

INTEGRATED COMMUNITY SUSTAINABILITY PLAN

REPORT CARD 2010

Respectfully Submitted to: Town Council
Submitted By: Arthur MacDonald, Town Planner
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ICSP VISION STATEMENT

Yarmouth leverages its position as the regional centre of Southwest Nova Scotia for the economic, social and cultural benefit of the entire region.

Our diversified economy is expanding in traditional and emerging industries.

We celebrate our rich history, culture and quality of life.

Our citizens value our natural environment and engender responsible development and growth.

We share an optimism for the future, based on a responsible and cohesive foundation.

Preamble:

This annual report, the first of a series of annual reports, tracks the progress that has been made to date on the sustainability goals and policies of the Town of Yarmouth's Integrated Community Sustainability Plan (ICSP).

We would like to thank all of the organizations that have contributed to the process of making the Town a more sustainable place to live, work and play. In particular special thanks to Gil Dares of the Mariner's Centre and Barbara Johnson of South West Health (South West Nova District Health Authority).

Significant achievements completed over the past year include:

- * The Downtown Blueprint – Downtown Revitalization Plan (Completed)
- * The Regional Tourism Destination Plan (Completed)
- * The Waterfront Port Master Plan (Completed)
- * The South West Nova Scotia Transportation Study – prepared for Atlantic Canada Opportunities Agency by CPCS Transcom Limited (Completed)
- * Active Transportation Master Plan (Completed)

Significant achievements initiated over the past year include:

- * Climate Change Adaption Study (Initiated – 2010)
- * Lake George Watershed Forestry Management Plan (Initiated – 2010)

INTEGRATED COMMUNITY SUSTAINABILITY PLAN REPORT CARD 2010/2011

The Integrated Community Sustainability Plan (ICSP) identified seven (7) key components towards a more sustainable Yarmouth. These components are outlined below:

- 1) Economic Prosperity;**
- 2) Sustainable Transportation Systems;**
- 3) Sustainable Public Infrastructure;**
- 4) Sustainable Environmental Initiatives;**
- 5) Sustainable Heritage, Cultural and Social Developments;**
- 6) A Liveable “Green” Community; and,**
- 7) A Healthy and Safe Community.**

The ICSP Annual Report Card will report on the progress made in each component with regard to its implementation of sustainable programs and services. The review of each component is provided below:

Component #1 - Economic Prosperity

New Regional Development Agency Established:

The Town's ICSP recognized the importance of diversifying the area's industrial manufacturing sector. Council, though not directly responsible, has identified its intention to foster economic development through the Yarmouth Area Industrial Commission (YAIC) and the local Regional Development Authority (RDA). These two (2) organizations have gone through major adjustments during this past year with changes to their governing structure and personnel. The South West Shore Development Authority (SWSDA) (former RDA) has changed to a new organization called the Southwest Regional Development Agency (SRDA). Once the restructuring of the Southwest Regional Development Agency (SRDA) is complete, it is Council's intent that this organization will spear head the diversity of the area's industrial and manufacturing sector.

South West Regional Transportation Study:

The South West Regional Transportation Study by the Atlantic Canada Opportunities Agency (ACOA) was released in July, 2010 stressing the importance of the ferry transportation link to New England for the prosperity of South West Nova Scotia. Council has identified the Yarmouth Area Industrial Commission (YAIC) as the leading agency in establishing a new ferry link as well as the divesture of the ferry terminal from the federal government to a local authority. The decision of the Provincial Government to no longer subsidize the "Cat" ferry has severely impacted the areas ability to maintain and enhance the community's economic sector. Hopefully, a new ferry service will be established for the 2011 season.

Marine Industrial Sector:

The Town's ICSP has identified the marine industrial sector as a sector that needs encouragement. Council recognizes the need to be supportive and ready to take advantage of opportunities that arise from marine industrial development and have developed, through the Yarmouth Area Industrial Commission (YAIC) and the Port of Yarmouth, a "Yarmouth Port Master Plan" by MacDonnell Group dated September 11, 2008. Unfortunately the implementation of the plan has been seriously affected due to the closing of the international ferry service and as of a result; the reinstatement of this important service has become the number one (1) priority.

Revamping the Tourism Association:

The Town's ICSP has identified the tourism sector as a sector that needs encouragement. Recognizing the need to support the tourism sector, Council has been instrumental in the development of the Yarmouth and Acadian Shores tourism area. Prior to creating this area, the Yarmouth area was split between the Fundy Shore/Annapolis Valley area and the South Shore area, which caused difficulties in promoting the areas attractions on a holistic level. The development of the Yarmouth and Acadian Shores as a distinct tourism area has helped in identifying and promoting this unique area to the world. A Tourism Destination Master Plan was developed in 2010 to help promote the Yarmouth and Acadian Shores as a tourism destination. The administration and implementation of the Tourism Destination Master Plan will be the responsibility of the Yarmouth and Acadian Shores Tourism Association (YASTA).

