers to income equality. Policies should also focus on strengthening employment standards, reducing the cost of living, and investing in affordable housing. By working together, we can build strong communities where everyone can thrive and meet their basic needs.





Mental Health including:

- ▶ Substance Use
- ▶ Stress Reduction
- ▶ Social Support & Coping Skills
- ▶ Loneliness and Isolation



QUOTES FROM OUR SURVEY AND COMMUNITY ENGAGEMENT SESSIONS:

“I think mental health is a big one; there are a lot of people who feel that mental health isn’t what it should be in our community. I’ve heard many people say we don’t have the resources to help to the full extent and that they feel alone even after reaching out for help.”

“Increase awareness campaign on accessing mental health supports.”

“More community and health funding for facilitators who are able to help attend community-based group meetings or workshops. More engagement in healthy activities for mental health that are free and accessible.”

Mental health is a crucial aspect of community well-being, impacted by factors like substance use, stress, loneliness, social support, and coping skills. These issues are often interconnected, with people sometimes turning to substances to manage stress and loneliness, which can worsen mental health problems. Domestic and gender-based violence add layers of trauma, while systemic racism creates additional stress and barriers for marginalized groups, including racial and ethnic minorities, people with disabilities, and the 2SLGBTQ++ community. These challenges lead to unequal access to healthcare, education and employment, resulting in poorer mental health outcomes.

Addressing these issues requires evidence-based strategies and public policies that prioritize mental health promotion across the lifespan and focus on reducing stigma around mental health, substance use, and domestic violence, encouraging people to seek help without fear of judgment. These initiatives must be inclusive and consider the unique challenges faced by marginalized groups. Implementing supportive public policies and involving those with lived experience in developing mental health initiatives can help create environments where mental health is prioritized. Working to eliminate barriers like discrimination, poverty and limited healthcare access, while also providing support for survivors of domestic and gender-based violence, are important factors in creating healthy communities. Addressing these interconnected issues can significantly improve mental health and resilience for everyone.



Community Health Planning Tool Data Set, Western Zone Public Health – Social Connection & Health (2023 Page 2)

Community Environment including:

- ▶ Physical Activity - Recreational Facilities & Opportunities (including green spaces)
- ▶ Community Connection- welcoming communities without stigma, discrimination and/or racism are crucial to a sense of health and wellbeing
- ▶ Equitable Access to Health Care
- ▶ Transportation
- ▶ Safety and Crime



“ QUOTES FROM OUR SURVEY AND COMMUNITY ENGAGEMENT SESSIONS:

“The costs of living are extremely high, and it means that it is hard for people to secure the essentials of life like food, housing and transportation.”


“Addressing safety issues associated with sidewalks, road paving to remove potholes, and increased awareness for drivers about sharing the road safely with cyclists.”

“Having more walkable communities — being able to park my car somewhere and walk to the services I need.”


Community environments play a crucial role in health and well-being. Spaces that promote physical activity and social connections can improve quality of life for everyone. For example, building sidewalks, bike lanes and public transportation options encourages walking, cycling and the use of public transit. This reduces reliance on cars and increases physical activity, leading to better health outcomes. Green spaces like parks and trails provide places for exercise and relaxation, while affordable or free recreation programs that are accessible ensure that everyone, regardless of income or ability, can participate in community activities.

Community environments also impact social connections and access to healthcare, which are vital for well-being. Spaces and events that bring people together can strengthen social bonds and support mental health, especially when they celebrate cultural diversity and are accessible to everyone. Accessible public transportation connects people to jobs, schools, healthcare and recreational opportunities, reducing isolation and enhancing access to essential services. By creating inclusive spaces and engaging with those who live here, communities can address safety concerns and create vibrant spaces where people feel safe and connected. Collaboration among community organizations, government and residents can improve health, well-being, and social connections, making communities places where everyone can thrive.


