



PROJECT PROPOSAL

Pedestrian Connection

Pedestrian Connection – Our Vision:

Sustainable Downtown Core – Accessible Recreation Trails and Facilities – Our Future, our Targeted and Aligned Tourism Arts and Culture with sustainable Vibrant Retail in a strong interconnected Downtown Core!

Project Identification Description:

The Town of Sussex as this Region's Economic and regional Service Centre is proposing to develop a permanent pedestrian connection located in its downtown core to interconnect the Town's recreation campus to the commercial centre of the King's County Region. It is envisioned this connection will be the catalyst to enhance the retail and social experience offered to the Region by the Town of Sussex to enhance and promote regional tourism, community spirit and develop a direct connection to the Town's trail system and the commercial core. It is believed this connection will enhance and expand and produce measurable social-economic benefits in the region that only this project could bring.

This project will significantly provide the catalyst to support the revitalization of the Sussex Downtown Core that will not only assist Sussex as it rebounds from the Covid-19 pandemic but also continue its rebound from its loss of a major economic impacts experienced in 2016 through 2019. This project will significantly enhance major events undertaken annually in Sussex and will adapt and revive our public spaces known as Princess Louise Park and its interconnection with Downtown Sussex. This project will be instrumental in providing a full assessable pedestrian connection critical in the long-term sustainability of the recreation campus and the Town's downtown core. It is believed this project will produce measurable, tangible job attraction benefits to the downtown core thus maintaining sustainability and a future to our core service Centre severely impacted by the closure of the mine and followed shortly thereafter by the Covid-19 pandemic.

The Town has attached functional sketches, the engineering concept drawings as well as the environmental approvals established to date.



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Background

On January 19, 2016, Potash Corporation of Saskatchewan Inc. (PotashCorp) announced the suspension of its Picadilly mine near Sussex. The closure put about 430 people in the Greater Sussex-Hampton Region out of work. It was the Sussex area's largest employer. To manage the economic impact of this event, the Town of Sussex procured the services of an Economic Development Coordinator and began the work necessary to begin our recovery.

Under the guidance of a steering committee, the economic Development Group undertook a Strategic initiative using a broad reaching data gathering and analysis process, which included stakeholder consultations, to identify strategic priorities. This process built on the work undertaken by the Sussex and District Chamber of Commerce, in identifying key sectors and examining opportunities within each economic sector.

The comprehensive research and analysis phase focused first on generating an extensive list of relevant opportunities and then analyzing the potential value of each using a scale of five key factors as well as maintaining a strong Downtown Core and Regional Service Centre focused on the Town of Sussex. One of these factors was the alignment with current government economic development priorities and the existing economic conditions given the mine closure news.

This approach generated a baseline comparison and ranking of opportunities to be discussed and debated by stakeholder's community engagement sessions. Each session targeted a specific audience in alignment with two strategic pillars: "Destination of choice" and "Building our industrial base". Using a world café format, we asked participants to identify their top choices for economic development opportunities. We provided notes from the analysis process as a base reference.

In the context of a vibrant Region and to identify the most suitable opportunities for pre-defined sectors of business activity: Agriculture, Forestry and Mining; Manufacturing; Distribution and Supply Chain; Retail; Tourism; Arts and Culture; and Training Centre of Excellence. Our latest setback, Covid-19.

While early in our road to recovery who could have identified our region would now be impacted by a worldwide pandemic. A further setback that our area is now requesting assistance.



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Strategic Priorities

The process of identifying the best strategic economic development opportunities for The Greater Sussex-Hampton Region (Regional Service Commission 8 – RSC8) has been rigorous, far-reaching and have been considered inclusive by many. The primary phase of work generated a broad bank of potential opportunities; the second phase provided a rational and objective analysis of these opportunities; and the third phase brought essential local community and business perspective that is critical to ensuring realistic choices and sustainable traction for implementation.

The outcome of the process is the identification of seven strategic economic development priorities. They are as follows, in order of priority:

1. Unified Tourism and Arts & Culture¹
2. Geothermal Energy
3. Food Production and Processing
4. Low-Cost Energy (from existing natural gas sources)
5. Warehousing/Distribution
6. Targeted and Aligned Retail Development
7. Targeted and Aligned Training/Education

While the priorities are identified individually, it is the inherent synergies between them that will truly define the value of this economic development strategy. The theme of offering “unique experience” throughout the Region applies to the Region’s Tourism, Arts & Culture, Retail, and Education and Training pillars. It was inherently obvious that a laser focus on offering the “unique experience” throughout the region to transcend the Region’s Tourism, Art & Culture, Retail, by offering a pedestrian connection between the recreation campus commonly known as Princess Louis Park home of the Atlantic International Balloon Fiesta and New Brunswick Antique Automobile Association’s Annual Flea Market attracting many thousands of patrons daily. The vision of providing a permanent pedestrian connection and to provide a sustainable economic development infrastructure with this permanent pedestrian connection between the events and the Region’s Downtown Core thus enhancing and providing a valuable piece of infrastructure delivering an economic impact for future sustainability of the Sussex Downtown core and the more than 120 business permanently located within the Sussex Downtown Business District. Very early on in our study of the economic impact following the mine closure and together with a strategic location geographically located in the centre of the three major New Brunswick cities the economic pillar as the “destination of choice” with the Sussex location providing access to over 500,000 population within a 95 kilometer radius of Downtown Sussex would provide the economic development opportunity if steps were taken to



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capitalize on this strategic pillar of economic strength as well as developing the necessary infrastructure to target and align and target retail in the downtown core. Without a strong regional business core and the accessible infrastructure supporting it our future will be in question.

Priority 1: Tourism and Arts & Culture

In each of these two sectors, organized groups are already setting direction and are engaged in a defined course of action. This strategy will build on what is already in place; we will fill any gaps and chart a course aligned with the economic development needs of the Region. While tourism and arts & culture are distinct endeavors, the potential synergies between them are substantial enough to justify developing them in concert.

Tourism background From the Government of New Brunswick 2010-2013 tourism strategy:

“Tourism is an economic engine – it is the largest industry in the world. In New Brunswick, spending by visitors exceeds a billion dollars. These expenditures represent \$605M in provincial Gross Domestic Product (GDP), which is more than the primary industries of agriculture, forestry and fisheries combined. Often overlooked is the contribution tourism revenue makes to improve the quality of life for residents of New Brunswick, delivering \$93M in provincial tax revenues. Whether it is fostering small business success or creating conditions for growth, tourism is paramount to the social and economic well-being of this province. Supporting and enhancing the tourism industry in New Brunswick is an essential part of developing the local economy, particularly in rural areas. A clearly defined, forward-thinking strategy is required to ensure this development is calculated and coordinated.”

More recently, the September 2016 Province of New Brunswick Economic Growth Plan reaffirmed tourism as a select opportunity to be pursued. Just yesterday the Friends of Fundy is set to begin a regional strategy in partnership with Sussex as a proud supporter. The Sussex Region has considerable tourism assets, including golf courses, ski hills, museums and galleries, outdoor adventures, Sussex murals, established events such as the Balloon Fiesta, and much more. Historically, tourism stakeholders have operated as individual entities or have collaborated in small clusters at best. There has been limited concerted effort by tourism operators to package the existing tourism products along a coherent regional theme, or to develop itineraries that would encourage visitors to get off Route 1 or the Trans-Canada highway (which now bypasses the area) and travel through the region. Recognizing the challenge and the opportunities, a group of stakeholders involved in the tourism industry and the community have come together to organize themselves and improve the state of tourism in region in the immediate future.



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The intent of this strategy is to build on this group's effort and provide strategic direction that will not only value the existing tourism assets but also chart the course for a cohesive and high value tourism sector for the Region.

Tourism 5-year vision

To help us move forward, both in the short and long term, it was necessary to set a target end-state. Having a consistent and common understanding of what our future will look like to the community and how it will be perceived by key outsiders will help us chart the new course. The statements below were developed with representatives from the group and show where we hope to be five years from now.

What we see...

- *We can observe a critical mass of coherent tourism offerings aligned around a consistent branding theme.*
- *Our offering is distinct, plays on our strengths, and is aligned with and complementary to our sister regions' tourism offering within the province.*
- *Our tourism offering is synergistically integrated into the business and cultural fabric of the Region, such that it is pervasively visible and easily accessible to tourists.*
- *Our strong core of tourism-related businesses has brought into the brand identity and is thriving. Conditions are favourable for the emergence of new tourism-related businesses.*

What they say...

