

1/22/2021

Climate Change Mitigation Action Plan (Corporate)

Town of Yarmouth, Nova Scotia

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Plan Development and Acknowledgements

This plan was undertaken by the Town of Yarmouth with the consultant OnPoint Energy Solutions in partial fulfillment of the Town's requirement pursuant to a Federation of Canadian Municipalities (FCM) Funding Agreement under the Municipalities for Climate Innovation Program (MCIP). This plan was a joint effort between the recipient of the Climate change Staff Grant, DeMario Dunkley, P.Eng, Project Engineer for the Town of Yarmouth and Adam Hayter, Energy Consultant who is the President of onPoint Energy Solutions.

Please note that Town of Yarmouth advises all data in this report is generally believed to be accurate and the best information available.

Completing a climate action plan requires effort and commitment to undertake. Thank you to the numerous Town of Yarmouth staff who supported the development of this plan at various stages.

Town of Yarmouth:

- Chief Administrative Officer – Jeff Gushue, RPA, MBA,
- Town Engineer – Marc Brophy, PEng
- Human Resources Coordinator – Jody Kini
- Communications Coordinator – Mike Carter
- Accountant – Sybil Stevens, CPA, CMA
- Manager Public Works – Chad Leblanc, BSc
- GIS Technician – Tracy Bruce
- Chief Operator Water & Wastewater Treatment Plant – Rob Chetwynd, CET
- Planner – Rhys Burnell, BSc, MPlan

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QUEST Canada:

- Quest Canada – Emma Norton – Senior Lead, Stakeholder Relations

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1.0 Executive Summary

The Town of Yarmouth has developed a Climate change Mitigation Action Plan (MAP) for the purpose of reducing the amount of Greenhouse Gases (GHG) produced by the Town of Yarmouth. The Town of Yarmouth believes that it is our role and responsibility to address Climate change and to develop solutions to mitigate its impacts. This plan attempts to limit the scope of mitigation actions to activities of the corporate body and not the wider community. The plan also acknowledges that GHG's emissions is a borderless concept.

When setting a baseline for energy consumption and GHG emissions, it is important to understand where priorities and actions to reduce exist. The baseline should be expanded to include variables that may influence consumption of energy through a regression model. This will help verify savings into the future. The findings show that in the 2016 baseline year, the municipality consumed 65% of their total energy through electricity, accounting for 67% of all GHG emissions produced, and 74% of the total cost of energy. The baseline also examines the energy, GHG emissions, and energy expense by sector.

The MAP sets GHG emissions reduction target of 20% below the 2016 baseline year to be achieved by the year 2030. The target reduction is based on energy consumption data with 2016 serving as the baseline year. This document compliments the work that has been accomplished through the Integrated Community Sustainability Plan (ICSP) (2010) and the Community Energy Plan (CEP) (2015), while setting a target for 2030.

Engagement took place with internal and external stakeholders. The internal session took place in June 2020 via web conference with the leadership team of the Town of Yarmouth. The discussion highlighted the work that has been completed to date, the strains of setting priorities, and what a realistic reduction target for 2030 could be. The external engagement took place through September 2020 and sought feedback from the general public via an online survey.

It is recommended that updates are provided to council on a bi-annual basis to share progress, lessons learned, and opportunities that may have risen. If the reduction target is met before 2030 it is recommended to set a new target to keep momentum moving forward.

2.0 Introduction

2.1 The Town of Yarmouth

The Town of Yarmouth located on the south western tip of the Nova Scotia peninsula was incorporated in 1890 to provide basic infrastructure services. It covers approximately 10.57km² in area. The service areas include approximately 6,500 residents and is the 5th largest by population in Nova Scotia. The Town also acts as the service center for an additional 20,000 people from the surrounding area.

With an annual corporate operating budget of \$17M the Town of Yarmouth services include:

- Animal services
- Development services
- Fire services
- Police services
- Recreational services
- Sewer and Wastewater services
- Transit services
- Water services
- Marina services

The Town of Yarmouth faces the challenge that we all currently face in the wake of Climate change. The sea is changing, economic opportunities are changing, and our climate is changing. Wherever and whenever possible, it is key that all municipalities in the region and Nova Scotia, work together to address Climate change.

