



# Town Council Meeting

November 16, 2021

6:30 p.m.

Hybrid/Council Chambers, Town Hall

359 Main Street

## Agenda

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### Call to Order

**1. Approval of Agenda**

**2. Approval of Minutes**

- a. Town Council Meeting, October 19, 2021

**3. Comments from the Mayor**

**4. Public Input / Question Period**

PLEASE NOTE:

- Public Participation is limited to 30 minutes
- Each Person is limited to 3 minutes and may return to speak once, for 1 minute, if time permits within the total 30-minute period
- Questions or comments are to be directed to the Chair
- Comments and questions that relate to personnel, current or potential litigation issues, or planning issues for which a public hearing has already occurred, but no decision has been made by Council, will not be answered.

**5. Motions/Recommendations from Committee of the Whole, Nov 2, 2021:**

- a. RFD 054-2021: Council Appointments to Committees
- b. RFD 055-2021: Policing Services Review



## **6. Correspondence:**

- a. J Papaya\_Oct 22 Global Climate Strike - Fridays For Future
- b. Judy Swift\_attachment letter\_students
- c. Judy Swift\_Homecoming etc
- d. Judy Swift\_Homecoming etc with Mayor Donovan's Response
- e. Karen McWilliam\_FW\_ Parking issues on Seaview Avenue & Mayor Donovan's Response
- f. Martin MacLean & Mayor Donovan's Response\_Re\_ incident on Sunday October 16, 2021 at about 11\_00am
- g. Noel McQueen\_Letter to Council re development concerns 22 09 2021
- h. Noel McQueen\_Re Letter to Council & Planning Dept re\_ concerns about impact of LUB & Blue Bike Route
- i. Ronald Lambert\_FW\_ Solar panel loan and council members
- j. Stuart Blythe (2)\_FW\_ Gaspereau
- k. Stuart Blythe(1)\_FW\_ Crossing Gaspereau

## **7. Regular Meeting Adjourned**

**REQUEST FOR DECISION 054-2021**

Title: Council Committee Appointments

Date: 2021-11-02

Department: Office of the CAO

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## SUMMARY

### COUNCIL COMMITTEE APPOINTMENTS

Council selects their Council Committee appointments on an annual basis each November. This RFD provides recommendations for Council Committee appointments for the period of December 1, 2021 to November 30, 2022.

#### DRAFT MOTION:

That Council approve the Council Committee appointments for a one-year term effective December 1, 2021 as outlined in RFD 054-2021.

## REQUEST FOR DECISION 054-2021

Title: Council Committee Appointments

Date: 2021-11-02

Department: Office of the CAO

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### 1) CAO COMMENTS

Refer to staff recommendation below.

### 2) LEGISLATIVE AUTHORITY

- [Policy 110-001 Committees](#)
- [Policy 110-009 Accessibility Advisory Committee](#)
- [Policy 760-002 Public Art](#)
- [Policy 140-007 Audit Committee](#)
- Chapter 103, Emergency Management Bylaw (Section 12) and IMSA (Schedule A)
- [Policy 120-015 Environmental Sustainability Committee](#)
- [Policy 610-002 Planning Advisory Committee \(PAC\)](#)
- [Bylaw 87, RCMP Advisory Board](#)
- [Policy 910-001 Source Water Protection Advisory Committee](#)
- [Policy 120-012 Wolfville – Acadia Town and Gown](#)
- [Wolfville Business Development Corporation Bylaws](#)

### 3) STAFF RECOMMENDATION

The Mayor and CAO met to discuss the Council Committee appointment recommendations. It was felt that (1) because COVID-19 has had an impact on committee function and frequency of meetings over the past year for many of our committees and (2) three new councillors were elected in October 2020 and have not had a “normal” year serving on their committees, that Council Committee appointments remain at status quo for the period of December 1, 2021 to November 30, 2022.

### 4) REFERENCES AND ATTACHMENTS

The existing Committees of Council document has errors and requires updating. For the purposes of these Council Committee appointments, Council appointments are listed directly in the RFD and not in an attached document as per past practice. Once citizen committee appointments are made in December, the Town Clerk will create a new reference document and circulate for reference. For further clarity, the appointments listed in this RFD also denote when a position is ex-officio (by virtue of a position on Council) and if that ex-officio position has voting rights.