During the summer of 2010, Council hired a Tourism Assistant to help organizations in the development of their tourism events. Council has also maintained the position of Event Developer formerly of the RDA which manages, amongst other initiatives, Nova Scotia Music Week. The prime propose of the Event Developer is to fill hotel rooms by developing different events throughout the year to bring people to the Yarmouth area. Council is committed to enhancing and promoting tourism events, programs and services in an effort to sustain Yarmouth as a major player in the Nova Scotia tourism market. The 250th Committee, a sub-committee of Council, is busy planning major tourism promotion events for Yarmouth's 250th Celebrations. We all look forward for an exceptional year due to the efforts of these organizations.

Education Sector:

The Town's ICSP has identified the education sector as a sector that needs encouragement. The Tri-County Regional School Board working in unison with the RCMP and the District Health Authority have developed programs to address teen pregnancy, unhealthy eating habits, addiction prevention and school drop-out rates. New programs and services will be brought on line in the near future.

Town's Fiscal Management:

The Town recognizes the need to be fiscally responsible and to keep the commercial tax rate as low as possible to encourage private sector investments in new business opportunities. From 2009/10 to 2010/11 the residential tax rate

remained the same at \$1.75 per \$100.00 of assessment while the commercial tax rate increased from \$4.21 to \$4.52 per \$100.00 of assessment. The increase in the commercial tax rate was primarily related to the phasing out of the business occupancy tax and was revenue neutral from the Town's perspective and therefore considered unchanged. Residential tax assessments (total market value – taxable and exempt) increased from \$279,781,100 (2009) to \$282,192,400 (2010) where as commercial tax assessments (total market value – taxable and exempt) decreased from \$319,808,900 (2009) to \$318,441,900 (2010). The decrease in commercial assessment is believed to be primarily due to assessment appeals as the Town still enjoys a significant amount of new commercial activity. This is a disturbing trend that will hopefully become reversed in the coming years.

Regional Economic Cooperation:

The Town's ICSP also acknowledges the importance of working regionally with regional governments as well as regional non-government agencies. The Town initiated a joint regional transit committee to begin looking at the feasibility of creating a transit link with surrounding communities. The Town recognizes that a transit system will not be self sufficient and will require a subsidy but recognizes the need to be fiscally responsible to the ratepayers to ensure a sustainable transit service. To this end, Council will strive towards ensuring the development of a transit system that meets the needs of the community while maintaining a fiscally responsible service for the betterment of all.

The Town has been proactive in developing joint medical services such as medical clinics in Yarmouth as well as Pubnico and continues to strive to obtain and retain medical practitioners for the benefit of the region.

The Town also has joint transportation facilities such as the Yarmouth International Airport, the ferry terminal and highways and works in cooperation with regional councils, and the provincial government to enhance these facilities to promote regional economic developments.

The Town and the Municipality also jointly share in the promotion of the Hebron Industrial park through the local RDA as the regional industrial park to attract private enterprises in the development of the region's industrial and manufacturing base.

Yarmouth International Airport:

The administration of the Yarmouth International Airport has recently changed from the Yarmouth Airport Commission Association to the Yarmouth International Airport Corporation. The Town through the Regional Development Authority (RDA) was instrumental in re-establishing an air transportation service, Twin Cities Air Service of Auburn, Maine, from Yarmouth to Portland, Maine which began operations on March 15, 2010. Flying Phoenix Aviation Group recently proposed opening a new flight school at the Yarmouth International Airport which would generate local jobs and revenue for the airport. East Coast Airways has just announced a new air service between Yarmouth and Halifax to begin on December 7, 2010. Council intends to continue their support for the Yarmouth International Airport and strive to create and sustain a viable and sustainable airport facility.

Downtown Revitalization Plan – The Blueprint:

The Town completed the Downtown Revitalization Plan called the “Yarmouth Downtown Blueprint” and has identified the Waterfront Development Corporation as the body responsible for its administration and implementation. The Corporation has been busy consulting a variety of government agencies to determine the best programs and initiatives that may help cost share in implementing the “blueprint”. They are currently in the process of determining the priority projects to initiate physical improvements within the downtown area. It is anticipated that work will begin during the 2011/2012 fiscal year. The Town has approved amendments to the Municipal Planning Strategy and Land Use By-law in keeping with the “blueprint” by encouraging higher densities in the downtown core and along Yarmouth’s waterfront.

