

AGENDA

Regular Council Meeting – Rural Municipality of North Shore

6:30 pm Wednesday, Feb 9th, 2022 at Grand Tracadie School Centre

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

- 2.1. Disclosure of Pecuniary (Financial) or other Conflicts of Interest

3. APPROVAL OF THE MINUTES FROM

REGULAR MEETING 6:30PM DEC 8, 2021

- 3.1. Business arising from the minutes

4. DELEGATIONS SPECIAL SPEAKERS AND PUBLIC INPUT

5. REPORTS

- 5.1. EMO Committee Report – No Dec/Jan Meeting
- 5.2. Water and Environment Committee Report – No Dec/Jan Meeting
- 5.3. Recreation and Engagement Committee Report
- 5.4. Covehead and Tracadie Bay Enhancement Committee Report – No Dec/Jan Meeting
- 5.5. Stanhope Peninsula Potable Water Research Committee Report – No Dec/Jan Meeting
- 5.6. CAO Report
- 5.7. Finance and Infrastructure Report
- 5.8. Planning Board and Development Permit Report

(Approval of Reports)

6. NEW BUSINESS (REQUESTS FOR DECISION)

- 6.1. RFD-22-001 Dangerous and Unsightly Properties
- 6.2. RFD-21-048 Emergency Management Bylaw 2nd Reading, Approval and Adoption
- 6.3. Access to Information Annual Report
- 6.4. RFD-22-002 Covehead Sign
- 6.5. RFD-22-003 Stanhope Peninsula Water Study Update
- 6.6. RFD-22-004 Letter of Support Glenaladale

7. CORRESPONDENCE

- 7.1. PEI Active Transportation Summary
- 7.2. Letter from Mighty Oaks re: College Bursary Info
- 7.3. FPEIM Provincial Budget recommendations

8. APPOINTMENTS TO COMMITTEES

9. NEXT MEETING Mar 9, 2022 6:30pm North Shore Community Centre

10. ADJOURNMENT

APPROVED MINUTES
Regular Council Meeting – Rural Municipality of North Shore
6:30 pm Wednesday Feb 9, 2022
@ Grand Tracadie School Centre

PRESENT:

Mayor Gerard Watts, Deputy Mayor Nancy MacKinnon, Councilors - Krista Shaw, Peter Vriends, Derek Cook, Wanson Hemphill, Bob Doyle and CAO Stephanie Moase.
1 member of the public.

1. CALL TO ORDER: 6:31 pm by Mayor Gerard Watts

2. APPROVAL OF THE AGENDA:

It was duly moved and seconded that the agenda be approved as presented.
Moved by Councilor Wanson Hemphill, seconded by Councilor Krista Shaw
6-0

MOTION CARRIED
2022-02-001

2.1. DISCLOSURE OF PECUNIARY (Financial) or other CONFLICTS OF INTEREST:

There were none.

3. APPROVAL OF MINUTES:

It was duly moved and seconded that the minutes of the Regular Monthly Council Meeting of December 8, 2021 @ 6:30 pm be approved as presented.
Moved by Councilor Derek Cook, seconded by Councilor Bob Doyle
6-0

MOTION CARRIED
2022-02-002

3.1. Business Arising From the Minutes

Official Plan Update - Was approved by Council on Oct 13, 2021 and sent to Municipal affairs for approval no other updates have been received from the Province.

Letter to the Department of Education and Lifelong Learning regarding interest in a future school in North Shore has been sent and received.

Letter regarding the speed on Pleasant Grove road has been sent to the Dept of Transportation. Speed has now been reduced on this road.

4. DELEGATIONS, SPECIAL SPEAKERS AND PUBLIC INPUT

None

5. REPORTS

5.1. EMO Committee Report

Chair Derek Cook stated the Committee has not met but is planning a tabletop Risk Management exercise for the next meeting once Covid restrictions are lifted. Public are encouraged to join in.

5.2 Water and Environment Committee Report

No report

5.3 Recreation and Engagement Committee Report

Request to remove Crib from Newsletter – interest was low.

5.4 Covehead and Tracadie Bay Enhancement Committee Report

No report

5.5 Stanhope Peninsula Potable Water Research Committee Report

No report

5.6 CAO Report

There has been a recent increase in Development applications.

Exciting news that RMNS is number 2 in growth on PEI based on the most recent census numbers.

Recreation has been opening up more from Covid restrictions. CAO has been working to get budgets prepared. Council will be required to hold a Public meeting two weeks prior to approval. Council requested to do it the same as last year, having the Public meeting right before the regular Council meeting and then hold a special meeting for approvals two weeks later.

5.7 Finance and Infrastructure Report

Chair Peter Vriends stated on December 13, 2021 Committee reviewed operating and capital budget.

Last year an elevator was suggested instead of a chair lift to the second floor of the NSCC. There were some reservations to that proposal due to cost. CAO has been researching other options and suggested a medical lift which is used in many halls and churches around the island. The medical lift would be approx \$30,000 plus shaft approx \$15,000. \$45,000.00 Total and Chairlift cost \$30,000 but often requires much maintenance and we still have not gotten approval from Fire Marshall for that. Discussion on whether creating an addition would be a more cost effective solution, CAO will get pricing regarding an addition.

Third quarter budget tracking was circulated to Council.

5.8 Planning Board and Development Permit Report

Chair Nancy MacKinnon stated the Planning Board has not met. CAO referred Council to January Issued permit report and the Annual report for 2021, total of 100 applications received.

It was duly moved and seconded that all reports be approved.

Moved by Councilor Nancy MacKinnon, seconded by Councilor Bob Doyle

6-0

MOTION CARRIED

2022-02-003

6. NEW BUSINESS (REQUEST FOR DECISION):

6.1 RFD-22-001 Dangerous and Unsightly Properties

Mayor Watts stated he has had questions regarding a bylaw for unsightly properties. Council discussed the benefits and options of creating this and decided to at this time create policies and incentives for taking pride in their properties. Council will re-visit in future

6.2 RFD-21-048 Emergency Management Bylaw 2nd Reading, Approval and Adoption

Whereas an Emergency Management Bylaw is a requirement by Section 145 (1) of the MGA;

And whereas the Municipality currently has Emergency Bylaw #3, approved in 2015;

And whereas a new bylaw, Emergency Management Bylaw 2021-03, has been written, based on Municipal Affairs new template, to repeal and replace Bylaw # 3 which required updates;

And whereas Emergency Management Bylaw 2021-03 was read and approved a first time on Dec 8, 2021;

Be it resolved that Emergency Management Bylaw 2021-03 be hereby read a second time.

Moved by Councilor Derek Cook, seconded by Councilor Peter Vriends

6-0

MOTION CARRIED

2022-02-004

Whereas an Emergency Management Bylaw is a requirement by Section 145 (1) of the MGA;

And whereas the Municipality currently has Emergency Bylaw #3, approved in 2015;

And whereas a new Bylaw, Emergency Management Bylaw 2021-03, has been written, based on Municipal Affairs new template, to repeal and replace Bylaw # 3 which required updates;

And whereas Emergency Management Bylaw 2021-03, was read for a first time Dec 8, 2021 and a second time Feb 9, 2022;

Be it resolved that the second reading of the Emergency Management Bylaw 2021-03 be hereby Approved.

Moved by Councilor Derek Cook, seconded by Councilor Krista Shaw

6-0

MOTION CARRIED

2022-02-005

Whereas an Emergency Management Bylaw is a requirement by Section 145 (1) of the MGA.;

And whereas Emergency Management Bylaw 2021-03 was written, reviewed and was read for a first time Dec 8, 2021 and a second time Feb 9, 2022;

Be it resolved that Council adopt Emergency Management Bylaw 2021-03.

Moved by Councilor Derek Cook, seconded by Councilor Wanson Hemphill

February 9th, 2022 Approved Regular Meeting Minutes, Rural Municipality of North Shore

6-0

MOTION CARRIED

2022-02-006

6.3 Access to Information Annual Report

Mayor Watts referred Council to the report from Patsy MacKinnon, Access to information Co-ordinator.

6.4 RFD-22-002 Covehead Sign

Mayor Watts stated he went to review the sign that is in Stanhope that points toward Covehead. A resident felt this should be changed to West Covehead. CAO will bring the matter to the MLA. The CAO also reviewed the mailing address with the Canada Post and they said it must remain York as that is where the post office is located. Documentation is being revised to show a mailing address and a physical address to ensure that there is no confusion as to where the NSCC building is located.

6.5 RFD-22-003 Stanhope Peninsula Water Study Update

Mayor Watts stated the RFP was sent out for the study but due to issues of consultants being too busy the deadline was extended to January 31, 2022. Only one proposal was received from CBCL. Council discussed and decided that it was best to move forward with the study.