2.2 Climate change Mitigation Action Plan (MAP)

The main purpose of this plan is to provide actions and targets for Climate change mitigation for the Town of Yarmouth. It is common to confuse Climate change mitigation and adaptation. Climate change mitigation means avoiding and reducing emissions of GHG's. Climate change adaptation means altering our behavior and systems of operation to minimize the impacts of Climate change. In 2010, the Town of Yarmouth adopted the Integrated Community Sustainability Plan (ICSP)¹ as a priority plan within the Municipal Planning Strategy (MPS) for the Town of Yarmouth. The ICSP covers a broad range of strategies to help guide the town in several areas including Climate change.

¹ Integrated Community Sustainability Plan (ICSP), Town of Yarmouth. <https://www.townofyarmouth.ca/integrated-community-sustainability-plan-icsp.html>

This led to the development of the Community Energy Plan (CEP) in 2015 that highlighted actions the Town of Yarmouth as a community can undertake to save energy and reduce GHG emissions². The MAP only considers actions that the Town of Yarmouth itself can achieve to reduce GHG emissions.

The implementation of the MAP will require time, resources, and commitment. A MAP involves participation from multiple stakeholders in the community, local government, provincial government, and federal government. Each level plays a role in setting policy, programs, and resources. This MAP will help the Town of Yarmouth set a course to participate in the global effort to reduce GHG emissions and achieve the Town's reduction target of GHG emissions below 2016 levels by the year 2030.

3.0 The Baseline

3.1 Corporate Energy and GHG Emissions Inventory

When setting the stage for investments to reduce GHG emissions, the first step is to choose a baseline year. This baseline year should have readily available census data and GHG data to perform the baseline year calculation. This calculation will help to determine how much GHG emissions can realistically be reduced from the levels found in the baseline year to a certain time period in the future. The calculation also identifies the GHG emitting sources for which Town of Yarmouth is responsible. The PCP protocol method was used to calculate GHG emissions, and is a widely accepted standard methodology.

Electricity accounted for the largest amount of energy consumed by the Town of Yarmouth at 65% of total energy, 67% of all GHG emissions produced, and 74% of the total cost of energy. To compare all fuel sources, the unit of energy, such as a liter of gasoline or a kilowatt-hour (kWh) of electricity, is converted to an equivalent unit of energy (Gigajoules (GJ)). Total emissions were calculated based on 2016 GHG emission factors for each type of fuel source, and the total cost is the sum of money spent purchasing the total energy consumed by corporation withing the Town of Yarmouth.

Table 1 highlights the total energy consumption and cost by fuel type for the Town of Yarmouth. Table's 2 through 4 highlight the total energy use, costs, and GHG emissions by each sector. Figures 1 through 3 shows a visual of each type of fuel proportionally. The figures show that there are variations in the proportion across total consumption of energy, GHG emissions, and the total cost. are variations in the proportion across total consumption of energy, GHG emissions, and the total cost.

² Community Energy Plan (CEP), Town of Yarmouth. <http://townofyarmouth.ca/go.php?f=25251>

Table 1: Shows the total energy use, GHG emissions, and costs for each fuel source that the Town of Yarmouth requires to maintain municipal operations in 2016.

Energy Use, GHG Emissions, and Costs by Fuel Type (2016)			
Fuel Type	Energy Use (GJ)	Emissions (tCO2e)	Energy Costs (\$)
Electricity	14,524	2,824	638,609
Propane	1,427	84	21,587
Gasoline	1,884	125	47,948
Diesel	4,635	321	75,236
Landfill	0	836	83,217
Total	22,469	4,192	866,597

