



Town Council Meeting

Tuesday, December 11, 2018

6:30 p.m.

Council Chambers, Town Hall

359 Main Street

Agenda

Call to Order

1. Approval of Agenda

2. Approval of Minutes:

- a. Town Council Meeting, November 20, 2018

3. Comments from the Mayor

4. Public Input/Question Period

Procedure: A thirty-minute time period will be provided for members of the public to address Council regarding questions, concerns and/or ideas. Each person will have a maximum of two minutes to address Council with a second two-minute time period provided if there is time remaining within the thirty-minute Public Input/Question Period timeframe.

5. New business

- a. RFD 079-2018: EV Station with Project Charter

6. Correspondence

- a. Email from David Daniels: 329 Main Street
- b. Email from Teresa Drahos: 329 Main Street
- c. Email from Rachel Sparling: Cigarette Butts
- d. Email from Teresa Drahos: 329 Main Street



7. Public Input/Question Period

Procedure: A thirty-minute time period will be provided for members of the public to address Council regarding questions, concerns and/or ideas. Each person will have a maximum of two minutes to address Council with a second two-minute time period provided if there is time remaining within the thirty-minute Public Input/Question Period timeframe.

8. Adjournment to In Camera under the Municipal Government Act Section 22(2)(c):

a. Citizen Committee Appointments

9. Adjournment of In Camera and Regular meetings

REQUEST FOR DECISION 079-2018

Title: Level 3 EV Charging Station

Date: 2018-12-11

Department: Planning & Development



SUMMARY

Level-3 Electric Vehicle Charging Station

A possible partnership project with Acadia University was recently discussed at the Town of Wolfville's December 4th Committee of the Whole meeting. This RFD provides Council with some additional information as a follow up to the discussions at that meeting. Additional details and clarification will be worked on over the coming months, assuming Council confirms the Town's active participation in the project.

DRAFT MOTION:

That Council approve up to \$50,000 of funding toward the installation of a level-3 electric vehicle charging station, in partnership with Acadia University.

REQUEST FOR DECISION 079-2018

Title: Level 3 EV Charging Station

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1) CAO COMMENTS

Council should be cognizant of the impact the cost sharing formula will have on this project. It may still be a project that fits with the Town's long term plans to address climate change impacts. The CAO supports the staff recommendation as long as steps are taken with Acadia to develop an equitable cost-sharing arrangement that is as close to 50/50 as possible.

2) LEGISLATIVE AUTHORITY

3) STAFF RECOMMENDATION

See Project Charter

4) REFERENCES AND ATTACHMENTS

1. Project Charter 2019/20 Operational Plan

5) DISCUSSION

See Project Charter

6) FINANCIAL IMPLICATIONS

Current estimates for the project are total costs of \$100,000, although there may be additional in-kind work required by Acadia and/or the Town. Acadia has a possible avenue to obtain 50% grant funding to the project, not counting any contribution from the Town.

Typically the Town would look to share the grant and net costs, i.e. based on the above the Town's contribution would be \$25,000, Acadia's would be \$25,000 and the external grant would cover the other \$50,000. Acadia would like to discuss how the costs and grant are allocated/shared and the final allocation of net costs may vary from the previous sentence.

The wording of the motion has been developed to allow flexibility in working out the cost sharing arrangement by noting the Town's share could be up to \$50,000 (which would assume Acadia gets credit for 100% of the grant). This is a detail that should be discussed by Council and may factor into the final decision and related motion.

In terms of budget implications, this project would most likely fall into the 2019/20 fiscal year and as such would be included in the upcoming budget being developed by the Town. Exact implications are not available until such time as the cost sharing is determined and revenue recovery factored into the

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final analysis. It is reasonably safe to note that the Town's costs should not exceed \$50,000 in upfront dollars and that a portion of any revenue recovery would attribute back to the Town.

7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

See Project Charter

8) COMMUNICATION REQUIREMENTS

See Project Charter

9) ALTERNATIVES

Not approve moving forward with this project.

PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



1. PURPOSE & DESCRIPTION

PURPOSE

To site a level 3 electric vehicle (EV) charging station in partnership with Acadia University.

