
INFRASTRUCTURE SPOTLIGHT REPORT:



*Local Successes in Nova Scotia from the Canada
Community-Building Fund*



NOVA SCOTIA
FEDERATION OF
MUNICIPALITIES

© Copyright, NSFM 2022

Published by:

Nova Scotia Federation of Municipalities in partnership with
Nova Scotia Department of Municipal Affairs & Housing

Published March 2022

For further information contact:

Rene Frigault
Planning and Development Officer
Department of Municipal Affairs & Housing
1505 Barrington Street
8 North, Maritime Center
Halifax Nova Scotia, B3J 3K5
Email: ccbfnovascotia.ca

or

Debbie Nielsen
Infrastructure & Sustainability Officer
Nova Scotia Federation of Municipalities (NSFM)
Suite 1304, 1809 Barrington Street
Halifax, Nova Scotia, B3J 3K8
Email: dnielsen@nsfm.ca

Table of Contents

Section 1

1.1	Introduction	
1.1.1	Support from and Collaboration with NSFM	4
1.1.2	A Note About the Names Used in this Report	4
1.2	Communicating Nova Scotia’s Canada Community-Building Fund Work	
1.2.1	Website Presence	5
1.2.2	In the Headlines: NSFM’s Canada Community-Building Fund Social Media Messages	5
1.2.3	Canada Community-Building Fund Signage	7
1.3	Background of the Canada Community-Building Fund in Nova Scotia	
1.3.1	Canada Community-Building Fund Allocations in Nova Scotia (2005 to 2024)	8
1.3.2	Total Canada Community-Building Fund Spent by Project Category	9
1.3.3	Analysis of Project Data by National Objective	10
1.3.4	Financial Summary of CCBF in Nova Scotia (2014 to 2019)	11
1.4	<i>A Year in Review</i> (2019 to 2020): The CCBF in Nova Scotia	12

Section 2

2.1	Examples of Canada Community-Building Fund Project Successes in Nova Scotia	15
2.2	CCBF Projects Supporting Productivity and Economic Growth	20
2.2.1	Local Roads & Bridges	21
2.2.2	Public Transit	24
2.2.3	Broadband Connectivity	26
2.2.4	Highways	27
2.2.5	Regional & Local Airports	28
2.3	CCBF Projects Supporting Cleaner Environments	29
2.3.1	Community Energy Systems	30
2.3.2	Drinking Water	32
2.3.3	Wastewater	34
2.3.4	Solid Waste	36
2.4	CCBF Projects Supporting Strong Cities and Communities	37
2.4.1	Capacity Building	38
2.4.2	Disaster Mitigation	39
2.4.3	Recreational Infrastructure	41
2.4.4	Cultural Infrastructure	44
2.4.5	Tourism Infrastructure	45
2.4.6	Sport Infrastructure	48

Section 3

3.1	Conclusion	50
-----	------------	----

Section 1

1.1 INTRODUCTION

The Infrastructure Spotlight Report provides an overview of projects undertaken by Nova Scotia municipalities with support from the Canada Community-Building Fund (CCBF) covering the period from 2014 to 2021. The purpose of this report is to demonstrate how municipalities are using this federal funding to benefit their communities. It also highlights best practices and innovation, providing a range of municipal initiatives that support the national objectives of the CCBF.

The report provides an overview of how CCBF work is communicated in Nova Scotia, via websites, social media channels and signage. It provides CCBF project analytics to demonstrate how and where municipalities are investing their funds. Finally, the report contains a selection of local initiatives from the various project categories to showcase how Nova Scotia municipalities are putting the federally funded program to good use.

1.1.1 Support from and Collaboration with the Nova Scotia Federation of Municipalities

Since 2015, the Nova Scotia Federation of Municipalities (NSFM) has been collaborating with the Province to support the administration of the CCBF, focusing its efforts on helping municipalities meet the requirements for communications, signage and asset management. The aim of this collaboration is to provide valuable support and resources for municipalities, while helping to raise the profile of federally-funded local initiatives.

The aim of NSFM's work has been to support the goals of the CCBF and to position municipalities to take full advantage of this important federal program as a means to address local infrastructure priorities make our communities more sustainable, prosperous and vibrant.

1.1.2 A Note About the Names Used in this Report

Since the first CCBF Agreement was signed, some organization and program names have changed. For clarity and consistency throughout the report, the following names and initializations have been used:

- The Canada Community-Building Fund (CCBF) was formerly known as the Gas Tax Fund (GTF).
- The Nova Scotia Department of Municipal Affairs & Housing is the provincial lead for administering the Canada Community-Building Fund and is referred to as "the Province".
- The Nova Scotia Federation of Municipalities (NSFM) was formerly known as the Union of Nova Scotia Municipalities (UNSM). NSFM officially changed its name in 2019.

1.2 COMMUNICATING NOVA SCOTIA'S CCBF WORK

Both the Province of Nova Scotia and the Nova Scotia Federation of Municipalities

recognize the importance of communications to demonstrate the value of the CCBF and acknowledge the Government of Canada's support for local infrastructure projects. Through a variety of communication channels, NSFM and the Province share information with municipalities, provide updates on the CCBF, highlight best practices and innovation, and aim to increase the profile of local initiatives.

NSFM and the Province use the following mechanisms to disseminate CCBF information and updates to municipalities:

- Regular e-mail messages to elected officials and municipal staff
- NSFM's weekly electronic newsletter, The Monday Memo
- NSFM's monthly newsletter, NSFM's News
- NSFM's magazine, The Municipal Observer, published 3 times a year
- NSFM's social media channels, including Facebook, Twitter and Instagram
- Reports, such as the CCBF Outcomes Report
- Workshops, events and regular meetings, including NSFM's spring and fall conferences, and board of directors' meetings
- Educational presentations both virtual and in-person
- Email listserv for the Association of Municipal Administrators of Nova Scotia

1.2.1 Website Presence

The Province of Nova Scotia provides general CCBF information on its website (<https://beta.novascotia.ca/canada-community-building-fund-municipalities>).

As well, NSFM has developed the *Canada Community-Building Fund* tab on its main website to house resources and information on training opportunities. This tab (<https://nsfm.ca/ccbf.html>) allows municipalities to access resource materials and provides updates on the CCBF and asset management.

1.2.2 In the Headlines: NSFM's CCBF Social Media Messages

Messages posted from NSFM's social media channels (Facebook, Twitter and Instagram) follow the federal communication protocols. The Province and NSFM coordinate with Infrastructure Canada and individual municipalities to maximize online outreach for spreading the word about important CCBF projects in Nova Scotia. These stories and other information promoting CCBF projects consistently yield the highest response on NSFM's social media channels. For example, in 2019 when NSFM posted more than 360 tweets, CCBF stories typically received the highest number of impressions (the number of times tweets show up in Twitter feeds).

On Twitter from April 1, 2019 - March 15, 2020, CCBF tweets had 21,899 views or more than 15% of the impressions on the NSFM Twitter account. This percentage is significant as CCBF tweets constituted less than 4% of all tweets on NSFM’s account.

The following is a small sample of CCBF initiatives captured on NSFM’s social media channels in 2019-20.

Nova Scotia Federation of Municipalities @nsfedmuni · Oct 14

The Town of Oxford upgraded its regional trail over the summer with Federal Gas Tax Funds, which have made a significant contribution to the development of active transportation and recreational infrastructure in NS. @INFC_eng @munofcumberland Even Howie is a fan!




2

Nova Scotia Federation of Municipalities @nsfedmuni · Sep 16

#DYK NSFM provides support to @nsgov for the Gas Tax Fund (GTF) Agreement. NS munis have used their share of the cost-sharing infrastructure program to fund boardwalks, trails, roads, public transit and community energy systems. Check it out: nsfm.ca/about-us-sp-19...

Percentage of GTF Spent for 2019 - 20*



The highest project category investments:

Local Roads & Bridges	49%
Public Transit	27%

- Capacity Building
- Drinking Water
- Public Transit
- Solid Waste
- Comm Energy Systems
- Local Roads and Bridges
- Recreation
- Wastewater

*Please Note: Less than 1% of the total GTF was spent in the following categories: broadband, disaster mitigation, highways, sport and tourism.

1 4

Nova Scotia Federation of Municipalities @nsfedmuni · Sep 24

All-ages and accessible Pit Pond Trail in Springhill was created with @munofcumberland’s Federal Gas Tax Funds, along with countless volunteers, the local business community, @cibcef & @INFC_eng. NSFM’s Debbie Nielsen visited this living link to the town’s mining past today.



1

Nova Scotia Federation of Municipalities @nsfedmuni · Nov 15, 2019

Municipality of Barrington used federal Gas Tax Funds to rebuild a boardwalk at popular North East Point Beach. The redo includes accessible upgrades AND a relocation to factor climate change into the equation. NSFM’s Debbie Nielsen went to check it out! @NSaccessibility #CDNmuni



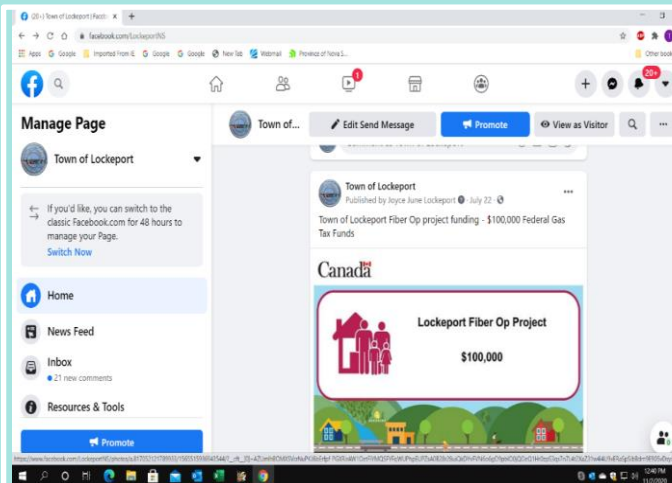
8 18

Tweet earned 2,992 impressions on Nov 17, 2019

1.2.3 Canada Community-Building Fund Signage

The Government of Canada’s communication protocols require that municipalities provide and install temporary signage for all projects supported by the CCBF and inform the Province when signs are installed. To ensure Nova Scotia’s municipalities meet federal signage requirements, NSFM collects information to develop regular signage reports to track the installation of CCBF project signs.