Component #2 - Sustainable Transportation Systems

Transportation Services – Airport and Ferry Services:

The Town's ICSP recognizes the importance of having a sustainable transportation system. Unfortunately, 2009/2010 has been a very disappointing year for the Town of Yarmouth in this regard. We lost the passenger air service to Halifax and Portland and we lost the international ferry "the Cat" service to Portland and Bar Harbour, Maine. Thankfully, a new passenger air service to Portland, Maine has been re-established by Twin Cities Air Service and East Coast Airways will begin a new service to Halifax beginning December 7, 2010. The Town intends to work towards the reinstatement of an international ferry service to New England as well as providing support for the area's air transportations links. As mentioned earlier, the South West Regional Transportation Study by the Atlantic Canada Opportunities Agency (ACOA) was released in July, 2010 stressing the importance of these transportation links for the prosperity of South West Nova Scotia.

Transportation Services – 101 and 103 Highways:

The Town has been actively working with the Municipality of the District of Yarmouth and the provincial Department of Transportation and Infrastructure Renewal to up-grade the 101 and 103 series highways as well as their connection in Yarmouth. A concept plan has been approved in principle that would connect the 101 with the 103 to 100 series road standards as well as up-date the 100 services routes to Halifax to 100 series standards.

Transportation Services – Local Highways:

The Town has also been working on improving streets within its boundaries. Charles Crosby Drive has been developed from Starrs Road to Elm Street and is currently classified as a "collector" street pursuant to the Town's Street Classification Map. It is the long term intent to continue this street to Chestnut Street and to provide a connection to the 101 and 103 via a new Yarmouth North Connector. The Town also has initiated a re-development of Pleasant Street, a major "collector" classified street, complete with active transportation facilities. The Town intends to develop active transportation routes in keeping with the Active Transportation Plan and up-grade physical improvements to the street right-of-ways where deemed appropriate.

Council has reviewed the “Yarmouth Area Transportation Study”, October, 2007 by Atlantic Road and Traffic Management, and has implemented access control management provisions along Starrs Road and Haley Road through the Town’s Land Use By-law in keeping with the study’s recommendation.

The ICSP recognizes the need to review and up-date the Town’s Subdivision By-law street standards to enable the incorporation of “green” infrastructure. Due to staff limitations and other priorities of Council this review is anticipated to take a number of years.

The ICSP recognizes Council’s intention to design “complete streets” for the safety and convenience of all users including pedestrians, bicyclists, transit users, freight, and motor vehicles drivers so that each user is accommodated so that even the most vulnerable – children, elderly and persons with disabilities - can travel safely within the public street right-of-ways (Policy 8.34).

It is recommended that Council direct the Department of Operational Services to develop a manual for the design of “complete streets”.

The ICSP recognizes the needs of the trucking industry to have a formal “truck rest stop park” developed along Haley Road adjacent to the Airport Industrial Park. Unfortunately, to date no further action has been taken in this regard due to higher priorities.

Regional Transit Transportation:

The Town has established a joint Transit Committee, consisting of the Town, the Municipality of the District of Yarmouth and the Municipality of the District of Clare, to review and enhance the Town’s transit system and to provide connections to various networks beyond the Town’s boundaries. No concrete proposals have arose through these discussions, however, in due time, it is anticipated that a proposal will be forthcoming for Council’s consideration.

Active Transportation:

The Town and the Municipality of the District of Yarmouth have jointly undertaken an Active Transportation and Connectivity Plan which was completed during the fall of 2010. In 2010, the Town initiated the development of Active Transportation infrastructure by incorporating an active transportation trail into the

re-development of Pleasant Street. The Town intends to implement the plan over the next ten (10) to twenty (20) years as funding arrangements and priorities of Council permit.

Policy 8.32 of the ICSP outlines Council's intention to develop a "Bike and Ride Program" where bikes can be picked up and dropped-off at bike distribution centres throughout Town. The Department of Leisure Services is currently looking into this matter and will consider the proposal as the Active Transportation network gets further developed.

Component #3 - Sustainable Public Infrastructure

Waste Water Treatment:

The Town developed a primary waste water treatment facility in 1991. In order to prolong the life span of the facility and to minimize operational costs, the Department of Operational Services has developed a storm water/sanitary sewer separation program to minimize the amount of storm water treatment. This project is on-going and implemented as new projects unfold and provide the availability to separate the storm sewer from the sanitary sewer when the opportunity arises.

New Federal regulations may require the Town to up-grade the Town's waste water treatment facility to a secondary treatment facility. It is recommended that the Town refer this issue to the Department of Operational Services and begin establishing a fund towards this up-grade.

Potable Water:

The Yarmouth Water Utility received approval from the Nova Scotia and Review Board on May 27, 2010 to undertake major improvements to the Utility's infrastructure. This approval was subject to filing a plan with the Board on how the Utility plans on addressing the recommendations of the Water Loss Management Report. The Utility, working with residents in South Ohio, began separating services from the old water transmission line and finally completed its separation in October, 2010. This abandoned transmission line was a major attributer to the Utility's water loss rates. The minimization of water leakages will reduce the amount of water treatment, thereby reducing the operational cost of the water treatment facility making the system more sustainable.