- *The high level of "experience quality" standards, which we adhere to, ensures that when visitors leave our area they comment on their remarkable and memorable experience. They say they felt authentically valued and that they will be back. Tourism promoters recognize us as a fully realized destination of choice in Atlantic Canada.*
- *Our provincial tourism authorities recognize us as an important tourism player.*
- *Interconnection of the recreation campus and the downtown core is an important project to ensure sustainability in the future.*

Tourism strategy

As stated in the province's September 2016 Economic Growth Plan: "A successful tourism industry requires attractions, service providers and promotion. Investments in tourism infrastructure will help boost the number of tourists and their satisfaction rates." The province has been committed to tourism development and has invested in the development of tourism



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strategies. In December 2016, the Department of Tourism, Heritage and Culture (DTHC) launched a request for proposals to develop a new tourism strategy for the Bay of Fundy area, one of the recognized pillars of the province's tourism economy.

The Bay of Fundy strategy development effort, as well as the proposed 2021 opening of the Fundy Trail Parkway all the way from Alma to St. Martins, create a compelling case for the RSC8 tourism stakeholders to coalesce and capitalize on potential synergies to enhance the overall tourism offering. The Town of Sussex is currently engaged with the Friends of Fundy to assist in our efforts of developing a regional tourism strategy

Our plan identified the need to follow a two-phase approach:

Phase 1 (short term):

- *Establish* a Tourism strategy stakeholder task force, including Arts & Culture representation and participate in the "Bay of Fundy" Tourism strategy project.
- Develop a thorough understanding of the state of the tourism product, visitor experience, and infrastructure availability for the area
- Identify key product/experience gaps, partnership and business opportunities that are sustainable.
- Establish broad stakeholder group alignment by developing both short- and long-term goals.
- Develop *coherent* short term tourism positioning plan and promote regional tourism offer

Phase 2

- Develop of a *comprehensive* RSC8 tourism strategy that will align with the Bay of Fundy strategy and the overall provincial tourism strategy. This strategy will define the Region's "unique experience" value proposition. This value proposition will guide the Region's tourism product development and attractions, as well as inform the retail experience development.
- Develop and *implement* a long-term tourism plan for RSC8. The plan will consider the feasibility of a tourism taxation instrument as a sustainable marketing funding source.

Targeted and Aligned Retail Development, High-level strategy

Retail is not an economic development driver. However, economic development activities supported by a strong and strategically aligned retail sector will be much more successful and



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sustainable. Retail is an essential part of a balanced economic ecosystem and when focused on a clear connection to the events, our culture, our outdoor sports facilities and premier recreational trails system that both benefit by future projects, clearly the need for the pedestrian connection materializes.

Arts & Culture

The arts & culture community of the Greater Sussex Region has substantial momentum. There is a long history of organized arts & culture activity in the region, including an artist's co-op that has been in Sussex for over 20 years.

The co-op was recently re-energized and transformed into a new not for profit entity, the Arts & Culture Centre of Sussex (AX). Its mission is to support, advocate for, and promote Arts & Culture as essential to the quality of life of the people in our region. This group is well organized and should serve as a driver and catalyst for broader engagement across the entire region.

Representatives of the RSC8 Arts & Culture community will be critical participants in defining the area's "unique experience" value proposition. In a sector, heavily dependent on volunteers, finding a stable source of long-term funding and adhering to a clear and sustainable policy will be paramount.

Arts & Culture 5-year vision

Representatives from the arts & culture group were asked to define what the arts & culture state will look like from the community's perspective and how key outsiders will perceive it. The statements below were developed with representatives from the group and show where we hope to be five years from now. Our proposed project builds on the momentum achieved over the last 3 years to provide that unique experience and targeted infrastructure to build on our strategy.

What we see...

- *AX, now a sustainably funded institution, is fully integrated in our community. Its role in our community's quality of life is relevant, valued and promoted.*
- *Throughout the Region's communities, awareness of the benefits of a healthy arts & culture sector has led to a broad sense of ownership and pride.*
- *The established arts & culture base is a magnet not only for new arts & culture businesses, but also for businesses of all types due to its positive impact on the surrounding communities' quality of life.*
- *There is a spirit of collaboration among municipalities in RSC8 and across Atlantic Canada, characterized by healthy partnerships.*



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What they say...

- *Leading arts & culture communities, such as St. Andrews and Lunenburg, say: "Wow, they really have a thriving arts & culture scene! How can we do what they are doing?"*
- *And since the beginning what is missing is the interconnection of the downtown core and the recreation campus of Princess Louise Park.*

Improvement Description / Project	Units	Net	Hst	Total
Town of Sussex, Pedestrian Connection				
Existing Bridge Preparation (cladding demolition, new railing, paint etc.	1	\$ 100,000	\$ 13,000	\$ 113,000
Concrete abutments, Headwalls, Fill.	1	\$ 67,500	\$ 8,775	\$ 76,275
Bridge Truss Installation, Mobile Cranes, etc.	1	\$ 95,000	\$ 12,350	\$ 107,350
Roof, Decking and lighting.	1	\$ 130,000	\$ 16,900	\$ 146,900
Site amenities.	1	\$ 10,000	\$ 1,300	\$ 11,300
Pedestrian pathways	1	\$ 10,000	\$ 1,300	\$ 11,300
General Site and Rear Parking Area				
Curb, Sidewalk Unit Pavers	1	\$ 22,000	\$ 2,860	\$ 24,860
Misc. Planting	1	\$ 7,000	\$ 910	\$ 7,910
Tender, Contract Supervision and Project Administration'				
Environmental Design, assessment		\$ 5,500	\$ 715	\$ 6,215
Complete Tender Package and Tender closing	1	\$ 22,350	\$ 2,906	\$ 25,256
Project Supervision, Contract Administration	1	\$ 44,700	\$ 5,811	\$ 50,511
Post Construction Monitoring and as Builts	1	\$ 5,000	\$ 650	\$ 5,650
Contingency, 6.5%		\$ 28,698	\$ 3,731	\$ 32,428
Pedestrian Connection Totals		\$ 547,748	\$ 71,207	\$ 618,955

