

**Before we begin our meeting, we would like to acknowledge that Stewiacke is in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq people.**

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1. Call to Order
2. Attendance
3. Approval of / Changes to Agenda
4. Disclosure of Interest on Agenda Items
5. Approval of Minutes
6. Announcements
7. Presentations
  - a. Community Transportation Final Report – Common Good Solutions
8. Written Petitions and Correspondence
9. Business
  - a. Request for Decision – Dennis Park Playground
  - b. Amendment to Commercial Development District
  - c. Pause on development activity – Mayor Lloy
  - d. CAO Report
10. By-laws and Policies
11. Citizen Comments
12. Mayor Report
13. Councillors' Reports
14. In-Camera Session



COMMITTEE OF THE WHOLE MEETING **AGENDA**

Thursday June 13th, 2024 @ 7:00 pm

Council Chambers, Stewiacke, NS

**Before we begin our meeting, we would like to acknowledge that Stewiacke is in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq people.**

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15. Notice of Motion and Reconsideration

16. Adjournment

7.a



# TOWN OF STEWIACKE

COMMUNITY TRANSPORTATION STUDY





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# INTRODUCTION

The Town of Stewiacke is in the central part of the province of Nova Scotia, between Halifax and Truro. The community has grown dramatically over the past eight years and is expected to continue to grow as people continue to flock to smaller towns and because of its relative proximity to the Halifax International Airport. Nearly 50% of the town’s population of 1557 residents (2021 census) are seniors and that makes the need for community transportation all the more important.

Currently, the town’s transit system is operated by the Colchester Transportation Cooperative Limited (CTCL), a non-profit organization that seeks to provide reliable transportation to anyone who requires to use the service. They offer safe door-to-door transportation that is accessible for all and available to everyone. CTCL is a member of the Rural Transportation Association, a group of similar transportation organizations across the province of Nova Scotia.

Common Good Solutions conducted a Survey to analyze the need for community transit in the community and during this research phase of this project for the Town, many stakeholders reported transportation as a key challenge for community members, especially for groups who are less likely to own a vehicle, including people with disabilities, low-income households, and Newcomers.

This purpose of this report is to highlight similar models and best practices of how communities across Nova Scotia have used to optimize transit facilities for their community members.



# NS COMMUNITY TRANSPORTATION

In order for the Town to have a better understanding of community based transportation services, secondary research was conducted on four rural service providers within the province. That was followed up by a key informant interview with each organization.

A detailed report can be found in **APPENDIX A**. The summary of the results are listed below.

The four organizations were:

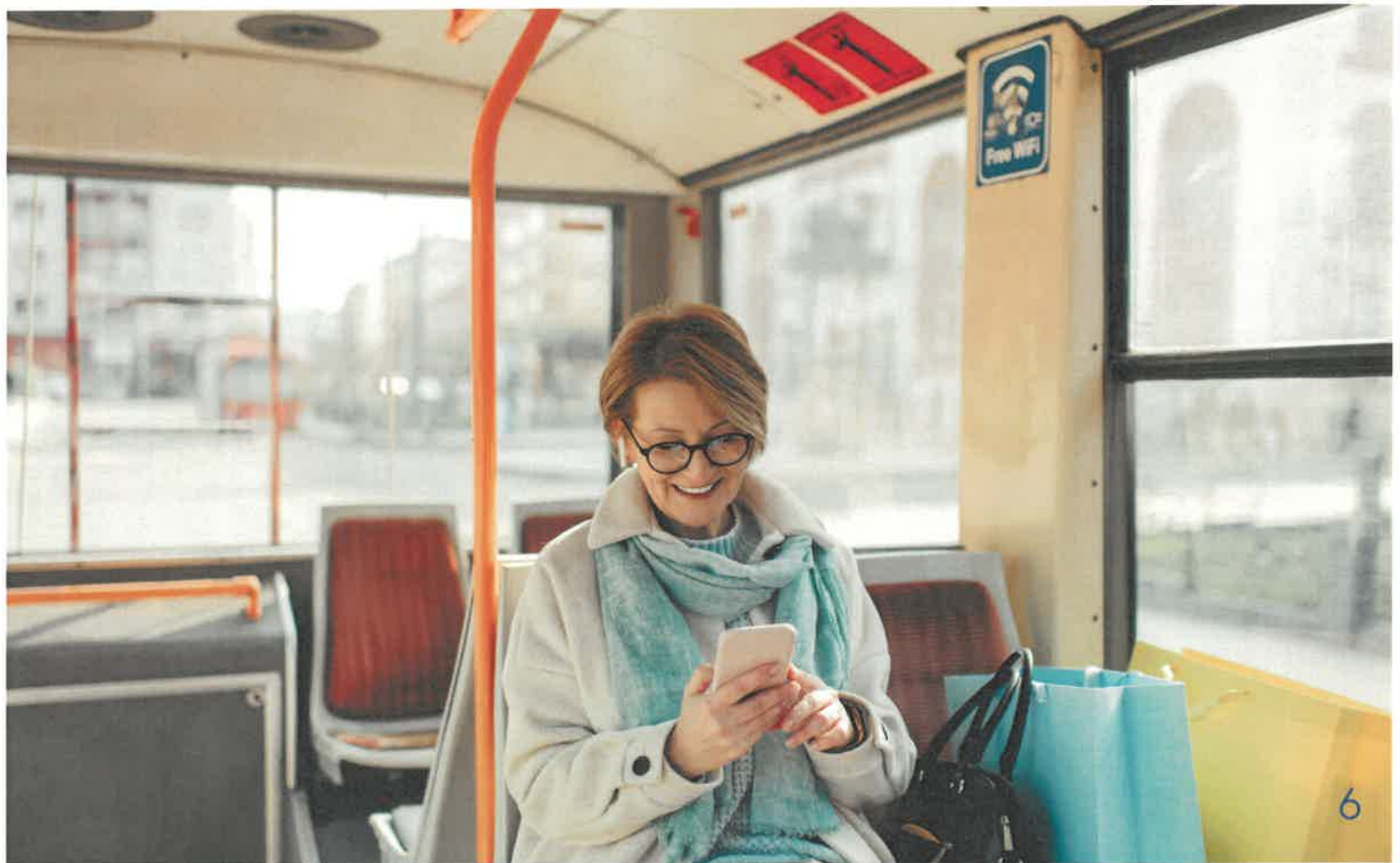
- Pictou County - CHAD transit
- Municipality of Chester - Community Wheels
- Municipality of Guysborough - Guysborough Transit
- Eskasoni Transit

Location	Services	Fees and Funding	Fleet	Ridership
<b>Pictou County</b>	<p>Door to door service. Must be booked by 12pm the day before.</p> <p>Charter service for groups - as much advance notice as possible</p>	<p><b>Rates</b></p> <p>Trips less than 5 km = \$6            Trips 5 - 10 km = \$7            Trips 10 - 15 km = \$8            Trips 15 - 20 km = \$11            Over 20 km = \$1.00 per additional km</p> <p><b>Charter Rates</b></p> <p>\$100 per hour before 10:00 p.m.            \$150 per hour after 10:00 p.m.            3 hour minimum payment required</p> <p><b>Funding - \$850,000 budget</b></p> <p>\$185,000 from the province of NS            \$170,000 from the municipality            \$190,000 from fare income            \$275,000 charter income</p>	<p>10 vehicles - 9 are accessible</p>	<p>12% of ridership is in wheelchairs</p> <p>28% is seniors</p> <p>62% have developmental disabilities</p> <p>Service is used to take individuals with developmental disabilities to sheltered workshops</p> <p>Next highest category is medical appointments</p> <p>Social and Recreation activities</p> <p>Work</p>

Location	Services	Fees and Funding	Fleet	Ridership
<p><b><u>Municipality of Chester</u></b></p> <p>Essential transit options for residents within the community</p>	<p>At least 24 hour booking notice.</p> <p>Scheduled routes Monday to Friday.</p> <p>Charter bus service on weekends.</p> <p>Higher demand in summer due to daycare and camps.</p>	<p>Provincial fare assistance.</p> <p>Pay-what-you-can inside town, and suggested donations: \$30 to Lunenburg, \$40 to BH20, \$50 to Halifax.</p> <p>Partner with United Way to link up with Maritime Bus</p>	<p>4 accessible vehicles, and a 16 person accessible bus, and 4 part time drivers</p>	<p>Medical appointments - seniors and adults.</p> <p>Charters for youth daycare and camps, and community events.</p> <p>NSCC students to and from school. Trips to food bank</p>

Location	Services	Fees and Funding	Fleet	Ridership
<p><b><u>Guysborough</u></b></p> <p>Committed to equitable access to transportation services, fostering social inclusion and enabling residents to access essential services in /town of Mulgrave and Guysborough County</p>	<p>Booking via phone or text between 9 am and 1 pm weekdays - least 24 hours ahead.</p> <p>To any destination in NS</p>	<p>Provincial funding supports majority of their vehicle maintenance, gas and employee wages,</p> <p>Accessed Federal grants to purchase vehicles. Wages recently raised to \$19/hour.</p> <p>Typical rate of \$0.47/km, however 50% of their clientele are not able to pay the full fare</p> <p>Earned income covers 25% of costs.</p> <p>Sponsorship drive to help cover core costs.</p> <p>Exploring having multiple clients in vehicles to reduce costs.</p>	<p>4 vehicles: a Toyota Sienna hybrid, a Toyota Highlander hybrid, a fully electric Hyundai Ioniq 5, and a Dodge Caravan adapted for accessibility</p>	<p>50% seniors, frequently used for medical appointments, Weekly dialysis runs. Trips to food bank. Transport to children's services and community events.</p>

Location	Services	Fees and Funding	Fleet	Ridership
<p><b><u>Eskasoni and Strait Area</u></b></p> <p>Facilitating mobility for residents in Eskasoni and the broader Cape Breton area, ensuring convenience and connectivity for passengers</p>	<p>At least 24 hour booking notice.</p> <p>Fixed routes, twice a day Monday to Friday with 5 pickup locations and 6 drop off locations in the Sydney area.</p> <p>Strait Area Transport: fixed route weekdays between Port Hawkesbury and Inverness.</p>	<p>Fixed routes are priced at \$10 one way and \$20 round trip</p> <p>Fixed route is \$7.50 for a one zone trip, \$15 if crossing more than one zone</p>	<p>20 passenger bus</p>	<p>The organization did not share any information in this category.</p>



# AGE-FRIENDLY COMMUNITIES

The connection between community transit and age-friendly communities is profound, particularly in rural Nova Scotia, where access to essential services can be challenging for older adults. As the population ages and demographic shifts continue, ensuring that communities are accommodating and supportive of older residents becomes increasingly important.

