
Let us begin by acknowledging that we are gathered today in Mi'kma'ki. The ancestral, present and future territory of the Mi'kmaw people. Today, we gather with the intent followed by the living Peace and Friendship Treaties - with respect, cooperation and coexistence.

Call to Order

1 Approval of Agenda

2 Pre-Budget Discussion

3 ICIP Priorities Resolution

4 Federal Active Transportation Fund Application

5 Closed Session

5.1 MGA 22(2)(e) – contract negotiations

Adjournment





Town of Mahone Bay
493 Main Street
Mahone Bay, Nova Scotia
B0J 2E0

Attn: Dylan Heide, CAO

Re: Capital Cost Estimates – Municipal Infrastructure

In response to your request for scale of magnitude cost estimates we offer the following.

The projects are shown schematically on the attached civic address mapping and include:

Project # 1: Main Street East Water and Wastewater Rehabilitation and Extension.

Project # 2: Main Street West Water and Wastewater Rehabilitation and Improvement.

1.0 Understanding

The Town of Mahone Bay is considering applications for infrastructure funding. Both projects are located on various sections of Main Street. Project overviews follow with details of proposed works and the basis of cost estimates provided later in this letter report.

2.0 Opinion of Probable Costs of Construction

The 2022 probable costs for each project follows.

| Project # | Estimated Costs | HST (15%) | Total |
|-----------|-----------------|-----------|-------------|
| 1 | \$1,735,000 | \$260,250 | \$1,995,250 |
| 2 | \$5,355,000 | \$830,250 | \$6,185,250 |

3.0 Project Details:

Project # 1: Main Street East Water and Wastewater Rehabilitation and Extension

In greater detail this project will include:

- New 250 mm watermain from Civic # 586 to Civic # 794 complete with valves, hydrants and water service laterals.