Infrastructure Canada’s project signage guidelines allow municipalities to determine the type of sign they install based on the nature of their project. Since installing a physical sign may not always be possible, municipalities can recognize CCBF project support through digital signage on a municipal website, a permanent plaque, a mention in public project reports and via social media channels, such as Facebook and Twitter.

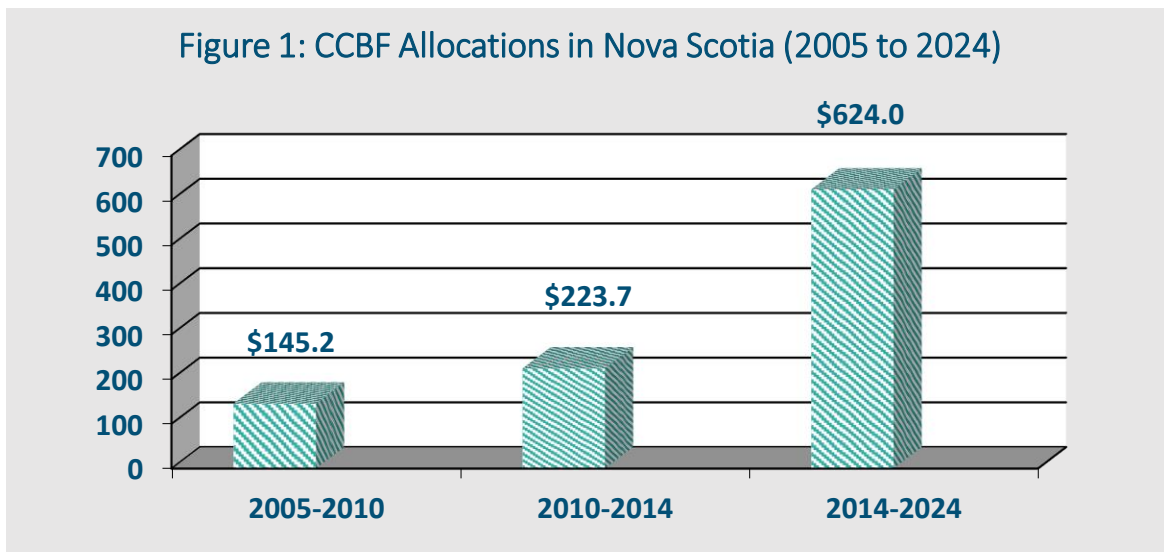


1.3 BACKGROUND OF THE CANADA COMMUNITY-BUILDING FUND IN NOVA SCOTIA

On July 3, 2014, the new **Administrative Agreement** of the Canada Community-Building Fund was announced between Canada and Nova Scotia. As part of the New Building Canada Plan, the renewed CCBF provides predictable, long-term, stable funding for Canadian municipalities. This funding helps build and revitalize local public infrastructure while supporting the national objectives of *increased productivity and economic growth, a cleaner environment, and stronger cities and communities*.

1.3.1 CCBF Allocations in Nova Scotia (2005 to 2024)

The new Administrative Agreement, effective April 1, 2014, represents a ten-year investment of an estimated \$624M for Nova Scotia municipalities. Since the original 2005 CCBF Agreement, Nova Scotia will receive approximately \$992 million in transfers between fiscal years 2005 to 2024 (refer to Figure 1).



Nova Scotia municipalities are eligible to receive payments under the program for their municipal infrastructure and capacity building projects. The seven eligible categories under the first agreement remain with eleven new categories added to increase program flexibility and align with the three national objectives.

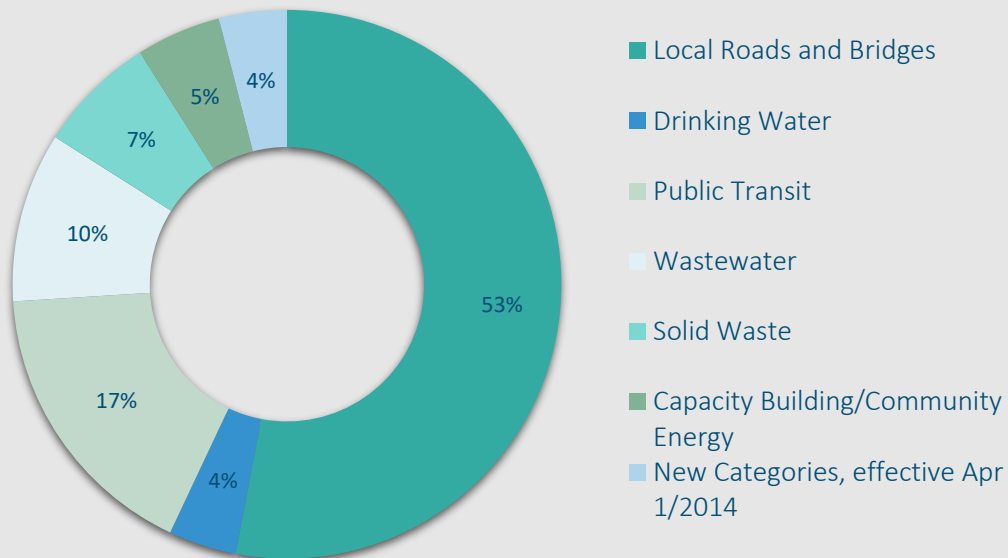
Table 1: CCBF Project Categories

Productivity and Economic Growth	Cleaner Environment	Strong Cities and Communities
Local Roads and Bridges	Community Energy Systems	Capacity Building
Public Transit	Drinking Water	Disaster Mitigation
Local and Regional Airports	Wastewater	Recreation
Broadband Connectivity	Solid Waste	Culture
Short Sea Shipping	Brownfield Redevelopment	Tourism
Short-Line Rail		Sport
Highways		

1.3.2 Total CCBF Spent by Project Category

The following chart provides a more detailed breakdown of total CCBF spent by project category. Figure 2 shows that the largest portion (53%) went to local roads and bridges. However, only a small proportion (4%) was utilized for drinking water and new project categories.

Figure 2: Percentage of CCBF Spent by Project Category (2014 - 2019)



1.3.3 Analysis of CCBF Project Data by National Objective

Project data is collected through the submission of CCBF Annual Expenditure Reports by municipalities in Nova Scotia. The following provides an analysis of CCBF project data for the current Administrative Agreement Phase from April 1, 2014, to March 31, 2019.

The information in Table 2 shows the breakdown of CCBF projects by national objective.

Table 2: CCBF Project Outcomes Summary (2014 to 2019)

National Objective	Total # of Projects	Total # of Projects Completed	Total Project Cost	Total CCBF Expensed to Date	% CCBF
Productivity and Economic Growth	288	272	\$343,209,995	\$178,969,376	71%
Cleaner Environment	318	285	\$150,742,453	\$64,354,213	25%
Strong Cities and Communities	100	88	\$17,661,716	\$9,550,182	4%
Total	706	645	\$511,614,164	\$252,873,771	100%

The national objective of Productivity and Economic Growth received the highest investment of CCBF in Nova Scotia at \$178,969,376 or 71%.



North East Point Boardwalk, District of Barrington

1.3.4 Financial Summary of CCBF in Nova Scotia (2014 to 2019)

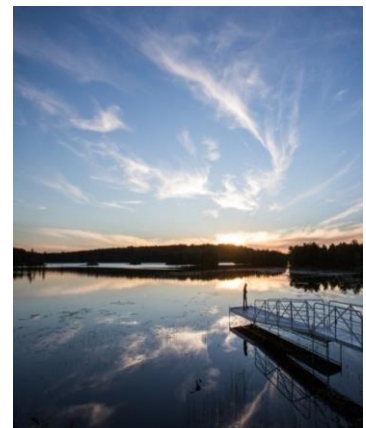
A total of 645 projects were completed during the reporting period, which covered April 1, 2014 to March 31, 2019. As of March 31, 2019, there were 61 CCBF projects ongoing in Nova Scotia.

Over these past five fiscal years, Nova Scotia municipalities have received \$273,579,540 from the CCBF. Cumulatively, for completed and ongoing projects, municipalities have spent \$252,873,773 or 92% of that amount (refer to Table 3). As of March 31, 2019, \$73,490,035 was being held in reserve accounts by municipalities.

Table 3: Financial Summary of Ultimate Recipients (2014 to 2019)

Ultimate Recipient in Aggregate	Annual 2018 - 19	Cumulative 2014 - 2019
Opening Balance	\$64,581,661	
Funds Transferred to Municipalities	\$57,729,020	\$273,579,540
Municipal Interest Earned	\$1,081,899	\$3,317,612
Actual Spent on Eligible Projects	\$49,902,545	\$252,873,773
Closing Balance of Unspent Funds	\$73,490,035	

The financial summary in Table 3 reflects the final audit completed by KPMG on January 15, 2020.



From left to right: Seaside Heritage Hall, Town of Clark’s Harbour; Bridgetown Regional Outdoor Sports Hub Park, County of Annapolis; Pit Pond Trail, County of Cumberland; Church Lake Public Access Site, District of Lunenburg

1.4 A YEAR IN REVIEW (2019 - 20) - THE CANADA COMMUNITY-BUILDING FUND IN NOVA SCOTIA

About Nova Scotia's CCBF Year in Review

Federal Gas Tax Fund In Nova Scotia 2019 - 2020: A Year in Review

A new agreement for the federal Gas Tax Fund (GTF) between Canada and Nova Scotia became effective April 1, 2014. This agreement represents a 10-year investment of an estimated \$580 million in predictable and stable funding for local municipalities. The GTF helps build and revitalize public infrastructure in Nova Scotia, while supporting the national objectives of cleaner environment, stronger cities & communities, and productivity & economic growth.


Nova Scotia receives
\$55,047,487
for its 2019-20 total GTF allocation.