### 5) DISCUSSION

As per current appointments, it is recommended that the Council Committee appointments for December 1, 2021 – November 30, 2022 be as follows:

## REQUEST FOR DECISION 054-2021

Title: Council Committee Appointments

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### Accessibility Advisory Committee

Councillor Jennifer Ingham (2 year term)

Mayor Wendy Donovan (ex officio, voting)

Councillor Jodi MacKay (alternate)

### Art in Public Spaces Committee

Councillor Wendy Elliott (Chair)

Mayor Wendy Donovan (ex-officio, voting)

### Audit Committee

Councillor Jodi MacKay (Chair)

Mayor Wendy Donovan (ex-officio, voting)

Councillor Mike Butler

### Environmental Sustainability Committee

Councillor Mike Butler (Chair)

Mayor Wendy Donovan (ex-officio, voting)

### Planning Advisory Committee

Deputy Mayor Oonagh Proudfoot (Chair, ex-officio, voting)

Councillor Wendy Elliott

Councillor Isabel Madeira-Voss

Mayor Wendy Donovan (ex-officio, voting)

### RCMP Advisory Board

Councillor Isabel Madeira-Voss

Councillor Jodi MacKay

Mayor Wendy Donovan (ex-officio, voting)

### Source Water Protection

Deputy Mayor Oonagh Proudfoot (Chair)

Councillor Wendy Elliott

Mayor Wendy Donovan (ex-officio, non-voting)

### Wolfville-Acadia Town and Gown Committee

Mayor Wendy Donovan (ex officio, voting)

Councillor Mike Butler

**REQUEST FOR DECISION 054-2021**

Title: Council Committee Appointments

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Wolfville Business Development Corporation

Councillor Isabel Madeira-Voss

Councillor Jodi MacKay (alternate)

Valley Community Fibre Network

Mayor Wendy Donovan

Councillor Jodi MacKay (alternate)

Kings Transit Authority

Councillor Jodi MacKay

Councillor Isabel-Madeira-Voss (alternate)

Valley Waste-Resource Management Authority

Mayor Wendy Donovan

Councillor Wendy Elliot (alternate)

Annapolis Valley Trails Coalition

Councillor Jennifer Ingham

Deputy Mayor Oonagh Proudfoot (alternate)

Kings Point to Point

Deputy Mayor Oonagh Proudfoot

Councillor Mike Butler (alternate)

Regional Emergency Management Advisory Committee

Councillor Wendy Elliott

Councillor Jodi MacKay

Diversity Kings County

Councillor Jennifer Ingham

Bishop-Beckwith Marsh Body

Councillor Wendy Elliott

Grand Pre Marsh Body

Councillor Wendy Elliott

**REQUEST FOR DECISION 054-2021**

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**6) FINANCIAL IMPLICATIONS**

N/A

**7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS**

N/A

**8) COMMUNICATION REQUIREMENTS**

Each external committee will be notified in writing by the Town Clerk of the appointments.

**9) ALTERNATIVES**

Council can choose to make changes to any of the proposed committee appointments.

**REQUEST FOR DECISION 055-2021**

Title: Policing Services Review

Date: 2021-11-02

Department: Office of the CAO

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## **SUMMARY**

### **Policing Services Review**

The purpose of this RFD is to determine if Council would like to undertake a policing services review and to provide information on the steps required to conduct the review.

#### **DRAFT MOTION:**

That Council conduct a review of policing options for the Town of Wolfville and adopt the attached Terms of Reference for this review.



## REQUEST FOR DECISION 055-2021

Title: Policing Services Review

Date: 2021-11-02

Department: Office of the CAO

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### 1) CAO COMMENTS

Refer to staff comments and discussion below.

### 2) LEGISLATIVE AUTHORITY

Nova Scotia Police Act (2004) – Section 36 – allows for a municipality to change the method of policing with ministerial approval.

Nova Scotia Justice – Protocol – Review of Policing Services Options – provides the framework for how a policing services review is conducted.

### 3) STAFF RECOMMENDATION

Staff recommend that Council approve moving forward with a policing services review as per the attached Terms of Reference and notify the Minister of Justice of this intent.

If Council proceeds with this recommendation, an RFD will come forward to Council in December with recommendations on the composition and more detailed guidelines for the Review Committee.

### 4) REFERENCES AND ATTACHMENTS

1. Proposed Terms of Reference for the Policing Services Review (attached)
2. Protocol – Review of Policing Services Options

### 5) DISCUSSION

#### Background

In 2000, the Town of Wolfville made the decision to use the RCMP as its policing service provider. At the time of this transition away from Wolfville's own municipal force, a Statement of Roles and Responsibilities Document was executed which outlined the expectations for the policing service that Wolfville had at that time. In this document, commitments regarding the importance of community policing issues, such as bylaw enforcement and regular foot patrols, was reinforced. This document also noted that the policing complement for Wolfville would be 9 RCMP members, including the "chief", along with one public service employee and two auxiliary constables (which was been subject to provincial approval). It is evident by reviewing this document that community policing priorities were very important to the Town and a key consideration when making the decision to utilize the RCMP for policing services.

When the Town made the decision to move to the RCMP, it became part of the Provincial Police Services Agreement (PPSA) that was in effect at the time. In 2012 the agreement was renewed and Wolfville remained as part of the PPSA. The current agreement is in effect until March 31, 2032, although there

## REQUEST FOR DECISION 055-2021

Title: Policing Services Review  
Date: 2021-11-02  
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are mechanisms for a Town to pursue a different method of policing in advance of that date via a formalized Policing Services Review and appropriate notice.