Built, Natural and Social Environments^{1-8,10}



Roads & Streetscapes
Sidewalks, bike routes, and public transit systems support people to engage in active modes of transport.
Less than half of Nova Scotian communities have active transportation plans.⁵



Community Spaces & Facilities
Dynamic, multi-use spaces and facilities allow people to enjoy and engage in various recreational activities.
Nova Scotians are primarily looking for drop-ins, non-competitive, and family friendly opportunities.⁹



Parks, Trails & Natural Spaces
Shared outdoor spaces offer low-barrier movement opportunities, with added benefits of being in nature.
Nova Scotia has the fewest kilometers of recreational paths and trails per capita, by province.⁶

Physical activity and health is fostered in built, natural and social environments that promote and prioritize:

ACCESS	INCLUSION
Barrier-free and equitable access for all bodies, activity levels, ages and abilities.	Inclusive, supportive and welcoming for all members of the community.
19.5% Of Nova Scotians name cost as a barrier to participation in recreation programs. ¹⁴	7.7% Of Nova Scotians felt recreation & cultural facilities were not welcoming to them. ¹⁴
SAFETY	
Physically (such as injury prevention) culturally and socially safe.	

Community Health Planning Tool Data Set, Western Zone Public Health – Built, Natural and Social Environments & Health (2023 page 2)





Natural Environment & Climate Change including:

- ▶ Protecting the Natural Environment
- ▶ Enabling People to Connect with Nature
- ▶ Adaptations and Responses to Climate Change
- ▶ Community Preparedness for Climate Change
- ▶ Dismantling Systems of Environmental Racism

“ QUOTES FROM OUR SURVEY AND COMMUNITY ENGAGEMENT SESSIONS:

“Climate change – there are tangible impacts already happening and anxiety about the future.”

“Focusing on food security with community greenhouse, fishing, hunting where resources are shared throughout community.”

The natural environment and climate change greatly affect the health and well-being of communities. Protecting the environment ensures access to clean air, water and soil, which are essential for healthy living. Communities can focus on preserving green spaces, maintaining biodiversity, and reducing pollution to keep their environments healthy. Parks and natural areas, such as trails, beaches and lakes, provide places for people to connect with nature, which can improve mental health and reduce stress. Access to these spaces encourages outdoor activities that foster a sense of community and enhance overall health.

Adapting to and responding to climate change is also crucial for community health. Climate change can lead to issues like extreme weather, rising temperatures and poor air quality, all of which can harm health, strain community resources, impact housing, and threaten local food sources. Addressing environmental racism is important because marginalized communities often face greater exposure to environmental hazards, leading to significant health disparities. A health equity approach recognizes and addresses these injustices, ensuring all communities have equal access to clean environments and resources to adapt to climate change. By prioritizing vulnerable populations and including them in decision-making, communities can work toward solutions that protect the natural environment and promote health and resilience for everyone.

1.	The built, natural and social environment impacts community health, including physical activity.
2.	People of all ages and abilities have the right to be able to actively move through their communities.
3.	Equity, access, inclusion and safety are key determinants of participation in physical activity.
4.	Enabling people to integrate movement throughout their day has the greatest benefit to health.
5.	Improving physical activity and health starts with planning, designing and building active communities.

◀ Community Health Planning Tool Data Set, Western Zone Public Health – *Built, Natural and Social Environments & Health* (2023 page 1)



Our Commitments to Community:

We acknowledge we will allocate our funds based on these priorities and commit to the following work on all four of the priorities. We have left our commitments on each of the health priorities intentionally broad so that each CHB is able to act upon them in a manner most relevant to their community.

- ▶ Ongoing community engagement
- ▶ Build community relationships: Host events and create meaningful relationships with priority populations* ensuring diverse voices are included in planning.
- ▶ Community-specific analysis of data generated
- ▶ Advocating for programs and services on the priorities
- ▶ Supporting and sharing community-based initiatives
- ▶ Promoting community awareness of programs and services
- ▶ Connecting like-minded organizations and efforts to collaborate on our priorities
- ▶ Bringing an equity lens to all our priorities and supporting underserved communities

Access to Basic Needs

- ▶ Ongoing community engagement focused on groups most impacted by housing, food and income insecurity.
 - Examples of past work: African Nova Scotian kitchen tables, South Shore Open Doors Association (SSODA) engagements, Child & Youth Poverty Conference, Public Health Early Years Program.
- ▶ Advocate for programs/policies/services that promote access to basic needs, including income policy, barrier-free housing, and food security.
 - Examples of past work done by CHBs in this area: Advocating for Universal School Lunch Programs, advocating for Basic Income.