DESCRIPTION

Acadia University has funding available to support installation of a level-3 EV charging station. The purpose of the funding is to encourage uptake in the purchase of electric vehicles (fast charging is a current barrier) and to move away from fossil fuel-based transportation as part of climate change mitigation efforts.

Rationale

This is a collaborative initiative between the University and the Town. Reasons to support the initiative include:

- Installing an EV charging station is part of our Operations Plan for the current year
- The recently signed partnership agreement with Acadia includes EV infrastructure and Sustainability initiatives more broadly.
 - This will be branded as a partnership and promoted. Will be sited in a high visibility location.
 - Is a clear contribution and statement re: GHG emissions reduction for both organizations.
- This can be a part of our Tourism and Destination offerings with a large part of our domestic tourism market coming from Ontario and Quebec where far more EVs are already on the road.
- Contributes to behaviour change and Council's aspirations around fossil fuels and energy.
- Not a significant amount of financial risk given there is a longer term payback/revenue side (estimated 10-15 years).
- There would be capacity building for the community and Staff on moving toward low carbon transportation that is needed and inevitable as we face the realities of climate change.

Partnership Agreement

Details will be documented between the University and the Town in a partnership agreement that will guide project execution. An example charging station (2 ports) is included for reference. This is the same type of unit NS Power has been installing (see map also included).

Location

Funding is contingent on a high visibility, publicly accessible location. Locations being assessed include festival theatre, subway parking lot, and the athletic centre. Staff have been discussing

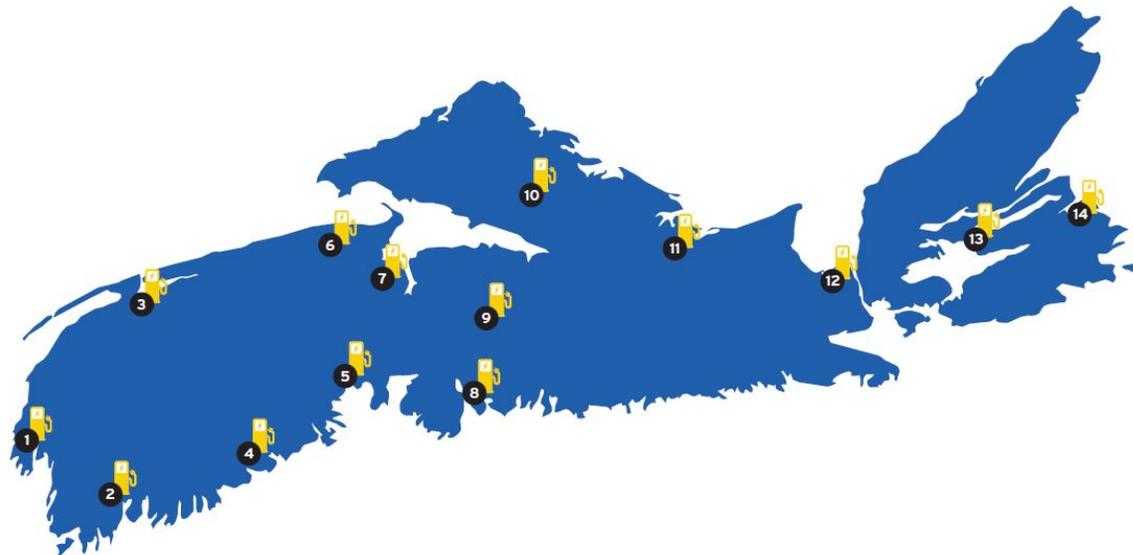
PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



with Acadia the concept of a Green Transportation area at the Athletic Centre that would include parking for hybrid vehicles, a car share program, and electric vehicles.

Existing Fast-Charging stations in the province:



EV Fast-Charging Station

1 Shell YARMOUTH	4 Sobys LIVERPOOL	7 Glooscap Landing HANTSPORT	10 Masstown Market DEBERT	13 Lynwood Inn BADDECK
2 Fast Fuel SHELBURNE	5 Best Western BRIDGEWATER	8 Superstore HALIFAX	11 Fast Fuel STELLARTON	14 Sobys NORTH SYDNEY
3 Sobys DIGBY	6 Fast Fuel COLDBROOK	9 Sobys ELMSDALE	12 PetroCan MONASTERY	



More and more companies are making EV models available every year (e.g. Chevy Bolt, Tesla Model 3, Nissan Leaf, Hyundai, Ford Focus and more).

PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



Different Levels of EV Charging & Example Spec Sheet

LEVEL 1 (120 Volts/15 Amps)

Portable and standard wall outlets

Best for charging your EV overnight at your home or in a garage. Less than 13 hours.



LEVEL 2 (240 Volts/30 Amps)

On-board charging station

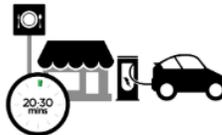
The most common charging station for EV's, easy to install in a garage or driveway. 3-8 hours.



LEVEL 3 (480 Volts/100 Amps) - DC quick chargers

High-powered charging station

Super charged DC outlets in stations around NS will charge your EV in just minutes. 15-30 minutes.



SmartDC-V2™
AddENERGIE

Multi-Standard DC Fast Charging Station

The SmartDC-V2™ charging station is designed to offer a fast and reliable charging service for electric vehicles equipped with a CHAdeMO or SAE COMBO charging port.

Shown with optional cable management system installed.

Features

- Robust NEMA 3R aluminum enclosure;
- Modular construction facilitating maintenance and servicing;
- Maximum output power: 50 kW;
- Operating temperature:
 - 40°C to 40°C (-40°F to 104°F);
- RFID card or mobile app based authentication and payment;
- 480V three-phase input power @ 60Hz;
- Compatible with the CHAdeMO and SAE J1772 Combo protocols;
- PowerLimiting™ capability;
- Cable management system (Optional).

Benefits

- Can be configured to minimize demand charges;
- Designed to withstand harsh climate and resist vandalism;
- Easy to install by any qualified electrician;
- Completely manageable remotely;
- Can generate revenue from the charging service;
- Allows full access control for the charging service;
- Simple and intuitive to use.

The SmartDC-V2™ is a robust and reliable 50 kW multi-standard charging station intended for commercial and industrial applications, and designed to be installed indoors or outdoors in the harshest environmental conditions.

The SmartDC-V2™ is equipped with AddEnergie's PowerLimiting™ capability, which enables limiting the peak power demand from the grid, helping to minimize the associated "Demand Charges".

The SmartDC-V2™ is equipped with a remote management interface, enabling its connection to AddEnergie's cloud-based servers. With this powerful capability, the SmartDC™ can be integrated into any modern EV Charging Network.

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PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



Information on EVs from NS Power:

EV Benefits:

- 75% savings on fuel costs, or up to \$1,500/yr. Maintenance costs are also significantly lower.
- 30-50% savings on emissions today, and even more over time as we continue the shift to lower carbon generation.
- Availability and breadth of offering is improving: all major auto manufacturers will have EV models

EV Forecast:

- CANADA GROWTH: Approximately 100,000 EVs now in Canada; 2018 growth to end of Q3 = 168%
- NOVA SCOTIA GROWTH: had the highest growth rate in Canada in Q2 and Q3; 2018 growth to end of Q3 = 467%
- Forecast EVs to be 15% of new vehicle sales in Nova Scotia by 2025 (15,000 total)

Charging Infrastructure:

- New EV charging network is being used: over 500 sessions in first 3 months.
- Public charging works to promote EV sales: pre fast-charging network NS average was 4 new EVs/month. Post fast-charging network increased to 10 new EVs/month.

2. ALIGNMENT TO COUNCIL'S STRATEGIC PLAN & OTHER TOWN PLANS

COUNCIL'S STRATEGIC PLAN

Council's Strategic Plan establishes six (6) strategic principles. The project will meet the strategic principles of Council by:

1. Affordability

N/A

2. Transparency

All capital projects and operating projects are discussed and approved publicly as part of the budget process. All documents, including this one, are available to the public.

3. Community Capacity Building

N/A

4. Discipline to Stay the Course

The Town's Planning documents and MCCAP work commit to building a resilient community and adapting to the impacts of Climate Change.