It is also important to note that the Nova Scotia Police Act came into effect in 2004, which replaced the Roles and Responsibilities Document that had been developed in 2000 during the transition to RCMP Services.

### Current Service

As part of the Policing Services Review, the RCMP as the current service provider, are required to come to Council to provide a full overview of the existing service being provided. More detail on this will be provided to Council as the process unfolds.

In general terms, Wolfville currently pays for 9 officers, including a Sergeant. Wolfville also pays for one detachment assistant. The Wolfville officers all report out of the Wolfville Detachment of the RCMP.

The Kings RCMP currently operates under a District Policing Model, which means all officers within the district, including the dedicated Wolfville members, can be deployed within the district based on need and priorities. Wolfville can benefit from this on key weekends where additional RCMP officers from New Minas are brought in to support the Wolfville complement of officers. On the other hand, Wolfville officers can also be deployed to other areas within Kings if required, which could lead to slower response times on some of the less urgent calls within Town during the same time frame.

### Current Policing Priorities

The Town is mandated to have an RCMP Advisory Board, which establishes local priorities for the RCMP on an annual basis. These priorities are meant to supplement the priorities that have been established at the Provincial and Federal levels and are intended to reflect the needs of the local community.

The current policing priorities for the Town of Wolfville are:

The RCMP Advisory Board recognizes the importance of the contribution of the Community Policing Model as used by the RCMP to implement community programs required by the residents of Wolfville. The Committee's priorities for 2021-22 are as follows:

#### **Traffic**

Enforce the liquor act and cannabis control act with zero tolerance for charges of impairment.

#### **Crosswalk Enforcement/ Pedestrian Safety**

Ensure crosswalk updates and improvements are maintained; provide safety and education awareness to Acadia Students, faculty, and the general public; and ensure continued enforcement by the RCMP.

## REQUEST FOR DECISION 055-2021

Title: Policing Services Review

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### **RCMP Visibility at Key Events**

Enhance visibility by the RCMP in the Town of Wolfville during key weekend events (Cheaton Cup / St Patrick's Day / Homecoming / Welcome Week / Apple Blossom Festival).

### **Relationship with Youth**

Collaborate with community partners to educate the youth demographic on the impacts of abuse of alcohol and cannabis on the Town of Wolfville through property damage and disturbances.

### **Noise and Nuisance Party Prevention**

Educate residents and landlords on the process of reporting concerns and laying charges related to Nuisance Party and Noise Bylaws.

### **Crime Reduction**

Educate residents of Wolfville to reduce crimes of opportunity by securing property and vehicles.

### **Speeding**

Target areas of Town where speeding is an issue through active monitoring and enforcement.

The community priorities have not changed much over the past decade and clearly articulate areas of attention and additional support that have been identified by the RCMP Advisory Board.

### Rationale for Policing Review

There are four main reasons to undertake a Policing Services Review:

#### *(1) Due Diligence*

As with any long-term contractual arrangement, it is prudent to revisit the arrangement to determine if the Town's needs are being met and that the service is the most effective and efficient means in which to deliver policing in Wolfville. Now that Wolfville has been with the RCMP for over 20 years, it is timely to conduct a Policing Services Review to see if any other model would be a better fit for the community.

#### *(2) Concern with Service Levels*

Over the past decade there have been several instances where members of the community have requested that Council conduct a Policing Services Review. The issue surfaced in 2014 when the RCMP were not actively enforcing key bylaws of the Town, including the Noise Bylaw. It also came up during the deliberations on whether or not to continue to use the Wolfville Detachment or to have local Wolfville officers report out of New Minas. To date, these requests have not been actioned and I cannot find that there has ever been a robust discussion at the

## REQUEST FOR DECISION 055-2021

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Council table on the issue of a Policing Service Review since the decision to use the RCMP in 2000.

Over the past year there have been many efforts brought forth by stakeholders, including the RCMP to address some of the local areas of community concern and priority. Although some headway is being made, there are still ongoing issues within our community that relate to the community priorities identified by the RCMP Advisory Board.

It should be noted that the current RCMP leadership for Wolfville and Kings District have been excellent to work with, and very responsive and open to new ideas. The Town values and respects the working relationship we have built very much. However due to the structure of the existing Policing Contracts, along with other constraints, there are still some service gaps that remain.

A Policing Service Review will allow the Town to explore all options and determine whether the RCMP is the best option to meet the needs moving forward or if another alternative service delivery model would be more effective.

### *(3) Cost of Policing*

The Town's current RCMP costs for 2021-22 are \$1,549,169, which is a significant expenditure for the Town. As Wolfville is part of the PPSA, the Town pays 70% of the total cost. This is an "all in" cost for the service we receive. We do not currently pay additional dollars for overtime, for extra officers that assist in Wolfville, or for the use of specialized services at a provincial level.

In the summer of 2021, for the first time ever, a union representing RCMP members ratified a collective agreement with the Federal Treasury Board on behalf of approximately 20,000 members. This agreement will be retroactive to 2017 and will see significant pay increases for RCMP officers. As of April 2022, a constable will make up to \$106,576, which is \$20,000 greater than the current salary amount. Staff Sergeants could see an even greater jump in pay.