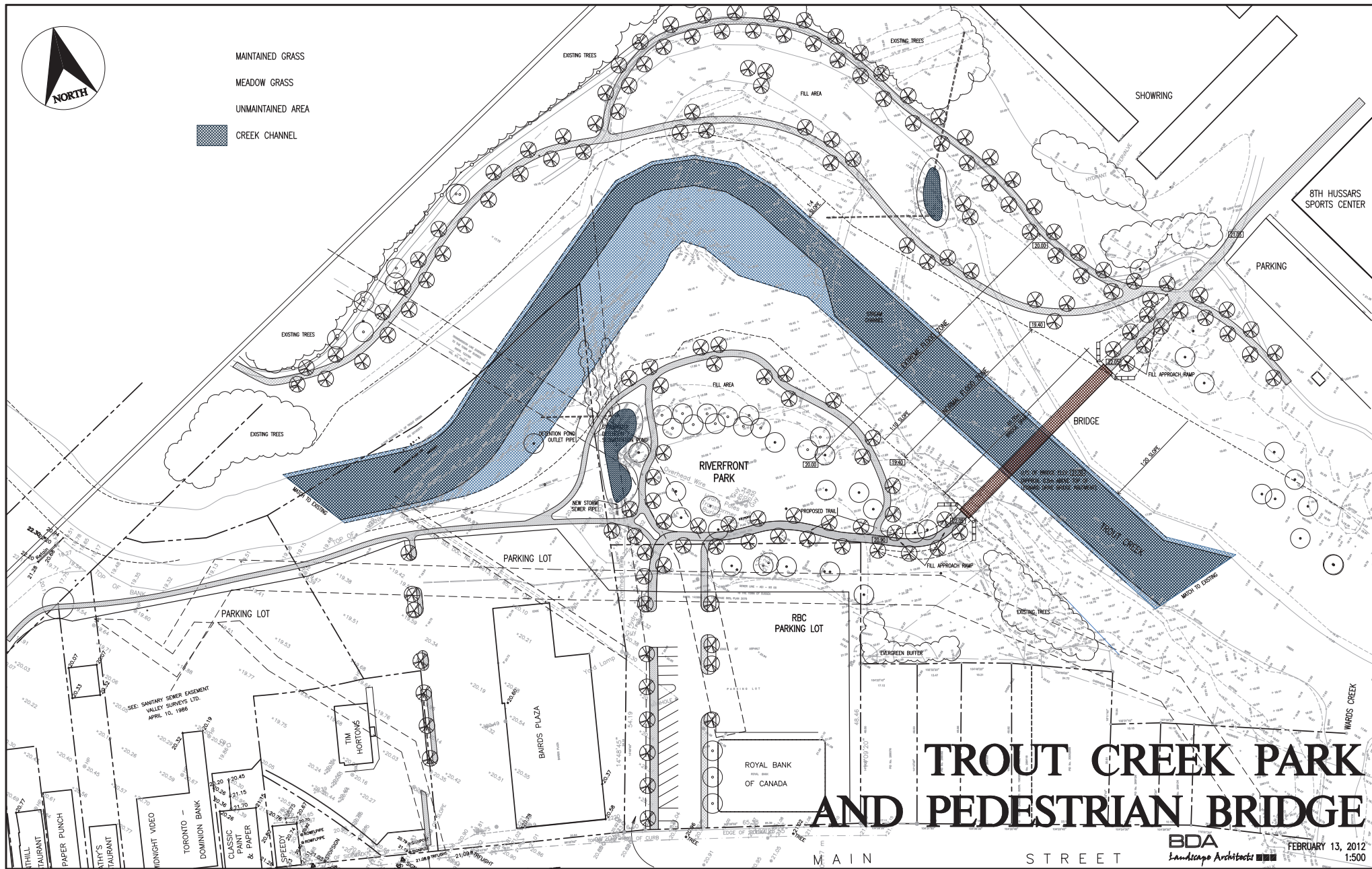
Funding Proposal		Net	Hst	Total
TOTAL Project PROGRAM		\$ 547,748	\$ 71,207	\$ 618,955
GENERAL FUND FUNDING				
Environmental Assessment Costs		\$ 5,500	\$ 715	\$ 6,215
Design / Engineering Costs		\$ 72,050	\$ 9,367	\$ 81,417
Construction Costs		\$ 441,500	\$ 57,395	\$ 498,895
Contingency Costs		\$ 28,698	\$ 3,731	\$ 32,428
Signage Costs		\$ 2,000	\$ 260	\$ 2,260
Taxes (HST)			\$ 71,467	
Gross Eligible Costs		\$ 549,748	\$ 71,467	\$ 621,215
Tax Rebate			\$ 52,614	
Net Eligible Costs		\$ 549,748	\$ 18,853	\$ 568,601

Fiscal Year Cashflow

		Municipal	ACOA
2021 - 35%	\$ 199,010	\$ 49,753	\$ 149,258
2022 - 65%	\$ 369,590	\$ 92,398	\$ 277,193
Partner Totals		\$ 142,150	\$ 426,450
	\$ 568,601		



- MAINTAINED GRASS
- MEADOW GRASS
- UNMAINTAINED AREA
- CREEK CHANNEL



TROUT CREEK PARK AND PEDESTRIAN BRIDGE

MAIN STREET

STREET

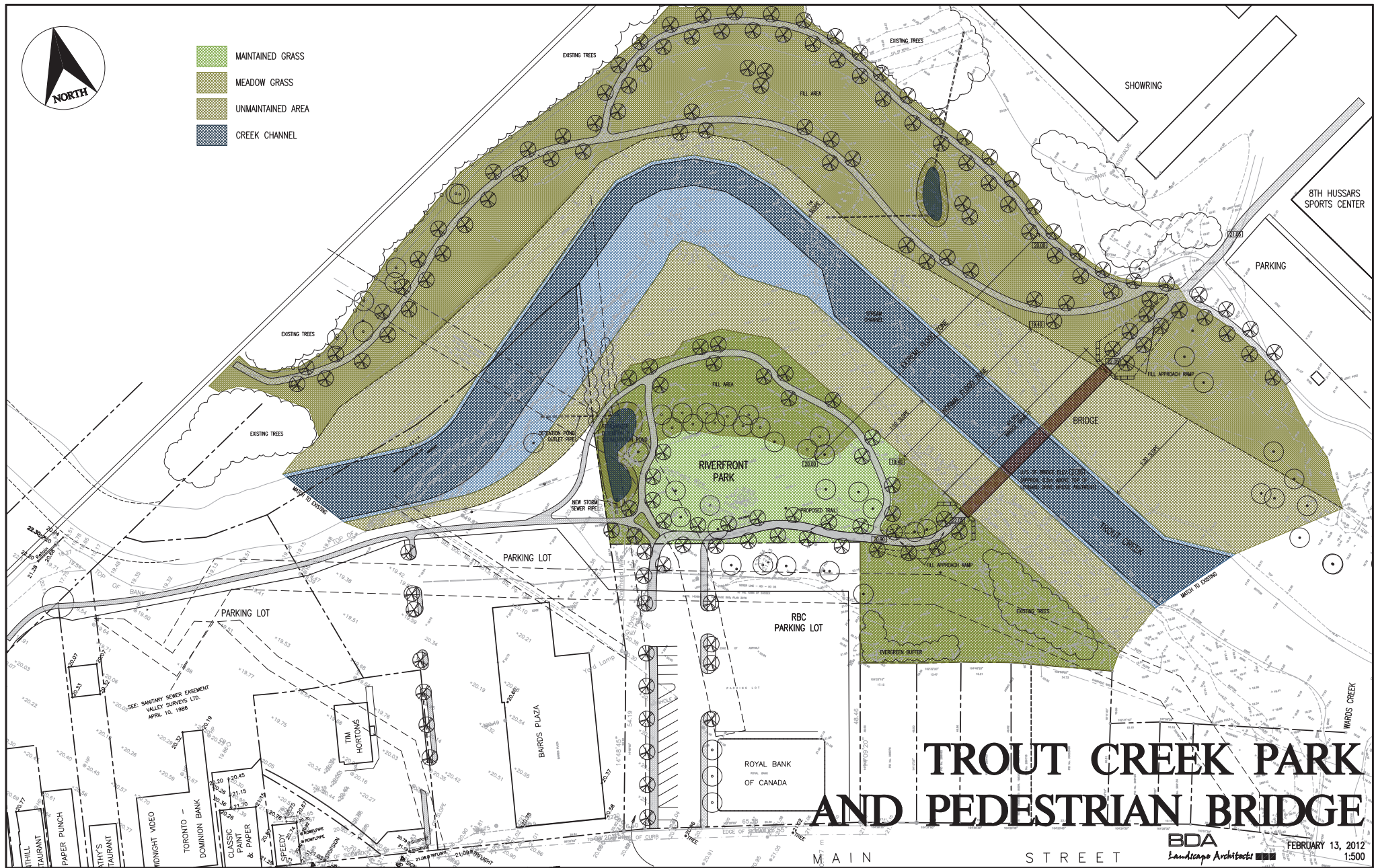
BDA
Landscape Architects

FEBRUARY 13, 2012
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© 2012 BDA. Trout Creek Preliminary Design 2012. Drawings: 1.01 to 1.13.dwg