Total Municipal Funding from 2014 to 2020:
\$441 million

Cumulative Municipal Funding (est.) from 2005 to 2025 (19 years):
\$992 million


Since 2015, NSM has been collaborating with the Province of Nova Scotia to support the administration of the GTF. NSM focuses its efforts on helping municipalities meet the requirements for communications, signage and asset management.

Outcomes Report Completed



One-Time Doubling of the GTF Transfer
\$57.7 million
to support local infrastructure priorities.

Percentage of GTF Spent for 2019 - 20*




The highest project category investments:
Local Roads & Bridges 49%
Public Transit 27%

*Please Note: Less than 1% of the total GTF was spent in the following categories: broadband, disaster mitigation, highways, sport and tourism.


Snapshots of GTF Projects

From investments in water treatment facilities to solar projects and trail enhancements, municipalities across Nova Scotia are putting the GTF to good use!


CBM continues to grow its transit fleet with support from the GTF.




District of Lunenburg celebrates the opening of the first phase of the River Ridge Common, a beautiful 11.5-acre multi-use park.



The District of Chester expands its active transportation network by adding paved shoulders along a busy roadway.




Barrington invests in the North East Point Boardwalk, reinforcing its waterfront as a central gathering spot and protecting fragile coastal ecosystems.



Highlights of the NS Asset Management Program

Phase 2 of a pilot project with the Town of Antigonish and the County of Antigonish was completed to test and further refine the provincial data collection tools and resources for linear assets.





IRMA: the first phase of the *Infrastructure Registry for Municipal Assets* was developed and municipally-tested. IRMA is a one-stop shop system to house, maintain and map asset information, and provide state of infrastructure analytics.

A Re-Fresh Survey was developed and disseminated to identify future training and engagement opportunities, and program improvements. A summary of the survey feedback will be shared with municipalities.

For more information, visit: beta.novascotia.ca/federal-gas-tax-fund-municipalities or www.nsm.ca

This Year in Review was produced by NSM in partnership with the Department of Municipal Affairs and Housing.

This *Year in Review* was developed to provide a graphical overview of CCBF highlights in Nova Scotia for the 2019 - 2020 fiscal year.

It outlines key financial information, including Nova Scotia's total CCBF allocation for the year, the cumulative amount of funding received since the CCBF program started, as well as the percentage of funds local municipalities spent in each project category.

It provides highlights of local projects and asset management initiatives to show a sampling of how municipalities are putting the CCBF to good use to support sustainable infrastructure investments throughout Nova Scotia.

For a closer look, the graphic has been enlarged and split over the next two pages.



Federal Gas Tax Fund

In Nova Scotia

2019 - 2020: A Year in Review

A new agreement for the federal Gas Tax Fund (GTF) between Canada and Nova Scotia became effective April 1, 2014. This agreement represents a 10-year investment of an estimated \$580 million in predictable and stable funding for local municipalities. The GTF helps build and revitalize public infrastructure in Nova Scotia, while supporting the national objectives of cleaner environment, stronger cities & communities, and productivity & economic growth.

Nova Scotia receives

\$55,047,487

for its 2019–20 total GTF allocation.

Total Municipal Funding
from 2014 to 2020:

\$441 million

Cumulative Municipal Funding (est.)
from 2005 to 2025 (19 years):

\$992 million



Since 2015, NSFM has been collaborating with the Province of Nova Scotia to support the administration of the GTF. NSFM focuses its efforts on helping municipalities meet the requirements for communications, signage and asset management.

**Outcomes Report
Completed**



**One-Time
Doubling
of the GTF
Transfer**

Nova Scotia
receives
\$57.7
million

to support local infrastructure priorities.

Percentage of GTF Spent for 2019 – 20*



- Capacity Building
- Drinking Water
- Public Transit
- Solid Waste
- Comm Energy Systems
- Local Roads and Bridges
- Recreation
- Wastewater

The highest project category investments:

Local Roads & Bridges 49%
Public Transit 27%

*Please Note: Less than 1% of the total GTF was spent in the following categories: broadband, disaster mitigation, highways, sport and tourism.

Snapshots of GTF Projects

From investments in water treatment facilities to solar projects and trail enhancements, municipalities across Nova Scotia are putting the GTF to good use!



CBRM continues to grow its transit fleet with support from the GTF.

The District of Chester expands its active transportation network by adding paved shoulders along a busy roadway.

District of Lunenburg celebrates the opening of the first phase of the River Ridge Common, a beautiful 115-acre multi-use park.



Barrington invests in the North East Point Boardwalk, reinforcing its waterfront as a central gathering spot and protecting fragile coastal ecosystems.



Highlights of the NS Asset Management Program

Phase 2 of a pilot project with the Town of Antigonish and the County of Antigonish was completed to test and further refine the provincial data collection tools and resources for linear assets.



IRMA: The first phase of the *Infrastructure Registry for Municipal Assets* was developed and municipally-tested. IRMA is a *one-stop shop* system to house, maintain and map asset information, and provide state of infrastructure analytics.

A Re-Fresh Survey was developed and disseminated to identify future training and engagement opportunities, and program improvements. A summary of the survey feedback will be shared with municipalities.

For more information, visit beta.novascotia.ca/federal-gas-tax-fund-municipalities or www.nsfm.ca

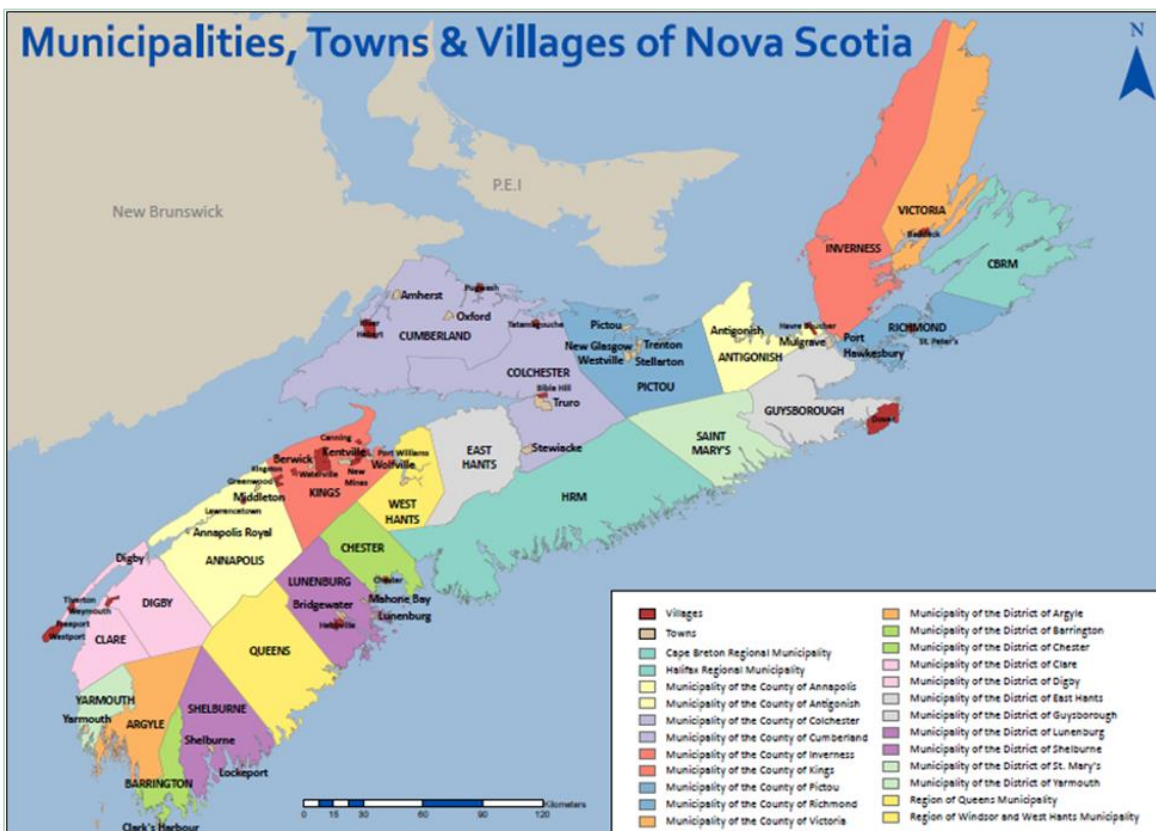
This *Year in Review* was produced by NSFM in partnership with the Department of Municipal Affairs and Housing.



Section 2

2.1 EXAMPLES OF CCBF PROJECT SUCCESSES IN NOVA SCOTIA

From the development of active transportation trails to improvements in water and wastewater treatment facilities, the CCBF has made significant contributions to numerous infrastructure projects throughout Nova Scotia. The following is a sampling of projects that demonstrate how our local municipalities are making the most of the CCBF through strategic infrastructure investments that contribute to a better quality of life in their communities. They also demonstrate how CCBF was successfully invested throughout Nova Scotia to meet the national program objectives of productivity and economic growth, cleaner environment, and strong cities and communities.



PRODUCTIVITY & ECONOMIC GROWTH

Local Roads and Bridges

Roads, bridges, and active transportation infrastructure (which includes investments that support active methods of travel; this can include cycling lanes and paths, sidewalks, and hiking and walking trails).

- Cape Breton Regional Municipality: Grand Lake Multi-Use Path
- Municipality of the County of Annapolis: Nictaux Scotney Pathway Project
- Municipality of the County of Colchester: Truro Heights Pedestrian Overpass Project
- Region of Queens: Trestle Trail Bridge Project

Public Transit

Infrastructure that supports a shared passenger transport system which is available for public use.

- Halifax: Lacewood Terminal Project
- Cape Breton Regional Municipality: New Transit Buses

Broadband Connectivity

Infrastructure that provides internet access to residents, businesses, and institutions in communities.

- Municipality of the District of Clare: Broadband Project

Highways

Highway infrastructure.

- Municipality of the District of Chester: Highway #3 Paved Shoulders Project

Regional and Local Airports

Airport-related infrastructure (excludes the National Airport System).

- Municipality of the District of Digby: Airport Paving, Windsock and Beacon Project

CLEANER ENVIRONMENTS

Community Energy Systems

Infrastructure that generates or increases the efficient use of energy.