The direct impact to municipalities under the PPSA is still unknown. In discussions with Nova Scotia Justice, further cost details from the Federal government have not yet been received by the Province, and there is some uncertainty as to what costs the federal and provincial governments will absorb. However, the assumption is that 2022-23 will likely see a significant increase in direct costs for the Town in comparison to previous years. With rising RCMP costs it is timely to consider any alternative service delivery options through a cost-benefit lens.

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### *(4) New Municipal Building*

As Council begins to discuss what a new Town Hall should encompass, it will be essential to understand what the office space and amenities required for a policing service will be. It will be crucial to understand what service delivery model will be utilized in the future to ensure Council is able to make the best decisions related to the new Town Hall.

### Process

The Protocol – Review of Policing Services Options document outlines the steps that are required if a Council wishes to undertake a policing services review.

The first step is a motion by Council and adoption of a Terms of Reference for the Review. Following that, a letter of intention is sent to the Minister of Justice and a Review Committee is formed. As previously mentioned, if Council supports the staff recommendation, further information on the Review Committee will be brought back in December.

Once the review is underway, the current service provider (RCMP) must present to Council on the current policing service being provided. The Review Committee will then determine the policing needs and community expectations and then solicit proposals from interested service providers. As part of this process, it is anticipated that the Town would determine what a Town force would require and potentially submit a proposal through the Review Committee process.

The Review Committee will review all proposals and make a recommendation to Council. Council then passes a formal motion supporting the preferred proposal and submits the resolution to the Minister for approval.

The process can be a lengthy one, and it is recommended that should Council decide to move forward with a review, that a request for the RCMP presentation on the existing service be made for a date in the near future as part of the letter to the Minister.

## **6) FINANCIAL IMPLICATIONS**

There are no immediate financial requirements associated with the Policing Services Review. There may be a need to bring in some external support as the Town studies what a municipal force would look like and cost, however immediate requirements can likely be absorbed through the CAO Contracted Services budget and any further costs for 2022-23 will be incorporated into the budget process.

## **7) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS**

This relates directly to the Policing Priorities established by the RCMP Advisory Committee.

## **8) COMMUNICATION REQUIREMENTS**

## REQUEST FOR DECISION 055-2021

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Should Council approve moving forward a full communications plan will be developed and community engagement will be formally embedded within the process.

### 9) ALTERNATIVES

To not move forward with a policing services review.

**From:** [J Papaya](#)  
**To:** [Town Council](#); [Lindsay Slade](#)  
**Subject:** Oct 22 Global Climate Strike - Fridays For Future  
**Date:** October 18, 2021 10:36:04 AM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dearest counselors and to whom it may concern,

I would like to invite you to this coming Friday's Global Climate Strike by the youth led Fridays for Future group.

Global Fridays for Future Climate Strike, October 22nd Noon to 2pm

Feeling hopeless & lonely in the climate crisis? Want to spend time with other climate-conscious folks? In our humble opinion, joining us for weekly community action will help!

Meet us this Friday for the Global Fridays for Future Climate Strike, October 22nd

Noon - Meet at Clock Park for Land Acknowledgment and information

12:30 - Peaceful Protest to Willow Park & back \*Bring your sign and noise maker or choose a sign from our sign bank.

1ish-2pm - Debrief & Picnic at Clock Park \*BYO snacks

Join for it all or just the parts that suit you! All are welcome!

Also!!! We'll have some petitions to sign to get MPs around Canada to table the climate crisis/Just Transition in Parliament.

Thank you for your consideration.

Dear Chris,

Ok, now I'm offended.

I am a householder with young children who has lived in Wolfville for the last twenty years. Fifteen years ago, I was going to Acadia myself, living off campus as you were this summer. I know the student perspective; here is the taxpayer's view.

Yes, the presence of Acadia in Wolfville brings many benefits to the town that it might otherwise not have - and that, of course, is why so many of us who graduated from the University years ago chose to stay here, and why so many older people return to retire here. But you seem to imply that without the university, the town would be nothing, and that longstanding residents should be grateful for what we get, and put up with any number of discourtesies as the price of living in a university town. Sorry, but I have to disagree.

In the first place, I hope you understand that the town and the university benefit and depend upon each other - that without support from local people, many of the "luxuries" you vaunt would not be able to be offered to anyone. Second, I ask you - and all students - to recognize and consider and be considerate of the fact that you may be here for a year or two or four, but that residents live here all the time. This is our home, and you are visiting. For however long you are here, we are your neighbours. All we are asking, I think, is that you treat us with the consideration and courtesy you would like to receive yourselves. For the majority of students, I'm sure that's never a problem. But for a minority, consideration of other people never seems to cross their minds. Unfortunately, those few bad apples - and the attitude held by some students that the town exists merely for their pleasure - have caused a lot of misery for a great many people.