In Stewiacke, where a significant portion of the population is over 55 years old, the need for accessible and reliable transportation is crucial. Many older adults in rural communities like Stewiacke face barriers to accessing essential services like grocery stores and health facilities due to limited public transportation options. This lack of access can contribute to social isolation and diminish the quality of life for older residents.

While CTCL does provide some services, there is an increasing need for older adults who rely on these services for medical appointments and social activities. Limited access to transportation negatively impacts the quality of life for older residents and hinders their ability to participate fully in the community.

In the broader context of age-friendly communities, transportation intersects with several other domains, including outdoor spaces/buildings, housing, community support/health services, respect/social inclusion, social participation, communication/information, and civic participation/employment opportunities. Accessible and reliable transportation facilitates access to these domains, enabling older adults to remain active, engaged, and connected within their communities.

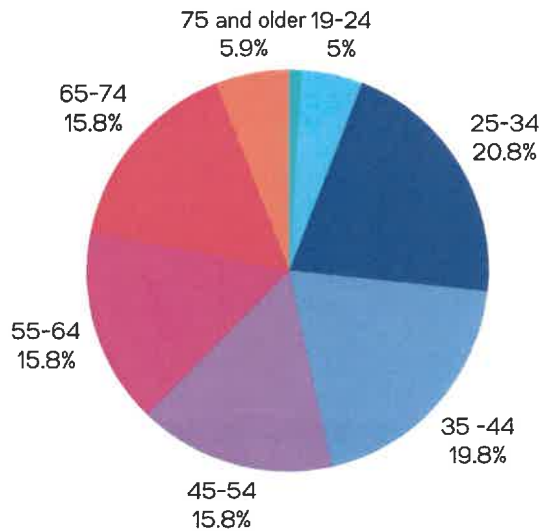
Prioritizing community transit as part of an age-friendly initiative is essential for creating inclusive and supportive environments where older adults can thrive and maintain their independence as they age.



# COMMUNITY RESEARCH

Primary research conducted as part of the project included a citizen survey, a series of community consultation meetings and a meeting with the Town’s Business & Tourism Committee. This section outlines this work and the findings drawn from it.

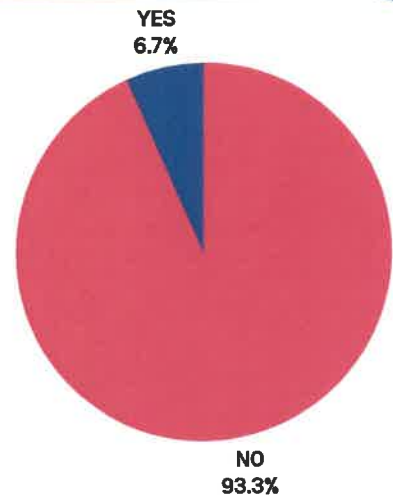
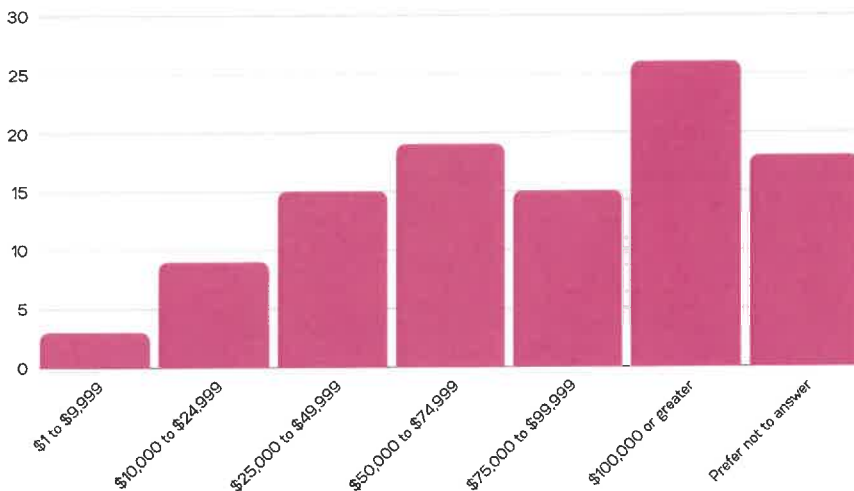
## DEMOGRAPHICS OF SURVEY RESPONDENTS



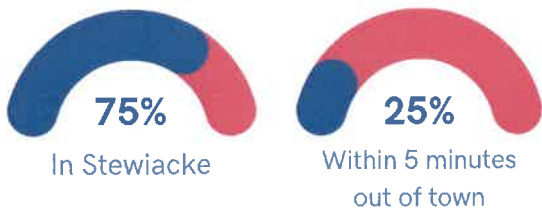
**Resident Survey**  
**105 responses**  
 Detailed results are available in  
 Appendix B.

Have you used Colchester Transportation Cooperative Ltd (CTCL) before?
Q

### Household Income



Where do you live?



Is English your first language?

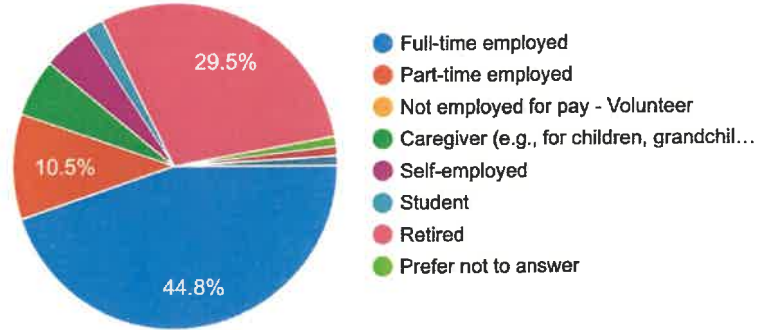




Do you believe that community transit plays an important role in your community's quality of life?

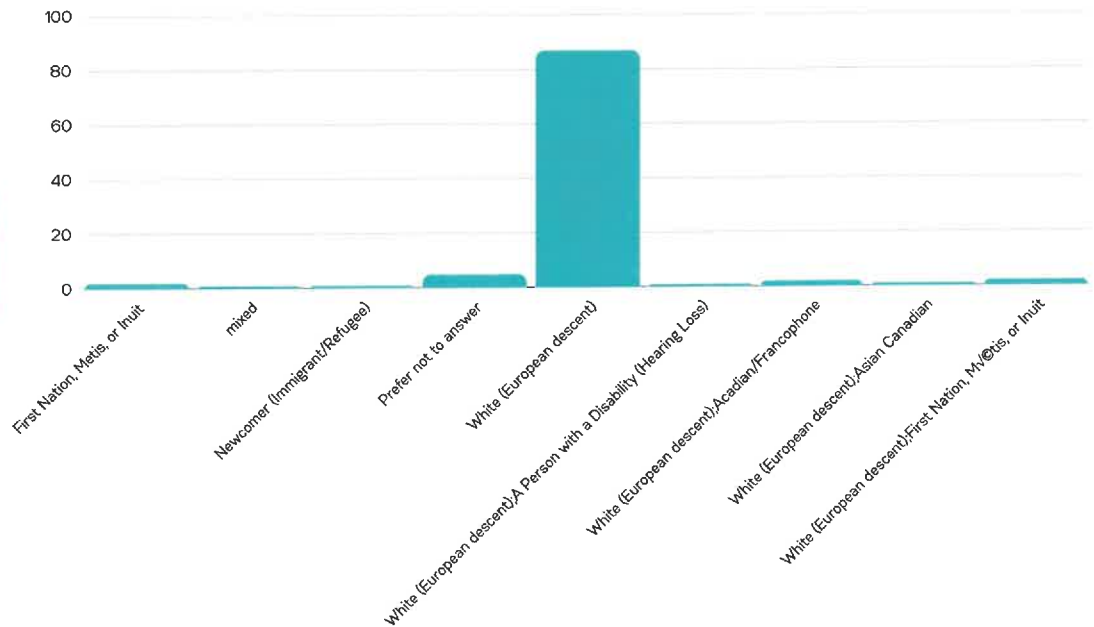
- ✓ 82% YES
- ⊘ 8.6% NO
- ?? 9.5% UNSURE

Which of the following best describes you?



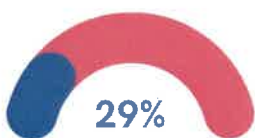
Approximately 60% of respondents had a college, undergrad or graduate degree with another 24% having a high school education.

How do you describe yourself?  
You can choose more than one answer

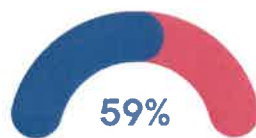


6.7% (7 of 105 respondents) said they had used the service before with 93% indicated they did not know they could use the service.

Past use of CTCL services:

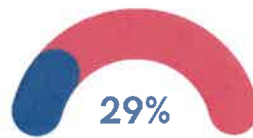


said they *would* use dial-a-ride

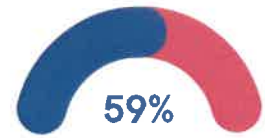


indicating they *might* use it.

When asked of potential future use of the CTCL services:









said they *would* use dial-a-ride








indicating they *might* use it.

## Top six things people would use the services for

-  Recreation and Social activities (49 people)
-  Grocery shopping (47 people)
-  Errands/other shopping (47 people)
-  Medical appointments (44 people)
-  Work (28 people)
-  Education/training (15 people).

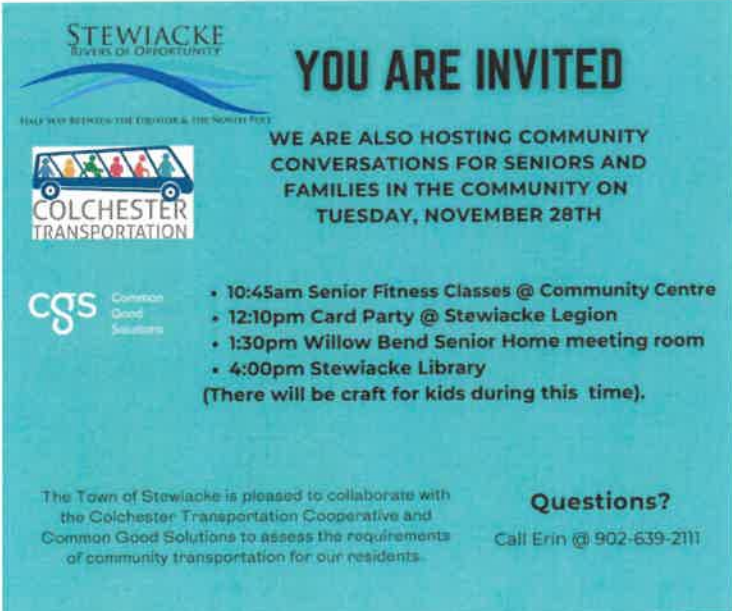
## Top 5 reasons they would use the service:

-  do not drive,
-  no access to car,
-  to save money,
-  to save the environment, and
-  no one to call for a drive.