Whereas the funding for the Stanhope Peninsula Water Utility Analysis and Conceptual Design was not approved under either the Provincial Infrastructure Municipal Strategic Component or the Provincial Rural Growth Initiative Capacity Building funds;

And whereas one proposal from CBCL for \$33,700 + HST was received;

And whereas Council agrees that this Analysis is pertinent in moving forward;

Be it resolved that Council agrees to move \$40,000 from the Capital Reserve to fund the Stanhope Peninsula Water Utility Analysis and Conceptual Design

Moved by Councilor Peter Vriends, seconded by Councilor Bob Doyle

6-0

MOTION CARRIED

2022-02-007

6.6 RFD-22-004 Letter of Support Glenaladale

Mayor referred Council to the RFD circulated.

Council to approve CAO to write a letter of support and provide an in-kind donation in the form of advertising for the Glenaladale's Rum Running festival and the 250th Anniversary of the Glenaladale settlers to StJohn's Island.

Moved by Councilor Nancy MacKinnon, seconded by Councilor Derek Cook

6-0

MOTION CARRIED

2022-02-008

7. CORRESPONDENCE

7.1 PEI Active Transportation Summary

Information to Council regarding the PEI Active Transportation

7.2 Letter from Mighty Oaks re: College Bursary Info

Information to Council, agreement to provide promotional advertising.

Council approves CAO to provide in-kind support in the form of promotional advertising for Mighty Oaks Early Childhood Care and Education Bursary.

Moved by Councilor Krista Shaw, seconded by Councilor Wanson Hemphill

6-0

MOTION CARRIED

2022-02-009

7.3 FPEIM Provincial Budget recommendations

For information to the Council.

Council agrees to host the April 2022 FPEIM meeting instead of January 2023

Mayor Watts mentioned with great sadness of the passing of Ken Hubley. He was a good resident, community minded and didn't mind putting the shoulder to the wheel to get things done. He was very much appreciated and will be greatly missed.

Deputy Mayor MacKinnon stated that Community School has begun again with about 14 students taking crocheting and rug hooking.

8. APPOINTMENTS TO COMMITTEES

9. NEXT MEETING:

Regular Council Meeting Wednesday, March 9, 2022 @ 6:30 at North Shore Community Centre.

9. ADJOURNMENT:

There being no further business, the meeting adjourned at 7:42pm.

Moved by Councilor Nancy MacKinnon, seconded by Councilor Peter Vriends.

6-0

MOTION CARRIED

2022-02-010

SIGNED: Gerard Watts, Mayor

DATE:

SIGNED: Stephanie Moase, CAO

DATE:

CAO's REPORT

December 2021/January 2022

- Maintaining and updating website- getting quotes on migration to new platform
- Preparation of minutes for Council and committees
- Working with contractors on completing Capital Projects, Maintenance Projects
- Working with Development Officer with property issues, various permits
- Working with Rec Coordinator on Community School, equipment purchases, Outdoor Rinks, Summer students
- Completed MCEG for 2020-2021 F/Y
- Put forward RFP for Water Study, evaluating Proposals
- Working with Legal on items for Commons, Septic Bylaw, IRAC
- Working on Procedural Bylaw, Committee Policy, Employee Code of Conduct
- Working with Finance on 2022-2023 Budgets
- Working with staff to improve waste collection, clean up storage areas, organize kitchen and prepare asset list
- Working with Province on user agreement for floating docks at Stanhope Wharf
- Completion of Emergency Plan, Emergency Bylaw with EMO
- With Staff completed applications for funding for Water Study, Rec Plan, Medical Lift, GT Generator, Queens Jubilee and Summer students

Capital and Maintenance Projects

NSCC and GT Grounds Upgrades- Budget Gas Tax, and approx. \$50,000 CCRF will include benches, grandstands, garbage receptacles, bike racks, picnic tables, water station, waiting on if ballfield fencing will be approved under this fund, funding was not approved through the Healthy Communities Initiative- Awaiting feedback from CCRF Funding. Will also include new parking lot at Grand Tracadie

Master Recreation Plan- Budget \$15,000 applied to Provincial Capacity Building, not approved under MSC

Kayak Launch- Budget \$7000- COMPLETED\$3994.40- will ship in May

Stanhope Promenade- Budget Gas Tax \$14000 for interpretive panels and 3 benches to be replaced where missing

Grand Tracadie Generator Project- Budget \$42,000 Using safe restart funds (\$13,000) and Climate Challenge fund

Chairlift/medical lift at NSCC- Budget \$77,000 Chairlift requires Fire Marshall sign-off (not enough width) Got partial quote on Medical lift (need contractor quote for shaft) Applied to New Horizons for funding \$25000

NSCC and GT Water stations: Quote \$1500 plus tax and installation

Website Migration and Security- Quotes (4) ranging from \$1100 to \$6500. CAO to assess

Grand Tracadie Survey- awaiting quotes

NSCC Roof repair- Budget \$14000 Gas Tax - Awaiting quotes

New/Replacement Signs for Municipality- Grand Tracadie grounds, NSCC grounds, GT Building – Ongoing maintenance budget- Completed signs for GT and NSCC Rinks (\$225)

Dog Waste Receptacle- Grand Tracadie 40 Rink Rd

Grand Tracadie – Maintenance Budget COMPLETED \$262.21 new door between kitchen and classroom

Grand Tracadie- Maintenance Budget \$500 COMPLETED \$515 for installation new fire door for electrical room

Grand Tracadie- Capital Budget \$6000 COMPLETED \$6992 new fire panel, pulls, smokes and wiring

New Sign for West Covehead- Budget \$180 COMPLETED

NSCC Audio/Visual Upgrades- Budget \$22,000 COMPLETED \$21,935.68 COVID Safe restart fund

Grand Tracadie Playground Slide- Budget-Recreation-COMPLETED

Promenade- Paving patch at Point Pleasant Lane- COMPLETED

Oil Tank Replacement for Stanhope Place- Budget COMPLETED

Stanhope Place Basement Crack- Budget \$1000 COMPLETED Repair and Maintenance

Dog Waste Receptacle- along Promenade – 2 COMPLETED

Pleasant Grove Sign- COMPLETED

Meeting Report Finance and Infrastructure Dec.13th/2021

Call to order 4PM, Present Howard Ellis, Peter Vriends, Stephanie Moase, Doug Smith, Rick Bain, Gerard Watts, Regrets John Cook, Gary Bradley

Agenda approved, Minutes approved Nov.15th meeting

Business arising from minutes, discussed various ongoing maintenance issues

New Business,

Capital projects update

Signage for the playground to be done shortly, signage for promenade to be done in the spring.

The CAO is taking a second look at the possibility for a chairlift on the stairway or a dedicated lift in the Centre building. Options are being explored by Harding Medical supplies. The chairlift option requires a clearance letter by the Fire Marshall which has previously been declined. Fire code requires 36" of clearance in the stairway when the seat is down for emergency exit.

The built in lift option would be preferable for several reasons and also less expensive than an elevator which was previously costed at \$77 thousand eighteen months ago. It has been determined that we have the space and proper clearances. Funding could be sought from the Horizon fund. We also have gas tax funding available to cover the entire project.

Nov. Budget update reviewed.

The 2022/2023 Draft Budget was reviewed line by line with suggested changes to be made . The next draft will be reviewed at our Jan13th meeting along with the capital budget for next year.

Meeting adjourned 5:30PM, next meeting Jan13th,2022 4PM

Chair, Peter Vriends

DEVELOPMENT PERMITS FOR 2021

Single Family / Cottage	38
Garage/Accessory Bldg	11
Pool/Deck/Solar/ Septic	16
Renovations/Additions	10
Moving structures (on/off)	4
Subdivisions	4
Preliminary Subdivisions	3
Rezoning	1
Retracted Permits/Closed	3
Not Completed	10
Total Development Permits 2022	100

FEB 2022 DEVELOPMENT PERMITS REPORT
THE RURAL MUNICIPALITY OF NORTH SHORE

PERMIT NUMBER	DATE PERMIT ISSUED	STATUS	PROPERTY NUMBER	APPLICANT'S NAME	Property Address	TYPE
NS-22-004SD	01-Feb-22	Preliminary Approval	135715/136390	Peter Hyndman	Pinecone Lane, Stanhope	Consolidate 2 parcels
NS-22-005	15-Feb-22	Approved	1012319	Darlene MacDonald	250 Eagles Path Lane	New Cottage
NS-22-002	22-Feb-22	Approved	887166	Krista Matheson	320 MacMillan Pt Rd, West Covehead	Add to existing building
NS-22-010SD	10-Feb-22	Preliminary Approval	135038/135046	Cecil MacLauchlan	Rte 6, Stanhope	Append a piece from one lot to another

Rural Municipality of North Shore
REQUEST FOR DECISION
Topic: Dangerous and Unsightly Properties

Date: Feb 1, 2022	Request No: RFD-2022-001 <i>(Office Use Only)</i>
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Person: Mayor Watts	Representing: North Shore
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Background: There are multiple properties in the Municipality that have derelict vehicles and/or buildings that are in poor repair creating dangerous and unsightly properties.

Request: For Council to discuss the pros and cons of creating a bylaw to address and monitor these situations.