5. United Front

N/A

6. Environmental Sustainability

Climate Change mitigation is important (morally, financially, etc) and will ensure the long-term prosperity of the Town's assets.

PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



OTHER TOWN PLANS

- Existing and Proposed Municipal Planning Strategy
- Asset Management Plan
- Municipal Climate Change Adaptation Plan

3. SCOPE

OBJECTIVES

The objectives of the project are:

1. To establish an EV charging station within the Town of Wolfville for use by Visitors and Members of the Community (Public Access).
2. To improve our partnership with Acadia University.
3. To encourage uptake of electric vehicles and low carbon forms of transportation.

DELIVERABLES

The deliverables for the project are:

1. To install a Level 3 EV charging station
2. To promote a low carbon transportation

4. TIMELINES AND MILESTONES

DATE	ACTION
DECEMBER 2018	Decision from Council on Project Charter
JANUARY 2019 1	Finalize Contract and Funding Agreement
WINTER 2019 1	Site Selection, Electrical Review, Equipment Supplier procurement, Permitting
SPRING 2019	Construction
SUMMER 2019	Inspection and Commissioning
FALL 2019	Public Opening and start of sales

5. ASSUMPTIONS, CONSTRAINTS & RISKS

Level of usage, sales of EVs and pay back period.

6. BUDGET, RESOURCES & PROCUREMENT

BUDGET

Up to \$50,000 (TBD) based on finalized partnership agreement with the University and funding stipulations. There is a long-term payback period associated with this technology (10-15 years), depending on a number of factors (e.g. sales rate, electricity rate, usage, etc).

RESOURCES

Project Leads: Director of Planning & Development for the Town and Director of Facilities at Acadia University

PROJECT CHARTER: EV Charging Station

2019/20 Operations Plan



Other Resources:

Acadia Sustainability Coordinator
Acadia Facilities Staff
Town Directors of Engineering and Finance
Town Energy and Climate Change Coordinator (TBD)

External Resources

- Contractor(s) – Electrical and Construction (when applicable)
- NS Power

PROCUREMENT

In accordance with the Town's Procurement Policy 140-001, Section 5.3 "high value procurement of goods and services greater than \$25,000", this work will be publicly tendered.

7. ROLES & RESPONSIBILITIES

Council's role is to approve the Project Charter and provide a motion to move forward to secure the funding.

8. COMMUNICATION & ENGAGEMENT

A Communication and Engagement plan would be developed as part of the roll-out

November 19, 2018

Dear Council Members:

As you are aware, I have had questions and concerns about how the Town processed and approved the proposed project at 329 Main Street. I watched live the portion of your November 6th COW meeting via Facebook dealing with 329 Main Street and subsequently listened to the recording of that portion of the meeting. You have already received my comments on the Staff Summary presented at that meeting.

I have set out below some further comments and questions.

If what I've written is hard to follow, I apologize in advance.

The Planning Staff's Report to the PAC, dated November 29, 2017, has a section entitled "*As of right development in the C-1 zone.*" The Report provides two possible explanations as to why the proposed brewery at The Church Brewery (TCB) is permitted on the site that is zoned C-1: first, that the brewery is an "accessory use" and second, that the brewery is a "craft workshop". The planning staff later settled on the justification that the brewery is an accessory use.

The Report quotes the LUB definition of an "accessory use".

"Accessory Use means a use subordinate and naturally, customarily, and normally incidental to and exclusively devoted to the main use of land or building and located on the same lot."

The Report then states:

"The brewery proposes to be brewing beer that would be sold in the restaurant as well as the retail space and would be subordinate to the restaurant/retail use."

There is no mention of selling beer off-site.

In an earlier email from Steve Haysom, one of the owners of TCB, and others (redacted) to Marianne Gates and Chrystal Fuller, dated May 30, 2017, Mr. Haysom makes clear that the owners intend to produce 2,000,000 litres of beer at the brewery in its first year of production.

Two million litres of beer is equal to 5,865,102 341 ml. bottles of beer. Did the owners and Town staff believe that the equivalent of over 16,000 bottles of beer a day would be sold at the restaurant/retail space?

For the November 6, 2018 COW meeting, the staff provided a Summary that includes the following statements:

A recent court decision has highlighted possible inconsistencies in the Town's Land Use By-Law.