If it was only a question of a few "noisy nights," Chris, I don't think anyone would object. The problem in Wolfville has gone way beyond that. You object to Wendy Elliott's gentle kidding that to residents, the annual return of the student population seems like an invasion. How else can we view the overnight doubling of our numbers, and the realization that, suddenly, every other face we see belongs to someone under the age of 25? We are very aware of you: we can't help but be. I think a large part of the problem comes from students to whom the real population of Wolfville is invisible - those who just never take the time to realize that this town is also made up of babies, children, young and middle-aged working people, active seniors and sometimes-infirm elderly people. None of whom deserve to have their peace disturbed as often as it is now.

From my personal experience, I can tell you that we have had entire summers when our student neighbours partied not just on the weekends, but every night; when we had drunken students shouting, cursing, and urinating in our backyard; when, night after night, our sleep and that of our neighbours was disturbed by groups of young people running or walking through our backyards, shouting as they went down the street in groups of 15 or 20 at 3o'clock in the morning, sometimes damaging property as they went. I don't think I can count the number of mornings our first task has been to pick up and dispose of broken or discarded beer bottles, left on our property after somebody else's good time.

One of my neighbours regularly has hanging plants stolen from her front porch, which happens to be too near the street for temptation. My kids planted sunflowers last year, but were disheartened to wake up morning after morning to find one flower after another beheaded. But that's minor stuff. One morning, a few years back, my neighbour's young daughter woke up to find a young man standing in her room - he had come "home" drunk, taken their house for his, and failing to find the door unlocked, just broke in. Fortunately, no one was hurt.



Last fall, we were awoken in the wee hours of the morning by another young man in similar condition. He pounded on the front door for several minutes until my husband got up and convinced him to look at the house number and see that he was indeed at the wrong address. He also left his shoes on our back step, and was seen the next morning wandering down the street with a sheepish look on his face, trying to figure out where he'd been the night before. The next morning, it was fairly amusing; but at 3 o'clock in the morning it was anything but.

I happen to live fairly close to the University, but I know that stories like these are common all over town. In fact, many of my neighbours have to endure much more, much more often. The proliferation of off-campus housing in the last few years only makes matters worse.

Like most Wolfville residents, I'm tolerant of the occasional party and normal high spirits: after all, part of going to university is the social life. I'll grudgingly put up with long lines at the bank and the grocery store, and a critical shortage of parking spaces for the benefits of the Fine Arts programs and the facilities at the Arena. And I certainly don't want to tar all students with the same brush: as someone who's been active in the Guiding movement for a number of years, I have always been impressed with the number and quality of women from Acadia who come forward every year to volunteer with local groups, and I know many Acadia students, both men and women, are active with Big Brothers/Big Sisters, the S.M.I.L.E. program, and many others.

But I have no tolerance for those students who are absolutely clueless when it comes to consideration of anyone other than themselves, or who feel that, because they go to school here, they can do anything they like. Part of going to university is also learning to be a responsible adult, and for many Acadia students, Wolfville is the first community in which they get to practice those skills. The Living in Community program is long overdue. Unfortunately, those students who need it the most will probably not pay any attention.

Sincerely,

Judith Swift, '82

**From:** [Judy Swift](#)  
**To:** [Town Council](#)  
**Subject:** Homecoming etc  
**Date:** October 18, 2021 1:02:37 PM  
**Attachments:** [students.docx](#)

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Councillors,

Managing student rowdiness should not be as hard as it seems to be. I know you are trying, but you need to try harder.

**The University is not doing its job**, which is to educate incoming students about living in community, and **to impose consequences** if students do not behave sensibly. *Educate, warn, fine, suspend, and then expel, if necessary.* Most importantly, *the University should organize events like Homecoming to be held ON CAMPUS.*

**The town is not doing its job.** It should require accountability from both the University and from landlords of student housing, so that if certain groups or certain properties are a continuing problem, *fines will be laid to the landlord and the students* by the Bylaw Officer. The University should be assisting the Town in identifying offenders, and the Town should insist that poor behaviour off-campus has real academic consequences on campus. Holding landlords at least partially responsible for their tenants' actions should also act as a deterrent to bad behaviour.

**The RCMP are not doing their job.** *If there are health violations, ALL violators should be fined – not just the so-called "hosts."* In the case of Homecoming weekend, trouble should have been anticipated, and regular patrols should have been taking place, BEFORE things got out of hand. In my neighbourhood, students were drinking and rowdy from 9 a.m. on, and continued well past midnight. We were lucky, however, in relation to what some residents experienced. I realize that numbers are a problem here, but ticketing a few people and having the rest simply move on to a new location is not a solution.

**Attached is a letter I wrote in 1998\*** in response to the then-Acadia Student Council President's column about how "appreciative" Wolfville residents should be to have the benefit of a university in their town. **The only thing that has really changed since then is that my children are now adults.** We live here; we pay taxes; we maintain our properties. And yet, the yahoos have the run of the town. When I go to sell my house, will I even be able to sell it, except perhaps to another absentee landlord for more student housing? This is not acceptable, and not sustainable for the long term growth of the town, either.