Advantages	Disadvantages
<ul style="list-style-type: none"> Increased safety for residents in the area 	Increased cost with Bylaw officers and legal costs

Required Resources:	
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Staff Comments	
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CAO's Review / Comments	Currently the Province does address any areas without a Bylaw however they only look into after complaints. North Rustico has added different incentives to try to keep people interested in keeping properties clean and tidy
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Rural Municipality of North Shore
REQUEST FOR DECISION
Topic: Emergency Management Bylaw 2021-03

Date: Dec 1, 2021	Request No: RFD-2021-048 <i>(Office Use Only)</i>
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Person: Derek Cook	Representing: EMO Committee
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Background: An Emergency Management Bylaw is a requirement by Section 145 (1) of the MGA. RMNS currently has an approved Emergency bylaw, Bylaw #3, approved in 2015. The Bylaw required updates, and Municipal Affairs had released a new template, so a new Bylaw has been written to repeal and replace the existing.

Request: For Council to approve the new Emergency Management Bylaw 2021-03

Advantages	Disadvantages
<ul style="list-style-type: none"> • Updated Bylaw from Community of... to Rural Municipality of... • New Bylaw follows new Municipal Affairs Template 	

Required Resources:	
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Staff Comments	
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CAO's Review / Comments	Emergency preparedness ensures good community response and action in the time of an Emergency. Our Joint EMO group is working hard to ensure plans are in place and will be conducting ongoing volunteer recruitment
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Access to Information Annual Report

The number of applications received by the Rural Municipality of North Shore under the Bylaw to Regulate Access to Information and Protection of Personal Information, Bylaw # 2020-01, in 2021 was 13.

9 requests were granted. These 9 were granted and electronic copies of requested documents were sent to the applicants.

4 were denied. These 4 requests were denied under Section 9 (1) (a) Records not available , subject to solicitor-client privilege and Section 10(1) (2) Personal Information contained within records, of the Access to Information and Protection of Personal Information Bylaw.

- Patsy MacKinnon, Access to Information Co-ordinator

**Rural Municipality of North Shore
REQUEST FOR DECISION
Topic: Covehead Sign**

Date: Jan 27, 2022	Request No: RFD-2022-002 <i>(Office Use Only)</i>
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Person: Jerry Muzika	Representing: North Shore Residents
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Background: There is a provincial sign near Stanhope School Centre that says Covehead. There is no Covehead, only West Covehead and Covehead Rd.

Additionally the mailing address for the North Shore Community Centre states York but it should be West Covehead

Request: For Council to press the MLA to change the sign to West Covehead and press Canada Post to change the mailing address to West Covehead for the North Shore Community Centre.

Advantages	Disadvantages
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Required Resources:	
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Staff Comments	
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CAO's Review / Comments	I have spoke to the Post Office regarding the mailing address and they state that it is York because that is the location of the post office.
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Rural Municipality of North Shore
REQUEST FOR DECISION
Topic: Stanhope Peninsula Water Study Update

Date: Jan 27, 2022	Request No: RFD-2022-003 <i>(Office Use Only)</i>
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Person: Stephanie Moase	Representing: RMNS
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Background: CAO has applied to 2 different funding streams for the Water Study Update and both have been denied.

Request: For Council to approve the funding for the Water Study to be transferred from Capital Reserve

Advantages	Disadvantages

Required Resources:	
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Staff Comments	
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CAO's Review / Comments	
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**Rural Municipality of North Shore
REQUEST FOR DECISION
Topic: Letter of Support Glenaladale**

Date: Jan 27, 2022	Request No: RFD-2022-004 <i>(Office Use Only)</i>
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Person: Mary J Gallant	Representing: Glenaladale Trust
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Background: Last year the Council provided a letter of support and an in kind donation to the Glenaladale Rum running Festival

Request: For Council to approve a letter of support and in kind donation again this year

Advantages	Disadvantages
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Required Resources:	
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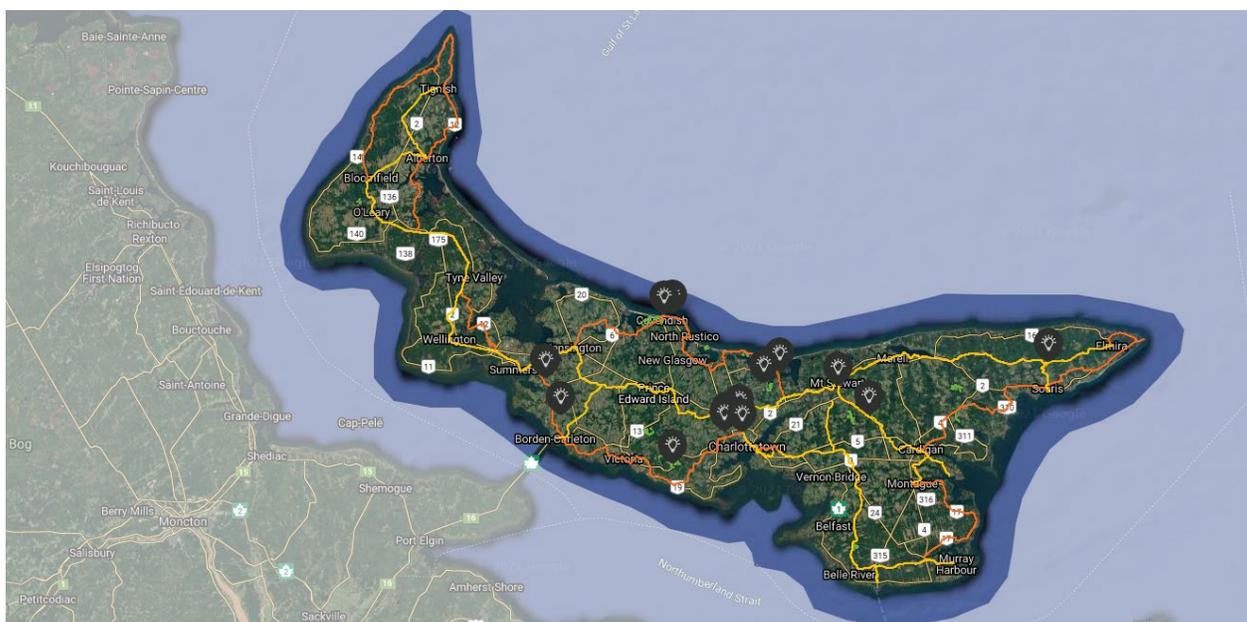
Staff Comments	
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CAO's Review / Comments	
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November 2021

What We Heard

PEI Active Transportation Network Plan



ACTIVE 
TRANSPORTATION PEI
NETWORK PLAN

An engagement summary for the PEI Active Transportation Network Plan, a province-wide initiative for human-powered transportation like walking, rolling, cycling, and more.



Photos are courtesy of UPLAND unless otherwise credited.

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Introduction

What is “Active Transportation”?

The term “active transportation” encompasses all modes of non-motorized or human-powered transportation. This includes walking and wheeling (referring to the use of assistive devices), cycling, roller blading, skateboarding, as well as seasonal activities like kayaking, canoeing, skiing, snowshoeing, and more. It also includes some motorized forms of transportation like e-bikes and electric wheelchairs. Some people depend on active transportation to get where they need to go, due to a lack of alternative transportation, while others choose to use active transportation as a preferred form of commute, exercise, recreation, or leisure.

Active transportation improves the physical and mental health of users, reduces carbon footprints, attracts visitors, and boosts local businesses through increased traffic. When done well, improvements that support active transportation often improve equity and accessibility, creating a safer, more comfortable and convenient network for everyone.

The Network Plan

In 2019, the Province of Prince Edward Island launched a \$25 million fund to support active transportation infrastructure and programs over five years. The aim of this program is to make active transportation more safe, accessible, and connected.

The Provincial Active Transportation Strategy sets out goals for active transportation in PEI, including doubling active transportation rates by 2030, and eliminating pedestrian and cyclist injuries and deaths. Actions for the first five years establish concrete steps to achieving these goals. One of the actions included in this Strategy is the development of this Active Transportation Network Plan.

The completed Active Transportation Strategy includes an analysis of existing conditions on the Island and the benefits of active transportation. A Background Analysis, completed as part of this Network Plan process, helped to inform discussions for public consultation, and identified issues to be addressed by the Network Plan.

This Network Plan builds on the Strategy to guide the Province’s work and can also be used by Municipalities and organizations involved in active transportation. The Network Plan identifies a province-wide network of active transportation routes which will allow users to safely commute between communities and key destinations. The Network Plan also incorporates guidelines for:

- * Route & facility design
- * Amenities
- * Education & programming
- * Marketing & promotions

The final draft will also incorporate an Implementation Plan.

What We Did

The development of this Draft Active Transportation Network Plan began with an extensive initial engagement process. We asked community members and stakeholders to share their insights, perspectives, and priorities for active transportation. Over the summer of 2021, we hosted a series of in-person and online engagement activities. This engagement process included:

- * An online interactive map with 73 comments
- * An online stakeholder survey with 131 responses
- * 5 pop-up events throughout the province with 139 participants
- * Workshops and interviews with 11 Municipalities & 15 stakeholder organizations, including both Abegweit & Lennox Island First Nations
- * A workshop with the staff of ResourceAbilities
- * A workshop with the PEI Association for Newcomers to Canada and 10 new residents
- * Email submissions from 4 local community members

The results from these activities demonstrate a series of key themes and findings, which this report explores.