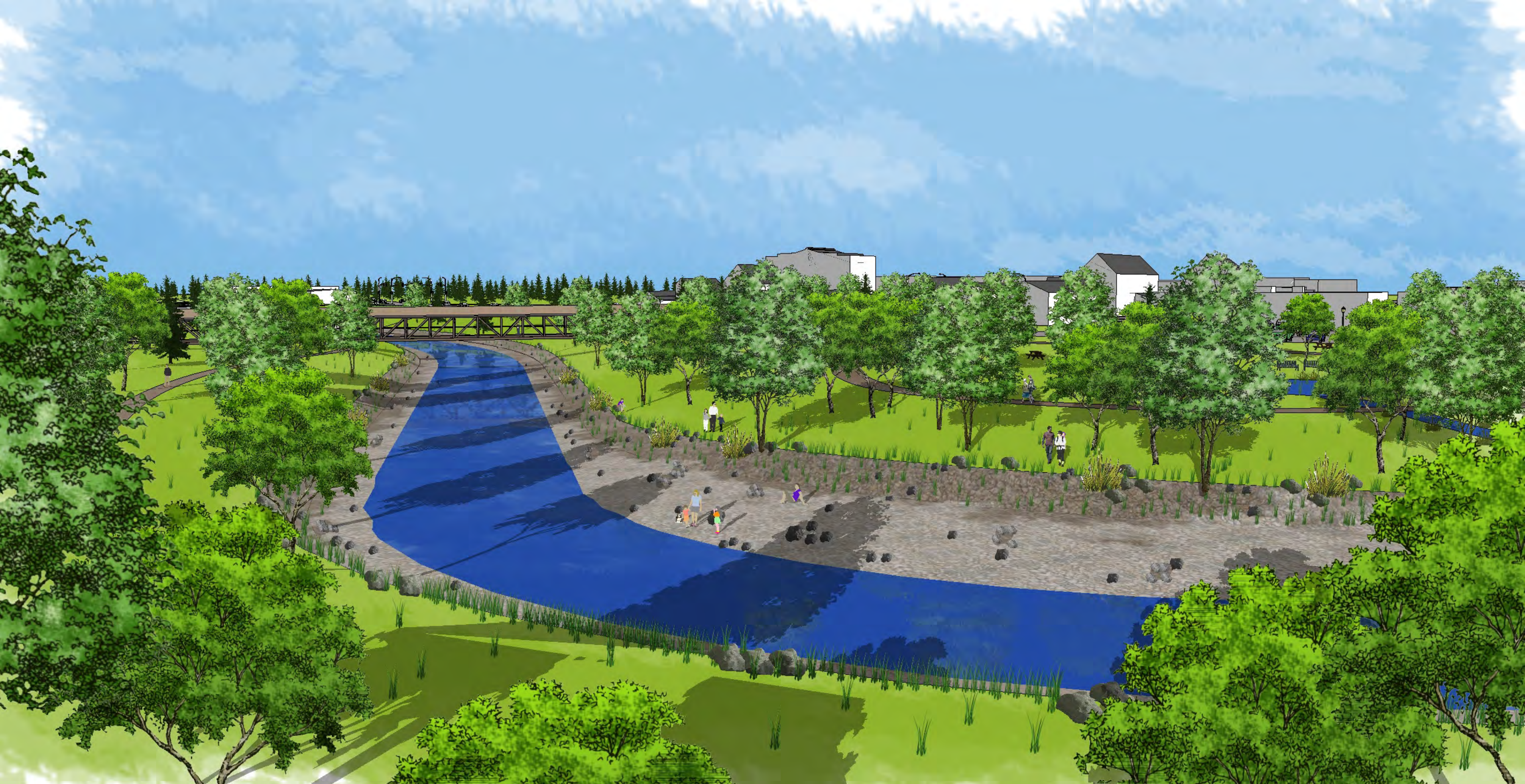
- MAINTAINED GRASS
- MEADOW GRASS
- UNMAINTAINED AREA
- CREEK CHANNEL

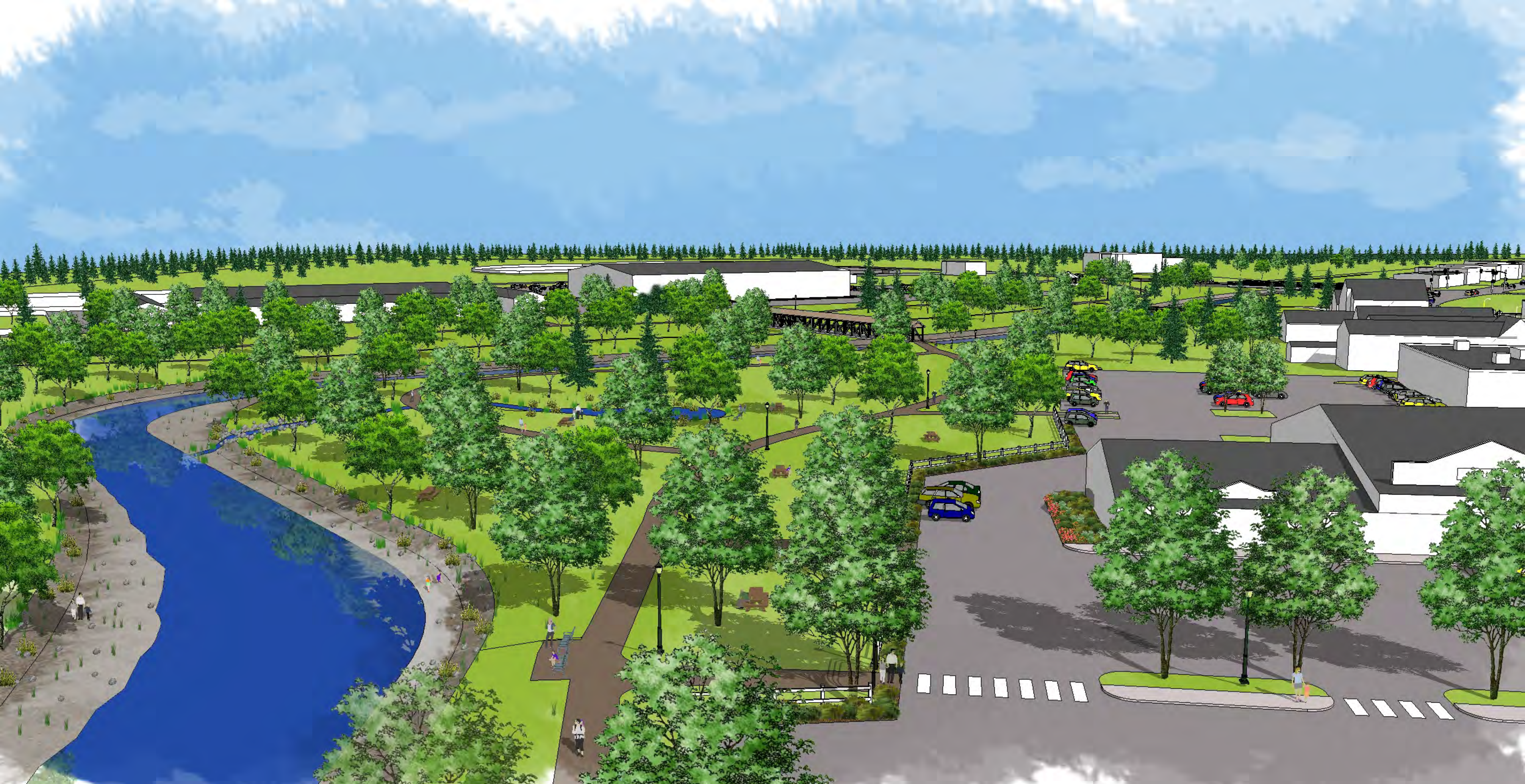


TROUT CREEK PARK AND PEDESTRIAN BRIDGE

BDA
Landscape Architects
FEBRUARY 13, 2012
1:500









Elliot Park





Ecosystem Management SWNB
Fisheries and Oceans Canada / Pêches et Océans Canada
PO Box / CP 1009
99 chemin Mount Pleasant Road
St. George, NB
E5C 3S9

September 24th, 2012

Your file Votre référence
33708'12

Our file Notre référence
12-HMAR-MA3-00158

Howard Pelkey
A/Project Manager
Watercourse and Wetland Alterations
NB Dept. of Environment
P.O. Box 6000
Fredericton, N.B. E3B 5H1

Dear Mr. Pelkey:

Subject: Proposal not likely to result in impacts to fish and fish habitat provided that additional mitigation measures are applied.