## Community Consultations

Six community consultations were conducted over the fall and spring fall as part of the community engagement; four in the community, one virtually online, and one with the Town's Business & Tourism Committee. The notes from the community consultations can be found in **Appendix C**.

The total number of 32 residents attended the 4 public sessions with the clear majority (approximately 95%) of them seniors. This is indicative of CTCL services being viewed by the community as predominantly for seniors. In fact only 17% of respondents realized they could use the service.



The flyer is a teal-colored poster with white and black text. At the top left, it features the Stewiacke logo with the tagline 'RIVERS OF OPPORTUNITY' and a blue wave graphic. Below the logo is the slogan 'HELPING BRIDGE THE DIVIDE & THE NORTH FLEX'. In the center, there is a logo for 'COLCHESTER TRANSPORTATION' featuring a stylized bus with people inside. To the right of the bus logo, the text reads 'YOU ARE INVITED' in large, bold, black letters, followed by 'WE ARE ALSO HOSTING COMMUNITY CONVERSATIONS FOR SENIORS AND FAMILIES IN THE COMMUNITY ON TUESDAY, NOVEMBER 28TH'. Below this, a list of activities is provided: '10:45am Senior Fitness Classes @ Community Centre', '12:10pm Card Party @ Stewiacke Legion', '1:30pm Willow Bend Senior Home meeting room', and '4:00pm Stewiacke Library'. A note in parentheses states '(There will be craft for kids during this time)'. At the bottom left, the 'CGS' logo (Common Good Solutions) is displayed, along with a paragraph: 'The Town of Stewiacke is pleased to collaborate with the Colchester Transportation Cooperative and Common Good Solutions to assess the requirements of community transportation for our residents.' At the bottom right, the text 'Questions? Call Erin @ 902-639-2111' is written.

Key issues identified included:

- No taxi in town
- No business service in town
- Foodland's move means a trip is no longer walkable
- Seniors need assistance in getting to medical appointments

Of the small group, 7 people, that had used the services, the following were their reasons for use:

- doctor and therapy appointments
- hospital and bloodwork appointments
- bank and drug store trips.

The majority of people traveled to Truro, although Shubenacadie was also a popular destination.

### **Business & Tourism Committee**

Six businesses were represented at the Town's Business & Tourism meeting.

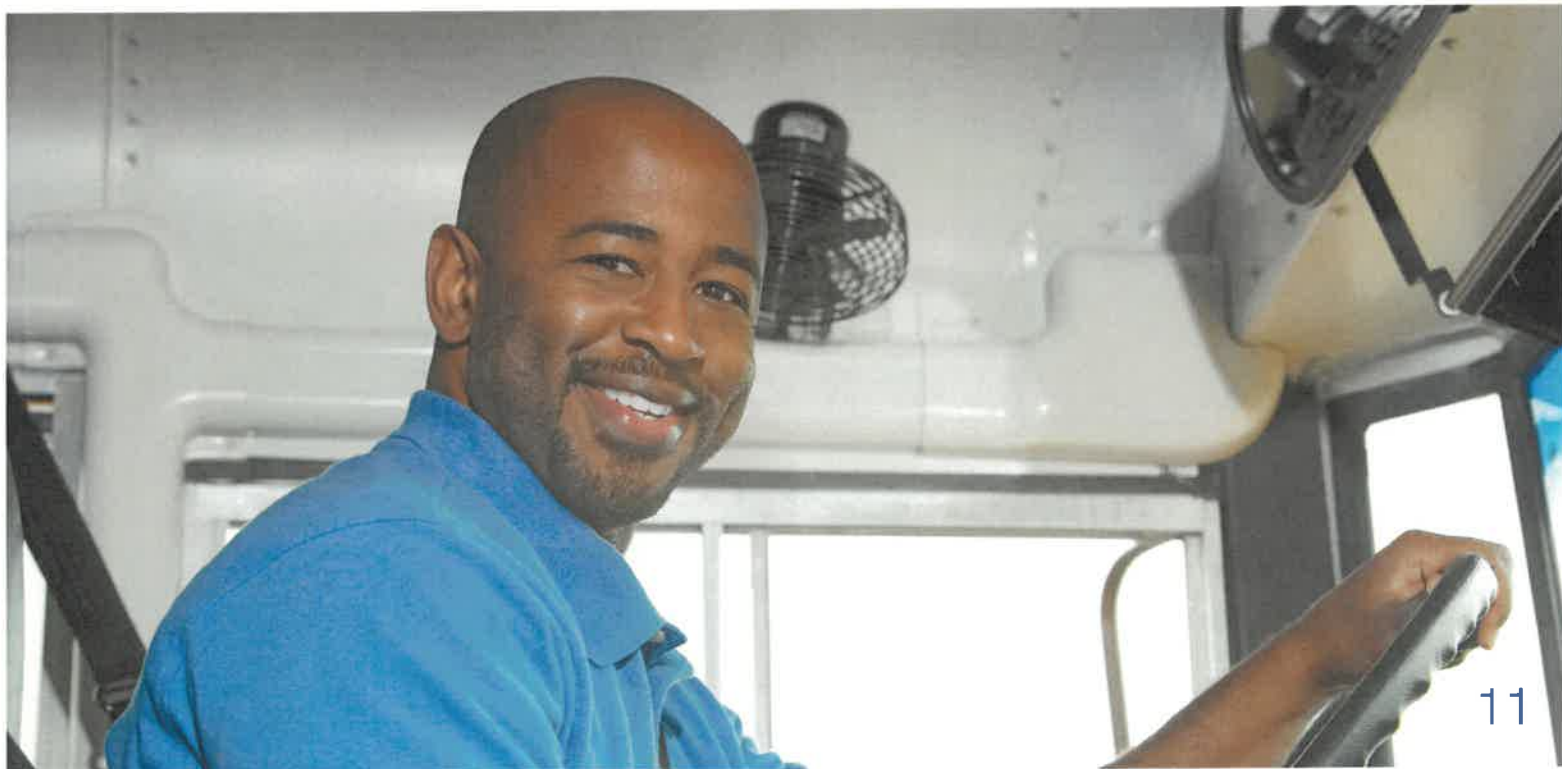
Key issues identified:

- lack of taxi or business service in area
- the acknowledgement of Foodland's move as a transportation hardship for some, and
- the transportation challenge for shift workers getting to and from work at Mastodon Ridge area.

### **Special Note**

The disability community was underrepresented in the research and as such, we cannot make any claims in the understanding of, or the desire to use, community transportation services.

The Town should meet with known members of this community to identify a means to gather input through a specialized survey or community consultation in which the services of CTCL are considered to transporting people to the session.



# RESEARCH FINDINGS

## Primary Research Findings

**Few are aware of the CTCL services already available to local Stewiacke residents.** In the community survey only 17% were aware of the existence of Colchester Transportation Cooperative Limited and its services. Those attending the Community Consultations were predominantly seniors and their knowledge higher.

**The majority who knew of the service, felt it was only for seniors or those with a disability.** Repeatedly throughout the survey and the community consultations, people told us they did not realize that anyone could use the dial-a-ride or charter services.

**A significant percentage of citizens are interested in using community based transportation services.** In the community survey, more than 25% of those asked indicated they *would*, and 50% *might*, use the services in the future. Participants in the community consultations, once provided with information about the services and their availability, also indicated future potential use.

**Travel for shopping and medical services are the most dominant dial-a-ride need.** Both the community survey and consultations clearly indicated a desire to use the dial-a-ride services for these two main purposes. This is also consistent with our secondary research. There may be an opportunity to offer multiple passenger or regular route trips for errands, shopping, the hospital, or larger employers or the Truro downtown core.

**Charters were seen as an interesting opportunity to enable people to travel as a group.** Chartering to community events such as concerts, community sights such as Christmas lights, and community activities such as Christmas shopping trips. It was suggested that those running events should consider adding a "bus service" as part of the event, especially if the event involves drinking.



# RESEARCH FINDINGS

## Secondary Research Findings

**All dial-a-ride programs are subsidized by the provincial Community Transportation Assistance Program.** The funding covers a portion of operating costs for transportation services provided to and from events including but not limited to; medical appointments, education and recreation opportunities. Intention to apply for funds must be sent to the Dept of Public Works by November 1, the year before funding is anticipated. Once applications are approved, community transportation organizations are scheduled for yearly funding.

**Services are commonly supplemented by municipal units.** Present amounts paid by the County of Colchester has been \$10,000 for the last 8 years, while the Town of Truro has given \$15,000 and \$17,000 in the last two years respectively.

**Federal funding is available for purchase of vehicles and has been used by several community transportation organizations.** The Federal Government's Rural Transportation Solution Fund has provided 80% towards the cost of new vehicles with the remaining 20% covered by the provincial Accessible Transportation Assistance Program. These programs have now ended and replacement programs are not likely to be implemented until at least another two years (ie 2026). CTCL has taken advantage of this program to purchase both a 9 seat and an 18 seat vehicle to be delivered in March, bringing their fleet to 8 vehicles.

**Bookings require 24-48 hour notice to manage the resources required to offer the services.** A booking software is being tested and will be implemented province wide by March 2025. This system will make bookings more efficient, however it is still anticipated that 24 - 48 hours notice will continue to be the norm in order to properly resource the services.

**Dept of Health financial assistance program is available for anyone going to a medical appointment.** This service must be arranged in advance and if the provider is not able to meet the demand, they will be referred to another means of transportation. This program will cease in 2026.



**Charters commonly serve community youth programs, education programs, dialysis treatments and trips to the food banks.** Youth and educational programs commonly include trips to adult day programs, NSCC, daycares, camps, and other children’s services. CHAD transit and Guysborough Transit also engage in weekly chartered trips to both the food bank and the dialysis treatment center (Appendix A). For most community transportation services, charters are the biggest portion of the earned income. This is not the case for CTCL, which relies primarily on the Dial-A-Ride service to provide transportation services.

**Regular weekly trips are fairly common Monday to Friday.** This enables regular users to count on the service on weekdays, and commonly involves multiple pick up and drop off locations. Drop offs are generally found at hospitals, large employers, or downtown core areas that feed many businesses.

**Highest demand in the summer for charter services.** Predominantly based on youth programming offered through the summer months such as camps and daycare. Corporate, municipal and service club use is fairly common. Charter services are not covered by the provincial Community Transportation Assistance Program.

**Corporate sponsorship and community service organization support is common.** Most community transportation organizations secure funding support through corporate organizations such as a grocery store that supplement shopping trips, or businesses or service groups that help with the purchase of vehicles and tires, or simply to support the services.