Upcoming Engagement

To ensure that engagement accurately represents the population of PEI, it is important to examine gaps in who was reached by these activities. BIPOC community members were unrepresented in this engagement, and face unique barriers to active transportation use, including systemic racism which often affects Black and Indigenous people occupying public spaces.

To address this gap, the project team will continue to connect with additional community groups representing racialized residents and various cultural groups, following the release of this What We Heard Report. These additional inclusion workshops will allow the project team to hear a broader range of perspectives from communities who are often excluded from community engagement, and ensure that these voices are amplified in the development of the Network Plan.

Once the Draft Network Plan is released, a second round of engagement will give all community members another chance to provide input, and to see the draft recommendations of the Network Plan. Engagement on the Draft will include:

- * An online interactive map
- * An online public survey
- * A virtual public workshop

Following this engagement on the draft, the Final Network Plan will incorporate an implementation plan to be overseen by the Active Transportation Working Group established within the Province of Prince Edward Island. Implementation measures will include opportunities for the Working Group to collaborate with stakeholders and ensure that relationships developed throughout this engagement process are not lost.

Key Destinations

We heard from engagement participants about key destinations for the active transportation network. These included amenities or locations that are important to community members and visitors and should be connected along the province-wide network.

Many participants mentioned the importance of clustering amenities along active transportation routes, and some cited destinations like the Kensington Rail Station as a strong example. These participants feel that encouraging more restaurants and accommodations to locate along trails would benefit long-distance travelers, particularly hikers who cannot cover as much ground.

Some of the key destinations which came up most frequently in our discussions included community resources such as schools, libraries, community centres, parks and recreation, as well as tourist destinations like beaches, cultural sites, and accommodations. Generally, participants emphasized the need to connect commercial centres and employment hubs within communities. Several parks and beaches were among the most mentioned destinations, highlighting the importance of these outdoor spaces for both residents and visitors.

Consultation with both First Nations Bands also identified synergies between this project and future plans for increased tourism at both Abegweit First Nation (particularly at Scotchford Reserve #4) and Lennox Island. Indigenous tourism is quickly growing and the demand continues to rise. Both Bands in PEI/Epekwitk anticipate strong growth in their tourism offerings in the coming years, making them key destinations to include within the wider Network Plan. Both Bands have active transportation infrastructure projects currently in progress, as well as other capital projects.

Some gaps in the network were identified, including completing the tip-to-tip route to the East and West of the Island, where the Confederation Trail stops short of the coast. Participants also noted that there is a need for more north-south connections on the Island, as well as options for coastal routes, and better access to water-based active transportation.

One of the biggest priorities that emerged was creating connections between existing active transportation routes. Participants expressed frustration with areas where strong active transportation routes have been developed, but end abruptly.

Cross-province

Some key destinations are located throughout the province and are relevant to many communities within PEI. Some of these identified by participants included:

- * Schools
- * Libraries
- * Community centres
- * Cultural sites
- * Parks and beaches
- * Recreation facilities
- * Confederation Trail
- * Major employers
- * Residential areas
- * Tourist accommodations
- * Restaurants & bars
- * Industrial parks & commercial areas
- * Carpool lots, transit stops
- * Low-income communities
- * Either end of the tip-to-tip Confederation Trail
- * North-south connections
- * The coastline
- * Water access
- * River routes
- * Connections between existing routes

Prince County

Some of the key destinations in Prince County identified by participants were:

Primary Themes

- * Confederation Bridge

Secondary Themes

- * Borden-Carleton employers
- * Historic North Bedeque School
- * Lennox Island First Nation
- * Mill River Resort
- * Moth Lane Brewing
- * New London Community Complex
- * New London fish processing plant
- * Summerside boardwalk

Queens County

Key destinations in Queens County identified by participants were:

Primary Themes

- * Brackley Beach
- * PEI National Park
- * The South shore
- * Victoria Park

Secondary Themes

- * Abegweit First Nation
- * Black River Road
- * Bonshaw
- * Brookvale around Mark Arendz
- * Canoe Cove
- * Cavendish Grove
- * Covehead
- * East Wiltshire School in Cornwall
- * Fullerton's Creek in Stratford
- * Maryland Subdivision
- * McPhail Woods Forestry Project
- * Mooney's Pond Centre in Morell
- * North River
- * Orwell Corner Historic Village
- * PEI Legislative Assembly

- * Point Prim
- * Queen Elizabeth Hospital
- * Skmaqñ-Port-La-Joye-Fort historic site
- * Tracadie
- * University of Prince Edward Island
- * Warren Grove
- * West Royalty

Kings County

Key destinations in Kings County identified by participants were:

Primary Themes

- * Basin Head Beach
- * East Point Lighthouse
- * Red Point Campground

Secondary Themes

- * Crowbush Resort
- * Elmira Railway Museum
- * Harvey Moore Wildlife Sanctuary
- * Lakeside Beach
- * Magdalen Islands Ferry
- * Nova Scotia Ferry
- * Panmure Island
- * Pools Corner employers
- * Roma at Three Rivers historic site
- * Sally's Beach Provincial Park

Route Improvements

Engagement participants told us about what routes are needed to connect key destinations and communities, and develop a safe and comfortable active transportation network.

Engagement participants identified existing routes that felt unsafe or inaccessible for active transportation users. Some key themes included residential areas where sidewalk extensions are needed, sections of the Island Walk route where there are no paved shoulders, and a need for consistent maintenance throughout the network.

Many of the routes mentioned most frequently are on-road routes with high traffic and limited infrastructure for walking and biking. Most of the routes which participants prioritized for improvement also connect to key destinations as referenced on Pages 7 and 8. Another common theme was communities which could be connected to the Confederation Trail through new branches of the trail.

Participants also told us about routes which work well, and many feel that the Confederation Trail is a major asset for the Island, creating a strong backbone for active transportation. Participants also praised the trails at Bonshaw and the National Park, the new Island Walk route, and local heritage roads. Many participants noted that recent investment into the active transportation network has been welcome, and specifically cited improvements to the Hillsborough Bridge and the active transportation network surrounding the Charlottetown Airport.

Cross-province

Some key route improvements are needed throughout the province, and are relevant to many communities within PEI. Some of the ones identified by participants included:

- * Sidewalk extensions
- * Paved shoulders along the Island Walk route
- * Removing obstacles like drains & utility holes from bike lanes & paved shoulders
- * Consistent maintenance

Prince County

Some of the needed route improvements in Prince County identified by participants were:

Primary Themes

- * Tignish to North Cape

Secondary Themes

- * Route 1A
- * Route 10 around Borden-Carleton
- * Water Street (Route 11)
- * Route 12
- * Route 20
- * Lennox Island First Nation (especially causeway onto the Island)
- * Hamilton Road (Route 104)
- * McPhee Road in Coleman
- * West Point to Tignish
- * The informal trail network

Queens County

Some of the needed route improvements in Queens County identified by participants were:

Primary Themes

- * Route 6
- * Route 13
- * Brackley Point Road (Route 15)
- * Pleasant Grove Road (Route 220)
- * North River Road in Charlottetown
- * Cavendish, Charlottetown, Cornwall connections to Confederation Trail

Secondary Themes

- * Route 2 (including within Scotchfort Reserve)
- * Route 7
- * Route 19 between Canoe Cove & Cornwall
- * Route 19 between Cornwall & Rocky Point
- * Bunbury Road (Route 21) Stratford to Mount Herbert
- * Route 27 in Cornwall
- * York Point Road (Route 248)
- * Route 270
- * Belvedere Avenue in Charlottetown
- * Coastal loop in Stratford
- * Cornwall to Bonshaw/Brookvale
- * Church Road between Wheatley River & South Rustico
- * Greenwich connection to Confederation Trail
- * Greenwich Road in Saint Peters
- * Eastern Road in Stanhope
- * Keppoch Road from Keppoch Beach Park to the Hillsborough Bridge
- * Loop from Covehead Road to Cass's or Black River Road, to Brackley Point Road, & along the National Park multi-use path
- * Maple Avenue in Charlottetown
- * National Park Loop from Dalvay to Eastern Road, to the Bayshore Road promenade, & around to the Stanhope Cape entrance to National Park
- * Norwood Road in Charlottetown
- * Oak Drive in Charlottetown
- * Pisquid River Bridge in Mount Stewart

- * Stratford Road
- * St Patrick's Road in Hope River
- * Towers Road in Charlottetown
- * Trails in Bubbling Springs (PEI National Park)
- * Trans Canada Highway (Route 1) between Brackley Point Road (Route 15) & St Peters Road (Route 2) in Charlottetown
- * University Avenue in Charlottetown
- * Upper Prince Street in Charlottetown
- * West River Road in New Haven

Kings County

Some of the needed route improvements in Kings County identified by participants were:

Primary Themes

- * Shore Road (Route 4) between Wood Islands & White Sands
- * East Points Road (Route 16)
- * Elmira to East Point

Secondary Themes

- * Wood Islands Road (Route 315)
- * Cable Head Road in Saint Peters Bay
- * Cardigan to Souris
- * Elmira Road
- * Montague to Murray River trailheads
- * Montague to Orwell and Belfast
- * Montague to Panmure
- * Northside Road
- * Souris bluffs trail
- * St. Catherine's Road & Steeles Lane in Souris

Facility Design

Many of the recommendations we heard for network improvements were not related to specific routes but rather the design of active transportation facilities. As one participant stated, “roads should be designed for people not cars”. This sums up the input we heard from many participants who wanted to see facilities designed with the values of safety, accessibility, and comfort.