Mental Health

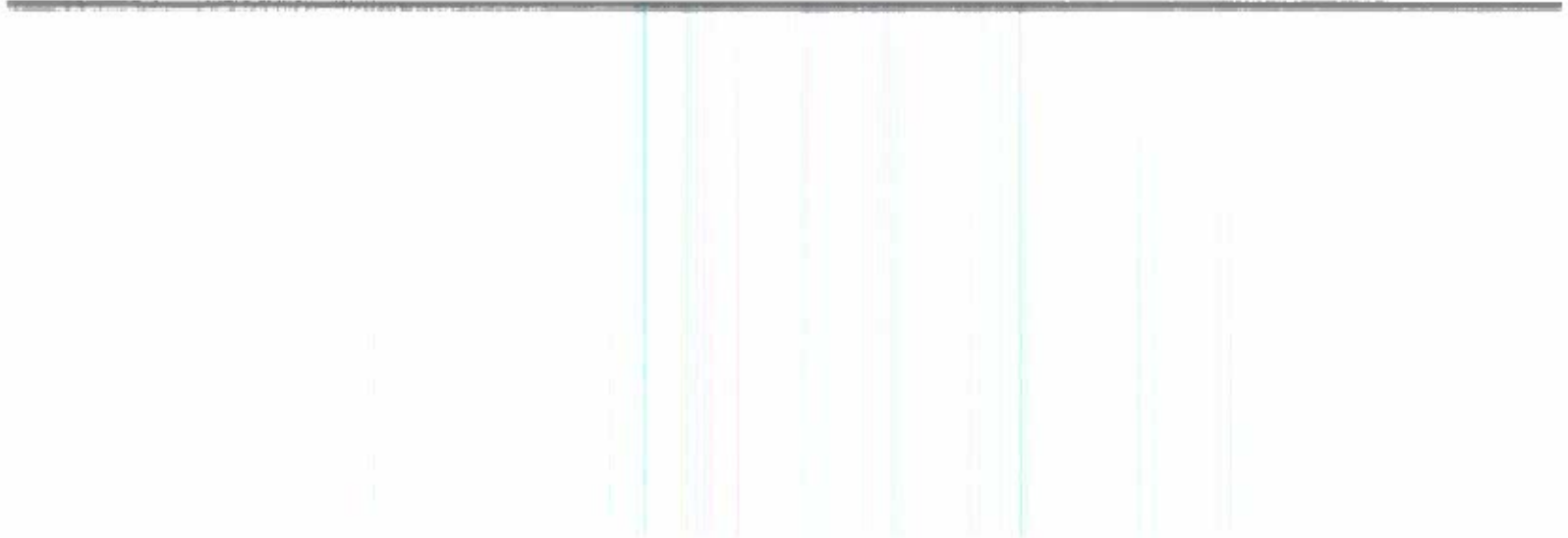
- ▶ Support community-based initiatives and engagements on:
 - Mental health awareness
 - Access to services
 - Healthy relationships
 - Substance use
 - Youth mental health
- ▶ Use our community knowledge and engagements to inform existing services and programs.
- ▶ Promote Community awareness of existing services and programs, for example:
 - 211
 - Mental Health and Addictions
 - Sharing information via social media
 - Participating in awareness campaigns

Community Environment

- ▶ Advocate for and support programs within our communities that remove barriers to transportation, including:
 - Community-based transportation solutions (i.e., ride shares)
 - Bike lanes
 - Transit systems
 - Walking trails
 - Funding for transportation to receive healthcare on a needs basis
- ▶ Empower communities to facilitate connections that foster a sense of belonging.
 - Promoting wellness funding and providing wellness funding for community events
 - Advocating for infrastructure
- ▶ Build a safer and more accessible community for all
 - Advocate for underserved populations
 - Support existing efforts and communities

Natural Environment and Climate Change

- ▶ Make it easier for everyone to connect to nature
- ▶ Understand the longer-term impacts of climate events i.e., fires and floods
- ▶ Participate in and promote community preparedness and recovery
- ▶ Work towards and promote ecological preservation efforts
 - Resource-based economies and preserving livelihood
 - Build community resilience to climate change





Resources Needed

To deliver on the above stated commitments, Western Zone CHBs will require support and resources, identified below:

- ▶ Support and resources to collect and analyze local data
- ▶ Equity, Diversity & Inclusion training for all CHB members
- ▶ Language translation that reflects our communities (plain language, French, etc.)
- ▶ Community partnerships (strengthen existing ones and forge new ones)
- ▶ Accessible, welcoming and culturally appropriate locations to convene our community
- ▶ Volunteer and volunteer capacity
- ▶ Budgets for travel
- ▶ Increased funding for Program Implementation Funds and Wellness Funds
- ▶ Advocacy support
- ▶ Access to up-to-date research, best practices and case studies
- ▶ Science and System Performance provide up-to-date data sheets to CHB to support our work in communities

How we Hope this Plan is Used

We hope our 2024-2029 CHB Community Health Plan is used as a guide to working with our communities collaboratively on the priorities identified by community members throughout our engagements. Each CHB within Western Zone is different and unique, so we have kept our commitments broad and vague to enable each CHB to map out their own action and implementation plans and to allow for flexibility to meet the changing needs of the community as we continue to engage and listen. No CHB can, or is expected, to work on everything in this plan. Rather they will choose one or two areas of focus each year that may remain the same or change. We also hope community members and community organizations and groups see this plan as an invitation to work together to improve the health and wellness of our communities.

Contact Information

For more information, visit our website: <https://www.communityhealthboards.ns.ca>, send us an email at: westernCHBs@nshealth.ca



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January 31, 2025

The Honourable John Lohr
Minister of Municipal Affairs

Department of Municipal Affairs and Housing
14th Floor North, Maritime Centre
1505 Barrington Street
P.O. Box 216
Halifax, NS
B3J 2M4

Dear Minister Lohr,

Re: Request for Education Session on Municipal Restructuring

On behalf of the Councils of the Town of Shelburne, the Town of Lockeport, and the Municipality of the District of Shelburne, we are writing to formally request an educational session with your department regarding municipal restructuring models. This request follows a recent motion passed by the Councils of both towns and the municipality, expressing interest in gaining a deeper understanding of the various models and processes related to municipal restructuring, as well as reviewing examples of successful mergers or collaborations within Nova Scotia.

Given the evolving needs of our municipalities, our Councils believe it is important to explore opportunities for restructuring and to better understand how other communities in Nova Scotia have successfully navigated this process. We are particularly interested in learning about the various restructuring models, the steps involved, and insights from previous examples within the province.

We respectfully request that your department arrange a session for our elected officials and senior staff at a mutually convenient time. Our goal is to approach this matter with well-informed perspectives that could guide future discussions on potential partnerships or municipal amalgamations.

We look forward to collaborating with your team and gaining valuable insights as we explore options for our municipalities.

Thank you for considering our request. We look forward to your response and to working together on this important matter.

Warm regards,



Mayor Stanley Jacklin
Town of Shelburne



Mayor Derek Amalfa
Town of Lockeport



Warden Penny Smith
Municipality of the District of Shelburne

101



01 October, 2024

Tanya Nixon
Vice President Operations – Western Zone
5 Chipman Drive
Kentville, NS B4N 3V7