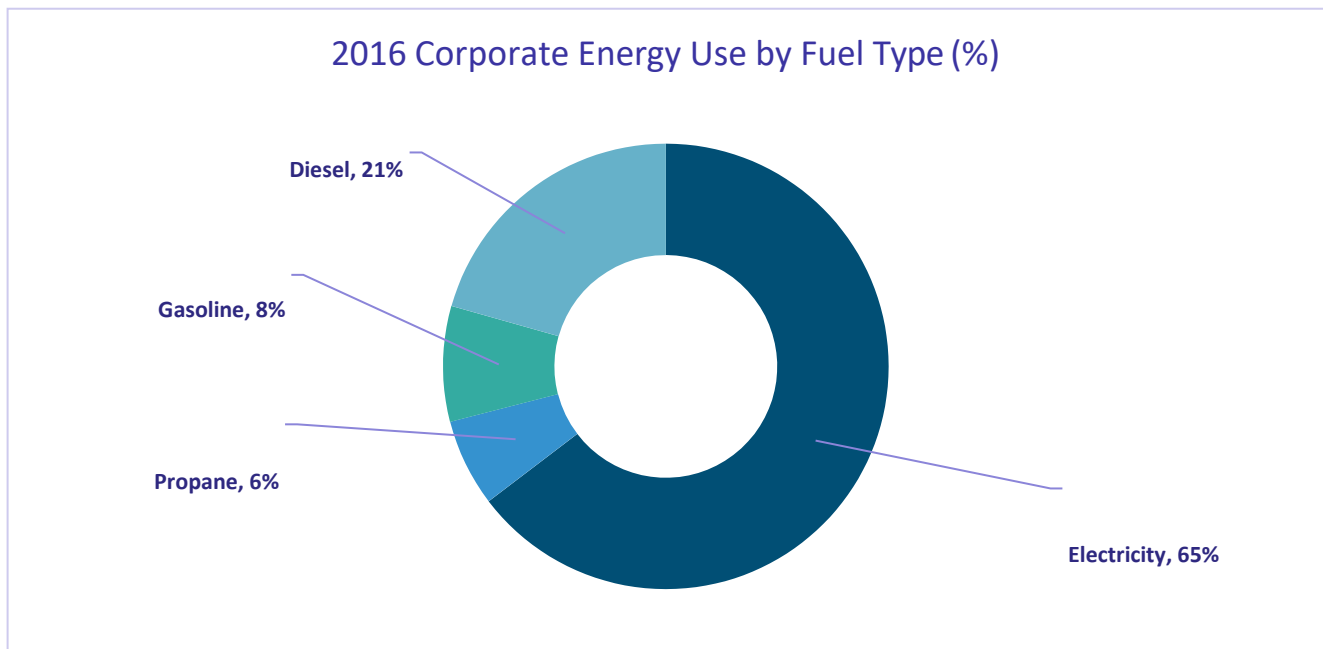


Figure 1: Shows the proportion of each fuel type that the Town of Yarmouth consumed in 2016.

2016 Corporate GHG Emissions by Fuel Type (%)

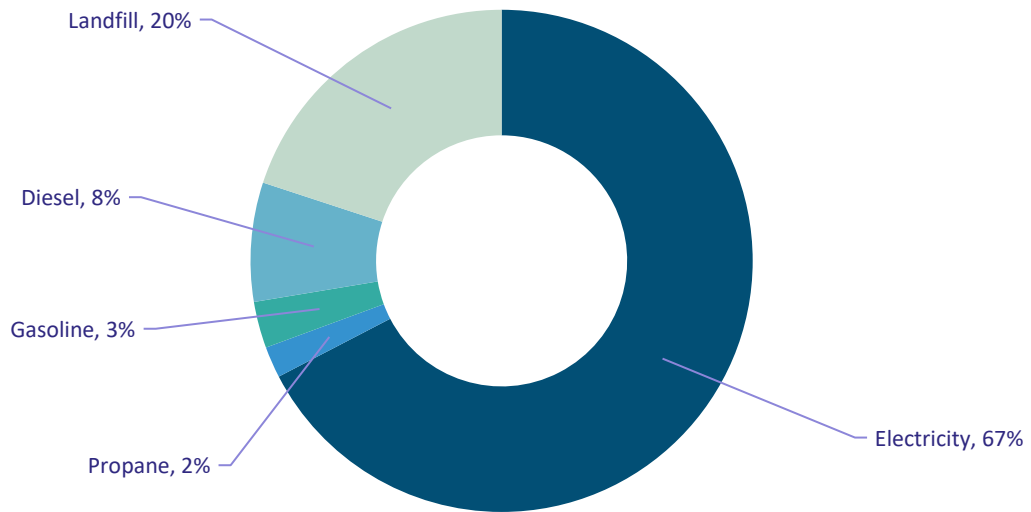


Figure 2: Shows the proportion of emissions that each fuel type emits that the Town of Yarmouth produced in 2016 through the consumption of energy.