Many engagement participants noted that they would use active transportation more often if there was better infrastructure in place. Less experienced active transportation users noted that they prefer to have as much separation from vehicles as possible. One participant added that most people are not comfortable cycling on the roads in PEI, particularly where they are narrow with high-traffic and high speeds. Some participants shared their anxiety around these routes from the perspective both of a driver and an active transportation user—many shared their experiences of near-misses with vehicles or recent accidents in their communities.

Many participants involved with the PEI Association for Newcomers came from places with a strong culture of active transportation. One stated that many of the communities on PEI are the perfect size for active transportation, but the infrastructure is just not there to support it.

Route Types

Throughout engagement, participants shared the types of routes which make them feel comfortable as active transportation users.

Improving accessibility of the network for people with disabilities was a key theme particularly among pop-up participants, and many mentioned a need for more trails which are accessible to all people, including those using mobility devices. For most of these participants, paved trails and pathways were the preferred option for accessibility, and some mentioned that pavement also improves access for other modes such as strollers and skateboards. Some participants want to see more trail loops, and preferred this to linear out-and-back alternatives.

For on-road routes, participants suggested wide paved shoulders with rumble strips, painted bike lanes, physically separated bike lanes, and separated multi-use paths alongside the road. One participant involved with ResourceAbilities added that level shoulders are often considered more accessible for people with disabilities as they eliminate the need for sidewalk curb cuts and provide a level surface.

Other suggestions included designated bike routes where roads are low traffic, such as heritage roads, as well as pedestrianized streets in downtown areas, and winter routes for walking, snowshoeing, and skiing:

- * Accessible paved trails
- * Loops
- * Sidewalks
- * Designated bike routes
- * Wide paved shoulders & bike lanes
- * Separated multi-use paths
- * Pedestrian streets
- * Winter routes

Accessibility

One participant involved with ResourceAbilities noted that when spaces are accessible for people with disabilities they are accessible for everyone. Accessibility was a clear priority for many engagement participants, and several pop-up participants highlighted routes or destinations they avoided because of accessibility barriers the routes pose for themselves or loved ones. The Confederation Trail and local boardwalks were cited as examples of some of the more accessible routes on the Island, but participants added that they needed many improvements. One participant involved with ResourceAbilities referenced the Boundless Playground model used in Victoria Park as an example of a successful space.

Stakeholders involved with ResourceAbilities noted the importance of incorporating accessibility into all stages of planning and incorporating lessons from Universal Design and the Canadian Standards Association guidelines. Participants throughout engagement offered the following recommendations:

- * Directly involve people with disabilities in decision making throughout the planning process & implementation
- * Consider accessibility for all disabilities
- * Ensure spaces are accessible for users *and* staff with disabilities
- * Provide steps on trails where terrain is rough
- * Install seating with back support at regular intervals
- * Provide more accessible public washrooms
- * Prioritize paving around trailheads & parking
- * Clearly allow electric scooters where motorized uses are prohibited
- * Offer accessible ramps, mats, & equipment at all beaches, repair equipment and increase supply
- * Provide alternative crossings where roundabouts create barriers to many people with disabilities

Conflicting Uses

Another major theme was the issue of conflicting uses on trails. Engagement participants had differing opinions on shared use trails, but many had concerns about how many uses the trails can accommodate.

One participant involved with ResourceAbilities suggested that some conflicting uses create major barriers for people with disabilities, resulting in the prioritization of equestrian or motorized uses over people with disabilities, who make up a significant proportion of the population.

Other engagement participants felt that mixed-use trails were not an issue as long as proper etiquette and maintenance was in place. More concerns related to mixed-use trails included:

- * OHVs (off-highway vehicles), dirt bikes & horses cause ruts on unpaved trails, creating hazards for some people with disabilities & cyclists
- * Dogs have a tendency to spook horses where they share the same trail
- * Some trail users are less comfortable around OHVs and/or animals
- * Where trails allow OHV & equestrian use, they need safe off-loading zone at trailheads
- * Areas where farm equipment or OHVs cross trails can be affected by changes in ownership
- * Very few trails are accessible for snowshoeing or skiing
- * Stop signs are required wherever the Confederation Trail intersects with roadways

Other Considerations

Some participants noted that active transportation should be better integrated into transportation planning. Some specific recommendations from participants included:

- * Consider active transportation in maintenance routines
- * Widen shoulders around curves & blind crests
- * Improve intersection safety, particularly where trails cross roadways
- * Focus on traffic calming road design rather than posted speed limits
- * Plan for higher density, car-free, & mixed-use community developments
- * Connect the active transportation network with outdoor recreation destinations
- * Provide safe routes to school
- * Improve safety for vulnerable road users within parking lots & at parking access points, including cyclists & people who use mobility devices like walkers or wheelchairs
- * Identify route upgrades where trails & paths are overgrown or ownership is unclear

Amenities

Amenities are an essential piece of the active transportation network, and help create spaces that are safe and enjoyable. Engagement participants provided insight into what amenities are missing on PEI, and what improvements are necessary.

Feedback on amenities varied by community but most participants felt that there is a lack of amenities on the Confederation Trail, with a good amount of signage, seating, and shelter, but very limited access to washrooms and other amenities. In particular, participants noted the following areas where the Confederation Trail is lacking amenities:

- * Cardigan
- * Mount Stewart
- * Murray Harbour to Stratford
- * Peakes
- * New Harmony to St Peters
- * Souris Line Road (Route 305)

Some stakeholders noted that establishing standard designs for some amenities like washrooms and rest stops would be cost-effective and improve consistency throughout the province. One stakeholder added that providing recommended maximum distances between these amenities would also be helpful for Municipalities and community groups involved in service provision. Other recommendations included:

Bicycle-specific Amenities

- * Provide fix-it stations at libraries, visitor centres, trailheads & public washrooms
- * Offer safe & secure bike storage lockers in community cores
- * Offer more funding for bike racks at businesses & other destinations
- * Ensure all trail gates are accessible for cyclists, people using wheelchairs & strollers

Drinking Water

- * Provide water fountains & refill stations at trailheads & at public washrooms
- * Include pet bowls for pets & service dogs
- * Post directions to natural water sources

Lighting

- * Provide lighting on trails & other active transportation routes
- * Prioritize high-traffic trails, cross-roads, & rest stops
- * Ensure signs are well-lit
- * Design lighting to minimize shadows & glare

Parking

- * Provide safe parking at trailheads & where trails cross roads
- * Locate park and ride lots at trailheads

Rest Stops

- * Provide grouped amenities along active transportation routes
- * Ensure adequate lighting
- * Consider protection from the elements (wide roofs, natural shade, bug screens, warming huts)
- * Provide benches & accessible picnic tables
- * Provide accessible washrooms
- * Provide signage & maps
- * Install charging stations for phones, electric scooters & e-bikes
- * Incorporate public art
- * Provide vending machines or spots to get coffee
- * Plant native species along trails
- * Incorporate outdoor gyms for public use

Signage

- * Establish consistent signage design
- * Use different logos or colours for different routes
- * Avoid overwhelming amounts of information

- * Include multiple languages where possible
- * Offer links and QR codes only for supplemental information
- * Incorporate interpretive signs identifying local plants and what is safe to eat, or providing exercise & stretching suggestions
- * Include emergency numbers, helmet laws, trail etiquette, distance markings
- * Provide maps which include your current location, amenities, route topography
- * Offer paper maps along trails

Services

- * Provide garbage cans at road crossings (recreation departments could empty these on their routes)
- * Clear animal waste where dogs & horses are allowed on trails
- * Complete repairs & maintenance where boardwalks are in poor condition
- * Sweep bike routes to remove debris & sand
- * Prioritize active transportation routes in snow & ice removal
- * Offer equipment loan programs which provide a range of accessible & adaptive equipment including e-bikes, bicycles, scooters & more
- * Provide emergency call buttons