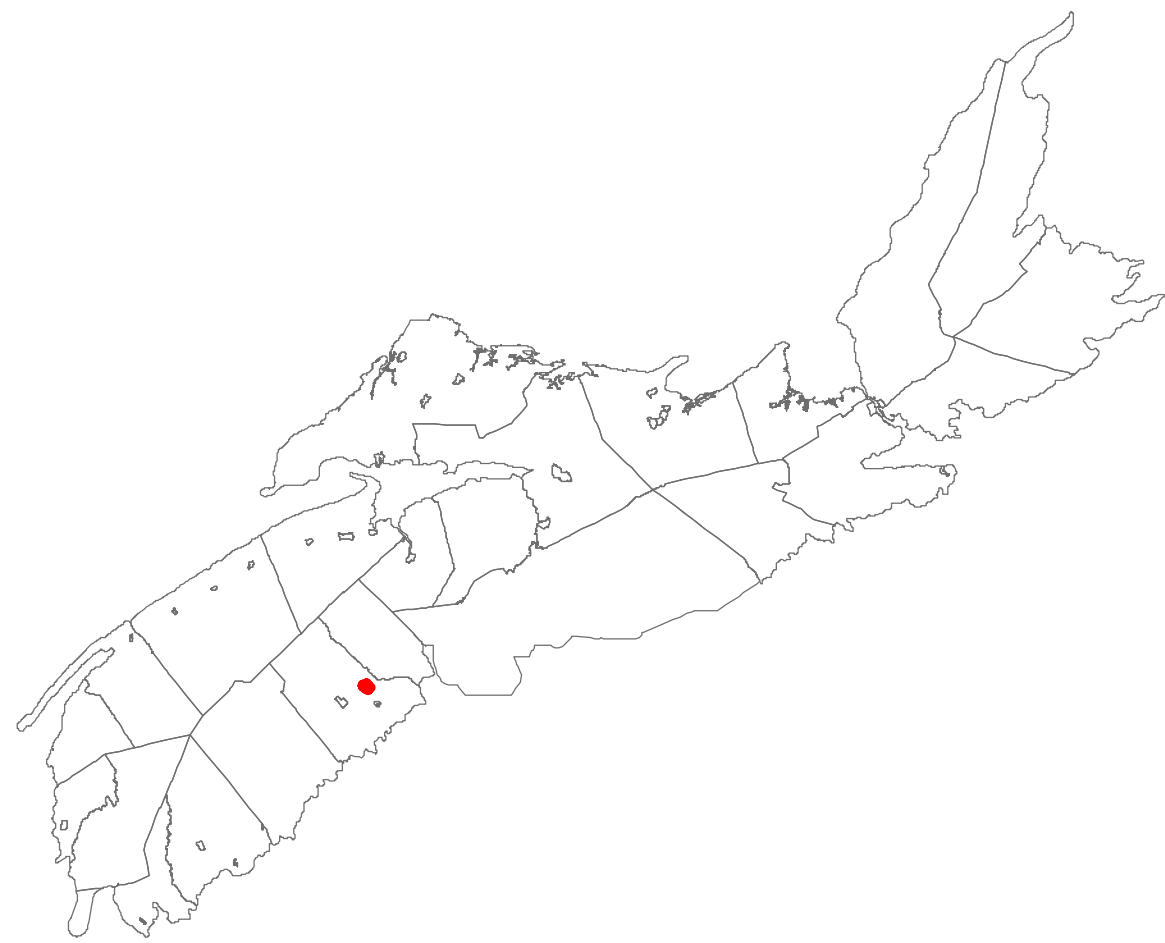
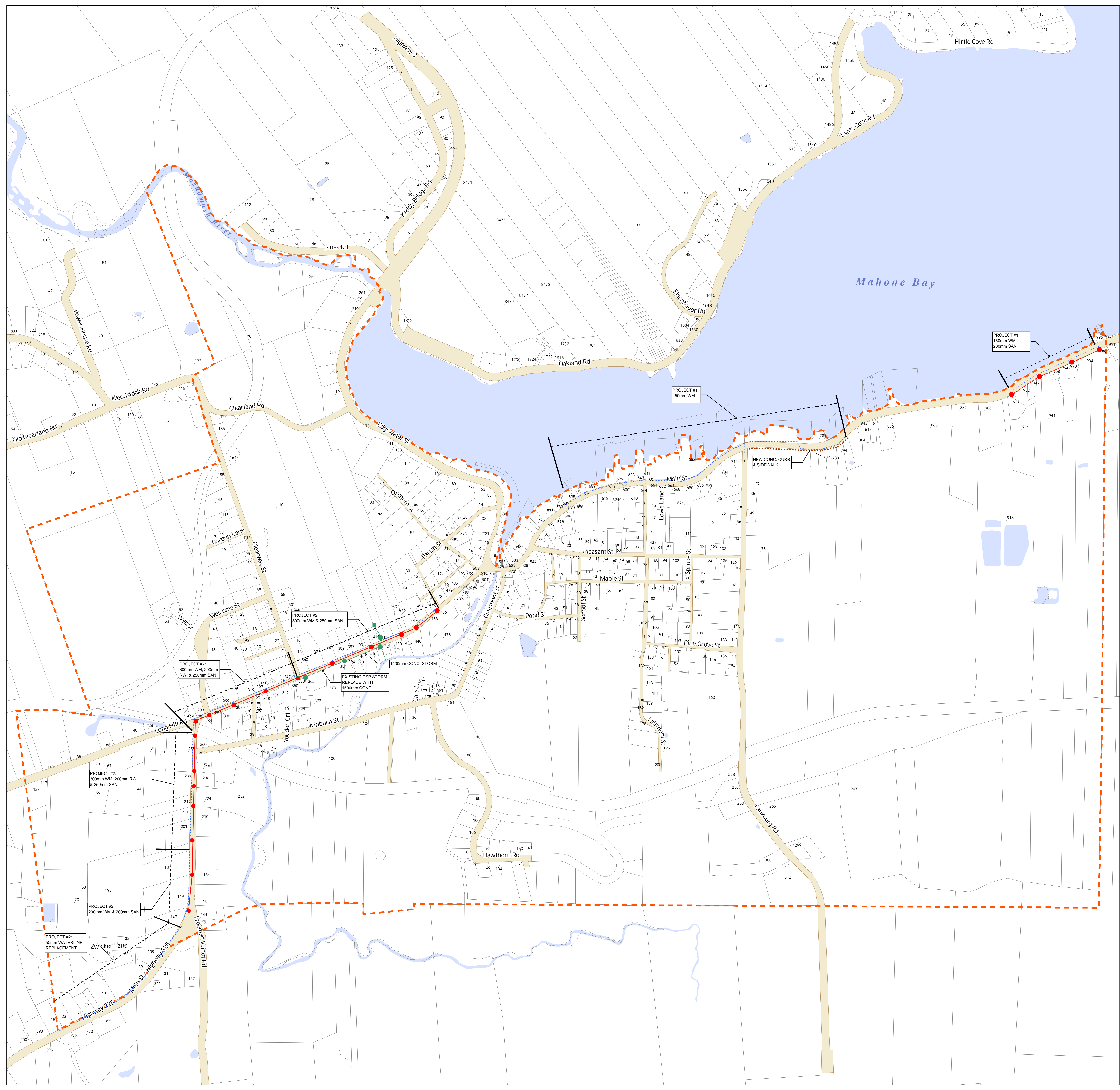
51 COBEQUID ROAD
SUITE 202
LOWER SACKVILLE
NOVA SCOTIA
B4C 2N1