**The Colchester Transportation Cooperative Limited is well respected, and as the largest community based transportation service in the province, they’re often on the cutting edge of piloting new initiatives.** The CTCL receives high satisfaction scores from clients, covers a large area with a fleet of 6 (soon to be 8) vehicles, 6 full time drivers and an experienced Executive Director. It often pilots programs such as testing the new dispatch software for the province.

**A nearby taxi company, Handy Cabs, is very interested in taking to the Town about expanding its services in the area.** This was discovered as part of our research on the closest taxi services. When we reached out the owner indicated they were considering such a move and were eager to talk more with the Town.



# OPTIONS MOVING FORWARD

The purpose of this research is to determine the viability of increased transportation services to the Town of Stewiacke and its residents. There are several options for the Town to consider:



## Option 1

In this option the Town of Stewiacke simply promotes the services provided by the Colchester Transportation Cooperative Limited as they continue to provide general services in the township.



## Option 2

In this option, the Town of Stewiacke becomes a funder of the Colchester Transportation Cooperative Limited. The CTCL would agree to increase services based on demand. By providing funding support, The Town of Stewiacke in effect subsidizes the provision of both dial-a-ride and charter services to their residents.



## Option 3

The Town of Stewiacke pays CTCL to acquire a vehicle and hire a driver that would be located in, and serve, Stewiacke which could also support serves the rest of the CTCL region.



## Option 4

The Town could apply to run its own service independently by applying through the Utilities and Review Board and the NS Dept of Public Works. They would require their own vehicle, drivers, dispatch, insurance, licensing, management, business plan., funding and compliance. CTCL would apply to the NS Utilities and Review Board to take the township taken out of its ridership area.



## Option 5

The Town of Stewiacke encourage an existing or new taxi service to operate in Stewiacke charging market rates for trips. This option would not likely include accessibility or accommodate more than three or four people at a time.

# COST BENEFIT ANALYSIS HIGHLIGHTS

The purpose of the cost benefit analysis was to evaluate the feasibility from a financial perspective for the Town of Stewiacke to pursue option 4. Costs were determined based on historical data from CTCL and revenues were projected based on anticipated demand collected from CGS surveys and community consultations. A consolidated cost benefit analysis is pictured below (for complete statements, see **Appendix D**).

Consolidated Cost / Benefit Analysis	
<b>Costs</b>	
Initial Costs	\$ 115,134.90
Operating Costs	\$ 68,502.18
Maintenance Costs	\$ 8,875.44
<b>Total Costs</b>	<b>\$ 192,512.52</b>
<b>Revenues</b>	
Dial A Ride	\$ 12,735.88
Charter	\$ 3,000.66
<b>Total Revenues</b>	<b>\$ 15,736.54</b>
<b>Benefit / Cost Ratio</b>	<b>0.08</b>

The cost / benefit analysis reveals several key insights. First, it is clear that initial costs, which include the purchase of a 9 passenger accessible vehicle, are significant and would likely need to be financed through provincial and / or government funding. Additionally, revenues have been projected using conservative estimates, however it is clear that revenues will have significant potential for growth as Stewiacke invests into the educational / marketing campaign to increase awareness of the services.

Breakeven Analysis Year 1	
Total Fixed Costs	\$ 189,160.34
Variable Costs / Ride	\$ 2.09
Average Revenue / Ride	\$ 7.95
Contribution Margin	\$ 5.86
<b>Breakeven Rides</b>	<b>32294</b>
<b>Breakeven Revenue</b>	<b>\$ 256,734.90</b>

Breakeven Analysis Year 2	
Total Fixed Costs	\$ 80,162.52
Variable Costs / Ride	\$ 2.09
Average Revenue / Ride	\$ 7.95
Contribution Margin	\$ 5.86
<b>Breakeven Rides</b>	<b>13685</b>
<b>Breakeven Revenue</b>	<b>\$ 108,799.32</b>

Breakeven analysis for year one included all the initial start up costs. Average revenue per ride was calculated based on current CTCL rates and their average length of trips. Breakeven rides for year one was 32,294 which is notably higher than the number of trips projected from the cost / benefit of 1,612 trips (See **Appendix E** for more info on estimates). Year two, breakeven rides is significantly lower at 13,685 due to the lack of start up costs, however there is still a large disparity between that number and the projected demand of 1,612 trips.

# FUNDING SUPPORT

The following is a research conducted to determine available funding should the Town of Stewiacke decide to operate its own community transportation system.

**Community Transportation Assistance Program:** NS Department of Public Works. Covers a portion of operational costs

- Covers a portion of the operating costs of a community-based, inclusive transportation service. Services are developed and provided by non-profit organizations through partnerships by coordinating public, private, non-profit and volunteer resources and services. Inclusive transportation services are community-based public transportation systems in rural Nova Scotia aimed at improving transportation options to Nova Scotians who need transportation to and from medical appointments, education and recreation opportunities.
- Notify the Department of Public Works by 1 November of the previous fiscal year that you plan to apply for funding.

**Rural Transit Solutions Fund - Planning and Development Stream:** \$50,000 from Infrastructure Canada.

- Funding stream for projects that support transit planning activities toward the development of new or expanded transit solutions.
- Some examples of activities that are eligible under the stream include: public engagement, needs assessments, feasibility or viability studies, surveys and assessments of routes or modes of travel.
- The application intake for the Planning and Design Projects stream is currently open on a continuous basis

Note - there is a capital stream, however it is unfortunately closed.



**Zero Emission Transit Fund - Planning Projects & Capital Projects:** Up to \$350M per project also from Infrastructure Canada.

- There are two Zero Emission Transit Fund components:
  - 1. Planning Projects: Eligible projects include studies, modelling and feasibility analysis that will support the development of future larger scale capital projects.
  - 2. Capital Projects: Eligible capital projects include buses, charging and refueling infrastructure, and other ancillary infrastructure needs.
- Steps to Apply:
  - Download and complete the Expression of Interest form available on the Applicant Portal, and send it along with other supporting documents by e-mail to [zetf-ftcze@infcc.gc.ca](mailto:zetf-ftcze@infcc.gc.ca)
  - Once assessed, applicants from Stage I will be contacted by email from Infrastructure Canada and invited to submit a full application to the appropriate project stream(s): Planning Projects or Capital Projects.
- Applications are currently being accepted.

**Trottier Foundation (General Granting):** Amount depends on need.

- Provides funding to support initiatives that are designed to tackle climate change, including transportation initiatives.
- TFF is particularly interested in supporting innovative projects that mitigate climate change and reduce greenhouse gas (GHG) emissions at scale, while addressing social, economic and equality issues.

**McConnell Foundation - Climate Change Stream:** Amount depends on need.

- Funds climate mitigation solutions. Specifically, projects addressing high-emitting sectors that can demonstrate a pathway to net-zero carbon by 2050.
- Steps to apply
  - Stage 1 - selecting the focus area your initiative is most aligned with, and submitting a short-form application that helps determine if there is enough alignment to merit a next step.
  - If there is enough alignment, they will invite you to submit a more detailed Stage 2 application.



# ONE PAGE MARKETING PLAN

Using existing marketing tools to educate about this CTCL offerings. Note that all marketing of CTCL services must be approved by CTCL in advance.

## Key Messaging

- Did you know? CTCL offers... #didyouknow?
- Not just for Seniors...#communitytransportationforall
- Charter chatter - featuring uses of charters

## Website

- add a "Community Transportation" section or page under "Living Here" and populate with appropriate info
- ensure other appropriate pages feature a hyperlink to this page

## Newsletter

- feature images of people using the service indicating where they were going and what they were doing.
- each newsletter highlight one type of use

## Facebook (Town and Stewiacke Business and Tourism page)

- feature images of the CTCL vehicle at various venues - preferably with local people that could be recognized by residents
- ask counsellors and citizens of influence in the community to use the services and post a photo on the Town's FB page.

## Electronic sign

- identify clever ways to promote the use of the CTCL services on the sign throughout the year especially as part of "Did you know?" campaign

## Town Council and Business & Tourism Committee

- presentation on CTCL services, and provision of promo pieces
- ask for businesses to carry promo pieces
- encourage businesses to consider using the CTCL services for events and promotions

## Info sessions/pop ups

- develop small display featuring CTCL promo pieces
- look for opportunities at public events to use the display
- look for opportunities to promote the use of the services to nonprofits and service clubs



# RECOMMENDATIONS

## 2024/2025

- Implement Option 1 - Marketing campaign featuring CTCL services available to Town area residents.
- Implement Option 5 - Reach out to HandyCabs to discuss service to Stewiacke and promote this as well. Contact [andy@handycabs.ca](mailto:andy@handycabs.ca).
- Continue to hire CTCL for charter services for summer and other programs and events.

## 2025/2026

- Continue promoting CTCL services to residents
- Provide funding for the CTCL to support enhanced services to the Town residents.
- Request an annual report on services offered within a 5 kms of the Town of Stewiacke.

## 2026/2027

- Continue funding and promoting CTCL services
- If the Federal funding program covering 80% of vehicle purchase returns, and if ridership use warrants, re-evaluate a vehicle purchase to provide the Town's Community transportation needs.

# CONCLUSION

The Town of Stewiacke's desire to identify and plan for the needs of its residents is worthy work. The options outlined in this report are offered as a means for informed decision making in this matter. The Colchester Transportation Cooperative Limited is a seasoned provider of community transportation services that includes the township and surrounding area of Stewiacke. Developing a way forward that benefits both institutions is vitally important.



# APPENDIX A - NS COMMUNITY TRANSPORTION

## Municipality of Chester Transit

Municipality of Chester is a community located in the north-east half of Lunenburg in Nova Scotia. As per the 2016 census, the community has a population of nearly 1500 residents over 60% of whom are over the age of 50.

The municipality runs a not-for-profit community transit facility called Community Wheels which provides essential transit options for residents within the community. Operating Monday to Friday during business hours, they offer both scheduled routes and a bus charter service, available upon request on weekends with a 24-hour booking notice required, ensuring flexibility for users. The service boasts a fleet of five vehicles, including four accessible ones, with an additional 16-person capacity bus expected soon, designed to accommodate wheelchair users. With a team of four part-time drivers, called upon as needed, they efficiently manage transit demand. Notably, there's a minimum 24-hour booking policy, ensuring adequate planning for both users and operators.

In terms of payment, Community Wheels adopts a community-oriented approach. Within the municipality, users are encouraged to contribute what they can, fostering inclusivity and accessibility. Outside the municipality, a suggested donation amount is proposed, maintaining affordability while supporting the service's sustainability. Seniors' medical appointments form a significant portion of the ridership, highlighting the service's crucial role in meeting healthcare needs. Overall, feedback has been positive, with residents expressing gratitude for the vital service provided, underscoring its importance in enhancing community well-being and satisfaction.