Transit

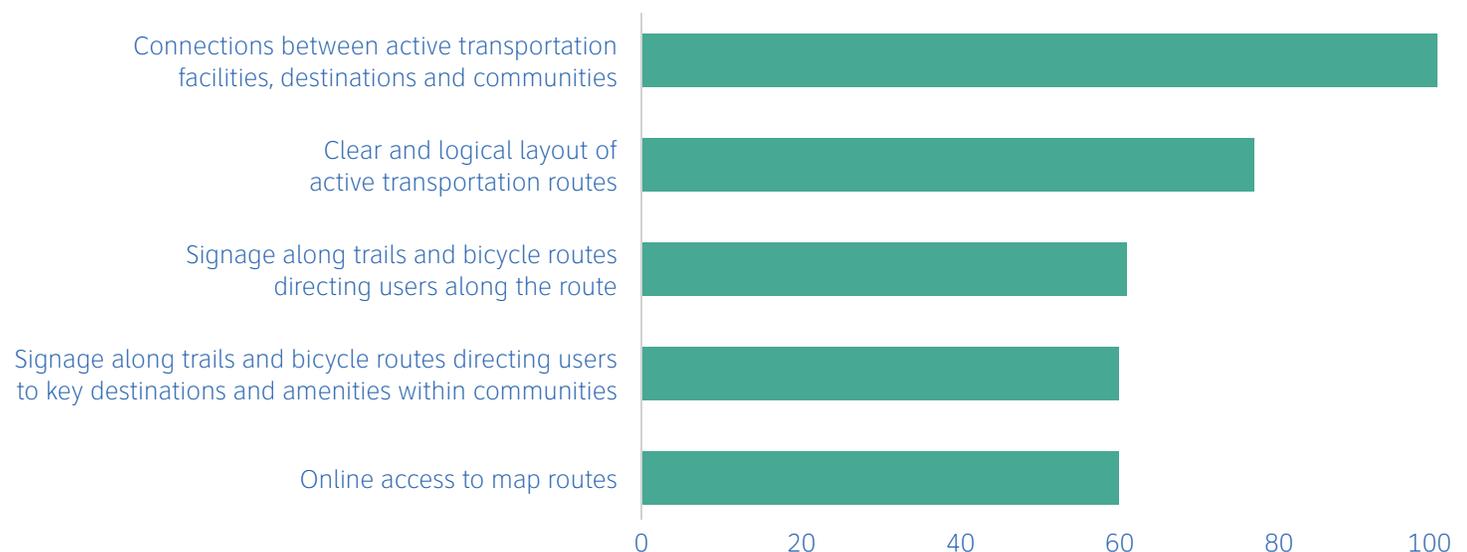
- * Recognize the importance of public transit in equitable transportation systems
- * Consider transit as part of the active transportation network
- * Connect trails with transit & shuttles
- * Expand transit service for evenings, nights, & weekends
- * Increase frequency on transit routes
- * Clearly communicate route changes & detours
- * Expand accessible transit options & fleets
- * Provide bike racks on all buses

Washrooms

- * Ensure washrooms are fully accessible
- * Keep washrooms open in the shoulder seasons and winter wherever possible
- * Ensure regular maintenance is provided
- * Install hair dryers for wet hair, clothes, shoes
- * Provide compost toilets or port-a-potties where plumbing is not feasible

Wayfinding

Survey respondents identified what they felt are the main active transportation priorities for making PEI easier to navigate. The five most common priorities were connections, a clear network, route and destination signage, and online mapping tools.



Education & Programming

Education and programming can help educate community members and visitors on active transportation options and safety considerations, and it can also encourage people to try out active transportation by creating new opportunities. Engagement participants provided input in three main categories:

Communications

- * Share information about how to report bad conditions on trails & paths
- * Create an online form on the Province's website for accessibility complaints
- * Provide information about route options, etiquette, & safety for newcomers to PEI
- * Work with accessible media companies to produce video tours of trails
- * Ensure websites & events are accessible for people with disabilities
- * Advertise the opening of new active transportation facilities
- * Use plain language to ensure that communications are clear for all reading levels

Education

- * Educate all users on the rules of the road (particularly around sharing the road & yielding)
- * Create a strong share the road campaign
- * Promote the benefits of active transportation
- * Enforce no parking rules in bike lanes
- * Educate all trail users on etiquette & safety
- * Incorporate active transportation into the physical education curriculum
- * Promote active transportation as a good option for people of all income brackets

Programming

- * Create & support hiking groups & other social activities
- * Establish rebates on active transportation equipment purchases & rentals
- * Prioritize new seniors programming

Marketing & Promotions

The Island has been more reliant on domestic tourism since the COVID-19 pandemic hit in March 2020, and some pop-up participants had traveled from elsewhere in Canada noting that they typically go to Europe for cycling trips but chose PEI instead to avoid pandemic risks and restrictions.

Many engagement participants felt that the Confederation Trail is an underutilized resource, and that tourism in PEI could take better advantage of active transportation. Additionally, many local residents we spoke to didn't know where to find out about local routes and opportunities, and identified a gap in promotional materials for community members.

Participants involved with the PEI Association for Newcomers mentioned that they would like to use active transportation more, but don't know what opportunities exist, and are unsure of the local customs involved in trail use, such as any wildlife to be aware of.

Online Map

When we asked engagement participants how they found out about active transportation in PEI, some of their responses included:

- * Facebook pages for PEI Trail Report & Island Trails
- * Trails of PEI book
- * PEI Confederation Trail Guide
- * Road signs
- * Google maps
- * Word of mouth

While participants felt that these were all great resources, one key theme through all engagement was the desire for an online map. Participants added that a website or app would allow residents and visitors to plan their routes and find information on local active transportation options. Participants recommended that this map include:

- * Search bar
- * Route type & surfacing
- * Standardized difficulty level
- * Permitted uses
- * Key destinations
- * Amenities
- * Updated information on closures
- * Private land
- * Accessibility barriers
- * Bike friendly businesses
- * Option to design & save routes
- * Option to report trail conditions & hazards

Promoting Local Businesses

We spoke with some stakeholders who are already working on promoting active transportation, including Trail Town PEI and Heart of PEI, who noted that it will be important to educate business owners on how they can attract active transportation users. Suggestions from all engagement participants included:

- * Advertise local businesses & attractions along each leg of the Confederation Trail & Island Walk
- * Promote local businesses to bike tour companies
- * Encourage more accommodations to offer pick-ups & drop-offs from the trail
- * Encourage businesses to provide amenities like washrooms, bicycle parking, picnic areas
- * Promote bike-friendly businesses
- * Connect local active transportation initiatives with each other
- * Encourage the development of new businesses along active transportation routes
- * Create ice cream or coffee bike tours
- * Promote active transportation challenges like "walk to the moon on PEI"
- * Establish summer festivals with food & events along the Confederation Trail

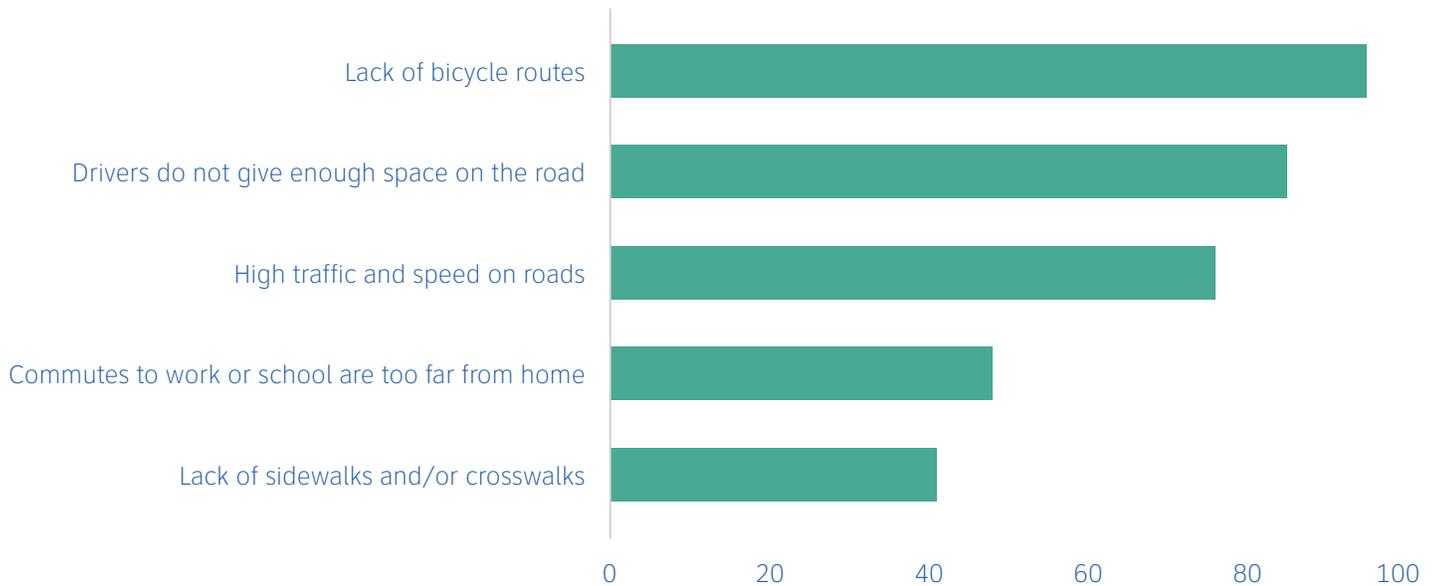
Barriers

Survey respondents were asked to identify the main barriers to active transportation use by both PEI residents and visitors to the Island.