Council continues working with the Municipality of the District of Yarmouth to ensure Lake George Protected Watershed Area continues as a viable and sustainable source of clean potable water. The Utility is actively working on adopting a Forestry Management Plan for the Lake George Watershed Area which should be completed by the end of 2011.

The ICSP recognizes the need to purchase property located in the Lake George Watershed Area as a means of protecting the quality and quantity of the potable water supply. Council intends to continue this practise.

The ICSP recognized the intent to cooperate with the Municipality to create land use patterns that are sustainable and compact through the promotion of efficiently planned sewer and water extensions. Upon the adoption of the ICSP no further extensions have been undertaken. The Department of Operational Services should keep this intention in mind for future endeavours.

Energy Audit and Green Fleet Transition Plan:

The ICSP recognizes the need for the Town to reduce its carbon footprint. To this end, it is Council's intention to undertake an Energy Audit and to consider the implementation of a "green fleet" transition plan. Council has initiated preliminary work to look into the feasibility of undertaking an Energy Audit of its facilities. Operational Services is also looking into the feasibility of implementing a "green fleet" transition plan that will retire old vehicles with new more energy efficient automobiles.

Waste Deposal, Reuse, Recycle:

The ICSP recognizes the need to support Waste Check in the operation of the solid waste transfer station and other associated endeavours such as recycling, reuse and processing materials into value added products.

Council has established a "Household Hazardous Waste Deposal Site" where households can directly access and dispose of their household hazardous waste. The Town also manages and operates the regional compost facility. The transfer station is jointly managed and operated by the Town, the Municipality of Yarmouth and the Municipality of Argyle as a joint venture. Council approved expenditure through the Yarmouth County Solid Waste Park for construction of a contaminated soils remediation site. This facility will provide a local service, reducing trucking costs and associated green house gases.

Green Energy Alternatives:

The ICSP recognizes the potential for green energy alternatives and the potential of using Yarmouth's Harbour as an energy resource (tidal power, geo-thermal heat recovery, etc.). Though the potential of using Yarmouth's harbour as an alternative green energy source has not been reviewed, Council did undertake a feasibility study to use the Milo Dam as an alternative green energy source. Unfortunately, the study revealed that such a project was uneconomical with no prospects of being

sustainable in the long term. Council should continue to explore the feasibility of alternate green energy proposals and support public and private developments that promote “green” alternatives.

Component #4 - Sustainable Environmental Initiatives

Floodplain and Environmentally Sensitive Areas:

The ICSP recognizes the value of preserving our wet-lands and Council has designated the Broad Brook floodplain area as “Floodplain” on the Generalized Future Land Use Map. The remaining portion of Broad Brook has been designated as “Environmentally Sensitive” to protect the area. The Town and the Department of Environment will be working with Wal-mart in the very near future on undertaking an environmental wet-land restoration project to enhance the area between Forest Street and Southeast Street. It is the intent of Council that the Broad Brook wet-lands will be developed, enhanced and showcased as an important ecological and environmental system with passive recreational and educational components.

The ICSP recommends that Council consider implementing a Broad Brook Water Quality Program with water tests at strategic locations to monitor the health of the Broad Brook waterway system. To date this has not been implemented due to limited resources.

Stormceptor:

It is Council’s intent that any public works projects should install a stormceptor or equivalent device to remove storm water pollutants prior to discharge into the Broad Brook waterway system or into Yarmouth’s harbour. The Town has not initiated any public works projects close to Broad Brook or Yarmouth’s harbour during 2010 and as such has not been given the opportunity to install these devices. It will soon become a legal requirement for municipalities to install these devices in order to get environmental approval for sewer works and the number of installed units should increase over time. It is recommended that the Department of Operational Services begin implementing a plan to install these devices at outfall points into Broad Brook, Yarmouth’s Harbour and Lake Milo.

Climate Change Adaptation Study:

The Town is participating with the Municipality of the District of Yarmouth and the Department of Environment regarding a Climate Change Adaptation Study and will be working towards a model by-law that other municipalities will be able to adapt to their particular needs. The Climate Change Adaptation Study will identify potential impacts from sea-level rise and storm surges through a risk assessment

and include safe guards to minimize the effects of climate change along Yarmouth's waterfront.

Air, Water and Ground Water Monitoring Program:

The ICSP recommends that Council consider implementing an air, water and ground water monitoring program at strategic locations to monitor the quality of the air and water over time. It is recommended that the Department of Operational Services begin implementing a plan to install monitors at strategic locations. The Planning Department has developed a "Yarmouth Weather Project" to tract historic data related to weather change and is attached as a separate report.

Review of Environmental Provisions during Plan's Review:

The ICSP outlines Council's intention to review their environmental policies and procedures when undertaking a plan's review of this Municipal Planning Strategy. This review will be undertaken during the Plan's review.