The majority of the operating costs for the Chester Community Wheels transportation service are subsidized by the provincial fare assistance program. The rest of the costs are covered by the pay what you can system within the municipality and the suggested donation amounts outside the municipality consisting of \$50 for rides to Halifax, \$40 for rides to Bridgewater and \$30 for rides to Lunenburg.

Overall, the Chester community transport service is used for a variety of purposes, including medical appointments for adults and seniors, youth daycare charters and for community events. They also provide a regular charter service which takes students to and from the Nova Scotia Community College (NSCC). Transport to the local food bank is another very important segment of their services. In terms of seasonality, ridership is typically higher in the summer months when there is greater demand for daycare / camp charter services and lower during the winter months when the road conditions are suboptimal.

Chester Community Wheels has recently partnered with United Way to help enable the expansion of their services to the Maritime bus stop and back. By attempting to target their services towards younger demographics such as students, they aim to combat the common misconception that their services are only meant for seniors.

## Eskasoni Transit

Eskasoni, a First Nation reserve situated in Cape Breton, Nova Scotia, with a population of 2,575 as per the 2021 census, benefits from essential transit services provided by Eskasoni Transit Service and Strait Area Transit (SAT).

Eskasoni Transit Service offers a fixed-route service, operating Monday to Friday, with two scheduled trips daily. Utilizing a 20-passenger accessible bus, the service stops at five designated locations within Eskasoni and travels to six stops in the Sydney area. To utilize this service, riders must pre-book their trips at least 24 hours in advance. The fare structure includes \$10.00 for a one-way trip or \$20.00 for a return journey, ensuring accessibility for the community.

Similarly, SAT serves the Inverness area with its fixed-route service, operating on weekdays. This service, resembling a Dial-A-Ride system, requires reservations to be made at least 24 hours prior. The route follows predetermined schedules between Port Hawkesbury and Inverness, catering to the transportation needs of the region. The fare system includes \$7.50 for a one-way trip within two zones of the service area or \$15.00 for destinations within the two zones served by SAT.

These transit services play a crucial role in facilitating mobility for residents in Eskasoni and the broader Cape Breton area. By offering accessible and pre-booked transportation options, they ensure convenience and connectivity for passengers, contributing to the overall well-being and accessibility of the community.

## Municipality of Guysborough Transit

The Guysborough Transit Association (TAG) provides a door-to-door transit service tailored to the needs of residents within Guysborough County and the Town of Mulgrave. To utilize this service, passengers must book their rides at least one day in advance, ensuring efficient scheduling and planning. Booking requests can be made by phone or text to dispatch between 9 am and 1 pm, Monday to Friday, with Friday serving for Monday drive requests as well. Rides are allocated on a first-come, first-served basis, with efforts made to accommodate all requests. This inclusive service extends to all individuals residing in or visiting the Municipality of Guysborough and the Town of Mulgrave, offering transportation to any destination within Nova Scotia.

Transit Association of Guysborough was officially incorporated in 2021 when the executive board collaborated with rural transit providers across Nova Scotia to craft a service model tailored to Guysborough County's unique requirements. TAG's establishment signifies a commitment to equitable access to transportation services, fostering social inclusion and enabling residents to access essential services within their communities.

TAG operates a fleet of four vehicles, comprising a Toyota Sienna hybrid, a Toyota Highlander hybrid, a fully electric Hyundai Ioniq 5, and a Dodge Caravan adapted for accessibility. This diverse fleet ensures versatility in meeting the varied needs of passengers while prioritizing sustainability through the inclusion of electric vehicles. The provision of reliable and accessible transit services by TAG not only enhances the quality of life for residents but also reinforces the economic and social fabric of Guysborough County, affirming the value of rural transit in sustaining vibrant and connected communities.

The operating budget of the Transit Association of Guysborough is primarily financed by the Nova Scotia government which covers the majority of their vehicle maintenance, gas and employee wage costs. In addition, they have been able to access specific grants from the federal government to assist in the purchase of vehicles. Recent changes in provincial funding have also enabled them to raise wages from \$16 / hour to \$19 / hour which better reflects the effort and skill required of their drivers to transport passengers with a diverse range of accessibility needs.

Seeing as the TAG operates on a door-to-door basis, they charge a typical rate of \$0.47/km, however 50% of their clientele are not able to pay the full fare at this rate. This means that overall income from rides only covers about 25% of the TAG's monthly operating costs which has resulted in them being highly dependent on their core funding from the province. They are also in the ongoing process of a sponsorship drive to further enable them to be able to cover operating costs. TAG has recently been exploring options for lowering costs, including having multiple riders in the same vehicles, in order to split fares and minimize driving time and vehicle usage.

Approximately 50% of the TAG's ridership are seniors, and their services are frequently used to transport individuals to medical appointments. Notably, the TAG runs a weekly dialysis access transport, used by both seniors and non-seniors, which picks up individuals in the community to take them to their dialysis appointments. The TAG service is also frequently used to deliver people to the food bank or to provide transport for children's services and community events.

## Municipality of Pictou County

Pictou County is located in the North Shore region of Nova Scotia and consists of the towns of New Glasgow, Stellarton, Pictou, Westville and Trenton. As per the 2021 census, Pictou County has a total population of 43,657 people.

CHAD Transit (Central Highlands Association of the Disabled) was established in 1981 as an advocacy group for individuals with disabilities. When Pictou County's Public Transit bus service ceased operations in 1996, CHAD Transit stepped in to offer transportation for disabled individuals and seniors. Since then, they have expanded their services to anyone in need.

CHAD transit offers both a door-to-door and a charter service. The door-to-door service is available within the entirety of Pictou County and operates Monday to Friday. To use the door-door service, bookings must be made in advance by at least 12pm the day before. CHAD transit also offers a charter service which can take groups anywhere in Nova Scotia and must be booked with as much advance notice as possible.

CHAD Transit's rates for trips are structured based on distance: trips less than 5 km cost \$6, trips between 5-10 km are \$7, trips from 10-15 km are \$8, and trips from 15-20 km are \$11. For trips over 20 km, an additional \$1.00 is charged per kilometer. Charter rates are \$100 per hour before 10:00 p.m. and \$150 per hour after 10:00 p.m., with a minimum payment requirement of three hours.

CHAD Transit is primarily subsidized by the provincial fare assistance program and funding from municipalities, with an annual budget of \$850,000. Funding includes \$185,000 from the Province of Nova Scotia, \$170,000 from the municipalities, \$190,000 from fare income, and \$275,000 from charter income.

The service operates ten vehicles, nine of which are accessible. Ridership consists of 12% wheelchair users, 28% seniors, and 62% attending sheltered workshops for individuals with developmental disabilities. Additionally, 20% of riders use the service for medical appointments, social, recreational activities, and work. Usage remains consistent year-round, with a slight decrease in the summer when streets close for two weeks.

Testimonials about CHAD Transit highlight its vital role in enabling mobility and access to essential services for individuals in Nova Scotia. One user praises the courteous drivers and accommodating dispatch, emphasizing that without CHAD, they would be housebound. Another relies heavily on CHAD for medical appointments, stressing its crucial role in maintaining their health. A third expresses gratitude for the service's support in accessing dialysis treatments, which not only benefits them but also eases the burden on their family. These testimonials underscore CHAD Transit's commitment to providing safe, reliable, and affordable transportation that positively impacts the lives of its users and their families.

# APPENDIX B - RESIDENTS SURVEY



The Town of Stewiacke is pleased to be working with Common Good Solutions to explore the development of community transportation options to address the needs of its growing population, older adults, newcomers and others in the community. Community transit is important to quality of life, and to ensure everyone feels included and has access to essential services. We are interested in hearing your thoughts and ideas. Your opinions are important and all responses will only be reviewed by Common Good Solutions and will be kept confidential. The information gathered will be used to inform a way forward for the Town of Stewiacke.

**Please do not fill out this survey more than once.** This survey is available online and printed copies can be picked up at the following locations: Town of Stewiacke Municipal Office, Library, Legion and Lifepoint Church and the Community Centre and can be dropped off at the Municipal office on Main Street during office hours and in the mailbox slot after hours and the Community Centre in the box provided.

Thank you for your feedback. **Survey Closes , Friday December 9, 2023.** All individuals who complete a survey will be eligible to receive a \$100.00 Grocery Card. Complete the information below to be included in the draw.

## Part 1: Please complete the following section so we know who we are hearing from.

### 1. Which age group best describes you?

- 18 and under    19-24    25-34    35-44    45-54    55-64    65-74    75+
- Prefer not to answer

### 2. Where do you live?

- Town of Stewiacke    Within 5 kms outside Town

### 4. What best describes your gender?

- Female    Male    Two-Spirited    Prefer not to answer
- Prefer to self-describe as: \_\_\_\_\_

### 5. What is your highest level of education?

- No formal schooling    Elementary    High School    College e. Undergraduate ((University)
- Post-graduate (University)    Prefer not to answer

# APPENDIX B - RESIDENTS SURVEY

## 6. Which of the following best describes you?

- Full-time employed     Part-time employed     Not employed for pay (volunteer)  
 Caregiver (e.g. for children, grandchildren, or parents)     Self-employed     Student     Retired  
 Other (please specify): \_\_\_\_\_     Prefer not to answer

## 7. Which of the following best describes your household income last year?

- \$0     \$1 to \$9,999     \$10,000 to \$24,999     \$25,000 to \$49,999     \$50,000 to 74,999  
 \$75,000 to \$99,999     \$100,000 or greater     Prefer not to answer

## 8. How do you describe yourself? You can choose more than one answer.

- White European descent     Acadian/Francophone     African descent     African Nova Scotian  
 First Nation, Métis, or Inuit     2SLGTBQIA+     Newcomer (Immigrant/Refugee)  
 Prefer not to say     Other: \_\_\_\_\_

## 9. Is English your first language?

- Yes     No     If no, what is your first language? \_\_\_\_\_

## Part 2

The following questions will assist in learning more about the transportation needs of our residents.

## 10. Do you believe that community transit plays an important role in your community's quality of life?

- Yes     No     Not sure

## 11. Have you used Colchester Transportation Cooperative services before?

- Yes     No

If yes, please check which service below

- Dial-A-Ride     Charter services

## 12. Did you know that you could access CTCL services?

- Yes     No

## 13. If Dial A Ride was offered in your community, is this something you would likely access?

- Yes     No     Maybe

# APPENDIX B - RESIDENTS SURVEY

14. What activities would you use a community transportation service mostly for?

- Errands/Other Shopping    Medical Appointments    Work    Recreation/Social Activities  
 Education/Training    Grocery Shopping  
 Other: \_\_\_\_\_

15. What is the primary reason why you would use the community transportation service?

- Do not drive    I do not own a car or have access to a vehicle    Save money  
 I am concerned about the environment    I do not have anyone I can ask for a drive

16. What time of day would you likely use the service?

- Morning    Afternoon    Evening

17. What days of the week would you most likely use ?

- Monday    Tuesday    Wednesday    Thursday    Friday  
 Saturday    Sunday

## Part 3

If you would like to enter a draw for a \$100.00 gift card , please provide your contact information below.