2016 Corporate Energy Costs (%)

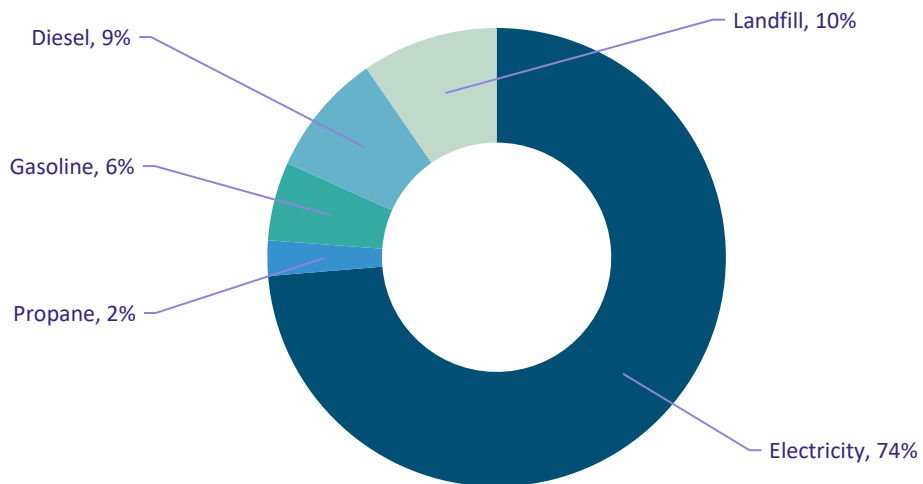


Figure 3: Shows the proportion of energy expenses associated with the consumption of energy for the Town of Yarmouth in 2016.

Table 2: Shows the total energy and type of energy (GJ) consumed by the Town of Yarmouth for each sector of municipal operations.

2016 Energy Use by Sector (GJ)					
	Electricity	Diesel	Propane	Gasoline	Total
Buildings	9,286	67	0	0	9,353
Municipal Fleet	0	4,567	1,266	1,884	7,717
Street Lights	388	0	0	0	388
Water & Sewage	4,850	0	161	0	5,011
Solid Waste	0	0	0	0	0
Total	14,524	4,635	1,427	1,884	22,469

Table 3: Shows the total cost of energy by fuel type consumed by the Town of Yarmouth for each sector of municipal operations.

2016 Energy Costs by Sector (\$)						
	Electricity	Diesel	Propane	Gasoline	Landfill	Total
Buildings	368,405	1,166	0	0	0	369,570
Municipal Fleet	0	74,070	18,976	47,948	0	140,995
Street Lights	61,321	0	0	0	0	61,321
Water & Sewage	208,883	0	2,610	0	0	211,493
Solid Waste	0	0	0	0	83,217	83,217
Total	638,609	75,236	21,587	47,948	83,217	866,597

Table 4: Shows the total GHG emissions created by each fuel type consumed by the Town of Yarmouth for each sector of municipal operations.

2016 GHG Emissions by Sector (tCO₂e)						
	Electricity	Diesel	Propane	Gasoline	Landfill	Total
Buildings	1,806	5	0	0	0	1,810
Municipal Fleet	0	317	75	125	0	517
Street Lights	75	0	0	0	0	75
Water & Sewage	943	0	10	0	0	953
Solid Waste	0	0	0	0	836	836
Total	2,824	321	84	125	836	4,192

4.0 Engagement

A key part of developing the MAP involved public consultations with stakeholders. The feedback gathered from stakeholders within the Town of Yarmouth was used to help shape realistic actions to reduce corporate GHG emissions. Furthermore, including stakeholders in the process of drafting the MAP creates awareness about the issue of climate change and what the Town is doing to address this issue. Stakeholder engagement involved two separate public consultation sessions with both internal and external stakeholders.