Component #5 - Sustainable Heritage, Cultural and Social Developments

General:

The Town intends to support developments and organizations that provide for

- 1) increased quality and quantity of educational programs and services;
- 2) cultural programs and/or services to the community;
- 3) recreational programs and/or services to the community;
- 4) quality tourism destinations, services and programs;
- 5) maintenance, upgrading and protection of our natural and built heritage;
and,
- 6) active transportation facilities.

Heritage Review:

The Town has initiated a review of the Collins Heritage Conservation District Plan and By-law and the Province has initiated a complete review of the Heritage Property Act. It is hopeful that the provincial review will include some financial incentives to help designated heritage property owners in their conservation endeavours.

Recycling the Town's Building Stock:

Council supports the conservation and reuse of the Town's building's stock and the development of a diversion program to reuse and recycle construction and demolition materials. The Town is also considering implementing a program that would provide the opportunity for the public to consider the feasibility of recycling building materials prior to demolition of Town owned buildings. In 2010, Council followed this procedure regarding the demolition of 40 Main Street. Council also approved, in 2010, the development of a construction and demolition debris site on the Hardscratch Road. Once operational, it will strive to retain and recycle as much construction and demolition debris as feasible in an attempt to minimize its potential impact on the regional landfill in Queens County; and, to minimize shipping costs and its associated green house gases.

Active Transportation – A Cultural Lifestyle:

The Town and Municipality of Yarmouth have developed a Yarmouth Active Transportation Master Plan, October 2010 – “Active Yarmouth”, to promote active lifestyles and to increase transportation mode opportunities throughout the Town and County. Pleasant Street from Prospect Street to Herbert Street is currently under construction as a major active transportation route and Council intends to implement remaining recommendations of the Plan over the coming years.

Component #6 - Liveable “Green” Community:

Community in Bloom Program:

The Town participated in the Community in Bloom Program again this year and it is the first year that the Town was considered under the national awards program. The Town received five (5) blooms and the Beauti-tone Heritage Conservation Outstanding Achievement Award.

“Green” Policy:

The Town has approved a “Green” Policy (July 12, 2007) that enables property owners to apply to the Town to cost share in increasing the Town’s foliage. Unfortunately, this program is currently not funded. Council should consider the feasibility of funding this program in next fiscal year.

Incorporating “Green” Technologies and Standards:

Pursuant to the ICSP it is Council’s intention to review its policies, by-law provisions and standards to incorporate “green” technologies and standards where economically feasible and practical and where they prove beneficial in the preservation or enhancement of the natural and built environments. It is recommended that Operational Services consider implementing a review of this initiative.

Development of Neighbourhood Parks:

The ICSP recognizes that Milo Estate Park, Oak Drive Park and Charles Crosby Drive Park should be developed as neighbourhood parks using the cash-in-lieu of open space requirement of the Town’s Subdivision By-law. Unfortunately to date no action has been taken with this regard. Council should also consider other potential priorities such as the development of an active adult/seniors park next to Burrige Campus along the active transportation route; the development of the former Milton School property as a neighbourhood park; the Yarmouth South Playground (skate board park); and, the development of a truck stop park near the Town’s Industrial Park.

Banning the Use of Pesticides, Herbicides and Fungicides:

The ICSP shows Council's intention to consider banning the use of any pesticides, herbicides and fungicides. The Province of Nova Scotia has implemented a province wide ban on the sale of pesticides throughout the province which will be phased in over a number of years. To date, municipalities do not have the authority to regulate or prohibit the use of pesticides, herbicides and fungicides. Once given this authority, Council may consider the banning of the use of pesticides, herbicides and fungicides.

National Ban on Two (2) Stroke Engines:

The ICSP recommends that Council lobby the provincial and federal government to implement a national ban on two (2) stroke engines. It is recommended that Council passes the following resolution:

Whereas two (2) stroke engines are not a sustainable, environmentally friendly product;

Whereas when the fuel oil mix is burned in a two (2) stroke engine more emissions such as smoke, carbon monoxide, hydrocarbons and particulate matter is given off than a four (4) stroke engine;

Whereas four (4) stroke engines have better fuel consumption than a two (2) stroke engine;

Whereas four (4) stroke engines have a longer life span than a two (2) stroke engine;

It is hereby resolved that the Town of Yarmouth requests that the Provincial Government of Nova Scotia and the Government of Canada consider the feasibility of implementing a provincial wide ban and a national wide ban on two (2) stroke engines respectively.

Over Packaging of Retail Products:

The ICSP recommends that Council lobby the federal government to implement a national program to reduce the amount of un-necessary over packaging of retail products. It is recommended that Council passes the following resolution:

Whereas the over packaging of retail products is considered wasteful and un-sustainable;

Whereas the life span of community's solid waste parks are drastically shortened due to the un-necessary over packaging of retail products;

Whereas the shipping costs to solid waste parks and recycling depots are drastically increased due to the un-necessary over packaging of retail products and therefore contributing to an increase in green house gases;

It is hereby resolved that the Town of Yarmouth requests that the Government of Canada consider the feasibility of implementing a national ban on over packaging of retail products.