- Municipality of the County of Antigonish: Municipal Solar Photovoltaic Project
- Town of Yarmouth and the Districts of Argyle and Yarmouth: Regional Wind Energy Project

Drinking Water

Infrastructure that supports drinking water conservation, collection, treatment and distribution systems.

- Municipality of the County of Inverness: Water & Wastewater Extension Project in Inverside
- Municipality of the County of Antigonish: Market Street Water Tower & Utility Upgrade Project

Wastewater

Infrastructure that supports wastewater and storm water collection, treatment, and management systems.

- Municipality of the County of Richmond: Wastewater Management On-site Pilot Project
- Municipality of the District of Argyle: Extension of the West Pubnico Wastewater System

Solid Waste

Infrastructure that supports solid waste management systems including the collection, diversion and disposal of recyclables, compostable materials, and garbage.

- Municipality of the County of Colchester: Compost Handling Facility

STRONG CITIES & COMMUNITIES

Capacity Building

Investments to strengthening the ability of municipalities to develop long-term planning practices.

- Municipality of the County of Annapolis: Granville Road Asset Management Project

Disaster Mitigation

Infrastructure that reduces or eliminates long-term impacts and risks associated with natural disasters.

- Town of Lockeport: Dune Revetment Project

Recreational Infrastructure

Infrastructure that supports recreational activities, including facilities and networks.

- Municipality of the District of Lunenburg: Church Lake Public Access Site
- Municipality of the County of Cumberland: Pit Pond Trail Project
- Municipality of the District of Lunenburg: River Ridge Common Park

Cultural Infrastructure

Infrastructure that supports arts, humanities, and heritage.

- The Village of Pugwash: Harbourfront Centre (in the Municipality of the County of Cumberland)

Tourism Infrastructure

Infrastructure that attracts travelers for recreation, leisure, business, or other purposes.

- West Hants Regional Municipality: Avondale Boardwalk Project
- Municipality of the District of Barrington: North East Point Boardwalk Project

Sport Infrastructure

Amateur sport infrastructure (excludes facilities, including arenas, which would be used as the home of professional sports teams or major junior hockey teams).

- Municipality of the District of East Hants: Three Outdoor Sport Facilities

Please Note: Nova Scotia has yet to undertake CCBF projects in the following categories:

- Short-sea shipping
- Short-line rail
- Brownfield redevelopment



F. A. Brannen Memorial Park, Clark's Harbour

2.2 CCBF PROJECTS SUPPORTING PRODUCTIVITY & ECONOMIC GROWTH IN NOVA SCOTIA

Investments to make local infrastructure efficient and sustainable is key to a strong and competitive economy. Nova Scotia relies on its public infrastructure to support and boost economic development and job growth. Strategically investing in our roads, public transit and broadband systems ensures efficiency in the movement of people, the operation of businesses and the provision of core municipal services. In doing so, we protect our environment and the resources it provides, while creating long-term prosperity in our communities.

Table 3: Productivity & Economic Growth Project Summary (2014 to 2019)

Project Category	Total # of Projects	Total # of Projects Completed	Total Project Cost	Total CCBF Expensed to Date	% CCBF
Local Roads and Bridges	259	248	\$256,016,924	\$134,495,974	75%
Public Transit	17	17	\$85,165,743	\$43,171,796	24%
Regional and Local Airports	1	1	\$272,710	\$272,710	0%
Highways	2	2	\$44,435	\$44,435	0%
Broadband Connectivity	9	4	\$1,710,183	\$984,461	1%
Total	288	272	\$343,209,995	\$178,969,376	100%

Table 3 shows that the highest percentage of total CCBF spent under this national objective is in the local roads and bridges category at \$134,495,974 or 75%.

2.2.1 LOCAL ROAD & BRIDGE PROJECTS

Cape Breton Regional Municipality's Grand Lake Multi-Use Path

CCBF contribution to the first 2.3 km:	\$200,000 (approximately)
Total project cost:	\$1,000,000 (approximately)
Completion of the first 2.3 km:	2015

Cape Breton Regional Municipality (CBRM) understands the importance of investing in active transportation infrastructure to improve the overall quality of life in the municipality by making its communities more connected, vibrant and sustainable. As a signature project in CBRM's *Active Transportation Plan*, the *Grand Lake Multi-Use Path* is a 10-km trail designed for walking, cycling and other non-motorized modes of transportation that connects residents to key destinations in Sydney, Glace Bay and all communities in between.



As a separated path along a busy, commercial thoroughfare, this project improves safety on Grand Lake Road and supports efficient, accessible, and varied options for travel while connecting CBRM's residential, educational, and business communities. The Grand Lake Multi-Use Path is a true active transportation corridor – connecting people to the places where they work, study and play.

CBRM's dedication to active transportation, with support from the CCBF, is leading to a host of economic, social, and environmental benefits within its individual communities and across the region. It is creating an active transportation culture that connects its communities through walking, cycling and other modes of human-powered transportation.

Municipality of the County of Annapolis' Nictaux Scotney Pathway Project

CCBF contribution to project: \$22,624
Total project cost: \$30,837
Project completion date: 2016

The County of Annapolis has made great strides to improve the connectivity of its communities since Council approved its *Active Transportation Plan* in 2015. *The Nictaux Scotney Pathway Project* is a 430-metre-long pathway linking two residential areas in the community of Nictaux.

With support from the CCBF and through provincial and local partnerships, this connector trail not only provides easier access to residential areas, but also greatly increases pedestrian and cyclist safety. The pathway's 5-metre width makes it accessible to a range of users, including those in wheelchairs, with strollers, and on scooters, bicycles, and foot. *The Nictaux Scotney Pathway* is a shining example of how the County of Annapolis is increasing its connectivity project by project and making its communities more active transportation friendly.



Municipality of the County of Colchester's Truro Heights Pedestrian Overpass Project

CCBF contribution to project: \$620,000
Total project cost: \$1.24 million
Project completion date: 2016

The County of Colchester developed the *Truro Heights Pedestrian Overpass* as an integral component of a multi-use trail project to link the communities of Truro Heights and the Millbrook First Nation to the Rath Eastlink Community Centre (RECC). A major highway separates these communities from this state-of-the-art fitness facility and local hub, and the original overpass did not accommodate pedestrian or bicycle traffic.



With the aim of improving access to the RECC for non-motorized forms of transportation, the Municipality developed a 1.2-kilometre paved trail as part of the overpass project. This not only provides a safe and accessible connection to the RECC, but it also allows and encourages residents from the nearby communities to use active modes of transportation to access the local hospital, businesses, retail shops, and the many amenities in the Town of Truro.

Municipality of the Region of Queens’ Trestle Trail Bridge Project

CCBF contribution to project: \$596,000
Total project cost: \$1,246,000
Project completion date: 2020

The Trestle Trail Bridge Project in the picturesque community of Liverpool, like many supported in Nova Scotia by the CCBF, is a true collaborative, community initiative. In 2014, when the bridge was closed due to structural concerns, a local community group – the Queens Rails to Trails Association - took the initiative to seek partners to support it being rebuilt. Funding was secured by the group, which included support from the municipality and a local private foundation. The municipality recognizes the bridge and trail as important assets linking the Region of Queens to other parts of Nova Scotia.



The Trestle Trail is a beautiful community path on the former rail bed that meanders along the Mersey River and connects to other outdoor amenities in Liverpool, like the Anniversary Trail and Pine Grove Park. The Trestle Trail Bridge crosses over the Mersey River and allows users to make a loop back along the waterfront into the community.

This bridge is vital infrastructure that not only improves community connectivity but allows for and encourages more physical activity. By providing an important active transportation route that local residents can access for daily activities, it contributes to and enhances the vibrancy of the community.

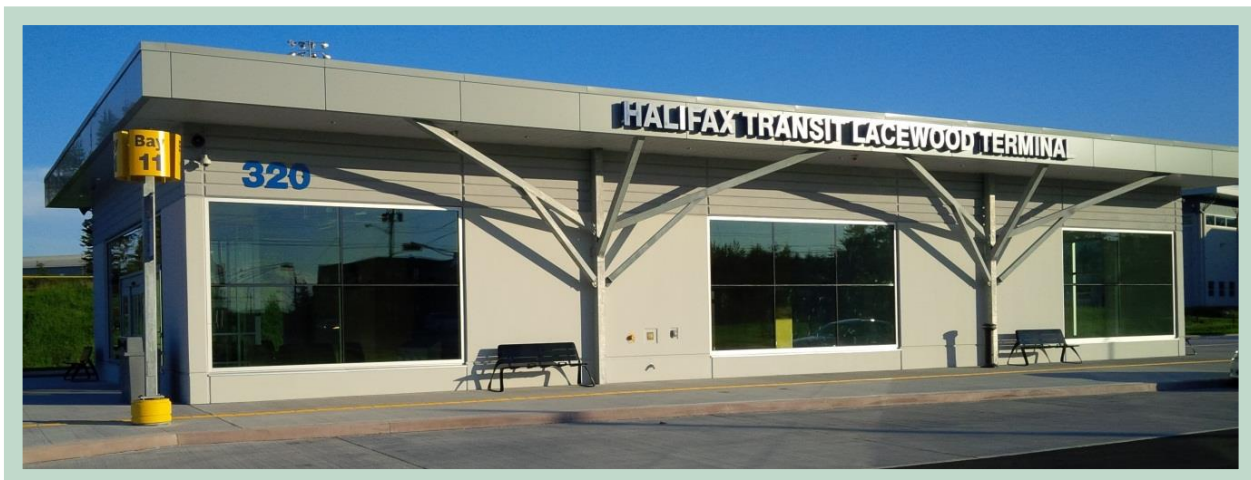
2.2.2 Public Transit Projects

Halifax Transit Lacewood Terminal Project

CGBF contribution to project:	\$4,970,966
Total project cost:	\$7,593,105
Project completion date:	2016

Halifax Transit Lacewood Terminal was four years in the planning, but well worth the investment in time and effort. Putting its previous transit-building experience to good use and with great attention to detail, Halifax created the terminal to:

- Enhance customer service and experience - the Municipality built a 14-bay platform with carefully planned indoor and outdoor waiting areas;
- Be well integrated into the local community and Halifax’s active transportation network - the site of the terminal was chosen due to its proximity to several key facilities and well-placed wayfinding signs link passengers to existing trails and other pedestrian connections; and
- Be sustainable and accessible – the terminal’s design incorporates a number of features to make it both environmentally-friendly and accessible for a variety of users.