PH: (902) 864-2267
FAX: (902) 864-3632

kvmconsultants
@eastlink.ca

www.kvmcon.ca

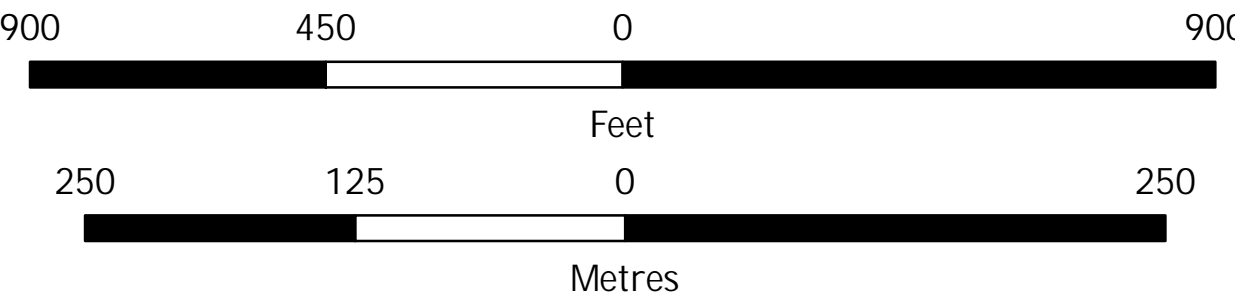
Town of Mahone Bay
Municipal Infrastructure Cost Estimates



Representation of the Town of Mahone Bay in Nova Scotia
Scale: 1:3,500,000



Scale: 1:3,500



- Civics
- Maintained Public Streets
- Properties
- Town of Mahone Bay Boundary
- Water
- Colour Codes
- (Existing) Storm Sewer
 - (Proposed) Storm Sewer
 - (Proposed) Sanitary Sewer
 - (WM) Water Main
 - (RW) Raw Water

PROPOSED INFRASTRUCTURE
PROJECTS - 2022

| Rev. | Description: | Date: |
|------|------------------------------------------|----------|
| 4 | Updated | 15/01/21 |
| 3 | Updated | 13/03/12 |
| 2 | Updated to include Youden Crt (Private) | 11/07/15 |
| 1 | Updated | 10/07 |
| 0 | Showing public streets and civic numbers | 08/01/16 |

TOWN OF
MAHONE BAY

Civic Address Map

From Date: 14/12
To Date: 15/01
Date Printed: 15/01/21

Status: Exists
Project ID: n/a
Classification #: 05400-55

Digital Folders and File Name:
Map Library\Mahone Bay Town's
Facilities Buildings and Structures
\\CivicAddressMap_Municipal_TOMB
\\CivicAddressMap_Municipal_TOMB_34x42"

Sources:
Digital Base Map Data from Service Nova Scotia and
Municipal Relations
Prepared by the Municipality of the District of Chester

Coordinate System/Datum: UTM NAD83 CSRS
ZONE 20N

Map Disclaimer:
Information shown on these drawings is compiled from
numerous sources and may not be complete or
accurate. The Municipality of the District of Chester is
not responsible for any errors, omissions or deficiencies
in these drawings.