4.1 Internal

On June 9, 2020, an internal stakeholder session at the Town of Yarmouth was led by onPoint Energy Solutions via GoToMeeting.

The session covered the intention and development of the MAP as well as the following:

- Lack of clear direction on Climate change.
- Federal/Provincial/Municipal emission reduction targets and how to coordinate between each level.
- Methodology to select GHG emission reduction targets.
- Need for more partnerships on alternative energy investments.
- Need for a simpler ROI analysis for alternative energy investment.
- Payback periods for alternative energy investments needed.
- What advancements are there for heat recovery technologies.
- Heat recovery opportunities.
- Wood chips as a viable energy alternative.
- Electrical vehicle infrastructure and policy.

The feedback gathered from the internal engagement session found that the Town of Yarmouth has already completed multiple actions to reduce GHG emissions through operational changes and capital projects. Taking the above fact into account, more work is required to investigate the sources of the Town's GHG emissions and how they could be mitigated. A target of how much GHG emissions should be reduced within a specific timeframe, was discussed. It was agreed upon by internal stakeholders that a realistic target would be to achieve a 10% reduction of corporate GHG emissions produced in 2016 by the year 2030.

4.2 External

External stakeholders were identified as the residents of the Town of Yarmouth. When the time came to engage external stakeholders, the COVID19 pandemic made in person meetings impossible. As a result, it was determined that an online survey was the best way to proceed with engagement. The survey was open for the month of September 2020. It was promoted on the Town of Yarmouth's social media outlets, website, and a local radio station. A total of 97 participants took part in the survey. The survey consisted of 8 questions:

1. The province has set a pace for greenhouse gas emission (GHG) reductions per 30 years. Should the Town of Yarmouth match or...?
2. Would you be ok with increasing taxes to solve GHG issues?
3. There is no agreed upon way of counting GHGs across the province (GHG Inventory or Accounting). In other words, we are all speaking different languages. Should one method be designated province-wide?
4. What percentage of GHG Reduction rate do you want to see in the next 10 years?
5. Do you support investment in electric vehicle infrastructure (e.g., charging stations)?
6. Do you care about climate change?
7. Did you know about GHGs prior to this survey?
8. GHGs do not recognize boundaries, and climate change affects all of us, regardless of where we live. Please finish by telling us where you live in Yarmouth County.

The survey questions were meant to cover key topics from the internal stakeholder session. The most encouraging and surprising result was that 62% of survey participants suggested a reduction target of 30% below the 2016 baseline year to be achieved by the year 2030. The results from the survey can be found in Appendix A of this report.

5.0 Recommendations

5.1 GHG Emission Reduction Target

It is recommended that the Town of Yarmouth strive for a 20% reduction in GHG emissions by 2030 from 2016 GHG emissions baseline found in this report. This recommendation takes into consideration the feedback from the internal and external engagement sessions, as well as the actions that the Town of Yarmouth has completed since the adoption of the ICSP in 2010. Internal stakeholders collectively recommended a 10% reduction while 62% of external stakeholders supported a 30% reduction target and 27% supported a 15% reduction target. In the end an average of the internal and external stakeholder reduction targets was chosen. It is important to note that the

target is a starting point and if the 20% reduction target is achieved prior to 2030 a new target should be recommended.

5.2 Energy and GHG Emission Reduction Actions

There are a number of mitigation actions that the Town of Yarmouth can undertake to reduce GHG emissions. As stated before, this MAP is not intended to quantify the costs or direct savings by achieving the GHG emissions reduction actions mentioned below. This report will help secure funding required for both conducting feasibility studies and implementing actions to reduce municipal emissions and consumption of energy. The MAP can also be used as an action plan for the Town when funding is not necessarily available to complete certain actions. The actions highlighted below provides guidance to strive towards the 2030 GHG emission reduction target that is endorsed by council.

5.2.1 Energy and GHG Emissions Team

An Energy and GHG Emissions Team should be created that will help identify needs, priorities, and resources. This team will work together to reduce energy consumption and GHG gas emissions. This team should include director level staff and staff familiar with the subject matter.