Component #7 - Healthy and Safe Community

South West Nova District Health Authority:

The South West Nova District Health Authority (SWNDHA) is one (1) of nine (9) district health authorities in the province of Nova Scotia established on January 1, 2001 through the Health Authority Act. District Health Authorities were created to bring health care decision-making closer to the community level and improve accountability for health care decisions. South West Health operates three (3) hospitals; the Yarmouth Regional Hospital, the Roseway Hospital in Shelburne; and, the Digby General Hospital. South West Health also operates three (3) community based programs: public health; mental health; and, addiction services.

During the 2009/2010 fiscal year, South West Health was successful in recruiting sixteen (16) physicians while seven (7) physicians left the district for a net gain of nine (9) physicians.

South West Health received a certificate from Accreditation Canada which acknowledges that their programs and services are in line with National Standards.

South West Health was successful in minimizing emergency department closures at Digby General Hospital as well as the Roseway Hospital in Shelburne. They also opened a new Cancer Centre as well as a Wellness Centre at these facilities.

The South West Nova District Health Authority manages four (4) Community Health Boards and administers wellness funds to various wellness/health promotion initiatives on a case by case nature through applications. Total funds awarded by the Community Health Boards were \$39,195.00 during the 2009/2010 fiscal year.

Public consultation is conducted through the Community Health Boards for the development of health plans which are then submitted to the SWNDHA for consideration and inclusion in the district's annual business plan.

The Nova Scotia Government Emergency Room Accountability Act requires District Health Authorities to consult with communities affected by Emergency Department closures. Two (2) consultation sessions were held in 2009/2010 and two (2) sessions are planned during the Fall of 2010.

Each July, SWNDHA holds an Annual General Meeting (AGM) which provides an opportunity for updating community members on activities of the district. The Annual General Meeting enables SWNDHA to advise the public on up and coming initiatives and offers an opportunity for community input into the programs and services they provide.

SWNDHA provides educational and health awareness programs on an ongoing basis such as:

The New Moms and Babies program includes Baby and Me; Breastfeeding Support; and the Friendly Feeding Line.

The General Health and Wellness program operates Your Way to Wellness.

The Heart and Stroke program includes Live and Learn; Heart Healthy Class; Shelburne County Stroke Club; and, the Yarmouth County Stroke Club.

The Healthy Eating program includes Heart Healthy Eating and Nutrition Classes.

Tobacco, Alcohol, Drugs and Gambling programs includes Women's Life Enhancement Programs, Serenity Circle Auricular Acupuncture Clinic, New Beginnings Program, the Nicotine Addiction Program and the Concerned Significant Others Education Group.

The Cancer program includes the South West Health Cancer Centre, Cancer Patient Navigator, the Yarmouth Area Cancer Support Group, and the Look Good Feel Better.

The Yarmouth Diabetes program includes the Diabetes Management - When on Insulin, Diabetes management – When not on Insulin, Sick Day Management, Diabetes and Food, Dealing with the Holidays.

The Shelburne County Diabetes program includes Diabetes Follow-Up Classes and Diabetes Survival Classes.

The Digby County Diabetes program includes Diabetes Classes.

The Kidney/Renal program includes a Kidney Clinic Education Day.

The ICSP recognizes the importance of providing and maintaining a healthy and safe community. It is the intention of Council to support the promotion of the South West Health in their delivery of such programs and services.

Up and coming initiatives include the development of a Models of Care Program to maximize the opportunities for all staff to work to their full scope of practice. Their priority list includes an ultrasound machine replacement (funding approved August 2010), a pharmacy automation system and a laparoscopic surgery suite.

South West Health launched a partnership with the Tri-County Local Food Network to establish a market in the hospital's cafeteria selling a selection of locally grown produce. Leftover produce will be featured as a special item on the menu.

South West Health undertook an "energy audit" in 2008/09. Old florescent light fixtures were replaced with more energy efficient models which will create significant savings in the coming years. The Yarmouth Regional Hospital has also replaced its old hot water heaters with new instantaneous water heaters to reduce their overall carbon footprint. They have established an Environmental Service Department which will take the leading role in enhancing the waste sorting system reducing the overall amount of waste generated.

They have also established a car-pooling initiative for staff to reduce unnecessary travel. They have initiated computer based video and audio conference software, Office Communicator, to support meetings and collaboration without the need of travel.

New Medical Clinics:

In 2009, Council was instrumental in the development of a new medical clinic at 235 Main Street. Council was also instrumental in cooperating with adjacent municipal units in the development of a new medical clinic in Pubnico.

Tri-County Regional School Board:

The ICSP also recognizes Council support for the delivery of programs and services from the Tri-County Regional School Board. These include programs such as, but not limited to, prevention of teen pregnancy, obesity, smoking, inactivity, unhealthy eating and the reduction in school drop-out rates. Council intends to

continue their support of the Tri-county Regional School Board in their delivery of such programs and services.