Through these design elements, Halifax succeeded in building a multi-modal transit facility that serves as an important public transit hub for the region. With the capacity to accommodate more than 4,000 passengers and 500 buses per day, the terminal not only serves today’s passenger and operational requirements but is designed to accommodate future growth.



The Lacewood Terminal serves as an excellent example of what is possible in public transit when the facility design focuses on customer experience, sustainability, accessibility and connectivity. With an increase in public transit ridership and improved integration with Halifax’s active transportation network, this project reduces local greenhouse gas emissions and contributes to a healthier, sustainable environment.

Cape Breton Regional Municipality’s (CBRM’s) New Transit Buses

CCBF contribution to project:	\$570,231
Total project cost:	\$1,350,000
Project completion date:	2018

In 2016, CBRM Council considered significantly reducing Transit Cape Breton’s services, when the system was in peril due to low ridership and lack of funding. However, acknowledging its value to local citizens, Council decided instead to make adjustments to improve the transit system with the hope of turning it around.



CBRM’s efforts proved very fruitful as, a year later, transit rides almost doubled (from 370,000 in 2017 to 650,000 in 2018). This dramatic increase put a significant strain on Transit Cape Breton’s services and Council had to act fast to address the demand.

As part of its efforts to increase fleet capacity, CBRM purchased two 40-foot transit buses from a leading manufacturer in the spring of 2018, with support from the Canada Community-Building Fund. The fleet additions not only provided much needed relief to an already burdened system, but, as lowriders, they also provided an accessible transit option for those using mobility devices, such as wheelchairs.

2.2.3 Broadband Connectivity Project

Municipality of The District of Clare’s Broadband Project

CCBF contribution to project:	\$2.45 million
Total project cost:	\$9.95 million
Project completion date:	2022



Photo Credit: Jake Brenner

In February of 2020, the Municipality of the District of Clare announced the rollout of a fibre optic network that will reach approximately 4,600 residents and businesses, and span 278 kilometres.

In partnership with Develop Nova Scotia and Mainland Telecom, this fibre optic network will provide rural communities in Clare with high-performance data networking and telecommunications. Customers will have the option to choose either 300-Mbps or 1-Gbps connections.

Over a four-year period, the District of Clare will contribute up to \$2.45 million from its CCBF allocation to this ambitious broadband project. Providing high-speed internet to local communities will have tremendously positive impacts on those who live and work in, and visit Clare, by improving online access and encouraging new economic development in the region.

2.2.4 Highway Project

Municipality of the District of Chester's Paved Shoulders Project

Canada Community-Building Fund contribution to project:	\$274,059
Total project cost:	\$274,059
Completion of 3.8 km of paved shoulders:	2018

In 2018, when the Province of Nova Scotia identified a portion of Highway #3 in its *Five-Year Highway Improvement Plan* for repaving, the District of Chester saw an opportunity to collaborate by adding a 1-metre paved shoulder along a 3.8 km portion of the roadway. Highway #3 is a busy and important corridor, and the addition of a paved shoulder provides a stable surface off the roadway, transforming it into a destination and creating a safer and more comfortable walking and bicycling environment. By increasing recreational and active options in the absence of sidewalks, paved shoulders make a positive contribution to creating healthy, connected, and sustainable communities.

The District of Chester used the Canada Community-Building Fund to finance the project, an investment that was maximized through the Province's existing paving plans to improve the highway corridor. This project demonstrates the importance of collaboration and how support from all three levels of government is helping to build communities that are safely connected and provide recreational and active transportation opportunities for all to enjoy.



2.2.5 Regional Airport Project

Municipality of the District of Digby's Airport Runway Paving, Windsock & Beacon Project

CCBF contribution to project:	\$31,220
Total project cost:	\$31,220
Project completion date:	2020



The Digby-Annapolis Regional Airport is a municipally run facility and an important community asset serving southwestern Nova Scotia. It is situated on 500 acres of land in the District of Digby and has a 3950 by 75-foot runway and a lighted taxiway. Opened 24 hours a day, 7 days a week, it is used by private and business light aircrafts throughout the year. As a regional airport, it has an important role to play in facilitating tourism and economic development in these rural areas of Nova Scotia. As well, it supports essential aviation services, like air ambulances.

In order to keep the airport safe and in optimal condition, the District of Digby annually assesses the asphalt and budgets \$20,000 from its CCBF allocation for those areas requiring attention. In 2020, it focused its paving efforts on approximately 431 feet of the runway and taxiway. Also, the Municipality invested in a new airport beacon to help pilots locate the airport and a windsock, used to determine wind speed and direction.

The District of Digby's ongoing investment in its airport infrastructure is essential to keeping the facility safe and viable. As an important asset that brings rural parts of Nova Scotia closer to more populated areas and economic centres, the CCBF plays an important role in supporting sustainable infrastructure investments in rural communities.

2.3 CCBF Projects Supporting Cleaner Environments in Nova Scotia

Sustainable infrastructure helps ensure communities have clean water, air, and soil.

These infrastructure investments enable reductions in greenhouse gas emissions and air pollution, and support climate change adaptation, making communities both efficient and resilient. By reducing our reliance on “traditional” power generation and supporting the development of renewable energy, clean tech-initiatives and a low-carbon economy, sustainable infrastructure delivers efficient, low-emission, cutting-edge water, wastewater, waste management and community energy systems. These assets provide direct environmental, economic and social benefits to our communities, making them places people can grow and prosper.

Table 4: Cleaner Environment Project Summary (2014 to 2019)

Project Category	Total # of Projects	Total # of Projects Completed	Total Project Cost	Total CCBF Expensed to Date	% CCBF
Community Energy Systems	47	44	\$20,260,218	\$9,787,312	15%
Drinking Water	63	55	\$21,785,927	\$11,052,371	17%
Brownfield Development	1	1	\$5,005	\$1,251	0%
Wastewater	179	158	\$55,343,030	\$24,568,715	38%
Solid Waste	28	27	\$53,348,273	\$18,944,564	29%
Total	318	285	\$150,742,453	\$64,354,213	100%

Table 4 shows that the highest percentage of total CCBF spent under this national objective is in the wastewater project category at \$24,568,715 or 38%.

2.3.1 COMMUNITY ENERGY SYSTEM PROJECTS

Municipality of the County of Antigonish’s Municipal Solar Photovoltaic Project

CCBF contribution to project:	\$38,116
Total project cost:	\$76,323
Project completion date:	Commissioned in 2016

In an effort to make its operations more sustainable, the Municipality of the County of Antigonish installed a 25-kWh solar photovoltaic system on its main administration building, purchased through a local energy cooperative. With the ability to produce its own renewable energy to offset its electricity needs, the Municipality is able to reduce its dependency on carbon-based fuels, thus contributing to a cleaner environment.



To enhance awareness of the benefits of solar energy, the County of Antigonish has a real-time monitoring system tied to the project and installed an educational kiosk in the lobby of the administration building. Although the majority of the panels were placed on the back of the building to maximize solar gain, a few were strategically installed on the front roof for increased visibility.

Town of Yarmouth and the Districts of Argyle and Yarmouth’s Regional Wind Energy Project

CCBF contribution to project:	\$1,005, 862
Total project cost:	\$1,005, 862
Project completion date:	2016

The District of Argyle, the District of Yarmouth and the Town of Yarmouth collaborated to invest in wind energy to reduce their dependence on fossil fuels and their production of greenhouse gas emissions, while creating a new revenue stream for their communities. In 2014, the municipalities signed a memorandum of understanding to formalize their partnership and articulate a commitment to fostering citizen engagement, mutual respect and sustainable, local opportunities. The three units determined that investing in small-scale wind (versus industrial-sized turbines) would maximize project benefits and minimize ecological, social and financial risks. In the spring of 2016, installed two 50 kilowatt (kW) turbines on a small parcel of land owned by the District of Yarmouth.



The turbines represent an approximate investment of \$1,006,000 and are owned by the municipal partners – all of which used allocations from the Canada Community-Building Fund to finance their portion of the project. Through the sale of energy, the turbines are projected to net \$2.4 million in net positive cash flow over a 20-year period, which will be shared by the three units.

In addition to creating a new revenue stream for the municipalities, the investment in renewable energy will reap other significant benefits. By generating electricity using a local, renewable resource, the partners will reduce their dependence on fossil fuels, thereby decreasing the production of harmful emissions, which will help diminish associated health and climate risks. The project is expected to generate enough energy annually to power upwards of 120 homes in the area. Looking at it in another way, by offsetting the use of fossil fuels, this volume of renewable energy will displace as much as 280 metric tonnes of greenhouse gas emissions each year.

Quote from Town of Yarmouth’s Mayor

“So much of what we do as municipal leaders transcends boundaries,” says Mayor Pam Mood, Town of Yarmouth. “By working regionally, we can develop projects that as individual municipalities may not have been possible. Ultimately, this project speaks to our resourcefulness as municipalities and our high mutual regard for each other as neighbours, as we work together with the common goal of serving our communities.”

2.3.2 DRINKING WATER PROJECTS

Municipality of the County of Inverness' Water & Wastewater Extension Project in Inverside (Phase 1)

CCBF contribution to project:	\$356,834
Total project cost:	\$356,834
Phase 1 project completion date:	2015

To respond to water quality and quantity issues in the small community of Inverside, the County of Inverness extended its water distribution and wastewater collection systems to service a small number of homes and a proposed housing development. The project replaced old onsite wells and septic systems and provided households access to the Municipality's water and wastewater infrastructure to protect local water sources and provide residents with access to clean drinking water.