5.2.2 Corporate Energy and GHG Emissions Management Program

An Energy Management Program (EMP) will provide the public access and information on how the Town is reducing energy costs and GHG emissions over time. The EMP should include several components, including collecting the required information to determine the operational changes or capital projects necessary to reduce GHG emissions. Components of the EMP should include, but should not be limited to, the following actions:

- **Staff Engagement**
 - Further to having an established Energy and Emissions Leadership team, engaging with staff to generate new ideas is highly recommended. This can be done through several avenues such as special events, competitions between departments to help reduce GHG emissions, and opportunities for staff to provides ideas.
- **Benchmarking Buildings**
 - Benchmarking is the process of comparing a building's energy and emissions performance to similar buildings and to itself over time. This is a step further than baselining the town's energy consumption and GHG emissions. This process will allow owners to see where their building should be performing in terms of energy efficiency.

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- **Measurement and Verification Planning**
 - Ensuring that the municipality is saving energy and that GHG emissions from the actions undertaken be measured prior to implementation to verify energy savings. This will help quantify real savings as well as instill confidence that the actions undertaken will yield expected results.
 - **Inventory Development**
 - Having a clear inventory of equipment can help plan for replacement before a serious issue occurs. It is typically cheaper to replace aging infrastructure before failure. Inventories should align Asset Management initiatives where and when appropriate.

5.2.3 Energy Efficiency

Energy efficiency should be considered whenever a capital project is being designed. It is also important to understand the costs of including energy efficiency measures in designs. Programs and services available through Efficiency Nova Scotia, Clean Nova Scotia, Nova Scotia Power, and other governmental agencies, or associations should also be used to help with implementing energy efficiency measures.

Actions include but are not limited to:

- **Capital Project Design**
 - For a new construction, renovation or expansion designs should consider the latest technologies and areas where energy saving mechanisms or systems can be incorporated to reduce electricity consumption, water consumption or sanitary generation. The incremental cost difference between a standard purchase as compared to an energy efficient purchase is usually offset through the technology's useful lifespan.
- **Building Optimization**
 - Review the current use of buildings. Often as a building ages, it's intended use at the time of construction is not the intended use of today. Hours of operation may have changed, and the mechanical systems may be operating when the building is not occupied. General maintenance of the mechanical systems should also be scheduled.
- **Existing Building Retrofits**
 - When replacing energy consuming equipment, the municipality should replace this equipment with products that consume less energy.

-
- Understand the remaining useful life of energy consuming equipment and plan to replace with higher efficiency equipment before the equipment fails.

5.2.4 Solar Technology Actions

Capturing the energy of the sun through solar energy technologies can provide GHG emissions and energy savings. Solar energy technologies include solar thermal panels and solar PV panels. Thermal panels can help offset the total energy required to heat water-based systems and solar PV panels can be used to generate electricity that can be net metered through Nova Scotia Power.

The Town of Yarmouth has installed three solar PV panel systems on Town of Yarmouth buildings. They are the Public Works Building, Compost Facility, and the Mariners Center. The Town of Yarmouth should explore further opportunities to implement solar technology where appropriate. Monitoring systems should be installed on all solar systems to report actual energy that is consumed before and after an installation. This will verify energy savings for both circumstances. Any roof top installation should consider the useful remaining life of the building. A lesson learned exercise should be conducted after every installation to consider the changing technologies and regulations for installing solar panels.

5.2.5 District Energy & Combined Heat and Power (CHP) Pilot

District energy provides an opportunity to reduce greenhouse gas emissions and provide efficiencies of scale within operations for municipal buildings to connect to existing or future district energy systems. Waste heat generated at the Town of Yarmouth facilities can be used within the building or delivered to neighboring buildings. Arenas present a unique opportunity due to the amount of heat that is created in the process of creating ice. If the waste heat is delivered to another building for use, other mechanical systems do not have to work as hard to transfer the waste heat.