Fisheries and Oceans Canada - Fish Habitat Management Program (DFO) received New Brunswick Department of Environment Watercourse and Wetland Alteration Permit Application 33708'12. Please refer to the file number and title below:

DFO File No.: **12-HMAR-MA3-00158**
Title: **Trout Creek – Channel Restoration**

The proposal has been reviewed to determine whether it is likely to result in impacts to fish and fish habitat which are prohibited by the habitat protection provisions of the *Fisheries Act* or those prohibitions of the *Species at Risk Act* that apply to aquatic species.*

Our review consisted of:

- New Brunswick Department of Environment Watercourse and Wetland Alteration Permit Application 33708'12, with associated work description, drawings, photographs and map, received April 5th, 2012.
- Meeting with the town of Sussex and NBDEL, and Parish Geomorphic Ltd on March 26th, 2012; concerning the restoration of the reach of Trout Creek as

*Those sections most relevant to the review of development proposals include 20, 22, 32 and 35 of the *Fisheries Act* and sections 32, 33 and 58 of the *Species at Risk Act*. For more information please visit www.dfo-mpo.gc.ca.

illustrated in the detailed design plans provided by Parish Geomorphic, Project No. 02-11-15, to provide flood control for the down town area of Sussex.

- Email from Mr. Jenkins, received on April 3rd, 2012, explaining the total footprint of the restoration area:
 - North Channel (high flow only) – 1849 m².
 - South channel – 3757 m².
 - Total area – 5606 m².
 - Restored Area: 4860 m².

We understand that the proponent plans to:

- Completely restore the reach of Trout Creek according to detailed design plan dated 09-03-2012, created by Parish Geomorphic and entitled: Trout Creek Restoration, Project No 02-11-15.

****Please Note: This site is known to the DFO SWNB Ecosystem Management staff. The bedload transport within this reach of Trout Creek is highly dynamic and has been in a state of transition for over a decade, resulting in unstable fish habitat. It is this instability which permits the completion of this project outside of the S. 35(2) Authorization process.****

To reduce potential impacts to fish and fish habitat we are recommending the following mitigation measures be included into the proposed plans:

- *All work should be completed between 1 June and 30 September 2013.*
- *Work should be completed during low water conditions.*
- *All materials and equipment used for the purpose of site preparation and project completion should be operated and stored in a manner that prevents any deleterious substance (e.g. petroleum products, silt, etc.) from entering the water.*
- *Any stockpiled materials should be stored and stabilized away from the water.*
- *Vehicle and equipment re-fuelling and maintenance should be conducted away from the water.*
- *Any part of equipment entering the water should be free of fluid leaks and externally cleansed/degreased to prevent any deleterious substance from entering the water.*
- *Only clean material free of fine particulate matter should be placed in the water.*
- *Sediment and erosion control measures should be implemented prior to work and maintained during the work phase, to prevent entry of sediment to the water.*
- *All sediment and erosion control measures should be inspected daily to ensure that they are functioning properly and are maintained and/or upgraded as required.*
- *If the sediment and erosion control measures are not functioning properly, no further work should occur until the sediment and/or erosion control problem is addressed.*

- *All disturbed sediment on the work area should be stabilized as soon as possible after project completion.*
- *Sediment and erosion control measures should be left in place until all disturbed sediment on the work area have been stabilized.*
- *All other disturbed areas should be stabilized and re-vegetated as required upon completion of work.*

Provided that the additional mitigation measures described above are incorporated into the proposed plans, DFO has concluded that the proposal is not likely to result in impacts to fish and fish habitat.

The proponent will not need to obtain a formal approval from DFO in order to proceed with the proposal.

The proponent should notify this office at least 72 hours before starting the work. A copy of this letter should be kept on site while the work is in progress.

If the plans have changed or if the description of the proposal is incomplete the proponent should contact this office to determine if the advice in this letter still applies

Please be advised that any impacts to fish and fish habitat which result from the proponent's failure to implement the proposal as described or incorporate the additional mitigation measures included in this letter could lead to corrective action such as enforcement.

If you have any questions please contact Robert MacDougall at our St. George office at (506) 755-5040 by fax at (506) 755-5061, or by email at Robert.MacDougall@dfo-mpo.gc.ca.

Yours sincerely,



Robert MacDougall
Area Habitat Co-ordinator,
Ecosystem Management SWNB
Fisheries & Oceans Canada.

c.c.: O. Gaudet - DFO, C&P
L. Delaney - DFO, EM
C. Hominick - DFO, HP&SD



**PERMIT FOR WATERCOURSE AND WETLAND ALTERATION
ALT 33708'12 Original**

(Regulations 90-80 under the Clean Water Act Chapter C-6.1, Act of New Brunswick 1989)

PERMITTEE	Town of Sussex	ADDRESS	524 Main St. Sussex, NB E4E 3E4
	(506)432-4540		

LOCATIONS

Easting	Northing	Datum	Zn	Easting	Northing	Datum	Zn
395035	5066285	NAD 27	20				
Affected Watercourse/Tributary: Trout Creek / Kennebecasis River;							
Affected Regions: ENV - 4		DFO - FUNDY		DNR - 3			
1:50.000 Maps - 21 H/12		County - Kings		Parish - Sussex			

PERMIT VALID FOR THIS PERIOD FROM 2013/05/27 TO 2013/11/15
(yyyy/mm/dd) (yyyy/mm/dd)

Description of Watercourse/Wetland Alteration(s):

This project consists of reconstructing an approximately 280 m long reach of Trout Creek in downtown Sussex adjacent to the upstream side of the CN Rail line, which involves creating an approximately 0.85 m deep 2 year channel having a bankfull width of approximately 19 m, constructing a point bar around the inside of the bend in the reconstructed channel, out of natural streambed gravels/substrate, defining the bottom portion of the straight sections of the reconstructed channel with angular rock that's approximately 1 m thick and keyed in at the toe. Above the rock, sod mats at least 0.5 m thick, wrapped with coir fabric and terraced at a slope no steeper than 4 horizontal to 1 vertical, are to be used to define the reconstructed bank up to the 1 in 100 year flood elevation. The back/high flow channel on the outside of the bend in the existing channel is to be infilled with clean, imported soil and the floodplain adjacent to the upland side of the re-established banks throughout the channelized reach are to be regraded, capped with a minimum of 15 cm of topsoil, seeded and blanketed with mulch. Rock is to be added to the existing rock sill crossing the channel adjacent to the upstream end of the reach being channelized to direct the stream to the center of the channel. A stormwater detention/sedimentation pond is to be excavated within the 30 m zone bordering the true left side of the creek, from which an outlet pipe is to breach the bank of the reconstructed channel. A network of foot paths/trails are to be upgraded and reconfigured on both sides of the reconstructed reach of channel, some of which will be located within the 30 metre regulated zone bordering the shoulder of the streambanks. Also a steel truss bridge that spans 61 m, rises approximately 4.95 m above the design streambed elevation and is founded on cast in place concrete abutments is to cross the reconstructed channel in line with the Northwest end of the 8th Hussars Sports Center.

The Permittee may undertake only those Watercourse/Wetland Alteration(s) described above hereby approved by the Minister. Refer to Conditions of Approval stated on the attached Document "A". Responsibility for any action arising from any watercourse/wetland alteration must be borne by the Permittee and no liability shall be incurred by the Minister or the Department. This permit does not exempt or exclude the Permittee from the provisions of any Act of the Legislature of New Brunswick or of Canada to serve as legal defense to any action commenced by landowners who are adversely affected by the alteration.

Number of conditions attached to this permit: 33

Date of Issuance: 2013/01/04
(yyyy/mm/dd)

for the 
Minister of Environment

Town of Sussex
524 Main St.
Sussex, NB E4E 3E4

**DOCUMENT "A" Attached to ALT 33708'12 Original
CONDITIONS OF APPROVAL**

(Regulations 90-80 under the Clean Water Act Chapter C-6.1, Act of New Brunswick 1989)