The first phase of the project, which was completed in 2015, involved developing one kilometre of water and wastewater infrastructure to service the homes in Inverside. The Municipality installed pipes parallel to the road, of which a portion was placed under a riverbed to safeguard the watercourse. The new infrastructure provides a valve off the main pipe, which allows residents to connect to the municipal collection and distribution system.



Site of the Cabot Cliffs Golf Club's sewer and water extension

The second project phase connects the remaining homes in Inverside (numbering approximately 20) and provides infrastructure to service a new housing development at Cabot Cliffs, a local golf course. Overall, these infrastructure improvements will protect local groundwater sources and thereby contribute to a healthier environment in Inverness County.

The Municipality of the County of Antigonish’s Market Street Water Tower & Utility Upgrade Project

CCBF contribution to project: \$1,217,648
Total project cost to date: \$1,217,648
Project completion date: 2021

The Municipality of the County of Antigonish used the Canada Community-Building Fund to make important upgrades to its water utility, which included the construction of a water tower and improvements to its distribution lines. This important investment secures the Municipality’s water supply to allow for future growth and ensure adequate availability for fire-protection purposes.

The new tower serves as a reservoir to store an ample quantity of water, while ensuring it has stable distribution pressure. Built on newly acquired municipal land, the tower is 117 feet tall and 22.5 feet in diameter. Its 340,000-gallon capacity is enough to service both the existing 800 residences in the area and projected residential and commercial growth over the next 20 years. The increased volume and improved water pressure are also sufficient to meet fire flow requirements, which is the amount of water necessary for fire protection, above and beyond what is used for other community purposes.

To improve its distribution system and reduce threats to service delivery, the Municipality looped various lines adjacent to the water tower. Looped lines have a high degree of reliability: should a break occur; the Municipality’s water utility team can isolate and repair it with fewer homes and businesses being impacted.

As a component of its asset management plan, this project is an important investment in the Municipality’s core infrastructure. Not only does it provide an adequate and stable water supply for the County of Antigonish now and into the future, but it also supports sustainable service delivery, public safety, and local economic growth.



2.3.3 WASTEWATER PROJECTS

Municipality of the County of Richmond’s Wastewater Management Pilot Project

CCBF contribution to project: \$120,000
Total project cost: \$300,000 (for 26 on-site systems)
Project completion date: 2015



When a study revealed that close to 80 percent of residential septic systems in a district of Richmond County were malfunctioning or inadequate, the Municipality set out to find an innovative solution that would prove both fiscally responsible and ensure the protection of vulnerable groundwater resources.



As a rural municipality, households are spread over a large geographical area, making a central system cost prohibitive. As a solution, the Municipality developed a pilot project which offered individual onsite sewage disposal systems regulated through a Wastewater Management District (WMD). By creating the WMD, the County of Richmond had the authority to regulate the onsite systems, thus making it responsible for their construction, operation, and maintenance. Under the initial pilot design, a homeowner paid 1/3 of the cost (approximately \$5,400) to have the system installed and the Municipality paid the remainder – in part through the Canada Community-Building Fund.

The onsite septic systems have allowed the County of Richmond to offer a sustainable alternative to a central collection and treatment facility, which would have had an estimated capital cost per household of \$36,000. This innovative approach has had a positive impact on the environment and local groundwater and has helped to attract future development to the area, making this rural municipality more prosperous and sustainable.

Municipality of the District of Argyle’s West Pubnico Wastewater Extension Project

CCBF contribution to project: \$115,981
Total project cost: \$470,140
Project completion date: 2014

The West Pubnico Wastewater Extension project is an excellent example of how municipalities can partner with local businesses to improve services and safeguard the environment. The District of Argyle extended its wastewater infrastructure to connect four businesses that previously relied on aging onsite sewer systems. These businesses are located on Dennis Point Road, which hugs the coastline. Knowing the integrity of its local water supply is imperative for consumption and processing, the Municipality installed 765 meters of wastewater line to connect commercial seafood processors and a restaurant to its municipal treatment facility.

This project contributes to a cleaner environment by replacing old onsite septic systems, thus diminishing the possibility of groundwater contamination. In addition to protecting local water sources and the businesses upon which they rely, it builds a stronger community by providing opportunities for future development in this rural area.



2.3.4 SOLID WASTE PROJECT

Municipality of the County of Colchester's Compost Handling Facility

CCBF contribution to project: \$2,135,804
Total project cost: \$5.8 million
Project completion date: 2015

When the Municipality of the County of Colchester's former composting facility was pushed beyond its capacity with the introduction of green carts in 2010, it chose to invest in a facility that would improve its sustainability capacity through better and more efficient composting practices. To maximize its control over the composting process to produce the highest quality end-product, the Municipality purchased a low-tech facility, which comprises three large dome-shaped buildings (rightly named *Megadomes*). Organic material is moved from one building to the next as it goes through the stages of decomposition.



The Municipality also purchased a compost turner, which not only saves processing time but optimizes the space required to cure the compost (reducing the required area by approximately 60 percent). The Municipality expects to process upwards of 8,500 tons of material annually, a considerably increase from the 2,500 tons it managed in the old facility.



2.4 CCBF PROJECTS SUPPORTING STRONG CITIES AND COMMUNITIES IN NOVA SCOTIA

Nova Scotia is building strong cities and communities through strategic investments in our infrastructure. By developing and maintaining efficient infrastructure for sport, culture, tourism, and recreation, we ensure our communities are connected locally and globally, and are safe and easy to get around for work and play. Well maintained infrastructure makes communities more vibrant, inclusive, and livable, improving the overall quality of life for residents and visitors alike.

Table 5: Strong Cities & Communities Project Summary (2014 to 2019)

Project Category	Total # of Projects	Total # of Projects Completed	Total Project Cost	Total CCBF Expensed to Date	% CCBF
Capacity Building	37	31	\$5,464,670	\$2,010,101	21%
Disaster Mitigation	3	3	\$498,723	\$477,982	5%
Recreation	43	39	\$6,402,034	\$4,444,485	47%
Culture	6	5	\$491,394	\$304,405	3%
Tourism	5	4	\$599,864	\$408,179	4%
Sport	6	6	\$4,205,031	\$1,905,031	20%
Total	100	88	\$17,661,716	\$9,550,183	100%

Table 5 shows that the highest percentage of total CCBF spent under this national objective is in the recreation category at \$4,444,485 or 47%.

2.4.1 Capacity Building Project

Municipality of the County of Annapolis' Granville Road Infrastructure Study

CCBF contribution to project:	\$307,679
Total project cost:	\$307,679
Project completion date:	2019

In advance of a provincial paving project in a small community in the County of Annapolis, the Municipality used support from the Canada Community-Building Fund to conduct an infrastructure study to inventory all assets along Granville Road – both above and underground. The aim of the study was to determine the condition and exact locations of the assets in order to develop a systematic process for making informed decisions about the use and care these assets based on priorities and needs.

Once the inventory was completed, the County of Annapolis was able to work with the Department of Transportation & Infrastructure Renewal to identify long-term solutions for upgrading its assets. The infrastructure study allowed the Municipality to develop a rehabilitation and coordinated replacement schedule for assets along Granville Road in partnership with the Province of Nova Scotia, so it could proceed with much needed work at minimum cost and risk to its taxpayers. Having a plan in place allowed the Municipality to efficiently maximize investments in local assets to increase their value and lifespan. This ultimately resulted in improved traffic flows and safer roads for both pedestrians and drivers.



2.4.2 Disaster Mitigation Project

Town of Lockeport's Dune Revetment Project

CCBF contribution to project:	\$25,000
Total project cost:	\$50,000 for revetment and \$2,700 for lobster trap initiative
Project completion date:	2015

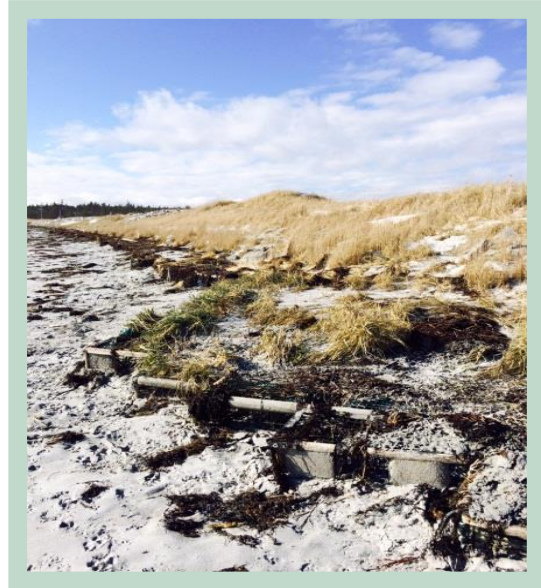
The 1.5 km causeway along Crescent Beach connects the Town of Lockeport to the mainland of Nova Scotia and was built to hold back tidal waters that once flowed freely into the Back Harbour. As the main transportation, power and communication corridor for the Town, access to and protection of the causeway is paramount. This narrow isthmus also serves to protect valuable town-owned infrastructure, as well as an ecologically significant saltmarsh, home to nests of endangered Piping Plovers and many other shore birds.



The dunes of Crescent Beach play a critical role in safeguarding the causeway from the open Atlantic Ocean and impacts from extreme weather events. Over the years, the dunes have sustained damage and the Town has worked to build revetments to protect them. In the fall of 2014, Lockeport identified 90 metres of dunes in need of reinforcement and used support from the Canada Community-Building Fund to complete this work. The Town then began to explore ways to encourage the development of a beach berm along the revetment as a way to further strengthen the area.

Lockeport's past attempts to strengthen this fragile coastal area with snow fencing were unsuccessful (as were its efforts using cars and Christmas trees) and research did not uncover *a tried-and-true* option for protecting the dunes. So, when two local residents proposed using lobster traps (as originally suggested by a seasoned fisherman) to encourage the development of a berm along the revetment, the Town decided to explore this innovative idea.

The openings in the metal frames of the lobster traps would allow wind and water to flow through, thus permitting sand to accumulate in and around them. Over time, the traps would become filled with sand, securing them in place. Wave and wind action would continue to deposit sand in the area and the traps would eventually become buried. This would create a plateau of sand that would stay in place and encourage the growth of vegetation. Once secured by the vegetation, the berm created by the covered traps would provide a protective barrier to stabilize the area.