The opportunity for combined heat and power (CHP) systems would enable the Town of Yarmouth not only to generate electricity at appropriate facilities but also capture the waste heat and deliver it for another use. A feasibility study with an opinion of probable costs should be done before making a commitment to this initiative as costs can vary based on location factors and market conditions.

5.2.6 Enhanced Outdoor Lighting Strategy

A review should be conducted of public infrastructure that provides outdoor lighting to the Town of Yarmouth. This review would allow the Town to create an inventory that would position staff to implement more energy efficient technologies. Outdoor lighting infrastructure includes streetlights, traffic lights, safety lights, and any other lights fixtures outdoors. Traffic light replacements present a

unique opportunity to improve the accessibility and façade of the roadway intersections in the Town of Yarmouth.

5.2.7 Review of Transportation Impact – Fleet

Transportation involves substantial costs for fueling the fleet for transit, fire, police, and other fleet vehicles. An investigation to identify opportunities for efficiencies within these fleets should be conducted in collaboration with the respective departments.

Idle free campaigns have been in place for several years. Reducing idling saves unnecessary energy costs and greenhouse gas emissions. Alternative fuels are being considered within municipal fleets. Electric vehicles are becoming more popular and the cost has decreased in recent years. The maintenance costs tend to be lower for electric vehicles than internal combustion motor vehicles. An operational needs assessment should be done prior to adoption of electric vehicles to identify what vehicles in the Town of Yarmouth’s fleet would be appropriate to transition. There will be cases where the current mode of fuel must be maintained.

5.3 Actions and Timeline to 2030

Section 5.3 outlines more detailed steps that the Town of Yarmouth should complete in order to accomplish the actions presented in Section 5.2. These steps below are organized by their capability to be achieved in three specific time periods: Short Term (0-2 years); Medium-Term (2-5 years); and Long Term (5-10 years). Without proper studies to conclude how these actions can be achieved it is difficult to quantify the amount of investment that is required to complete the actions necessary to reduce GHG emissions and the savings that could be produced by doing so.

The MAP indicates that electricity is the most widely consumed energy and producer of the most GHG emissions for the Town of Yarmouth. Therefore, these steps provide efforts that the Town of Yarmouth can use to reduce electricity consumption. Some of these steps include examining opportunities to switch corporate fuel sources from oil and gas to propane.

5.3.1 Short term (0-2 years)

- Inventory of energy consuming equipment with base plate information
- Determine solar PV and solar thermal potential for municipal buildings and/or owned land
- Identify CHP opportunities
- Pilot project for electric or plug-in hybrid vehicles
- Identify energy efficiency upgrades
- Building optimization

-
- Set up a measurement and verification plan and process
 - Compliment asset management strategy with energy management
 - Review tree planting and opportunities to mitigate water run off (this saves on energy associated with pumping requirements)
 - Methane gas capture at land fill for electrical generation
 - Lighting upgrades
 - Designs that consider energy efficiency and GHG saving technology
 - Secure capital investment for reducing GHG emissions and energy consumption and identify opportunities to collaborate with FCM, government, and/or council
 - Creation of an energy fund reserve – the verified energy savings from projects could be set aside to help implement future actions
 - Review capital plan – if new buildings are considered to break ground before a tender is awarded
 - Examine the creation of a PACE program for energy efficiency, solar, and well water systems

5.3.2 Medium term (2-5 years)

- Implement energy efficiency actions identified from studies that yield best ROI
- Install solar PV on 25% of suitable buildings or spaces
- Implement measurement and verification plan
- Feasibility study for a combined heat and power system or a district energy system
- Begin to investigate a purchase plan for fleet if study proved to highlight vehicles to transition – electric, hybrid, or BAU
- Continue to update benchmarking as energy data is received

5.3.3 Long term (5-10 years)

- Implement a combined heat and power (CHP) system if feasibility is appropriate
- Install solar energy technology to all municipal buildings, where appropriate
- Continue to optimize buildings and fleet
- All buildings to have building optimization with direct digital controls (DDC) (remove hydronic controls – saves on compressed air systems)
- Continue to update benchmarking as energy data is received

6.0 Conclusion

Reducing GHG's is not an easy feat – especially when actions may take years to implement while investment needs to be implemented within current budgets. There are several actions that the Town of Yarmouth can undertake to reduce corporate GHG emissions. This will be captured in the Recommendation section. This report is not intended to quantify the costs or direct impact. This report will help to secure funding and support what is required for feasibility studies and/or implementation of actions to reduce operational GHG emissions and consumption of energy.