- (1) that any debris and excavated material be removed from the watercourse/wetland and adjacent areas and disposed of, or placed in a manner where it cannot be returned to the watercourse/wetland;
- (2) that all necessary precautions be taken to prevent discharge or loss of any harmful material or substance into the watercourse/wetland; including but not limited to creosote, hydrocarbons, biocides, fresh cement, lime, paint or concrete;
- (3) that exposed material resulting from cut and fill operations be stabilized against erosion immediately upon completion of the project to reduce siltation of the watercourse/wetland, unless stated otherwise in these "Conditions of Approval";
- (4) that machinery and pollutants be located or stored in areas not in danger of floodwaters;
- (5) that the permittee ensure that a copy of this permit (including the conditions of approval) is kept at the alteration site for the duration of the project, and such copy shall be produced by the permittee upon the request of an inspector designated to act on behalf of the Minister of Environment, or an employee of the federal Department of Fisheries and Oceans Canada;
- (6) that all in-channel work shall be carried out between June 1st and September 30th only;
- (7) that all in-channel work shall be carried out when the streamflow is at low summer levels;
- (8) that all work shall be carried out in isolation of the streamflow while the streamflow is maintained downstream of the isolated area, without interruption, throughout all stages of the project;
- (9) that this project shall be carried out in accordance with the final version of the drawings to scale, prepared by Parish Geomorphic and BDA Landscape Architects, titled "Trout Creek Rstoration - City of Sussex, New Brunswick" and "Trout Creek Pedestrian Bridge", except wwhere stipulated otherwise in these "conditions of approval";
- (10) that the permittee shall take whatever steps necessary to ensure that his/her actions, and/or those of his/her agent, do not result in noticeable soil erosion or suspended sediment being washed downstream as a result of the alterations covered by this permit;
- (11) that at the outset of this project, siltation prevention devices competent in quantity, design, diversity and function to adequately prevent the activities covered by this permit from having a negative impact on the quality of the streamflow, under all runoff conditions, shall be installed prior to exposing erodible soil, added wherever necessary to prevent sedimentation, and maintained such that they perform their intended function until vegetation becomes re-established;
- (12) that whenever siltation and and erosion prevention devices have failed or are not functioning properly, no further work shall occur until the siltation and/or erosion problem is corrected;;
- (13) that all materials and equipment used to carryout this undertaking shall be operated and parked, when not in use, in a manner that minimizes the chances of any deleterious substances (e.g. petroleum products, silt, etc.) entering the streamflow;
- (14) that each day that work takes place, all exposed erodible soils over which runoff has the potential to impact the quality of the streamflow shall be rendered stable when work terminates for the day;
- (15) that the equipment used near the watercourse must be mechanically sound and not leaking fuel or hydraulic fluid;
- (16) that vehicle and equipment re-fuelling and maintenance shall be conducted away from the watercourse;
- (17) that all fish occupying a reach of the watercourse to be dewatered shall be rescued and relocated downstream prior to it being dewatered;
- (18) that the Department of Environment - Saint John office (506) 658-2558 shall be at least 48 hours prior to commencing this project;

HRR

**DOCUMENT "A" Attached to ALT 33708'12 Original
CONDITIONS OF APPROVAL**

(Regulations 90-80 under the Clean Water Act Chapter C-6.1, Act of New Brunswick 1989)

- (19) that the intake of the suction used to pump the streamflow around an isolated work area shall be screened in accordance with the Fisheries and Oceans Canada "Freshwater Intake End-of-Pipe Fish Screen Guideline";
- (20) that rip-rap be clean, durable, non-ore-bearing, non-toxic rock obtained from a non-watercourse source;
- (21) that fish passage shall be facilitated and functional throughout the full range of in-stream flows upon completion of this project;
- (22) that all excess spoil material shall be trucked off-site and disposed of in an environmentally acceptable manner;
- (23) that any temporary stock piles of excavated shall be stored away from the watercourse and the runoff from them shall be intercepted and filtered before it enters the watercourse;
- (24) that the cofferdams used to isolate all in-channel work from the streamflow shall consist of either an impervious self-contained unit or inert components, one of which renders the cofferdam impervious, and shall be installed and removed without mechanically manipulating or removing insitu bed material;
- (25) that the energy resulting from the release of the water from dewatering and streamflow pump around operations shall be dissipated in order to minimize scouring of streambed or bank material or erodible soil in the vicinity of the discharge;
- (26) that the invert of the new channel shall match the elevation of the existing channel at both the upstream and downstream ends such that there be no vertical drop at the interface between the channelized area and the existing channel;
- (27) that clean, non-ore-bearing and durable rocks shall be added to the existing rock sill;
- (28) that the Town of Sussex shall be responsible for ensuring compliance with all environmental conditions on a day to day basis;
- (29) that all in-channel work shall be carried out with an excavator;
- (30) that deep-rooted native vegetation shall be planted along the top of the banks of the reconstructed channel in sufficient quantity to provide bank stability and adequate shade to sustain fish and fish food;
- (31) that the reconstructed channel shall be lined with the stockpiled substrate removed from the present day channel;
- (32) that grubbing within the 30 metre zone bordering the shoulders of the watercourse shall be limited to the footprint of the trailbeds, the approaches to the pedestrian bridge and the stormwater detention/sedimentation pond;
- (33) that the Fisheries and Oceans Canada - Saint George office (506) 755-5040 shall be contacted at least 72 hours prior to commencing this project;

HRP

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BACKGROUND OF OUR COMMUNITY: The Municipality of Sussex, situated in beautiful Kings County, and is located in south central New Brunswick, Canada, strategically located between the province's three largest cities: Saint John, Moncton, and Fredericton. With tree-lined streets, gracious older homes and an abundance of small-town charm, Sussex combines a thriving business culture, recreational possibilities and an outstanding array of community services.

In 1857 the European and North American Railway was opened, connecting the farming communities of the Kennebecasis River Valley with Saint John and Moncton. Sussex was incorporated in 1895 but was only officially established as a town on April 30, 1904. The settlers were for the most part British Loyalists who had fled the American Revolution in 1776, with many Irish refugees of the potato famine from the mid-19th century settling in the nearby farming communities.

In 1885, the Sussex Military was established on the eastern edge of the town. The facility was closed following the Second World War and the town purchased the land to expand the municipal boundaries. Today the agricultural exhibition and some areas remain as open land on the former site of Camp Sussex.

Sussex underwent several changes in the post-war period. In the early 1960s, several local roads were upgraded as part of the Trans- Canada Highway project which saw Route 2 pass immediately north of the town between Fredericton and Moncton. At the same time, a series of local roads in the Kennebecasis River valley were designated as Route 1, running from an interchange with the Trans-Canada at Sussex, southwest to Saint John.

The creation of Sussex as a highway interchange in this post-war period led to some transportation planners in New Brunswick calling for the consolidation or closure of the Fredericton, Saint John and Moncton airports to be replaced by a single airport located in Sussex to serve all three population centers of southern New Brunswick; this being in the late 1950's / early 1960's before these facilities underwent considerable expansion. Sussex is still considered the best strategically located town, being in the center of what has been called New Brunswick's "Golden Triangle".

Sussex also began to see a growing tourism trade, with many flocking to see the collection of wood-constructed covered bridges throughout the central area of Kings County. As the heart of Kings County with its 16 covered bridges, Sussex is also known as the Covered Bridge Capital of Atlantic Canada. Eight of these wonderful wooden structures are within a ten-minute drive of town hall. In addition, an agricultural fair draws visitors each August (marking 113 years in 2008), as well as the establishment of southern New Brunswick's only alpine ski hill in the Caledonia Mountains southeast of the town at Poley Mountain. Twenty-six murals were created during the summers of 2006 and 2007, establishing its

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reputation as the Mural Capital of Atlantic Canada. There is also a very popular international hot air balloon festival in Sussex held every September, and Canada's largest outdoor flea market each August.

Potash was subsequently discovered in large quantities in the area surrounding Sussex, with the deposit being the second largest in the world after an area in Saskatchewan. Two mines were built near the town, one at Penobsquis, 8 km to the east, and another at Cassidy Lake (no longer operational), 10 km to the southwest. CN Rail built track to serve both mines, which employed hundreds from the surrounding area. Since 2003, natural gas has been produced from the McCully field near Sussex.

In recent years this development in Potash extraction has been considered the leading economic driver to our Region's economic activity. While many will say this industry is truly located outside the municipal boundaries, while true the Town has welcomed all activity within our Region, and, even if in some small way if the Town's industrial partners can provide support services to the industry as well as many of the employees call Sussex home, then it is all to our benefit. We have had a history in mining Potash and the industry is now part of our fabric and we are good at it!

The Town entered economic difficulty during the late 1990s after the Cassidy Lake potash mine flooded, resulting in hundreds of lay-offs. And on January 19th, 2016 shockwaves were sent through the Town and surrounding region when President and Chief Executive Officer Jochen Tilk of Potash Corporation of Saskatchewan Inc. (PotashCorp) announced on that day that the company was taking the difficult but necessary step to indefinitely suspend its Picadilly, New Brunswick potash operations. This immediate suspension is expected to result in a workforce reduction of approximately 420 - 430 people in New Brunswick. A core crew of approximately 35 employees will be retained at Picadilly to keep the operation in care-and-maintenance mode.