Left-hand photo: Newly installed lobster traps have yet to be covered in sand and marram grass.
Right-hand photo: With time, sand and marram grass begin to cover the lobster traps put along the revetment.

In the spring of 2013, the Town decided to test a 40-foot area along the beach (parallel to the revetment), by placing 20 traps salvaged from the local material recovery facility. Over the next several months, staff monitored the traps and was pleased to witness a slow build-up of sand in and around them. As the dynamic motion of moving sand slowly began to cover the traps and create an area stable enough to support the growth of vegetation, Town Council made a decision to extend the test area. In April 2015, staff laid approximately 400 more traps along the revetment, covering an area of approximately 800 feet.

Although the line of traps along Crescent Beach elicited curious and sometimes skeptical comments, they stayed in place over the winter. However, on Feb. 8, 2016, the project was put to a real test when a significant winter storm hit the area. Although a number of the recently placed traps became dislodge, the Town was pleased to discover that all of the traps installed during the 2013 pilot phase remained firmly in place.

Encouraged that the pilot-phase traps were able to withstand a significant storm, the Town reintroduced the dislodged traps with the hope that Mother Nature would stay at bay long enough to allow them to become secured by the build-up of sand and the growth of vegetation. Committed to their innovative approach, Lockeport remains hopeful that with time, all of the traps will become a stronghold against the constant force of the Atlantic Ocean, thus proving to be an effective and innovative means to strengthen its resilience to the impacts of climate change.

2.4.3 Recreational Infrastructure Projects

Municipality of the District of Lunenburg's Church Lake Public Access Site

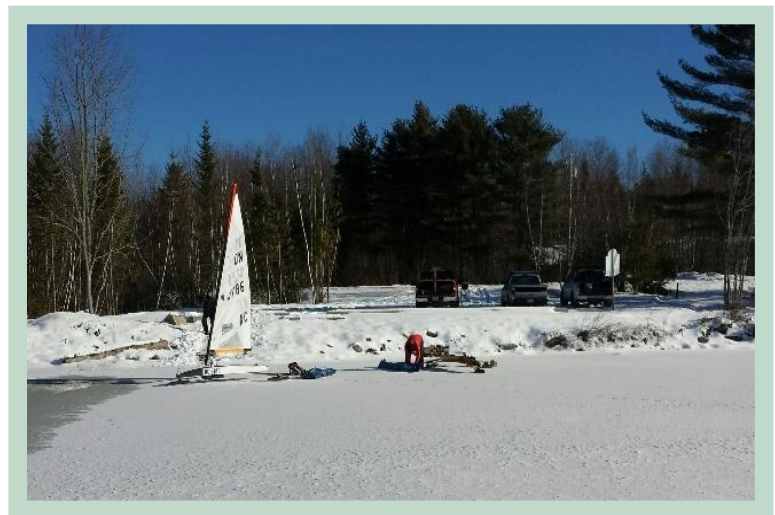
CBBF contribution to project:	\$100,000
Total project cost:	\$137,000
Project completion date:	2016



Recognizing the importance of providing opportunities to recreate outside, the Municipality of the District of Lunenburg developed the only public access site on Church Lake in Newburn. The Municipality worked with the community to develop a concept for the site and identify its key elements. It was built to include a six-vehicle parking lot, with a turning radius to accommodate vehicles with trailers. Since fishing is a traditional activity in the area, the community felt it was important for the site to accommodate small recreational fishing boats. A dock and a boat ramp were installed, both removable (to protect them from winter elements) and wheelchair accessible. For launching canoes and kayaks, a natural slipway was

preserved adjacent to the ramp.

The Church Lake Public Access Site is well used for a variety of outdoor activities since it opened. Even cold weather does not deter its users, as after the dock and boat ramp are removed for the winter, residents used the site to access Church Lake for ice sailing. The effort that went into designing and building the project has been very successful in providing another important amenity to help residents stay active throughout the year.



Municipality of the County of Cumberland’s Pit Pond Trail Project

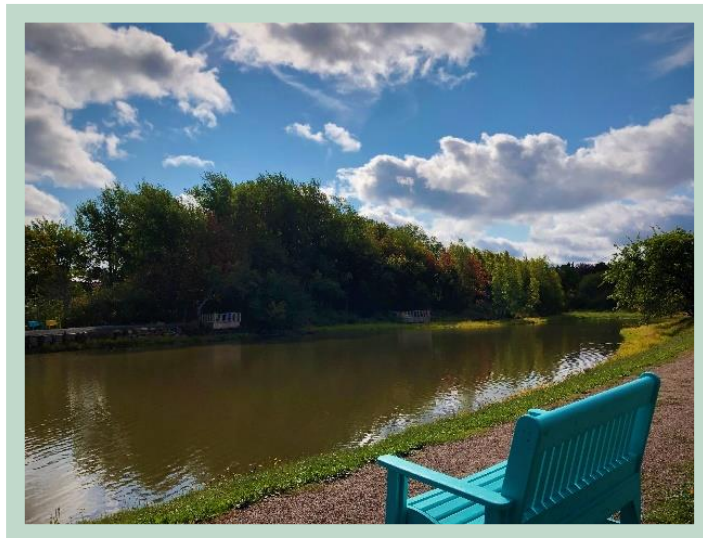
CCBF contribution to project: \$25,000
Total project cost: \$100,000
Project completion date: 2019



The Pit Pond Trail Project, in Springhill in the Municipality of the County of Cumberland, is a two-kilometre safe and accessible path designed for people of all ages and abilities. The vision for this project was conceived over 20 years ago by June Henwood, a Springhill resident, who sketched a map of a walking trail circling the Pit Pond for all the community to enjoy. Fast forward to the summer of 2019, Mrs. Henwood is in her late nineties and cuts the ribbon at the grand opening for the completed Pit Pond Trail.

Her vision came to life with support from Communities in Bloom, the local business community, countless volunteers and all three levels of government. The County of Cumberland used its CCBF allocation as part of its financial contribution for the project.

The trail winds around the pond, connected with three bridges and equipped with memorial benches, lookoff platforms, a fountain and a bandstand. The Pit Pond Trail not only provides a beautiful setting for outdoor activities and connects to a number of key amenities in Springhill, but it offers a link to the community’s mining past. The project will surely encourage more physical movement to support healthy, active lifestyles for Springhill’s 3,800 residents and visitors.



Municipality of the District of Lunenburg's River Ridge Common Park

CBBF contribution to project: \$320,000 Phase 1
Total project cost: \$790,000 Phase 1
Phase 1 completion date: 2019



The Municipality of the District of Lunenburg created a vision, with input from the community, to transform an abandoned gravel pit and woodlot into a multi-use park that could be enjoyed by people of all ages and abilities. In the summer of 2019, this vision became a reality when the Municipality celebrated the opening of the first phase of the River Ridge Common, a 115-acre day park located in New Germany. Since that time, the park's popularity has grown exponentially, and the Municipality wrapped up the project's third phase in the Fall of 2020, which added many new features to further enhance the experience of its users.

With support from the Canada Community-Building Fund, the Province and the local community, the District of

Lunenburg has created a park with a multitude of offerings and opportunities to be active outdoors and explore nature. River Ridge Common has accessible trails (3 km in total) which lead into a beautiful, natural playground. Wood features (such as *Hemlock Henge*, above) and an exposed layer of granite (aptly named *Chalk Rock*) allows the young and young-at-heart to play, be creative, enhance motor skills and tap into their inner explorer in a safe and natural setting. As part of the project's third phase, the Municipality expanded the playground to include an accessible basket swing for children and youth of all abilities, and an expression swing, which allows an adult and child to interact and swing together, face-to-face. Also, sunshades have been added to the play area to allow more time to be spent safely outdoors.

Deeper into the park, old woodlot roads have been transformed into walking trails, extending on both sides of the South Shore Annapolis Valley Trail. The Municipality is building a pull-off and picnic area for all-terrain vehicles and other users of the former railbed.



Not far from where the River Ridge Common meets the former railbed, the Municipality engaged with local students to design and build a trail that hugs Ross Brook and offers scenic access to the ravine and falls at Indian Brook. To make the most of this picturesque setting, the students created a rest area, using local felled trees to build benches along the meandering brook.

This summer, the Municipality built another 4 kilometres of mountain bike trails, bringing the total up to almost 8. For those new to mountain biking, the River Ridge Common now has a skills area to teach riders how to stay safely on trails, ride more efficiently and gain better balance on their bikes. Finally, a new pump track – a continuous dirt loop with berms – allows users to ride without pedaling, by making a pumping motion with their upper and lower bodies to move around the track. Providing a fun and safe environment for activity, the pump track is used by those with various skill levels on bikes and scooters, and even occasionally, by individuals pushing a stroller.

The many features the District of Lunenburg has thoughtfully built into the River Ridge Common offer something for everyone and provides a beautiful setting for people to recreate, explore, relax and appreciate nature. By bringing the vision of this multi-faceted day-park to life, the Municipality has created a perfect place to spend time outdoors and has made a significant contribution to support healthy and active lifestyles. The River Ridge Common is truly a legacy project that will serve both individuals and the community well for many years to come.

2.4.4 Cultural Infrastructure Project

The Village of Pugwash’s Harbourfront Centre

CCBF contribution to project:	\$100,000
Total project cost:	\$500,000
Project completion date:	2019

The Pugwash Harbourfront Centre is an accessible, multi-purpose, outdoor venue in the beautiful Village of Pugwash. This new cultural facility is ideally located in the centre of the Village, with the Pugwash Harbour as its natural backdrop. It is well equipped and well designed, with a proper backstage area that includes dressing and control rooms. When these spaces are not in use by performers and technicians, they double as community spaces for meetings or small events. The centre’s back wall is curved to project sound, so voices hardly need any amplification.



In terms of possible offerings at the Pugwash Harbourfront Centre, the sky is the limit. This new facility can serve as a venue for local events (like the *Gathering of the Clans*), stage



performances, art exhibits, outdoor movies and concerts under the stars, and tai chi and line-dancing classes!