Please fix it.

Sincerely,  
Judy Swift

P.S. On a side note, **the Town should require landlords to either inform**

**prospective tenants of limited parking or provide parking for them.** Every student seemingly comes to town with a vehicle these days, and on narrow streets like mine, even getting out of your driveway is difficult some days, much less access for emergency vehicles if needed. Our entire street was lined with cars on both sides on Saturday.

**From:** [Wendy Donovan](#)  
**To:** [Judy Swift](#); [Town Council](#)  
**Cc:** [Keith Irving](#); [MLA](#); [peter.ricketts](#); [142525s](#)  
**Subject:** RE: Homecoming etc  
**Date:** October 19, 2021 10:35:54 AM

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Dear Judy;

Thank You for your email. The concerns you mention are top of Council and staff's mind as well. I don't believe this is a case of trying harder. In some respects it is a case of just not having the jurisdiction to do some of the things we might want to do. For example; I know that there were discussions with the NS Liquor Control staff to allow alcohol on campus at a for student event, also investigating whether we could close a street that is on the campus for such an event. Potentially this could keep a desired (by students) event on campus – that was not approved at the Provincial Level.

The messaging from both the Town and Acadia (ASU and administration) was very clear. Our RCMP force was literally out in force. While Acadia has committed to holding its students responsible if they broke the law they do not have access (Provincial or Federal legislation) to information respecting individuals who for example receive open liquor infractions. So the roadblocks are many and it is not a case of working harder. Perhaps it is a case of the Province understanding that our University communities need special attention and support at times like these. We continue to work to impress the Province on this issue. I am copying both our MLA and the MLA from Kings North who is also the Minister of Municipal Affairs.

I don't know why there were no tickets for gathering numbers relative to the Provincial State of Emergency but we are investigating.

We also know that many who come to our Town during these events are not Acadia students, may not be Acadia Alumni but simply travelers looking for a party.

While we continue to work very hard and diligently with Acadia and our RCMP and our business community I would like to see the Province take a stronger role in support for communities Like Wolfville.

Thank You again for your email. I understand and sympathize with your concerns and our Council remains committed to moving the needle to a better place on these behaviours.

Wendy



**Mayor Wendy Donovan**

Town of Wolfville

p 902-698-6342 | f 902-542-4789 | e [wdonovan@wolfville.ca](mailto:wdonovan@wolfville.ca)  
[wolfville.ca](http://wolfville.ca)

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**From:** [Judy Swift](#)  
**Sent:** October 18, 2021 1:02 PM  
**To:** [Town Council](#)  
**Subject:** Homecoming etc

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Dear Mayor and Councillors,

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**The University is not doing its job**, which is to educate incoming students about living in community, and **to impose consequences** if students do not behave sensibly. *Educate, warn, fine, suspend, and then expel, if necessary. Most importantly, the University should organize events like Homecoming to be held ON CAMPUS.*

**The town is not doing its job.** It should require accountability from both the University and from landlords of student housing, so that if certain groups or certain properties are a continuing problem, *finer will be laid to the landlord and the students* by the Bylaw Officer. The University should be assisting the Town in identifying offenders, and the Town should insist that poor behaviour off-campus has real academic consequences on campus. Holding landlords at least partially responsible for their tenants' actions should also act as a deterrent to bad behaviour.

**The RCMP are not doing their job.** *If there are health violations, ALL violators should be fined* – not just the so-called “hosts.” In the case of Homecoming weekend, trouble should have been anticipated, and regular patrols should have been taking place, BEFORE things got out of hand. In my neighbourhood, students were drinking and rowdy from 9 a.m. on, and continued well past midnight. We were lucky, however, in relation to what some residents experienced. I realize that numbers are a problem here, but ticketing a few people and having the rest simply move on to a new location is not a solution.

**Attached is a letter I wrote in 1998\*** in response to the then-Acadia Student Council President's column about how “appreciative” Wolfville residents should be to have the benefit of a university in their town. **The only thing that has really changed since then is that my children are now adults.** We live here; we pay taxes; we maintain our properties. And yet, the yahoos have the run of the town. When I go to sell my house, will I even be able to sell it, except perhaps to another absentee landlord for more student housing? This is not acceptable, and not sustainable for the long term growth of the town, either.

Please fix it.

Sincerely,  
Judy Swift

P.S. On a side note, **the Town should require landlords to either inform prospective tenants of limited parking or provide parking for them.** Every student seemingly comes to town with a vehicle these days, and on narrow streets like mine, even getting out of your driveway is difficult some days, much less access for emergency vehicles if needed. Our entire street was lined with cars on both sides on Saturday.