There has been some ambiguity with the definition of "accessory use" mostly with respect to the term "exclusively devoted" and how it relates to sale of product off-site. This court decision has provided Staff with direction; however, it has also raised concern regarding regulating these types of uses going forward, most notably where off-site sales are already established. Staff were not of the opinion that selling product "on tap" (kegs) at other locations, farm markets and local events was a concern provided that the main sales were done in the tasting rooms, restaurants and retail spaces on the premises where these "accessory uses" are located. (My emphasize.)

I've asked, but received no response to my question: what "possible inconsistencies" is the staff referring to?

What "ambiguity" is there in the words "exclusively devoted to"? What is the basis of the staff's belief that it would not be contrary to the LUB's definition of "accessory use" if beer is sold at other locations "*provided that the main sales*" occurred at the site of the restaurant and retail shop. (Note that staff makes no reference to sale of beer at the NSLC stores.) The LUB does not say a use is an "accessory use" as long as the use "mainly" occurs at the site. It says the use is "*exclusively devoted to the main use*".

What would have happened had the owners of TCB approached the Town with the following proposal? We would like to turn the church into a large high-end restaurant. We will have a large outdoor section with beautiful landscaping in the front for summer time dining; they'll be a fire pit.

And in the back of the church, we plan to knock down the present building and construct an industrial-sized brewery at which we hope to manufacture, to start with, two million litres of beer. They'll be a tasting room and retail shop to sell the beer. However, the beer we'll be manufacturing at the brewery will also be sold off-site. Our hope is that one day our beer will be sold at NSLC stores.

The issues that the staff now indicates arose with the court decision should have been evident when the size of the brewery (initially in terms of production capacity) first became known to the Town, that is, no later than the end of May,

2017. The staff apparently did not ask obvious questions nor seek out information that would be relevant to processing the TCB proposal. Of the two million litres of beer you propose to manufacturer, how much do you believe will be consumed on-site or sold at the retail space? Do you intend to sell beer off-site? How much beer is produced at the brewery located at Paddy's? How will the TCB compare in size and capacity to Wayfarer's brewery located in Pt. Williams?

The task set out in Option 2, approved by Council at its November 6th COW meeting, should have been carried out much earlier in the planning process. And certainly well before the TCB owners began to expend funds for the construction of the brewery.

Option 2

Amend the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) to establish clear parameters for the craft beverage industry in the Town.

Option 2 references "the craft beverage industry" without mentioning the TCB project. However, most of the Council members' questions and comments at the November 6th COW meeting concerned the pros and cons of permitting the proposed brewery portion of TCB. The following exchange between Councillor Donovan and Mayor Cantwell makes clear what the Council was voting for when it approved Option 2.

Councillor Donovan: *I thought Option 2 meant we were going into an MPS amendment that would allow this to be as of right.* (The "this" from the context of the discussion is brewery portion of TCB brewery that would be permitted to sell its beer off-site.)

Mayor Cantwell: *Yes, that is the intent.*

In the discussion at the November 6th COW meeting, the proponents of Option 2 mentioned the creation of jobs and the increase in needed commercial assessment and that the decision has to be viewed in light of what will benefit the entire Town.

Missing from the discussion was any detailed information regarding potential truck traffic, size and frequency, both bringing raw ingredients to the brewery and leaving with beer; whether there would be any odors or noise originating from the brewery; and potential impact of the treatment of wastewater (with yeast) leaving the brewery.

With the adoption of Option 2, the Town is now proposing to amend the MPS and LUB to allow TCB to sell the beer it produces at its brewery off-site; that is, to allow a use that is not permitted under the present MPS and LUB.

The objection may be raised that Council, by its approval of Option 2, has not committed to allow the proposed brewery portion of TCB. Option 2 tasks the staff with providing “*clear parameters for the craft beverage industry in the Town.*” TCB’s brewery may or may not meet the parameters once they are adopted. However, the discussion at the November 6th COW, and in particular, Mayor Cantwell’s response to the question posed by Councillor Donovan would indicate the actual purpose of the yet to be drafted amendments is to permit the proposed brewery.