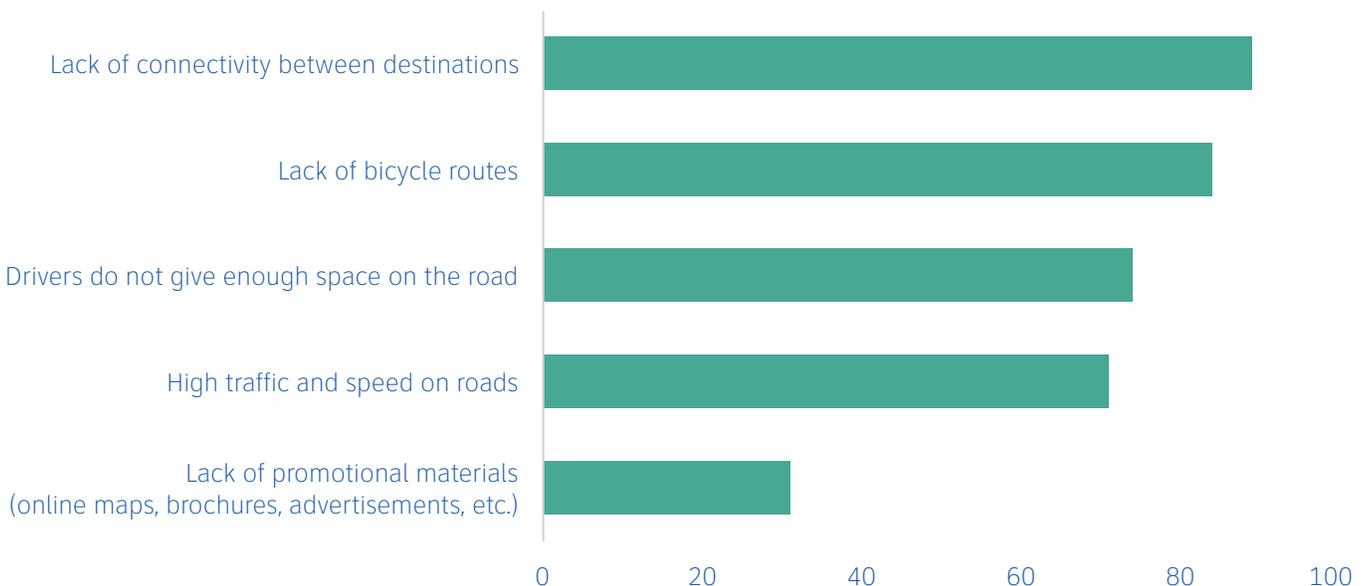
The most frequently cited barriers preventing PEI residents from using active transportation were the lack of bicycle routes, drivers not giving enough space on the road, high traffic volumes and high traffic speeds, distance between home and work or school, and the lack of pedestrian infrastructure such as sidewalks and crosswalks.

The main barriers cited as preventing Island visitors from using active transportation include a lack of connectivity between destinations, a lack of bicycle routes, drivers not giving enough space on the road, high traffic volumes and high traffic speeds, and a lack of promotional materials such as online maps, brochures, and advertisements. The following page shows the top five responses to these survey questions.

What do you feel are the main barriers that prevent PEI residents from using active transportation more often or more comfortably?



What do you feel are the main barriers that prevent visitors to PEI from using active transportation more often or more comfortably?



Next Steps

The Draft Active Transportation Network Plan will be released in January and will be available online at www.peiat.ca. The draft will incorporate recommendations for:

- * A Network Plan made up of sidewalks, trails, bike paths, & paved shoulders
- * Design guidelines for Municipalities
- * Amenities
- * Education and programming
- * Marketing & promotions

Engagement on this draft will provide an opportunity for the community to see the direction of the Network Plan and provide input. Once engagement is complete, the Network Plan will be revised to best align with community goals and priorities. The Final Network Plan is set to be released in winter 2022 and will include an Implementation Plan consisting of:

- * Policy recommendations to enable implementation of the Network Plan
- * Recommendations for additional supporting documents & plans
- * Cost estimates
- * Phasing

UPL▲ND

November 2021

College Bursary Information

Mighty Oaks Academy would like to create a college bursary for a first year student in our district in memory of Traci Lynn Lynch. Traci was a level 3 Early Childhood Educator on PEI who tragically passed away July, 2015. Traci was a passionate educator who loved outdoor time and making new memories with the children and families in her care.

Mighty Oaks Academy would like to offer a student who will be entering their first year at Holland College in Early Childhood Care & Education program a \$500 bursary to help offset the cost of fees associated with their education.

Ideally applicants would be from the North Shore Municipality or surrounding area. If no applicants are from this area we would then look at other Island Rural communities.

The money would be deposited into an account at Holland College that the students could access for tuition, books and student fees.

We are asking the Rural Municipality of North Shore to support our initiative with either a financial commitment, or aid us in advertising this memorial bursary in our community.

Thank you for your continued support in our efforts to give back to our community.

Darla Farquharson & Erin Reid Terrio
Mighty Oaks Academy

INTRODUCTION

The Federation of Prince Edward Island Municipalities (FPEIM) was created in 1957 by 12 municipalities. Today, its 42 members represent 95 percent of the municipal population. FPEIM works on behalf of its members to promote and foster effective, efficient, and accountable municipal government in Prince Edward Island, and to represent municipal interests as a strong and unified voice.

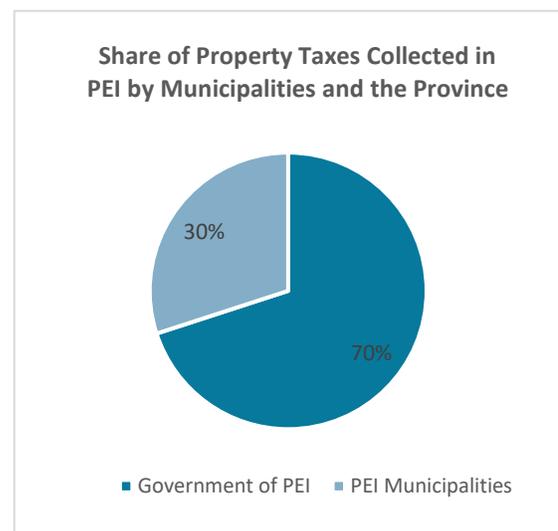
Municipal governments play a fundamental role in building safe, healthy, and vibrant neighbourhoods and communities. Strong municipal governments create conditions for population and economic growth and play an important role in protecting our land and environment. Municipal governments rely on the province for the tools and resources, as the province has constitutional jurisdiction over municipalities. Too often, those tools and resources fall short.

The responsibilities of municipalities have grown substantially over the past several decades and that trend will continue, as municipalities are faced with increasingly complex services and issues. Rapid population growth in the years ahead will put additional pressure on a municipal system that is already stretched to its limit. Transformative changes are needed to ensure we have strong and resilient municipalities for today and the future. The time for inaction and minor changes has passed. The Federation is calling on the Government of PEI to make meaningful changes that put municipal governments on a solid foundation.

STRENGTHENING THE MUNICIPAL FINANCIAL FRAMEWORK

The share of both total tax revenue and property tax revenue that municipal governments in Prince Edward Island receive lags far behind other provinces.

Narrow revenue raising tools continue to force municipal governments to rely heavily on property taxes. In Prince Edward Island, the provincial government receives 70 percent of property taxes, with the remaining 30 percent being levied by municipalities. PEI is the only provincial government that receives more property tax revenue than the municipalities in the province. The provincial non-commercial property tax rate, after applying the



\$0.50 tax credit, is \$1.00 per \$100 of assessed property value. That rate is several times higher than the provincial or school tax rates on non-commercial in most other provinces. High provincial property taxes within municipalities make it difficult for municipal governments to increase their rates and puts a heavier burden on municipal taxpayers.

Within Prince Edward Island, municipal taxes account for about three cents of every tax dollar collected by the Government of Canada, the Government of PEI, and municipal governments combined. The Federation of Canadian Municipalities have reported that municipal governments in Canada receive, on average, about 10 cents of every tax dollar collected in Canada.

Although comparisons to municipalities in other provinces do not account for differences such as grants and responsibilities, the magnitude of the differences in numbers help explain the seriousness of the significant financial challenges facing Island municipalities.

Rapid population growth, particularly in urban municipalities, requires strategic long-term planning to guide needed, and costly, municipal investments in services and infrastructure. The services provided by our cities, in particular, play a vital role in the Island economy. Major changes are required to ensure that our cities, towns, and rural municipalities have sufficient financial resources.

The Municipal Government Act (MGA) introduced new responsibilities such as such as land use planning, emergency preparedness planning, office hours and financial audits. Unfortunately, these new responsibilities were not accompanied by the necessary revenue to fulfill new responsibilities. In 2021, the Rural Municipalities of Darlington and St. Louis applied to dissolve, each citing the cost of new MGA requirements as a reason for the council's decision. The introduction of new responsibilities under the MGA has merely shone a light on longstanding viability issues caused by outdated municipal boundaries and financial framework that doesn't meet the needs of municipal governments. Municipal governments should not be left in a position in which funding basic municipal services is such a challenge. The new MGA was an important step forward, but it needed to be accompanied by boundary change and a strong financial framework to set municipal governments on a new path.