The Town of Yarmouth consumes 67% of their energy through electricity. Nova Scotia Power (NSP) is mandated to produce 40% of their electricity through renewable energy options. Since 2016, the electrical grid has become cleaner and will continue to do so out to 2035 as coal fired generation will be de-commissioned.

Actions need to begin as soon as possible to mitigate energy consumption that produce corporate GHG emissions. Community GHG emissions that the Town of Yarmouth can help with are not considered in this report. They are covered at a high level of programming that the Town of Yarmouth could do through current legislative authority – such as Property Assessed Clean Energy (PACE) financing.

We all will feel the impacts GHG emissions and Climate change. We begin this now with this plan. This MAP will allow us to think broadly and help future generations. The Town of Yarmouth has been taking a lead and this MAP will help with the effort to ensure prosperity withing the community and surrounding regions. There is opportunity for new jobs, for cleaner air, water, and land.

There are several factors that contribute to energy consumption and subsequent emissions from municipal operations. Energy consumption for the Town of Yarmouth mainly comes from electricity (67% in 2016). GHG emissions from consuming electricity, and fossil fuels, can be mitigated through energy efficiency, building optimization, and renewable energy adoption such as solar, wind, and battery storage. This can blend well with current programs that are available today and help influence programs for the future.

As laid out in chapter six, there are actions and opportunities to build on to accomplish the recommended GHG emission reduction of 20% from 2016 by 2030. As actions are developed and implemented, updates should be provided on a bi-annual basis at the minimum to ensure the actions are meeting the objective of reaching the reduction target. This allows for adapting to a changing environment and the opportunity to set a new 2030 target if 20% is achieved prior to 2030.

The Town of Yarmouth is a leader by adopting wind, solar, LED street lighting, and energy efficiency over recent years. The Town has implemented actions over recent years and is well positioned to continue to be a leader in adopting best practices for the built environment. This MAP is intended to help set a course to do so.

7.0 Next Steps

We need action, and this plan provides a road map to get there. In order to accomplish our goal of reducing GHG 20% below 2016 levels by 2030, the Town of Yarmouth needs a plan of Action. This report provides a roadmap for the Town of Yarmouth to follow. The next steps are:

- Council adoption of the MAP, in principle.
- Council sets targets for 2030 GHG emissions, mandating a staff progress report twice-annually
- A senior staff working group should be formed to develop recommendations, budgets, implement projects and monitor progress

Appendix A

The following highlights the results that were available at the time of this report from the external engagement:

1. The province has set a pace for greenhouse gas emission (GHG) reductions per 30 years. Should the Town of Yarmouth match or...?
 - Match – 37%
 - Exceed – 63%
2. Would you be ok with increasing taxes to solve GHG issues?
 - Yes – 42%
 - No – 24%
 - Maybe – 34%
3. There is no agreed upon way of counting GHGs across the province (GHG Inventory or Accounting). In other words, we are all speaking different languages. Should one method be designated province-wide?
 - Yes – 89%
 - No – 6%
 - Doesn't Matter – 5%
4. What percentage of GHG Reduction rate do you want to see in the next 10 years?
 - 30% reduction – 62%
 - 15% reduction – 27%
 - 10% reduction – 11%
5. Do you support investment in electric vehicle infrastructure (e.g., charging stations)?
 - Yes – 83%
 - No – 17%
6. Do you care about Climate change?
 - Yes – 91%
 - No – 9%
7. Did you know about GHGs prior to this survey?
 - Yes – 92%
 - No – 8%
8. GHGs do not recognize boundaries, and Climate change affects all of us, regardless of where we live. Please finish by telling us where you live in Yarmouth County.
 - Town of Yarmouth – 55%
 - Municipality of the District of Yarmouth – 35%
 - Municipality of the District of Argyle – 10%