Promotion of an Active Lifestyle:

Council supports active lifestyles and intends to continue their support for the development and implementation of an active transportation network throughout Town with connections to trails in the Municipality.

Council intends to consider the feasibility of promoting the Mariner's Centre as a multi-use lifestyle complex while continuing their support for the Y.M.C.A. Though the Mariner Centre is not designed in a manner that would easily accommodate an in-door running track, the site is ideal for other initiatives such as an aquatic centre or a curling rink.

During 2009/2010 a \$900,000 dollar investment was made in the Mariners Centre for the installation of a Cummings 500 Kilowatt, 600 volt emergency generator; the purchase of an ice cover system for both ice surfaces; and, up-grades to the commercial kitchen and other enhancements to improve the facility's ability to host conventions, trade shows and conferences. The addition of the emergency generator has enabled the Mariners Centre to be utilized as a full service emergency shelter, a much valued added facility for the Emergency Measures Organization.

Council also supports maintaining the Milo Boat Club as an outdoor marine aquatic fitness facility with a wide range of water and boating programs administered through the Department of Leisure Services.

Protective Services:

The ICSP recognizes Council support for the delivery of programs and services from the R.C.M.P. These include programs such as, but not limited to, community outreach programs, youth crime prevention, mental health services, addiction prevention services and safe community initiatives. Council intends to continue their support of the Town R.C.M.P. in their delivery of such programs and services.

Emergency Measures Organization (EMO):

As previously mentioned, the Mariner Centre has become a full service emergency shelter with the installation of a new Cummings 500 Kilowatt, 600 volt power generator. EMO has also established a back-up facility at the Rotary Centre in the Hebron Recreational Complex. EMO will also participate in the Town's climate change adaptation project with regards to protection plans associated with storm surges. Council intends to continue their support of the Emergency Measures Organization in their delivery of programs and services.

Emergency Health Services (EHS):

The Town of Yarmouth is fortunate to have a regional emergency health service (ambulance service) located within its boundaries at the corner of Haley Road and Parade Street. This service intends to ensure that adequate emergency ambulance services are provided to all citizens within reasonable time limits. The Town through the administration of its Civic Addressing By-law, intends to ensure that all civic numbers are properly maintained in an adequate fashion to ensure that emergency first responders have the ability to locate those in need.

Town Infrastructure:

The ICSP recognizes Council's intention to create a safe public environment by having regard for public safety in the design and implementation of public infrastructure projects. The Town continues to replace sidewalk ramps throughout Town to make them barrier free. The Pleasant Street re-development project was based upon the "complete street" concept where all users, not just the automobile, were considered in its design and implementation. A hand-rail was installed along a new section of sidewalk along Starrs Road as a safety feature. Council has also installed a new traffic light at the corner of Starrs Road and Cottage Street to help facilitate a safe pedestrian and vehicle crossing at this location. The Town has also initiated a review of the stamped "brick" concrete in the downtown area that has caused safety concerns in the past and is considering more appropriate safe and convenient alternatives.

Partnerships and Collaborations

The Town continues to cooperate with adjacent and nearby municipal units in particularly, the Municipality of the District of Yarmouth. This cooperation has developed into multifaceted arrangements from informal meetings of the Mayors and Wardens and CAO's/Municipal Clerks to formal meetings and the sharing of joint services, joint committees and joint infrastructure such as, but not limited to, the Joint Solid Waste Park, the Yarmouth International Airport and the Mariner's Centre.

The Town and Municipality have cooperatively developed a Lake George Watershed Protected Water Area and have adopted similar planning policies in their respective Municipal Planning Strategy to preserve and enhance the Lake George Watershed as a sustainable potable water supply. The Yarmouth Water Utility is currently working towards a Forestry Management Plan for the Lake George Watershed Area.

The Town and Municipality are working towards the development of a joint transit transportation system and have just completed a joint Yarmouth: Active Transportation Master Plan. They have also cooperated on such regional transportation issues by joining forces with respect to the Yarmouth International Airport and the redevelopment of a new international ferry link to New England.

The Town and Municipality are jointly working on a Climate Change Adaption Plan through the Atlantic Climate Adaptation Solutions (ACAS). This is a three (3) year project to help determine the effects of climate change and identify areas where we can adapt to minimize the adverse effects of climate change.

Council has also helped in providing assistance to the Farmer's Market as a regional approach to enhancing and promoting local food production as well as a means of promoting healthy food choices.

Gas Tax Funding and the Municipal Funding Agreement

The ICSP recognizes Council's intention to establish an ICSP coordinator's office to develop, administer, manage, measure and review policies, goals and procedures for a sustainable community. Unfortunately, this has not materialized.