With his own words Mr. Tilk, spoke clearly on the significance of his company's decision on our Region; "This is a very difficult day for our employees and our company, while these are important steps in running a sustainable business and positioning the company to best meet the needs of its many stakeholders over the long term, such decisions are never easy. We understand the significant impact to our people in New Brunswick and the surrounding communities and are committed to helping those affected through this challenging time." These are profound words which will have considerable economic impact of the Town of Sussex and surrounding communities that may take a number of years to not only quantify but to fully understand but amidst a challenging macroeconomic backdrop. For this reason, the Town has found it necessary to submit this funding assistance application to ACOA and ONB.

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Another less significant blow came in October 2002 with a realignment of the Trans-Canada Highway (Route 2) between Fredericton and Moncton which no longer passed through Sussex, instead carrying the province's east-west interprovincial traffic 30 km north of the Town.

Prior to January 19th, 2016 Sussex was known as for its primarily a regional service centre, a support service centre for businesses that directly provide services to mining operations, and for the surrounding agricultural communities of the upper Kennebecasis River valley, as well as a highway service centre on Route 1, the primary highway between Moncton and Saint John, as well as being the most heavily travelled route in the Maritimes to the United States. Sussex is also home to Kingswood University (formerly Bethany Bible College), the only college in Canada owned by the Wesleyan Church.

The Town of Sussex, being considered the regional hub has a highly organized group of local business owners located in Downtown Sussex, and together with a municipality with a long heritage of commerce and is considered the regional center for the surrounding municipalities of Norton, Sussex Corner and the surrounding rural LSD areas. Our broader community within the immediate service area of approximately 25,000 residents, and, is one of the attractive living environments in Atlantic Canada that services their business needs. It is critical to address adverse effects of the January 19th, 2016 announcement and to assist businesses to support the core business left as a result of the suspension of mining operations.

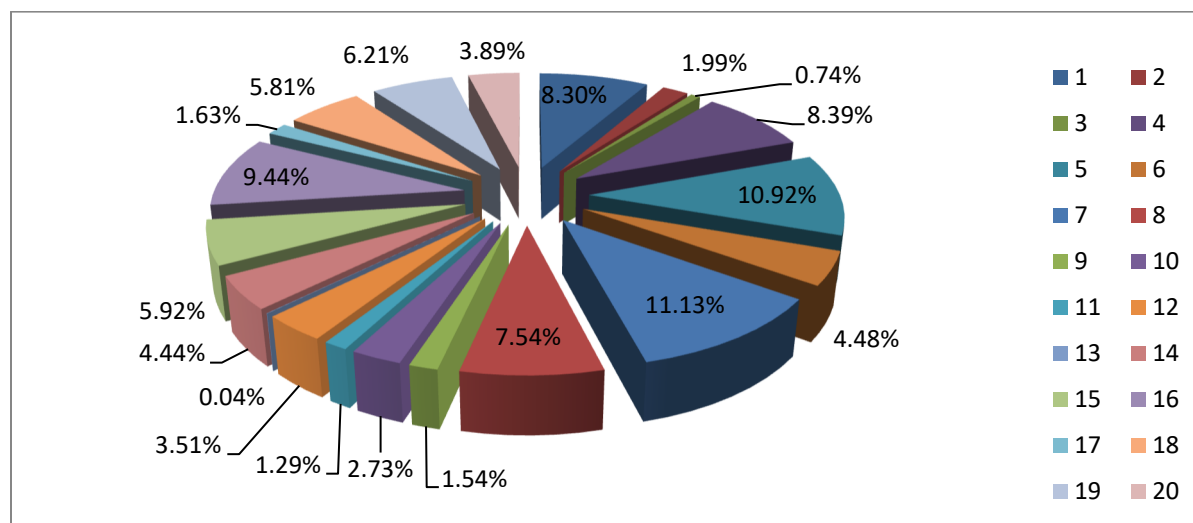
DEMOGRAPHICS

July 2021



Labour Force Characteristics

Total Labour Force 15+ by Industry for Enterprise Fundy CEDA Region and Province 2006						
		Fundy CEDA Region			Province-wide	
		Numbers	%	Rank	%	Rank
	Total Labour Force 15+ by industry	24,036				
	Industry not applicable	380				
	All industries	23,665				
1	Agriculture, forestry, fishing and hunting	1,965	8.30%	5	5.59%	8
2	Mining and oil and gas exploration	470	1.99%	14	0.89%	19
3	Utilities	175	0.74%	17	1.03%	18
4	Construction	1,985	8.39%	4	6.39%	7
5	Manufacturing	2,585	10.92%	2	12.56%	1
6	Wholesale trade	1,060	4.48%	11	3.47%	13
7	Retail Trade	2,635	11.13%	1	11.22%	2
8	Transportation and Warehousing	1,785	7.54%	6	5.48%	9
9	Information and Cultural Industries	365	1.54%	16	1.97%	17
10	Finance and insurance	645	2.73%	13	2.98%	14
11	Real estate, rental and leasing	305	1.29%	18	1.07%	16
12	Professional, scientific and technical services	830	3.51%	12	3.53%	12
13	Management of companies and enterprises	10	0.04%	19	0.05%	20
14	Administrative support	1,050	4.44%	10	4.70%	11
15	Educational Services	1,400	5.92%	8	6.60%	6
16	Health care and social assistance	2,235	9.44%	3	11.05%	3
17	Arts, accommodation and food services	385	1.63%	15	1.59%	15
18	Accommodations and Food Services	1,375	5.81%	9	6.64%	5
19	Other services (except public administration)	1,470	6.21%	7	5.38%	10
20	Public administration	920	3.89%	12	7.81%	4



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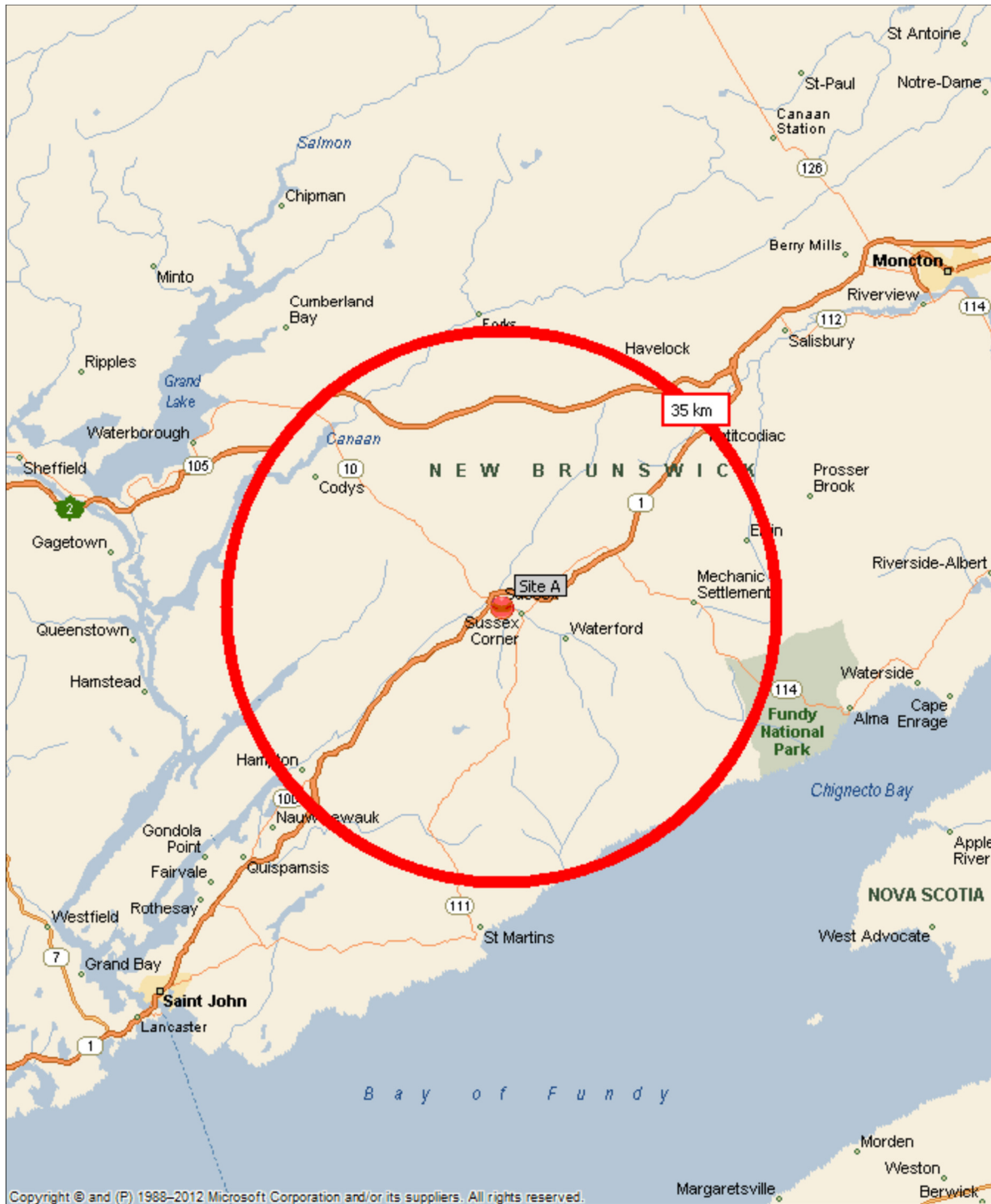
Statistics Canada Census Profile