At the October 16 Council meeting TCB was discussed *in camera* based on s. 22(2)(f) of the MGA. That subsection allows councils to hold meeting *in camera* to discuss litigation or potential litigation.

To what extent is Council decision making being influenced by the Town’s exposure to litigation? And since the Town may claim it cannot answer this question, another related question is: do Town residents have the right to know all the reasons behind decisions made by Council?

I’d rather not have to criticize the work of staff. My interest is to try to understand the planning process and how it might be improved. As it concerns this particular project, understanding what happened should, in part, guide decisions moving forward. You, of course, may conclude that nothing went wrong.

Respectfully,

/s/

David A. Daniels

From:
Sent: November 25, 2018 12:44 PM
To: Town Council; Erin Beaudin; Devin Lake
Cc:
Subject: Re: In reference to council meeting March 19, 2018, 329 Main

Dear Town Council and Neighbours,

It has come to our attention through Facebook that there was a town council meeting concerning the property at 329 Main Street and the definition of an appropriate size of brewing in a C1 Zoning. As the closest property owner to 329 Main I want to make it perfectly clear and for the record that I am COMPLETELY apposed to any brewing facility larger than what exists at Paddy's Pub (which by the way is not adjacent to residential zoning). When this matter was brought to court the judged ruled that Main Street Wolfville has no place for manufacturing and distribution. That they could brew 1.5 million litres pre year (or 12,000 bottles a day) as defined by the NS Liquor commission as a "Micro Brewery" but once they distributed it elsewhere it was manufacturing. Therefore **all beer** must be sold on premises.

When I spoke with the Liquor Commission about their designation/definition of a "micro brewery" the woman in charge referred to it in conversation as a factory facility. She also stated that the approval of the license to brew beer was contingent on the municipality providing proof of proper zoning for this size of a facility. It is clear that the liquor commission thinks a facility designated at a "micro brewery", large enough to brew 1.5 litres per year is a factory and should be located in an industrial zoning not C1.

Over the years Stephen and I have come to council meetings when the issues involved our property. Never once has council taken our concerns into their rulings or done anything to address the issues. We have voiced our concerns about appropriate due process, parking, construction, access to our driveway, utilities being cut off without notice, the inability to exit onto Main Street safely, enforcement of bylaws.

Stephen and I are out of town and will be as much as possible because it has become a nightmare living at 311 Main Street which has had uninterrupted construction adjacent to it for the past 3 years. Because we are not present at meetings please take this email and the attached email which references the zoning meeting that started this development as our position to be included in all council meetings concerning 329 Main Street and zoning changes concerning brewing alcohol.

Respectfully,
Terry Drahos
311 Main Street
Wolfville, NS

PS you should send notice of council meetings about adjacent properties via email.

On Mar 21, 2018, at 7:54 AM, Teresa Drahos wrote:

Dear Town Council,

I want to reiterate several points from last nights council meeting regarding the zoning of the Seaview/Main Street property.

Lets get the timeline straight

1. Originally there was a church zoned institutional and a house (the manse) zoned residential. The house had a side yard instead of a back yard. The church had a small driveway access to the back. The property/zoning line ran between.
2. Somewhere along the way the church zoning was changed from institutional to commercial.
- 3 . The church and manse were sold to Mike MacArthur or his company.
4. MacArthur acquired a building permit from the Town of Wolfville to carve out and remove the side yard of the residential Manse property to create a large parking lot. Somewhere near the same time he divided the carved areas as separate parcels.
5. MacArthur's building permit was never completed and the property remained a construction site. **We pointed this out to the town and the response was the Town could do nothing.**
6. The property was again sold to the current owner.
7. While the current owner has not submitted a formal plan if you read through the 100s of email pages between the town planning department and the new owners it is clearly spelled what they intend to put there, which is a brewery to manufacture 2 million litres of beer annually.
8. In order to make that much beer they need a loading dock for the trucks to deliver the materials and ship the beer.
9. By rezoning the parcels you gave them their loading dock area.