The Pugwash Harbourfront Centre is a great example of how Nova Scotia municipalities are using the Canada Community-Building Fund to develop important cultural assets that serve as core infrastructure for increasing the vibrancy of local communities. For the Village of Pugwash, this important asset will be vital to enriching local cultural experiences for many generations!

2.4.5 Tourism Infrastructure Projects

West Hants Regional Municipality's Avondale Boardwalk Project

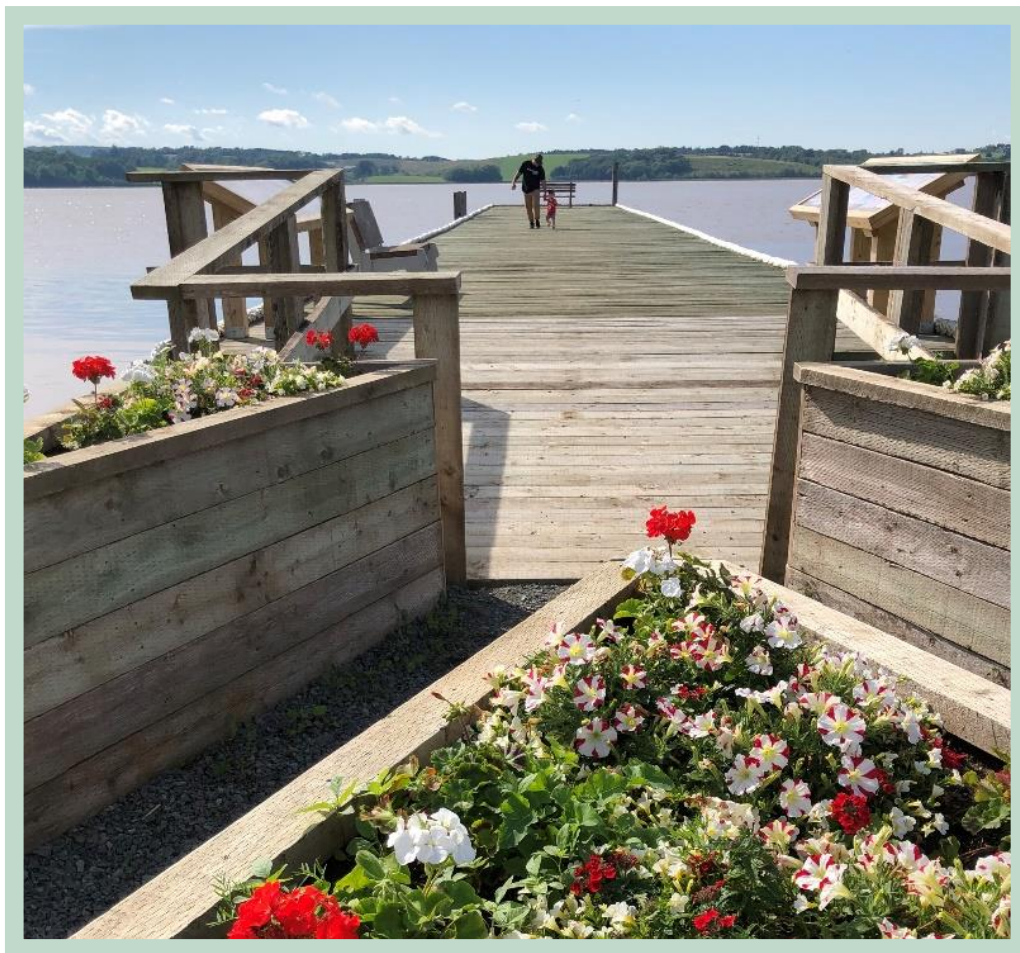
CCBF contribution to project:	\$21,889
Total project cost:	\$21,889
Project completion date:	2018

Newport Landing, located in Avondale in the West Hants Regional Municipality, is a historical landmark site, where settlers first arrived from New England in the 1760s. Today, the small hamlet is a hub of activity and a tourism draw with its many amenities, including a local winery, beautiful walking trails, a heritage museum and a café. The Avondale Wharf, built in 1905, was one of Newport Landing's significant historical features. Therefore, when the Municipality closed it in the spring of 2016 due to structural concerns, the community felt the loss and quickly rallied to save it.



The Municipality conferred with members from the Avondale community to explore options to repurpose the wharf, which would allow it to continue to serve as a valuable civic structure. With support from the Canada Community-Building Fund, Council decided to upgrade it from a working wharf to a pedestrian boardwalk with a viewing platform. To ensure it would remain viable for many years to come, the Municipality had climate change considerations incorporated into its design.

The collaboration between West Hants and the Avondale community not only saved the important landmark but gave it a new function. This repurposed structure remains an important amenity for the community to enjoy, while significantly contributing to and enhancing the quality of tourism infrastructure in the area.



Municipality of the District of Barrington’s North East Point Boardwalk Project

CCBF contribution to project: \$62,500
Total project cost: \$125,000
Project completion date: 2019



Recognizing the value of its tourism infrastructure, the Municipality of Barrington invested Canada Community-Building Funds to make significant improvements to the North East Point Boardwalk, by upgrading the existing rock retaining wall and rebuilding its surface. Now approximately 825 feet in length, the boardwalk overlooks Barrington Passage and the causeway that connects Cape Sable Island to the mainland. As a waterfront walkway, it provides access to North East Point Beach, a popular seaside destination for swimming, strolling, sailing and bird-watching. With unobstructed views of the beach, the boardwalk improves pedestrian access to the water, while protecting fragile coastal ecosystems.

The North East Point Boardwalk is now 6 feet wide and has ramps for easier access to and from the parking lot, making it accessible to a variety of users. The Municipality constructed it further back from the ocean than the old boardwalk once stood, so it is more resilient to local climate impacts, such as storm surges. The addition of new lampposts and CTV cameras provide safer access to the waterfront and beach, while extending the time the boardwalk can be used and enjoyed. Finally, the Municipality has situated a floating dock next to the structure. This allows users to access the North East Point Beach by water and the boardwalk can be used as a hopping-off place to access the community of Barrington’s many offerings.



Vibrant public spaces are hallmarks of healthy coastal communities and the investment in the North East Point Boardwalk reinforces the waterfront as a central gathering spot. The Municipality has capitalized on its coastal location and provided scenic value to this treasured and beautiful area. In doing so, it has positioned itself to attract more businesses and residents, while enhancing tourism and recreation opportunities in the area.

2.4.6 Sport Infrastructure Project

Municipality of the District of East Hants' Three Outdoor Sport Facilities

CCBF contribution to project: \$738,407
Total project cost: \$791,407
Project completion date: 2016



The Municipality of East Hants demonstrated its commitment to creating communities that support active, healthy living when it chose to invest in outdoor sport facilities in three of its communities (Mount Uniacke, Lantz and Noel) with support from the Canada Community-Building Fund. Each project was designed to meet the unique circumstances of its community, demonstrating the diverse ways municipalities can provide facilities for their residents.

In Mount Uniacke and Lantz, the Municipality developed skateparks, which provide safe places for people of all ages to recreate. Well-designed skateparks attract tourists, and can accommodate local events and school programs – all of which provide economic growth for their communities.

Although they share similar elements, the skateparks in Mount Uniacke and Lantz are unique, offering different experiences for users. In the heart of the community, Mount Uniacke's facility is a street plaza park, designed to emulate the street skating experience with features such as stairs, railings and benches.



Lantz's skatepark is a bowl with curved walls that allow users to skate around and across without ever taking their feet off the boards to gain momentum. It is well integrated into the community (situated adjacent to the East Hants Sportsplex) and sidewalks line the busy road leading to the skatepark, so users can make their way safely on foot or wheels.

The third infrastructure project involved a partnership with a local community group - the Hants North Recreation and Development Association. Under the Municipal Funding Agreement, a municipality can

transfer funds to an organization to undertake an eligible project that is deemed for "public use or benefit". The unique arrangement allowed this active group of community volunteers to become instrumental in addressing the sport and recreational needs of their community by leading the design and construction of the multi-purpose pad in Noel.



The Municipality of East Hants' commitment to providing quality sport opportunities that encourage healthy, active living is evident in these infrastructure investments. The facilities not only support physical activity but allow people to connect with others in their community who share common interests. The availability of the Canada Community-Building Fund and the ability to partner with a local organization have been key ingredients to delivering these important amenities, all of which contribute to the vibrancy, livability, and sustainability of East Hants.

Section 3

3.1 Conclusion

Nova Scotia municipalities continue to benefit greatly from the Canada Community-Building Fund for supporting local infrastructure investments. Through a flexible funding approach that promotes long-term planning, the CCBF has been instrumental in helping municipalities address infrastructure priorities. By strategically investing in the development of local projects, the CCBF is helping municipalities make significant contributions to the Government of Canada’s national objectives to foster productivity and economic growth, strong cities and communities and cleaner environments. Outside of the three national objectives, many supplementary benefits have been realized: increased pedestrian safety, better working environments, more efficient municipal buildings, and regional cooperation, to name a few.

The sole reason municipalities exist is to provide services to residents that support quality of life, such as clean drinking water, safe roads and opportunities for sports and recreation. Local municipal assets are the backbone that support the delivery of these essential services. It is apparent that the CCBF has had a positive impact on the wellbeing of both communities and citizens across Nova Scotia. The Government of Canada’s permanent CCBF has enabled municipalities to invest in long-term capital infrastructure that supports healthy, vibrant and sustainable communities.

The Nova Scotia Federation of Municipalities recognizes the importance of the CCBF and the many benefits it provides. As the association that represents all 49 municipalities in the province, NSFM is well positioned to continue to support local government in meeting CCBF requirements and help make certain Nova Scotia’s initiatives align with national objectives. NSFM acknowledges that collaboration among all levels of government is key to the successful delivery of the CCBF. It is invested in working with the Province to ensure municipalities have the guidance they need to make the most of this important federal funding program so they can continue to operate efficiently, support economic growth, and meet the long-term service needs of their communities.