Actual Map Size: w 42" x h 34"



- Installation of new concrete curb and sidewalk from Feaubeaux Street southerly to Civic 794.
- New 150 mm watermain complete with valves, hydrants and water service laterals to property line at Civics 932 to 994.
- New 200 mm sanitary sewer including manholes and service laterals to property line at Civics 932 to 994.
- Reinstatement of all surface features disturbed during underground services installation.

Project # 2: Main Street West Water and Wastewater Rehabilitation and Improvement.

In greater detail this project will include:

- New 300 mm watermain complete with valves, hydrants and water service laterals between Cherry Lane and Long Hill Road.
- New 200 mm raw watermain from Clearway Street to Long Hill Road.
- New 250 mm sanitary sewer complete with manholes and sewer laterals from Cherry Lane to Long Hill Road.
- New large diameter storm sewer from Clearway Street to Civic 416 and then to Ernst Brook. This component will require an easement over private property.
- New 50 mm waterline complete with water service laterals between Civics 147 and 15.
- New 300 mm watermain complete with valves, hydrants and water service laterals between Long Hill Road and Civic # 201 Main Street.
- New 200 mm watermain complete with valves, hydrants and water service laterals between Civics 201 and 147.
- New 200 mm raw watermain from Long Hill Road to Civic # 201.
- New 200 and 250 mm sanitary sewer including manholes and service laterals from Long Hill Road to Civic 147.
- New 50 mm waterline complete with water service laterals between Civics 147 and 15.
- Reinstatement of all surface features disturbed during underground services installation.

4.0 Basis of Estimates

The cost estimates include a 15 % construction contingency and a 15% % allowance for project management and consulting fees. Consulting fees will reflect the project complexity and construction duration.

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Town of Mahone Bay
Municipal Infrastructure Cost Estimates



The above estimates are based on conceptual layouts prepared with 1:2000 scaled topographic mapping with 2.0m contours. The mapping is based 1989 aerial photography and therefore may not be representative of current conditions.

Detailed design of the proposed works may identify underground utility crossing conflicts which could result in the need to revisit the concepts and corresponding estimated costs.

The estimates do not include land purchases or right-of-way acquisitions.

Estimates of trench rock excavation are approximation based on previous experience in the Town. The true costs of trench rock excavation will only be known when the projects are constructed.

KVM Consultants has no control over the cost of labour and materials, the contractor's method of determining prices, or competitive bidding or market conditions. This opinion of probable cost of construction is made on the basis of contractor's progress applications, experience, qualifications and best judgment of the professional consultant familiar with the construction industry. KVM Consultants cannot and does not guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost estimates.

If you have any questions or comments on the above please call at your convenience.

Best Regards,

A handwritten signature in black ink, appearing to read 'Kent V. Morash'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Kent V. Morash, B.Sc, P.Eng.
KVM/mtm

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Municipal Infrastructure Cost Estimates



**Town of Mahone Bay
Staff Report
Re: Active Transportation Fund
March 29th, 2022**

General Overview:

The purpose of this report is to provide Council with an overview of the Federal Active Transportation Fund and to outline how Mahone Bay could benefit from applying to this program.

Background:

At the regular meeting of Council on September 14th, 2021, Council passed a motion directing staff to apply for funding from the Provincial Connect2 Program and the Federal Active Transportation Fund to improve active transportation infrastructure and active transportation safety in Mahone Bay. Application was made to the Connect2 Program and funding is anticipated to support pedestrian and cycle improvements on Clearway St. and Kinburn St. and to the trail system as it intersects Town infrastructure. Application has not yet been made to the Federal Active Transportation program, which has an application deadline of March 31st, 2022.

The Active Transportation Fund is a federal grant opportunity through Infrastructure Canada. The fund is available for Municipal governments; local and regional governments (such as service districts); and Indigenous organizations. The aim of this program is to promote social equity amongst vulnerable Canadians, enhance the safety of active transportation routes, contribute to sustainable economic growth, and enhance access via active transportation modes to businesses.

The Active Transportation Fund has two funding streams, for planning projects and capital projects. Eligible planning projects include feasibility studies, data collection and mapping initiatives, public awareness campaigns, and policy development. Capital project funding is open to new active transportation infrastructure construction, enhancement of existing infrastructure, and improvements to active transportation safety features. Applications for both funding streams are open until March 31st, 2022 and projects funded through this program must be completed by March 31, 2026.