To date, the Town of Yarmouth has received 1.6 million dollars through the Municipal Funding Agreement. All of this money went towards the 1.9 million

dollars Charles Crosby Drive (Brooklyn Street) development. Clearly this fund will not, in itself, be sufficient to undertake the initiatives outlined in the ICSP. Council should recognize that they need to diversify their applications for additional funding through various provincial and federal government funding programs. A full time ICSP Co-ordinator would help to administer these applications on the Town's behalf. Therefore, it is recommended that the Town hire an ICSP Co-ordinator to administer the ICSP, administer funding applications and to implement services and programs of the ICSP.

Final Comments:

Though little progress has been made, it has only been a short period of time since the adoption of the ICSP in April of 2010. Further progress is anticipated in the years to come, including the revitalization of our downtown, the implementation of the active transportation network, the renewal of our international ferry service, the renewal of air service to Halifax, the implementation of the Port of Yarmouth Master Plan and the development of a regional transit service. There is a lot of work ahead to make Yarmouth a more sustainable community and it will take time, human resources, as well as funding to help us get there.

Respectfully Submitted by,

Arthur MacDonald
Town Planner

ICSP REPORT CARD 2010
Council Recommendations:

- 1) To pass a motion of support to the Yarmouth Area Industrial Commission (YAIC) to strive towards implementing, securing and maintaining an international ferry service between Yarmouth and New England.
- 2) To pass a motion of support to the Yarmouth and Acadian Shores Tourism Association (YASTA) to strive towards implementing the “Tourism Destination Master Plan”.
- 3) To pass a motion of support to the Yarmouth International Airport Corporation (YIAC) to strive towards implementing, securing and maintaining passenger/cargo service between Yarmouth and Halifax.
- 4) To pass a motion of support to the Waterfront Development Corporation (WDC) to strive towards implementation of the Yarmouth Blueprint – the Downtown Revitalization Plan.
- 5) To pass a motion of support for the Yarmouth Area Transportation Study, October, 2007 by Atlantic Road and Traffic Management and request written approval of the study in principle from the Department of Transportation and Infrastructure Renewal.
- 6) To pass a motion of support to the Department of Operational Services to strive towards the implementation of the Yarmouth: Active Transportation Plan, by Ekistics Planning and Design, 2010.
- 7) To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a manual for the design of “Complete Streets”.
- 8) To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a “truck rest stop” near the Industrial Park along Haley Road.
- 9) To pass a motion of support to the Department of Leisure Services to strive towards the implementation of a “Bike and Ride Program” where bikes can be picked up or dropped off at bike distributions centres throughout Town.

- 10)** To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of up-grading the Town's Primary Waste Water Treatment Facility to a Secondary Waste Water Treatment Facility by establishing a Waste Water Treatment Facility Up-grading Fund.
- 11)** To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a Forestry Management Plan for the Lake George Protected Watershed Area.
- 12)** To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a Green Fleet Transition Plan.
- 13)** To pass a motion of support to the Department of Operational Services to strive towards the development of an Energy Audit of all Town buildings and operations.
- 14)** To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a Broad Brook Water Quality Program to monitor the health of the Broad Brook Waterway system.
- 15)** To pass a motion of support to the Department of Operational Services to strive towards the development and implementation of a plan to install stormsceptors or similar devices at outfall points into Broad Brook, Yarmouth's Harbour and Lake Milo.
- 16)** To pass a motion of support for Council to consider approving a budget for the Town's "Green" Policy.
- 17)** To pass a motion of support to the Department of Operational Services and the Department of Leisure Services to develop and implement a plan to develop neighbourhood parks, including but not limited to, Milo Estate Park, Oak Drive Park, Charles Crosby Drive Park, the Burridge Campus Active Park, the South End Playground Skate Board Park and the Milton School Park.
- 18)** To pass a motion requesting the federal government to consider the feasibility of implementing a national ban on over packaging of retail products as outlined below:

Whereas the over packaging of retail products is considered wasteful and un-sustainable;

Whereas the life span of community's solid waste parks are drastically shortened due to the un-necessary over packaging of retail products;

Whereas the shipping costs to solid waste parks and recycling depots are drastically increased due to the un-necessary over packaging of retail products and therefore contributing to an increase in green house gases;

It is hereby resolved that the Town of Yarmouth requests that the Government of Canada consider the feasibility of implementing a national ban on over packaging of retail products.

ICSP 2011 Priority List

- * Downtown Blueprint – Revitalizing Downtown
 - Hawthorne Street Redevelopment
 - Wayfinding Signage – Branding the Downtown
- * Sustainable Fire Hall Station
- * Sanitary Storm and Storm Sewer Separation Program
- * Active Transportation Routes
- * Climate Change Adaption Study (Initiated – 2010)
- * Lake George Watershed Forestry Management Plan (Initiated – 2010)
- * Stormceptor Installations
- * New Multi-use Ferry Terminal