In many small municipalities, the excessive workload of chief administrative officers, wages that do not match responsibilities, and part-time work have led to extremely high turnover and has made it difficult to attract qualified employees. This is another indicator of the severity of the situation.

The financial challenges facing small municipalities are exacerbated by municipal boundaries from a bygone era. About 63 percent of the province is not incorporated. The absence of local taxation and decision-making in those areas is almost unique in Canadian provinces. This inequity

encourages development outside municipalities, which drives up the cost of municipal and provincial public services. Property owners in municipalities are paying property taxes to fund services that benefit a much bigger area.

The five-year memorandum of understanding on municipal funding was an important first step in addressing the financial needs of municipalities, particularly those providing the most services. With negotiations for the next five-year period now underway, the Federation is calling on the Government of Prince Edward Island to come to the table with a meaningful investment in our cities, towns, and rural municipalities. A fair financial framework will not only address long-term viability; but also capitalize on the potential of municipal governments to help achieve shared objectives related to environmental sustainability, climate change, economic growth, and quality of life. It will support the important role municipal governments need to play in local land use and emergency planning. The alternative is to leave municipalities in a precarious position that simply is not working. A substantial transfer of tax room is an essential part of that solution.

RECOMMENDATION:

The Federation recommends that the Government of PEI substantially reduce provincial non-commercial property taxes within municipalities to provide tax room for municipal governments.

Thirty years ago, the Municipal Study Report prepared for the Government of PEI highlighted the inequity of charging the same property tax to ratepayers in municipalities and unincorporated areas. Decades later, this inequity continues to negatively impact services in rural areas and makes municipalities more costly places to live and do business.

Additional tax room would ensure that large municipalities have access to appropriate resources for the important role they play in enhancing quality of life, and supporting economic and population growth, while addressing rising costs to service a rapidly growing population. It would strengthen rural service centres that play a key role in ensuring rural PEI is strong and resilient. It would provide access to revenue for implementation of the MGA in small municipalities. Those costs have resulted in two proposals for dissolution. Reducing the provincial non-commercial property tax within municipalities could also facilitate a transition to viable municipal governments covering the province by addressing the property tax

“We believe that there is an inequity in charging the same property tax to rate-payers in unincorporated areas as is charged to rate-payers in municipalities.”

(pages 60-61)

“Not only should there not be any property tax advantage for settlement in an unincorporated area, but there should be definite tax disadvantages.” *(page 75)*

Municipal Study Report, Smith Green & Associates, in association with ARA Consulting Group and Kell Antoft, May 1991,

imbalance between unincorporated areas and municipalities. When an unincorporated area joins a municipality, the lower non-commercial provincial property tax rate would be applied to that area.

The Federation acknowledges that the provincial government is currently facing unique challenges. The recommendation to reduce property taxes within municipalities could be implemented over a few years, beginning with a reduction in the upcoming budget.

Municipal governments are making efficient use of all available revenue, but the outdated revenue raising options available to municipalities are simply not enough. Since municipalities continue to rely heavily on property taxes, they need greater access to that source of revenue, as well as new sources of revenue.

In the months ahead, municipalities, the Federation, and the provincial government will be working hard to come to an agreement on an improved municipal financial framework for the next five years. Creating tax room has already emerged as a priority for municipalities, and there is agreement that tax room should be supplemented by an expansion of the revenue sources available to municipal governments. One option would be to increase the Real Property Transfer Tax from one percent to one and a half percent, with the increase going to municipal governments.

RECOMMENDATION:

FPEIM recommends that the Government of Prince Edward Island increase the Real Property Transfer Tax from one percent to one and a half percent, and remit revenue from the half cent increase to the municipality in which the property transfer occurred.

PUBLIC TRANSIT

FPEIM thanks the Government of Prince Edward Island for introducing new routes to the rural public transit system and for the commitment to further expand the system this year. This responds directly to requests from FPEIM and others.

Public transit provides social, economic, and environmental benefits. It offers access to work, school, childcare, health services, shopping, and much more. Transportation is the biggest source of greenhouse gas emission for PEI. As we work toward net zero emissions to address the climate crisis, affordable public transit must be part of the solution.

The Government of Prince Edward Island has also supported public transit serving the Capital Area by providing a grant of \$180,000 to assist with operating costs. The City of Charlottetown

and the Towns of Stratford and Cornwall are grateful for this support. Unfortunately, the operational funding for the T3 transit system has not grown since it was introduced by the provincial government in 2012, leaving those municipalities with the full burden of increasing costs. This makes it difficult to enhance or expand public transit services and to keep fares attractive, which helps grow ridership. In 2021, the three municipalities requested that the annual grant be increased to \$425,000. FPEIM supports that request.

RECOMMENDATION:

FPEIM recommends that the Government of Prince Edward Island increase the annual operating grant for Capital Area municipal public transit system from \$180,000 to \$425,000.

CENTRALLY SERVICED MUNICIPALITIES IN RURAL AREAS

The population of many of the municipalities that provide central services in rural PEI has been declining or stagnant. Unfortunately, those municipalities have not fully benefited from significant new residential development despite strong growth in the provincial population and a growing housing shortage.

The capital cost of central services in those municipalities, such as water, sewer, and streets, makes building lot prices uncompetitive compared to lots that are not centrally serviced. This is a deterrent to residential development within those municipalities and contributes to sprawl outside their boundaries. In 2019, FPEIM members adopted a resolution calling for a financial support for the development of residential building lots in centrally serviced municipalities in rural areas. Such a program could also make housing attainable for people who are currently unable to afford to buy a home in a centrally serviced municipality in rural PEI.

RECOMMENDATION:

FPEIM recommends that the Government of Prince Edward Island establish a program to provide financial support for the development of residential building lots in centrally serviced municipalities in rural areas.

LAND USE

The absence of strong land use policy throughout most of the province has long-term negative implications for the environment, the economy, public health, and our quality of life. Over the

past half century, several reports called for major improvements to land use policy. Unfortunately, many key recommendations were not implemented.

Today, rapid population growth and the associated development pressures make municipal land use planning more important than ever. Modern land use planning will help preserve our picturesque landscape, protect agricultural land and wildlife habitat, control the cost of public services, and reduce land use conflicts, as well as serving as a valuable tool for controlling greenhouse gas emissions.

The Federation welcomes *Now is the Time, The Report of the Land Matters Advisory Committee*, which was released last July and was also pleased to see initial amendments to the Planning Act as a signal of important changes to come.

The work ahead represents an incredible opportunity to deliver modern policy that will benefit Prince Edward Island for the foreseeable future. The provincial government and municipal governments each have a vital role to play. As implementation moves forward, it will be necessary to build both municipal and provincial professional land use planning capacity. This will require financial resources.

Municipal governments in PEI have been undermined by weak provincial planning requirements, a provincial property tax rate structure that rewards sprawl outside municipalities, and municipal boundaries from a bygone era. Our 59 municipalities only cover 37 percent of the province. Thirty-four of those municipalities have fewer than 400 residents and 22 are smaller than five square kilometres in size. FPEIM looks forward to seeing the province address an outdated system that has plagued municipal governments for decades and does not serve the collective best interests of our province.

In New Brunswick, land use planning was cited as one of the most important pillars in a province-wide municipal restructuring process that is currently underway. Prince Edward Island would benefit from following New Brunswick's lead. New Brunswick was not faced with the same property tax inequity that has stalled a shift to viable municipal governments for all areas of our province. Addressing that inequity would facilitate such a transition, while building planning capacity and discouraging sprawl outside municipal boundaries.

“We have an urgent need to implement province-wide land use planning” (page 1)

“The time for study, consultation and discussion has passed. We only burden the next generation if we fail to act now.” (page 2)

“... the status quo imposes substantially higher fiscal costs and negative impacts to the environment, coastal and flood-risk areas, rural and urban municipalities, and resource land.” (page 21)

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RECOMMENDATIONS:

FPEIM recommends that the Government of Prince Edward Island:

- ***Substantially reduce provincial non-commercial property taxes within municipalities to create tax room for municipal governments and remove the tax incentive for sprawl outside municipal boundaries;***
- ***Provide technical and financial resources to municipal governments to support and guide municipal planning and build municipal capacity; and***
- ***Build professional land use planning capacity within the division responsible for land use policy.***

CONCLUSION

Unlike the federal and provincial governments, municipalities are required to adopt balanced budgets. This can create the false perception that municipalities have sufficient financial resources. Too often, municipalities balance the books by not investing in local services and infrastructure.

The responsibilities and public expectations of municipal governments has grown substantially over the past several decades, but resources have not kept pace with those changes. Taking steps to ensure that municipal governments are strong and resilient will benefit Islanders.

Strong municipal governments are the foundation for strong communities and a strong province. The Federation looks forward to working with the provincial government to ensure that municipalities are well positioned to serve the residents of Prince Edward Island for generations to come.