Analysis:

Staff have analyzed viable active transportation project options that are eligible for the Active Transportation Fund, given particular consideration to projects already approved in the 2021-22 budget currently awaiting funding opportunities. Public

input sessions and outreach efforts have indicated that developing a multipurpose waterfront path for active transportation is a high priority for residents of Mahone Bay. 77.78% of those who responded to the Town's Community-Wide Bike Route Survey indicated that they would like to see a multipurpose waterfront path along Edgewater St. This path was also indicated in Mahone Bay's Transportation Plan as part of the transportation vision for Mahone Bay.

A waterfront walking and cycling path was previously incorporated into the Living Shoreline Project proposal (originally proposed in the 2016 [Coastal Flooding and Erosion Mitigation Plan](#) prepared for the Town by CBCL Ltd.). While the Living Shoreline Pilot project – consisting of a small area of that originally proposed for shoreline improvement – is proceeding as planned, staff have been unable to identify funding for the full project. Staff have requested CBCL Ltd. prepare an updated estimate dividing the living shoreline project scope into that necessary for the walking and cycling path (plus associated necessary shoreline improvement) – to become phase 1 – and the additional shoreline improvement needed to achieve the original objectives of the living shoreline project (including additional costs for the relocation of armor rock installed in phase 1), known as phase 2. While there would be additional costs associated with this approach, they are estimated to be relatively minor, and splitting the project into two phases could significantly increase the potential to secure external funding.



This waterfront path would connect the parking lot at Kedy's Landing to the parking lot across from the three churches (now leased by the Town). Currently,

there is no designated sidewalk or bike path in this area, and it represents a gap in the Town's active transportation infrastructure often cited by residents and visitors. Despite the lack of designated infrastructure, both residents and tourists frequently walk and bike on the shoulder of the road in this area. Widening the shoulder and installing a designated multipurpose path will improve the safety and accessibility of this part of Town for active transportation. It will also benefit businesses located at Kedy's Landing, by connecting them to the rest of downtown through a designated active transportation route. This improvement would complement current year capital improvements on Edgewater Street including the improved crossings at Kedy's Landing and the churches, the rehabilitation of the fence at Bayview Cemetery, and the aforementioned Coastal Action Living Shoreline pilot project.

Financial Analysis:

The maximum amount payable for a capital project under the Active Transportation Fund is \$50 million. For municipalities, the fund will provide up to 60% of the project cost. Updated cost estimates have been requested from CBCL Ltd. but have not yet been received by staff. They will be shared with Council members as soon as they are received.

As an illustration of the potential cost of the project, CBCL's June 2020 estimate for the entire Edgewater Street Living Shoreline project was \$2,755,000 +HST (attached [HERE](#)). If the project were updated to 2022 (~\$3,000,000) and split into two equal phases for example, phase 1 would be (~\$1,500,000). With a potential budget of \$1,500,000 + net HST (\$75,000) and 60% external funding, the Town cost would be \$630,000. The Town cost would need to be paid by borrowing.

Climate Analysis:

Applying for the Active Transportation Fund would help fulfill Action #7 of the GHG Reduction Action Plan. Transportation has been identified as the second largest greenhouse gas emissions in Mahone Bay, and Action #7 of the GHG Reduction Action Plan notes that 40% of trips within the Town should involve walking or cycling by 2040, and 50% by 2050.

Links to Strategic Plan:

1. Sustainable Municipal Services:

1.3 Improve Accessibility of Public Infrastructure

- Strategically improve transportation infrastructure to support healthy Living.

2. Transportation Plan:

- 4.2 Transportation Vision for the Town of Mahone Bay

3. Environmental Leadership:

3.1 Reduce Community Greenhouse Gas Emissions

- Implement community Greenhouse Gas (GHG) Reduction Action Plan.

Recommendation:

It is recommended,

THAT Council directs Staff to apply for the Active Transportation Fund for the Edgewater Street Shoreline Active Transportation Trail project.

Respectfully submitted,



Martha Horsman

Climate and Energy Program Manager