NAME: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**Thank you for taking the time to provide your feedback.  
We value your input.**

# APPENDIX C - COMMUNITY CONSULTATIONS

The following are the notes were taken by Town ED at the community consultations.

## **Card Party** (20 people, mostly seniors from out of area)

- Foodland moving uptown, seniors will need rides
- Certain times for appointments
- Few interested in going to Halifax
- Could pay \$8-10 to go to Foodland
- Not much interest in the evening
- Set schedule for Foodland twice a week
- Do a loop ?

## **Seniors Complex** (4-5 seniors)

- Loss of independence
- Entertainment on the weekends - music@church, Mastodon Ridge
- Would rather pay to go to Truro than through town
- Short trip - 3-4 hours
- Bloodwork in Musquodoboit
- Employees trying to get to work at Mastodon Ridge
- Co-op

## **Library** (1 senior)

- No taxi, no bus
- Doctor in Shubenacadie - costs \$74.00 to get there with CTCL
- Bank is in Shubenacadie
- Foodland moving is an issue
- Seats first (reg)

## **Community Centre**

Different ages, as few people stayed - not that interested)

No notes

## **Business and Tourism Committee meeting**

Mastodon Ridge businesses interested in rides for staff - often work evenings/night shifts

## **Virtual session**

Three individuals, 2 of which were seniors, 1 was a Town Councillor

- Two had heard of CTCL and knew the services offered
- Need for service when car broke down to travel locally to run errands (commutes to the city for work)
- All three felt they, or family members would use the services
- Could have provided transportation to Dad, when visiting
- Used it as a charter in the past
- Great addition to local community events to offer this service
- Could be used to assist people to travel to local community events more, especially if the event involved drinking - alternate to designated driver
- Son and daughter could use it to go out to dinner and not worry about driving

# APPENDIX D - COST / BENEFIT ANALYSIS

Project Name: Town of Stewiacke Van Purchase / Operation Cost Benefit Analysis  
 Date: May 28th, 2024  
 Prepared By: Willa Dunk-Gifford

Cost/ Benefit Analysis		
Costs		Assumption
<b>Initial Costs</b>		
Vehicle Purchase	\$ 110,580.00	Price CTCL pays for a 9 passenger van outfitter for accessibility (\$50,000 more expensive post covid)
Driver Training Cost	\$ 270.00	Cost for driver First Aid training and license renewal for 2 drivers (one full-time, one part-time)
Equipment for Dispatch Worker	\$ 1,500.00	Based on computer (\$1000), Printer (\$300), Paper and ink for dispatches (\$200)
Driver Cell Phone Plan	\$ 720.00	Based on data plan of \$30 / month X 2 drivers
Permits and Registration	\$ 234.90	Based on CTCL data
Insurance	\$ 1,830.00	Based on CTCL data for 9 passenger van
<b>Operating Costs</b>		
Driver Wages	\$ 42,400.00	Based on 8 hour workday, 5 days / week plus one halfday 10 weekends / year for charters
Dispatcher Wages	\$ 22,750.00	Based on 5 hour workday (9am-1pm), 5 days / week
Fuel Cost	\$ 3,352.18	Based on \$0.31 / km * Total kms driven (estimate shown under estimates tab)
<b>Maintenance Costs</b>		
Vehicle Maintenance Cost	\$ 8,525.44	Maintenance cost for 9 passenger CTCL vehicle from last year plus 10% (10% higher costs each year)
Vehicle Inspection Cost	\$ 350.00	Inspection cost of \$175 every 6 months
<b>Total Costs</b>	<b>\$ 192,512.52</b>	
<b>Revenues</b>		
Charter Revenue	\$ 3,000.66	Based on Projected # of charters (more info under estimates tab)
Dial a ride Revenue	\$ 12,735.88	Based on Projected # of Dial- A-Ride Trips
<b>Total Revenues</b>	<b>\$ 15,736.54</b>	
<b>Benefit/Cost Ratio</b>	<b>0.08</b>	

Breakeven Analysis Year 1	
Total Fixed Costs	\$ 189,160.34
Variable Costs / Ride	\$ 2.09
Average Revenue / Ride	\$ 7.95
Contribution Margin	\$ 5.86
<b>Breakeven Rides</b>	<b>32294</b>
<b>Breakeven Revenue</b>	<b>\$ 256,734.90</b>

Breakeven Analysis Year 2	
Total Fixed Costs	\$ 80,162.52
Variable Costs / Ride	\$ 2.09
Average Revenue / Ride	\$ 7.95
Contribution Margin	\$ 5.86
<b>Breakeven Rides</b>	<b>13685</b>
<b>Breakeven Revenue</b>	<b>\$ 108,799.32</b>

# APPENDIX E - REVENUE AND COST ESTIMATES

Variable / Direct Cost Estimates		
Direct Cost Estimates		Assumption
<b>Driver Wage / hour</b>	\$ 20.00	Based on current CTCL hourly rates
Hours Worked / Weekday	8	Based on 8 hour workday
Hours Worked / Weekends for Charters	4	Based on 1 charter trip / weekend (driver must be paid minimum for 4 hours)
Total Hours Worked Weekdays	2080	52 weeks * 5 days * 8 hours
Total Hours Worked Weekends	40	Based on working 10 weekends throughout the year corresponding to the 10 projected charter trips
Total Wages Paid Weekdays	\$ 41,600.00	
Total Wages Paid Weekends	\$ 800.00	
<b>Total Driver Wages</b>	<b>\$ 42,400.00</b>	
<b>Dispatcher Wages</b>	<b>\$ 17.50</b>	Current CTCL hourly rates
Hours Worked / Day	5	Based on working weekdays 9am-1pm (same as CTCL)
Days / Week	5	Only working on weekdays
Days / Year	260	
<b>Dispatcher Wages / Year</b>	<b>\$ 22,750.00</b>	
Fuel Costs / km	\$0.31	Based on 8 hour day of driving 9 passenger van
Kms Driven	10813.48525	Based on projected number / length of trips (1612 trips / year, 75% under 5km, 10% between 5-10, 15% over 10)
<b>Fuel Costs</b>	<b>\$3,352</b>	

Revenue Estimates		
# of People Using the Service	31	2% of Stewiacke population - Based on CGS survey data / community consultations
Average Weekly Usage	1	Assuming each person uses the service on average once per week
Total Trips per Year	1612	Assuming 31 people use the service every week * 52 weeks / year
<b>Total Dial A Ride</b>	<b>1602</b>	Based on CTCL data - 99.38% of trips dial a ride
<b>Total Charter</b>	<b>10</b>	Based on CTCL data - 0.62% charter
# of Trips Under 5km	1201	Based on past CTCL data (75% of trips under 5km)
# of Trips Between 5-10km	160	Based on past CTCL data (10% of trips between 5-10km)
# of Trips Between 10-20km	240	Based on past CTCL data (15% of trips in the higher rate buckets)
<b>Trip Rates</b>		
Under 5km	\$ 7.00	Based on CTCL rates of \$7 per ride
Between 5-10km	\$ 9.00	
Between 10-20	\$ 12.00	Average of \$11 rates for 10-15km and \$13 rates for 15-20km
<b>Dial A Ride Trip Revenue</b>		
Under 5km	\$ 8,410.49	
Between 5-10km	\$ 1,441.80	
Between 10-20	\$ 2,883.60	
Charter Revenue	\$ 3,000.66	Based on CTCL minimum charter payment of \$300 per booking
<b>Total Fare Revenue</b>	<b>\$ 12,735.88</b>	



## Request for Decision

Submitted By: Erin Richard, Director of Community Development  
 Date: May 28<sup>th</sup>, 2024  
 Subject: Dennis Park Request for Proposal

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### ORIGIN

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This report originates with Dennis Park playground slowly degrading and requiring repairs. Request for Proposal was posted on the Procurement NS Website for viewership.

### RECOMMENDATION

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Staff respectfully recommend:

*That Stewiacke Town Council award the Dennis Park Playground Project to Cobequid Trail Consulting Ltd option 3 in the amount of \$97,064.00 plus HST.*

### BACKGROUND

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The Town of Stewiacke installed a hybrid playground in Dennis Park in 2017. The wooden structure lifespan was approximately 7 years before breakdown. Town staff have removed the hazardous structures, and our playground is now lacking features. The Town of Stewiacke council approved \$150,000.00 in the capital budget for 2024-2025.

The Request for Proposal was posted on the Nova Scotia Procurement Website on May 2<sup>nd</sup>, 2024, and closed on May 23<sup>rd</sup>, 2024. We received 2 packages:

1. Cobequid Trail Consulting Ltd.
2. Absolute Pressure Welding Ltd.

Each company complied with requests within the tender documentation and provided options for playground features. After reviewing all submissions, staff recommend Cobequid Trail Consulting Ltd option 3 as the best fit.

Cobequid Trails Consulting Ltd has been doing work in the facility development sector and trails for over 20 years. They have completed trail work for the Town of Stewiacke and installed inclusive playgrounds throughout Nova Scotia with many located in Colchester County.

Absolutely Pressure Welding Ltd referenced construction work within their proposal, but no past history of commercial playground work.

## DISCUSSION

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- 1) Cobequid Trail Consulting Ltd.
  - a. Option 1 - \$95,932.00
  - b. Option 2- \$98,735.00
  - c. Option 3 - \$97,064.00
  
- 2) Absolute Pressure Welding Ltd
  - a. Option 1- \$83,178.00 including HST on options.
    - i. Base price \$17,080 plus options Digger, serenade, mega worm, drop down water, bench, counter, sink, drainage, countertop, A frame structure.
  - b. Option 2- \$114,577.26 including HST on options.
    - i. Base price \$17,080 plus options digger, tree climber, serenade, mega worm, drop down water, sink, countertop, drainage, and wooden structure.
  - c. Option 3- \$96,905.26 including HST on options.
    - i. Base price \$17,080 plus options digger, serenade, mega worm, snail, drop down water, bench, countertop, sink, drainage, A frame structure.
  
- 3) Timeframe
 

Installed by the end of fiscal year but work not to start until after Labor Day to allow for regular use in Dennis Park during the summer months. (no closures because of construction).

## IMPLICATIONS

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*Nil.*

## OPTIONS

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N/A.