**From:** [Laura Morrison](#)  
**To:** [Laura Morrison](#)  
**Subject:** FW: Parking issues on Seaview Avenue  
**Date:** November 10, 2021 12:49:36 PM

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**From:** Wendy Donovan <WDonovan@wolfville.ca>  
**Sent:** November 10, 2021 11:26 AM  
**To:** Karen MacWilliam  
**Cc:** Town Council <towncouncil@wolfville.ca>  
**Subject:** Re: Parking issues on Seaview Avenue

Thank You Karen. Pat Townsend contacted me earlier this morning and I have forwarded the issue to staff.

As you may know we are in the process of interviewing for a new Compliance Officer. I do not believe the Tow has authority to Tow except during the Winter Parking Ban until we have that position in place, although the RCMP do. My guess is therefore that if a resident had a vehicle towed it would be at their expense. Staff can confirm whether my information is correct.

I anticipate staff will respond to this issue today based on the earlier request.

Wendy

Mayor Wendy Donovan  
Town of Wolfville  
(902) 698-6342

On Nov 10, 2021, at 10:55 AM, Karen MacWilliam wrote:

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yesterday, for the second time in a while, a vehicle was parked across the end of a driveway on Seaview Avenue late yesterday, entrapping the resident's vehicle. I understand from previous communication that we are to contact the RCMP for parking enforcement, however, I wonder if we are empowered to contact a tow truck directly in such situations. This was not an emergency but could have become one. We are slightly reluctant to involve the RCMP.

While the presence of driveways seems obvious, perhaps painting yellow lines across no parking areas would stop future recurrences since this seems to happen frequently.

Thank you,

Karen MacWilliam

**From:** [Wendy Donovan](#)  
**To:** [Martin MacLean](#)  
**Cc:** [Town Council](#)  
**Subject:** Re: incident on Sunday October 16, 2021 at about 11:00am  
**Date:** October 20, 2021 2:46:18 PM

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Dear Martin;

I am indeed sorry that you had an awkward experience in finding parking on Willow Street. That street is actually closed to all but local traffic due to road work. I am surprised that you didn't see the signage or perhaps the signage was missing. The ongoing road work has been well advertised locally.

People attending the wine bus as well as all others with the exception I believe of two accessible parking spots adjacent to the Tourist Centre are directed to the parking lot across the street. The wine bus is considered local traffic and is where wine bus participants load and unload. While I was not there I expect the person to whom you spoke was concerned for the safety of your children with a large and not always easily maneuverable bus approaching.

I can't explain why other cars - assuming not those parked in the accessible parking - were on the street as the street is I understand closed to parking until the street work is completed.

I have asked staff by copy of this email to check to see if signage is in place directing parking to other areas of Town.

I trust you understand the unique situation on that street during construction and the concern for the wine bus staff for safety of your family and their patrons. I note the the Wine bus is a private business and therefore do not know who the staff might have been with whom you spoke but will share this information with them.

Thank you for bringing this to our attention.

Wendy

Mayor Wendy Donovan  
Town of Wolfville  
p [902-698-6342](tel:902-698-6342) | f [902-542-4789](tel:902-542-4789) |  
e [wdonovan@wolfville.ca](mailto:wdonovan@wolfville.ca)

On Oct 19, 2021, at 11:13 AM, Martin MacLean <[maclean08@hotmail.com](mailto:maclean08@hotmail.com)> wrote:

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Wolfville Municipal Representative:

My family, and 3 other families, went apple picking for the morning of October 16 and proceeded to Willow Park at 11am for a picnic with the 6 children we had in tow. Upon our arrival at the park, we parked on the righthand side of the street, no where near the



designated parking for the Wine Tour. We managed to fit 3 of the cars on the street and began to unload the children and picnic items from the cars. A man associated with the wine group approached my wife and asked that all parties remove their cars from the street and park them across the street. He was less than polite and truly out-of-line to be instructing us as to where to park. We obliged in order to set a good example for the children and tried to move across the street in the public lot, but there was no parking there. We drove around for a short time and managed to find some parking but when we returned there were others parked there and the same man was present failing to ask the others to move. To boot, when the bus was approaching the stop, he proceeded to get after my wife and kids about being in the way of the bus and their customers while my wife stopped on the sidewalk for a minute to address an issue with one of the children. I would simply like to inform you of the harassment we experienced and how unnecessary this was. I left a foul residue on an otherwise really nice day. My son attended Acadia for 4 years and we have gone to Wolfville every year since he started there 6 years ago. I don't see this man's behavior to be in the spirit of Wolfville. The wine group does not seem to be interested in good public relations, aside from the privilege few that get to travel on their bus. Thanks for your time...

Martin MacLean  
222-2184

Oct.24, 2021

Dear Wolfville Town Council and Planning Department,

I am writing to you to express my concerns about some development projects I see being pursued by developers and the Town in the core and R2/R3 zoned areas of Town. I hope to give you new information that may influence your decision and policy making process regarding the potential development of real estate plots in R2 and R3 zoned areas of Wolfville. I also hope to give you information about the potential impact of other Town development plans (specifically the proposed Blue Bike Route) and offer information to support an alternative route.