Some things we found suspicious

1. This process is being done backwards -The town should have required the new owner to submit a plan for their usage **before** they did a rezoning.
2. In striking contrast to the other zoning matters on the agenda the owners of 329 Main were not present at the zoning meeting. They didn't need to be, because the town's planning department was there to represent the owner's interest. More fundamentally by not being present, they were not available to answer any questions about this project.
3. The plans were modified on **Monday (the day before the meeting)** to supposedly create a buffer. How would we know if there is any kind of buffer no one had time to look at anything and no plans have been submitted.
4. If you walk over and look at the site it is clear they are carving out the largest parking lot they can get to accommodate loading docks and trucks.

In conclusion: This is stupid, the whole process is being done "half ass backwards". There should be plans for the property before you rezone and those plans need to coincide with the proposed reconfiguration of Seaview Ave. Then you consider the rezoning. Someone is pulling a fast one on the Town Council.

You are rezoning without plans and you approved it.

Terry and Stephen Drahos

PS This morning they are actively working on the construction of their loading dock and truck parking without plans or a buffer.

From:
Sent: December 3, 2018 4:35 PM
To: Jeff Cantwell
Cc: Kevin Kerr; Jodi MacKay; Town Council
Subject: The opportunity to make a change...

To whom it may concern,

I am writing because the Town of Wolfville has the opportunity to make an impact on people's health in town while helping to enhance Wolfville's beauty. I am writing because the town has the chance to make a positive impact on cigarette butt litter in town while demonstrating that the Town of Wolfville values health, cleanliness, and the environment.

As cigarette butt litter is a common problem, with 75% of smokers reporting that they litter their cigarette butts, it is vital for communities across Canada to do their part in reducing the impact of this litter. The Town of Wolfville has the unique opportunity to make a notable impact on the cigarette butt litter in town by installing cigarette butt disposal units in prime smoking locations across Wolfville.

Over the four years that I have lived in Wolfville, I have begun to notice more and more the sheer number of smokers in this community. While I do believe that smoking is an individual choice, I do not think that the impact of the litter should be passed on to other members of the community. As a member of the Wolfville community, I am greatly concerned about the effect that this cigarette butt litter has on the town, its citizens, and the ecosystems surrounding us.

Although I am aware that Wolfville does have by-laws that discourage smoking in public locations, they are often loosely enforced, and as a result, the cigarette butts wind up being littered across town. As well, the units that do exist are not in the areas that citizens most frequently smoke at, and are not in locations that have the greatest impact on keeping cigarette butts out of the water systems. By installing the units, the Town of Wolfville would be proactive in minimizing how much of this litter contaminates our community and waterways.

Living on the Bay of Fundy the cigarettes butts that are tossed into the streets will often wind up in the water. They then either break down, releasing over 3,000 carcinogenic chemicals into the water or are eaten by fish that may enter our food systems. While one cigarette butt may not seem like a significant issue 6.4 trillion cigarettes are made annually, so if even a fraction of these are not properly disposed of, it adds up

At the end of the day, the costs of cigarette butt disposal units and emptying them is minimal compared to the impact that it has on the health and beauty of this community. By investing in these units in prime smoking locations, the Town of Wolfville will be demonstrating its commitment to its people and to the planet.

Should the town wish to move forward with the installation of cigarette butt disposal units, or should you have any questions or concerns, please do not hesitate to reach out.

Thank you for your time and consideration,

Rachel Sparling

From: Teresa Drahos

Date: December 2, 2018 at 12:21:33 PM AST

To: Erin Beaudin <EBeaudin@wolfville.ca>, Jeff Cantwell <JCantwell@wolfville.ca>, Wendy Donovan <WDonovan@wolfville.ca>, Wendy Elliott <WElliott@wolfville.ca>, Mercedes Brian <MBrian@wolfville.ca>, Oonagh Proudfoot <OProudfoot@wolfville.ca>, Carl Oldham <carlpoldham@gmail.com>, Jodi MacKay <JMacKay@wolfville.ca>

Subject: Fwd: 329 Main Street

WTF. How come neither Stephen nor I receive any notifications of any meetings. We have been requesting the town to rectify this communication error since last March. At this point it seems omitting us is on purpose. In fact I sent an email about this on November 25th, I will send it again in email to follow.

Terry and Stephen Drahos
Residence at 311 Main Street