## COMMUNICATIONS

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- 1) A letter will be sent out to companies for notification on successful bidder.
- 2) A release for the community to know on the plans of the park.

## ATTACHMENTS

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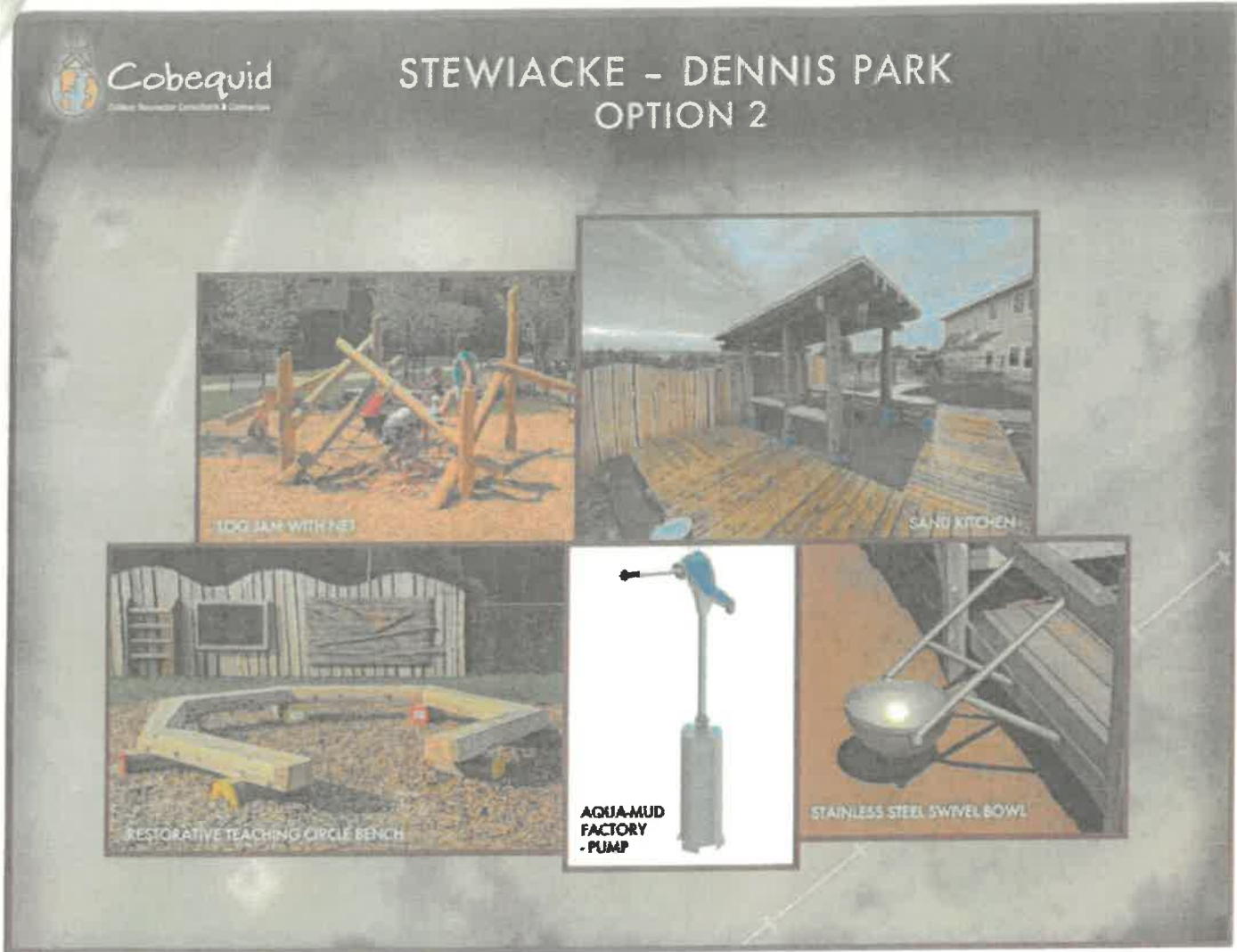
See attached the options from both companies.



**COST SUMMARY**

The following costs include all items related to the supply, delivery, installation of outcomes outlined in the above design for Dennis Park.

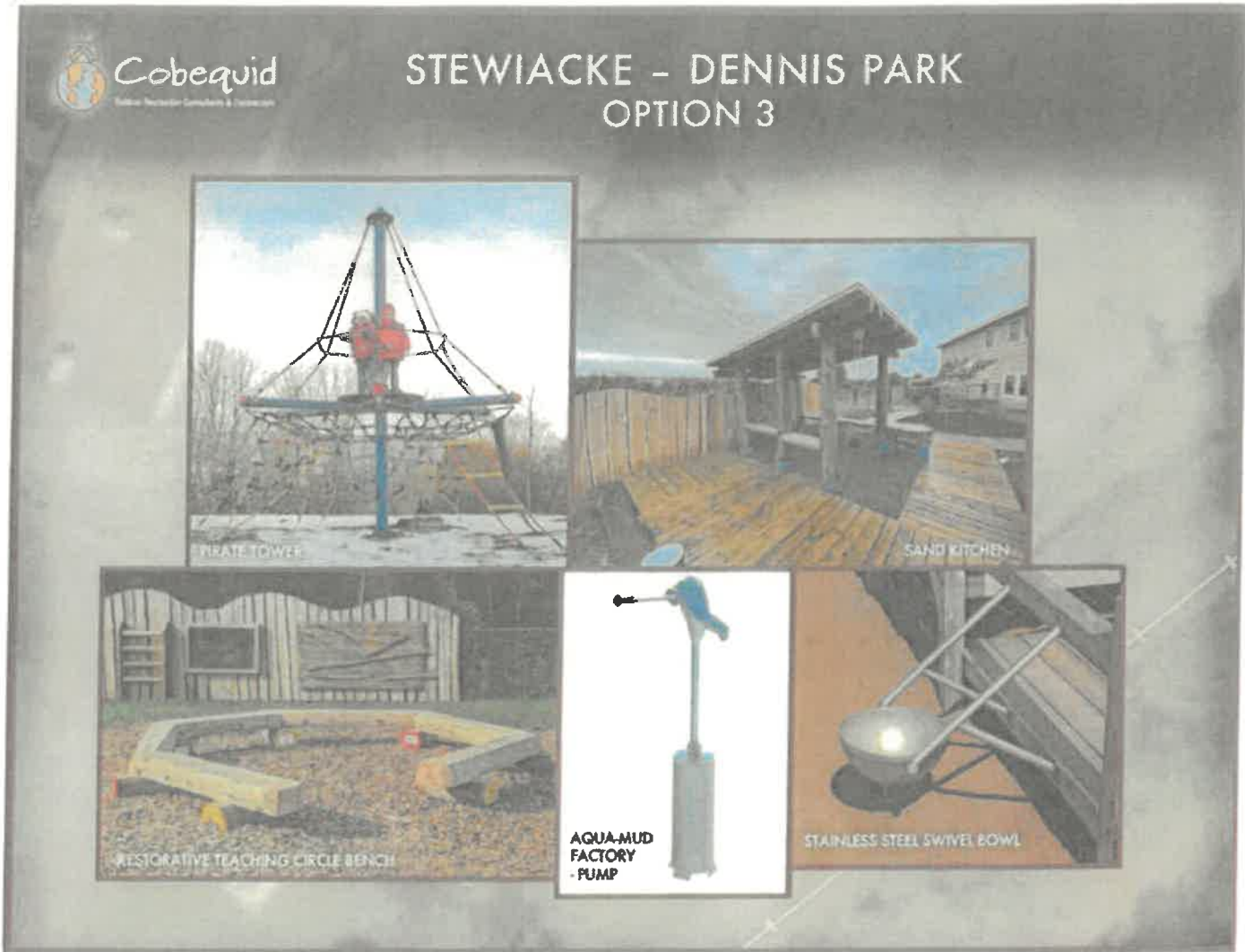
Sand Kitchen:	\$37,455.00
ADA Spiral Carousel:	\$29,790.00
Surfacing, border, paths, Reinstatement:	<u>\$28,687.00</u>
<b>Total:</b>	<b>\$95,932.00</b>



**COST SUMMARY**

The following costs include all items related to the supply, delivery, installation of outcomes outlined in the above design for Dennis Park.

Sand Kitchen:	\$37,455.00
Log Jam:	\$32,593.00
Surfacing, border, paths, Reinstatement:	<u>\$28,687.00</u>
<b>Total:</b>	<b>\$98,735.00</b>



**COST SUMMARY**

The following costs include all items related to the supply, delivery, installation of outcomes outlined in the above design for Dennis Park.

Sand Kitchen:	\$37,455.00
Pirate Tower:	\$30,922.00
Surfacing, border, paths, Reinstatement:	<u>\$28,687.00</u>
<b>Total:</b>	<b>\$97,064.00</b>



Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9.a

Item #CN-71

Digger

The Digger provides hours of entertainment at the playground. Promotes imaginative play and develops hand-eye co-ordination.

5.229.26





Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9.a

Item# CN-537-3

**Tripple Tree Climber**

Kids can climb up, over, down and around on the Triple Treetop Climber. This unique climber is a great addition to your nature-themed playground. Features evergreen post-toppers for a fun, nature-inspired touch.



35,398



Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9a

### CN-71W

#### Accessible Digger

Designed without a seat to enable access for all abilities, the Accessible Digger provides hours of fun as children dig in the sand and pretend they are on a construction crew. A great choice for providing hands-on tactile, imaginative play. Appeals to diverse ages.



5,779

The accessible digger can be placed on the edge of the wooden berm surrounding the sand, with an accessible path added.



Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9a

### SRND-IG-REC

#### Accessible Serenade

With its pleasing, colour-coded chimes and built-in music book, the Serenade music instrument is sure to be a hit for all ages and abilities. Learn to play by colour or by following the notes in the 6-song book. The 15 chimes are diatonic and sound so sweet!



The serenade can be attached to the concrete where the rocks and drain are located. Or a second small pad will be poured to bolt the serenade down to. Both options can be made accessible.