Subject: Roseway Manor
Email: TanyaL.Nixon@nshealth.ca

Dear Ms. Nixon,

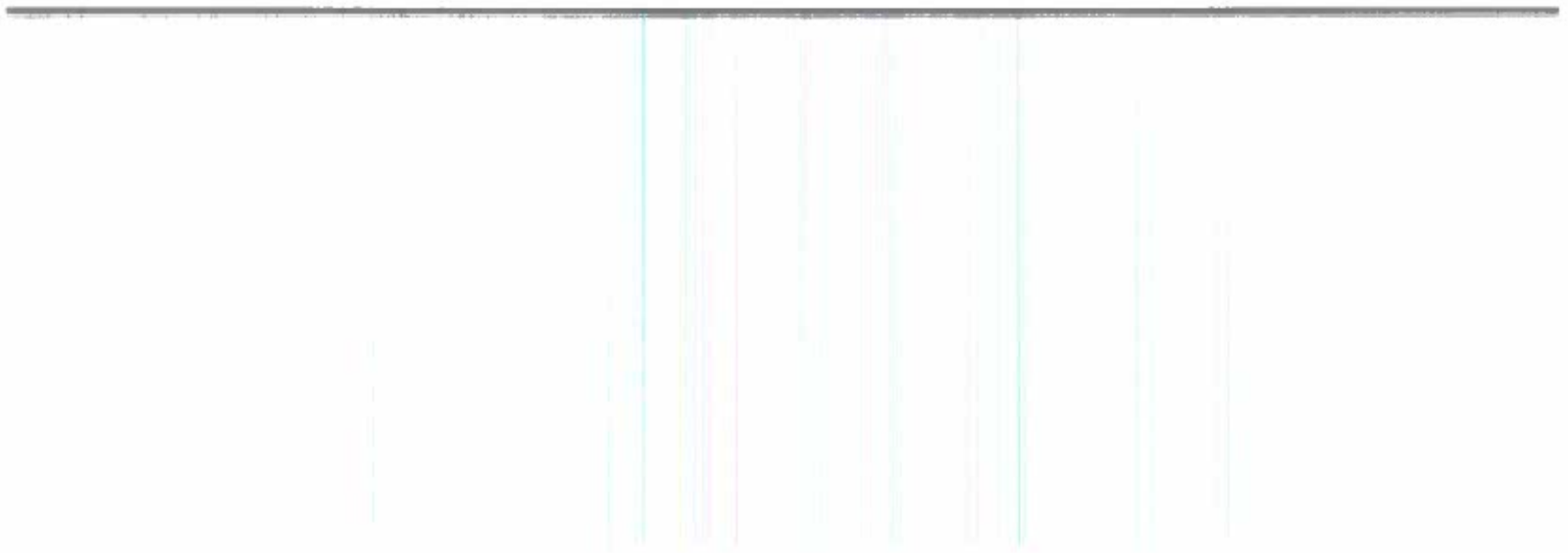
On behalf of the Board of Directors of Roseway Manor, we hope this letter finds you well. We are writing to formally offer Nova Scotia Health (NSH) the first option to purchase Roseway Manor when our operations transition to the new facility, which is scheduled for completion in 2027.

As you are aware, Roseway Manor shares an important physical and operational connection with Roseway Hospital, and a significant portion of the hospital's east wing is built on land currently owned by Roseway Manor. Given this close proximity and shared space, we feel that NSH is the natural entity to take ownership of the property once our new facility is ready. Transferring the property to NSH would avoid the complexities of selling to a third party, which would pose significant challenges for both NSH and our Board, given the current integration between the manor and the hospital.

In addition, we are mindful of the acute housing shortage facing healthcare professionals in our community. Roseway Manor could offer a unique opportunity for NSH to repurpose the building to provide much-needed onsite accommodation for current and future staff. This would not only support the recruitment and retention of healthcare professionals but also further strengthen the relationship between NSH and the surrounding community. We understand the significance of such a decision and want to ensure that NSH has ample time to consider this opportunity. For planning purposes, we kindly ask for a response by March 31st, 2025, before we explore alternative options.

We are confident that working together, we can find the best solution for all parties involved, and we look forward to discussing this matter further. Should you require any additional information or wish to meet to discuss this offer, please do not hesitate to contact us.

Thank you for your attention, and we look forward to hearing from you soon.



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Warm regards,



Dayle Eshelby

Cc: Nolan Young, MLA – Shelburne
Warden Penny Smith – Municipality of the District of Shelburne
Mayor Harold Locke - Town of Shelburne
Mayor Cory Nickerson – Town of Lockeport



**Municipal Affairs
Office of the Minister**

103

PO Box 216, Halifax, Nova Scotia, Canada B3J 2M4 • Telephone 902 424-5550 Fax 902 424-0581 • novascotia.ca

February 11, 2025

Dear Mayors and Wardens:

Recent events in our world are changing the landscape of our province and country. We are experiencing new fiscal challenges that will have a significant impact on our economy. It is clear we need to become more self-reliant. And, at the same time, we need to better integrate our economy with other Canadian provinces and territories.

Our Government has recently announced that Nova Scotia must say "yes" to both a reduction in inter-provincial trade barriers, and to resource development within our province. Both steps need to be taken carefully and in consultation with our communities. Resource development, in particular, is of incredible importance.

If you are supportive and agree, I am asking for you and your council to signal your support for greater resource development within our province - by letter or press release.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Lohr".

Honourable John A. Lohr
Minister of Municipal Affairs

c: Chief Administrative Officers
Juanita Spencer, NSFM