STATISTICS CANADA CENSUS PROFILE based on 2011 Census Data						
TOPIC	Sussex - Town			Sussex Corner - Village		
	Total	Male	Female	Total	Male	Female
Population Characteristics						
Population in 2011	4312			1495		
Population in 2006	4241			1413		
2006 to 2011 population change (%)	1.7			5.8		
Dwelling Counts						
Total private dwellings	2072			670		
Private dwellings occupied by usual residents	1943			651		
Population density per square kilometre	477.4			158.6		
Land area (square km)	9.03			9.43		
Age Characteristics						
Total population by age groups	4310	1975	2335	1495	700	795
0 to 19	970	480	490	330	175	155
20 to 34	685	330	355	215	95	120
35 to 49	770	360	410	300	145	155
50 to 64	935	445	490	335	160	175
65 and over	950	380	570	315	140	175
Median age of the population	45.4	42.9	47.1	46.1	43.2	47.7
% of the population aged 15 and over	84.3	83.5	84.8	83.7	82.1	85.1
Marital Status						
Total population 15 years and over by marital status	3630	1650	1980	1255	575	680
Married or living with a common-law partner	1980	995	990	800	400	400
Married (and not separated)	1700	850	850	705	350	355
Living common law	275	140	140	95	45	50
Not married and not living with a common-law partner	1645	660	990	450	175	275
Single (never legally married)	900	460	440	240	125	120
Separated	125	40	80	30	10	20
Divorced	275	105	170	80	25	50
Widowed	355	50	300	95	10	85
Family Characteristics						
Total number of census families in private households	1220			455		
Total children in census families in private households	1175			410		
Average number of children at home per census family	1			0.9		
Household and Dwelling Characteristics						
Total number of persons in private households	4215	1940	2275	1495	700	800
Average number of persons per census family	2.8			2.8		
Total number of occupied private dwellings by structural type of dwelling	1945			650		
Single-detached house	1105			410		
Apartment; building that has five or more storeys	5			0		
Movable dwelling	0			155		
Other dwelling	830			85		
Semi-detached house	140			5		
Row house	105			10		
Apartment; duplex	75			5		
Apartment; building that has fewer than five storeys	495			65		
Other single-attached house	15			5		
Number of persons in private households	4215			1495		
Average number of persons in private households	2.2			2.3		
Language						
Detailed mother tongue - Total population excluding institutional residents	4225	1955	2275	1495	695	800
Single responses	4215	1950	2265	1490	700	790
English	96.85%	4080	1890	2185	1445	770
French	1.81%	70	30	40	15	15
Non-official languages	0.75%	65	30	35	10	5

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DEMOGRAPHICS 35 KM RADIUS



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Shared Services Canada 2015 Demographic Snapshot

2015 Demographic Snapshot	Site A 35 kilometer ring	
		%
2011 Census*	27,586	
2015 Population estimate	27,297	
2018 Population projection	27,482	
% Population Change (2011-15)	-1.0%	
% Population Change (2015-18)	0.7%	
2015 Population by Age	27,297	
0 to 4 years	1,311	5%
5 to 19 years	4,727	17%
20 to 24 years	1,661	6%
25 to 34 years	2,578	9%
35 to 44 years	3,084	11%
45 to 54 years	4,174	15%
55 to 64 years	4,305	16%
65 to 74 years	3,205	12%
75 to 84 years	1,608	6%
85 years and over	643	2%
Median Age	45.8	
2015 Families	8,471	
Married couples	6,362	75%
Without children at home	3,338	39%
With children at home	3,023	36%
Common-law couples	932	11%
Without children at home	489	6%
With children at home	443	5%
Lone-parent families	1,177	14%
Average Persons Per Family	2.8	
Average Children Per Family	0.9	
2015 Households	11,125	
Persons per household	2.5	
Average household income	\$74,156	
Median Estimated Household Income	\$52,370	

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Shared Services Canada

2015 Demographic Snapshot	Site A 35 kilometer ring	
		%
2015 Population 25 to 64 years by Educational Attainment	14,141	
No certificate, diploma or degree	2,047	14%
High school diploma or equivalent	4,205	30%
Apprenticeship or trades certificate or diploma	1,881	13%
College, CEGEP or other non university certificate or diploma	3,759	27%
University certificate or diploma below bachelor level	168	1%
Bachelor's degree	1,703	12%
University certificate, diploma or degree above bachelor level	379	3%
2015 Population by Marital Status (15 years+)	23,006	
Single	5,024	22%
Common-Law	1,841	8%
Married	12,813	56%
Divorced or Separated	1,781	8%
Widowed	1,547	7%
Top 3 Dominant Languages	English French German	
<i>* Population counts have been adjusted by MapInfo for census undercounts.</i>		

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DEMOGRAPHICS 95 KM RADIUS



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Shared Services Canada 2015 Demographic Snapshot

2015 Demographic Snapshot	Site A 95 kilometer ring	
		%
2011 Census*	434,335	
2015 Population estimate	448,557	
2018 Population projection	464,713	
% Population Change (2011-15)	3.3%	
% Population Change (2015-18)	3.6%	
2015 Population by Age	448,557	
0 to 4 years	22,730	5%
5 to 19 years	71,433	16%
20 to 24 years	30,747	7%
25 to 34 years	60,697	14%
35 to 44 years	59,230	13%
45 to 54 years	65,482	15%
55 to 64 years	61,630	14%
65 to 74 years	44,218	10%
75 to 84 years	22,333	5%
85 years and over	10,057	2%
Median Age	41.6	
2015 Families	136,786	
Married couples	92,340	68%
Without children at home	47,629	35%
With children at home	44,711	33%
Common-law couples	20,359	15%
Without children at home	12,328	9%
With children at home	8,031	6%
Lone-parent families	24,088	18%
Average Persons Per Family	2.7	
Average Children Per Family	0.9	
2015 Households	188,989	
Persons per household	2.4	
Average household income	\$78,416	
Median Estimated Household Income	\$55,166	

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Shared Services Canada

2015 Demographic Snapshot	Site A 95 kilometer ring	
		%
2015 Population 25 to 64 years by Educational Attainment	247,039	
No certificate, diploma or degree	27,567	11%
High school diploma or equivalent	66,212	27%
Apprenticeship or trades certificate or diploma	25,629	10%
College, CEGEP or other non university certificate or diploma	63,958	26%
University certificate or diploma below bachelor level	4,341	2%
Bachelor's degree	43,176	17%
University certificate, diploma or degree above bachelor level	16,155	7%
2015 Population by Marital Status (15 years+)	379,853	
Single	98,997	26%
Common-Law	40,547	11%
Married	184,925	49%
Divorced or Separated	32,733	9%
Widowed	22,650	6%
Top 3 Dominant Languages	English French Korean	
<i>* Population counts have been adjusted by MapInfo for census undercounts.</i>		