20,257



Absolute Pressure Welding Ltd  
(902) 301-3522

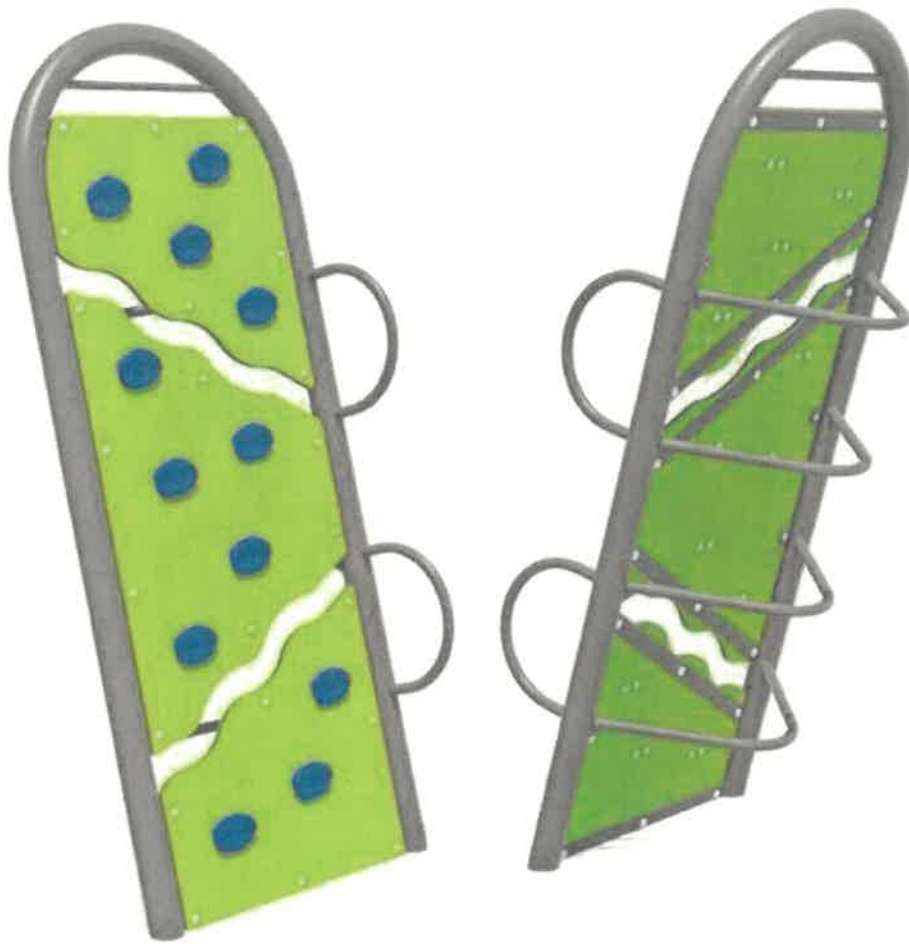
1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

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CN-933-2

### Monkey Boards

Funky and fun, freestanding Monkey Boards playground climber features two angled climbers for unique clambering action. A new slant on the ever-popular climbing wall!



16,649



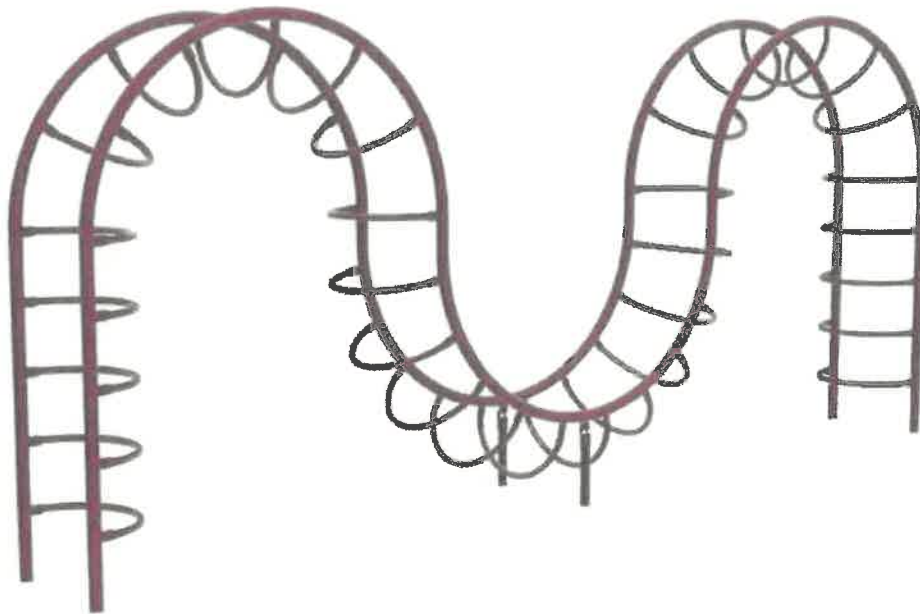
Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9a

**CN-474**  
**Mega Worm**

The Mega Worm climber provides oodles of clambering fun as kids make their way up, down, around and over this curvy, rung-style climber. Hanging from the higher rungs is another option with this simple yet versatile climber.



18, 118



Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

4.a

**CN-926**

**Snail Climber**

The multi-purpose Snail Climber delivers both climbing and hanging activities in a unique, nature-inspired design. It also creates a perch point for kids wanting escape the frenzy of the playground.



14,786



Absolute Pressure Welding Ltd  
(902) 301-3522

1262 Hwy 289  
Middle Stewiacke NS  
B0N1C0

9'a

**CA-145**  
**Drop Down Water**



We can install this in a very similar manner, with a mechanical tap that will only allow water to stay on for a few seconds at a time, to ensure there is no accidental flooding.

2500



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9'a.

**CA-146**  
**Kids Bench**



Built with 12"-16" round spruce peeled and treated kids bench, with smooth surfaces to compliment the mud kitchen/shaded area.

900.



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9.a

**CA-147**

**Live Edge Countertop**



1100

Countertop can be fitted inside mud kitchen structure, sanded smooth no sharp edges, and treated. Comes in 8 ft length segments.

The same can be used as shelving inside the shelter.

We will also supply the shelter with hangers and work with your team to decorate/modify the design how you see fit.

**CA-148**

**SS Sink**



500

A Stainless Steel Sink can be added into the counter top with either a mechanical tap putting water directly into sink or using **item # CA-145**.

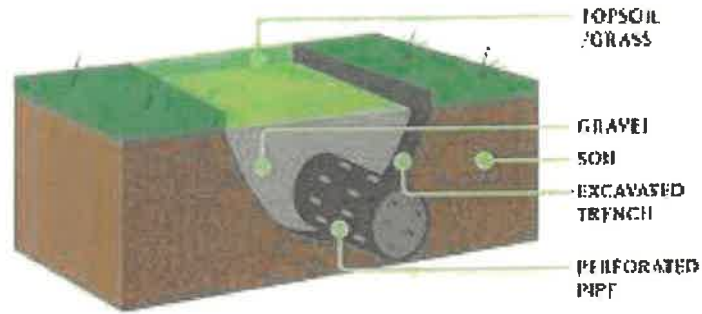


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g.a.

### CA-149 Drainage



The drainage can be either hooked up to the sink or under ground to collect water and protect the playground from standing water.

Note: drainage hooked to sink may clog and require frequent cleaning

2685



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Middle Stewiacke NS  
B0N1C0

Y.a

**ST-245**

**A-Frame Wooden Structure 10'x10'**



13,700

Square or round polls can be used to make the structures legs. With a tin roof in the color of your choosing based on availability. One wall will be covered with treated barn board. From there we can add what ever features you choose from the list.

Note: Floor will be sand

**ST-246**

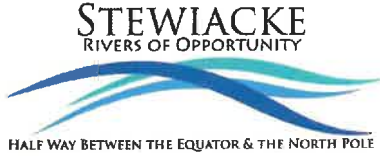
**Wooden Structure 10'x10'**



11660.

Square or round polls can be used to make the structures legs. With a tin roof in the color of your choosing based on availability. One wall will be covered with treated barn board. From there we can add what ever features you choose from the list.

Note: Floor will be sand



## Request for Decision

Submitted By: Kevin Matheson, Interim CAO  
 Date: June 6, 2024  
 Subject: Addition to Commercial Development District

### ORIGIN

Town Council passed second reading on May 23, 2024 of amendments to the Municipal Planning Strategy to create a Special Commercial (C-3) Zone. At the same meeting, Council also amended the Land Use By-law to rezone the property at 12 Main St. E to C-3. The owner is also requesting Council to include the property in the Commercial Development District (CDD).

### RECOMMENDATION

Staff respectfully recommend:

*That Committee of the Whole recommend to Town Council to add the property at 12 Main St. E to the Commercial Development District for the purposes of the Commercial Development District Improvement By-law once the rezoning of the property to C-3 has been proclaimed on the Town website.*

### BACKGROUND

This development on the property is to allow the building to be converted to a café under the conditions of the C-3 zone in the LUB. The amendment to the CDD allows the increased taxes from the commercial development to be phased in over 10 years.

### DISCUSSION

### IMPLICATIONS

#### *Financial/Budget*

Rebates under the by-law are calculated based on the increased taxes from the time the Commercial development of the property is completed compared to the taxes under the assessment prior to the development. There is not a reduction in total taxes from what existed prior to the development.

*Legal*

The By-law only requires a resolution of Council to amend the CDD. An agreement must also be signed between the property owner and the Town prior to any rebates being issued. The development must be completed.

*Strategic Priorities/Workload*

**OPTIONS**

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Council has the following options to consider:

- a) Approve the recommendation;
- b) Reject the recommendation;

**COMMUNICATIONS**

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N/A

**ATTACHMENTS**

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N/A



**MEMO**

To: Committee of the Whole  
From: Kevin M Matheson CPA CA, Interim CAO  
Re: CAO Report  
Date: June 11, 2024

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Internal meetings:

Council – May 21  
Committee of the Whole – June 13  
PAC Public Participation – June 6 (no public)  
Mayor – May 22, 29 June 4  
Management group – May 29

External Meetings

Joint Police Advisory Committee – May 30  
Alert ready Quarterly Review – June 4  
REMO Exercise – May 30

Other

Various emails, calls and meetings with individuals and businesses  
Researching various bylaws and policies  
Executed various documents  
Lease agreement for Community Centre  
Review Manager of Finance applications, one interview  
Compile CAO Briefing Document

Approvals

Payroll, disbursements and Bank reconciliations

Other

Thank you to Council for the opportunity to help with the transition to a new CAO. Also enjoyable to meet several residents and businesses in Town. You have a great teams that deserves your support.

**Mayors Report June 13, 2024**

- May 25: I attended the 80<sup>th</sup> Stewiacke Fire Department celebration & presented a plaque on behalf of the Town Council with Deputy Mayor Chapman & Counselor Osborne.
- May 29: I meet with Ian Morrison, NSFM.
- June 2: I attended the NSCC graduation in Truro. Congratulations to the graduating class of 2024. **Define & follow your dreams.**
- June 3: Presented an update for the Town of Stewiacke @ the Mayors & Chiefs Breakfast in Millbrook sponsored by the Truro & Colchester Chamber of Commerce.
- June 3: Met with incoming CAO Mr. Seguin.
- June 5 – 10 Attended the FCM in Calgary. \*\* Report will be sent to council.