Let me begin by stating that I greatly admire the vision of Wolfville that is illustrated in the Municipal Planning Strategy (MPS), the Land Use Bylaw (LUB) and the Subdivision Bylaw adopted by the Town of Wolfville on September 3<sup>rd</sup>, 2020. I recognize that a great deal of thought and care went into the consultation process, the development of and the implementation of these award-winning documents. Devon Lake, the Planning Department Team and the Town Council are to be commended for having such a utopian vision for the Town. I believe the vision created by these documents is one of a fully integrated Town, with well dispersed and varied park and play spaces, woodland trails and recreation spaces, user-friendly commercial zones and desirable neighbourhoods with a variety of housing options available that create communities of family homes, multi-unit dwellings, senior accommodations and rental units that meet the needs of everyone who lives here. I think that the Town has generated much of this utopian vision – with the exception of the last element: the desirable neighbourhoods with a variety of housing options.

I know it was the intention of the documents to create these integrated neighbourhoods, but the unforeseen, and unintended consequences of the current interpretation of the MPS and LUB has created neighbourhoods of “student ghettos” in R2 and R3 zones of Town. There is a jarring distinction between the quality of life enjoyed by residents of R1 zones of Wolfville, where only single-family residences are allowed – no rentals and no home businesses, and the quality of life suffered by residents of R2 and R3 zoned areas of Town. In R2/R3 zones, landlords have bought a significant number of formerly single family homes intended for a family of four or five people, with perhaps, two vehicles in the driveway, and converted them into two apartments with five bedrooms each, to be rented out to students – each of whom seems to need to bring their own car, and all of a sudden there are ten students with ten cars living in a little bungalow intended for a family of four with two cars. Residents are finding themselves surrounded by these converted dwellings, and their quality of life is impacted by the daily congestion and nuisances that come from being surrounded by short-term renters who have no long-term stake in the neighbourhood or community, and whose behaviours often reflect a sense of entitlement. (See Addendum #1)

In addition to the aggravation of having residential houses converted into rental units that house far too many individuals, the residents of R2 and R3 zoned areas of Wolfville also find themselves forced to accept the development of new properties that have been bought by

landlords intending to house an even greater number of renters in our already crowded neighbourhoods, while the residents of R1 zones enjoy the peace afforded by the mandate in the LUB – no high-density dwellings will ever be built beside them, and their streets will never be so congested with parked vehicles that delivery and emergency vehicles can't navigate the street. R2 and R3 zoned areas of Town are already so congested with over-crowded converted single-family homes and pre-existing apartment and multi-unit dwelling complexes that there are some sections of R2 and R3 zoned areas that cannot tolerate any more infill development.

The area of Town consisting of Highland Street, Bay Street, Fairfield Street and Hillside Ave (outside the already congested core area of Prospect Street, Acadia Street, Linden Street and much of Gaspereau Street) has a few empty plots of land that according to the LUB, could be developed to hold up to as many as sixteen units per acre (R3 zone). Hillside, Bay and Fairfield Streets are only 18 feet wide; the width of the average vehicle parked on the street is 5 ½ feet wide – that only leaves 12 ½ feet of clearance for two-way traffic on these streets. This is just one of the congestion problems in this area of Town. The planning documents did not anticipate the number of students that landlords would cram into converted residences. The planning documents indicate that apartments should have no more than three bedrooms – I know that there is not one converted residence on the streets focused on here that is in compliance with that expectation. Below, I've shared with you the specifics of the population density for Fairfield Street:

<b>55 Highland</b> 4 residents # cars: 2	<b>11 Fairfield</b> 10 students 2 apts – 5 bedrooms each # cars: 8	<b>9 Fairfield</b> 1 resident # cars: 1	<b>7 Fairfield</b> 1 resident 1 student # cars: 1	<b>5 Fairfield</b> 10 students 2 apts – 5 bedrooms each # cars: 7	<b>3 Fairfield</b> 2 residents # cars: 2	<b>1 Fairfield</b> 9 students Rooming house # cars: 7	
<b>61 Highland</b> 7 students # cars: 4		<b>12 Fairfield</b> 7 students Rooming house # cars: 5	<b>10 Fairfield</b> 4 residents # cars: 1	<b>8 Fairfield</b> 4 residents # cars: 1	<b>6 Fairfield</b> 12 students 3 apts # cars: 9	<b>4 Fairfield</b> 2 residents Duplex # cars: 2	<b>2 Fairfield</b> 2 residents 1 student # cars: 1+1

Total # of houses: 14

# of houses converted to student apartments: 6

Total # of student renters: 54

# student cars: 41

# of houses of permanent residents: 8

Total # of residents: 20

# resident cars: 11

Here are the specifics of population density for Bay Street:

<b>47 Highland</b> 7 Students 5 cars	<b>16 Bay St</b> 3 apts 10 stu. 6 cars	<b>14 Bay St</b> 4 br 8 stu. 5 cars	<b>8 Bay St</b> 2 residents 2 cars	<b>6 Bay St</b> Rental – empty?	<b>4 Bay St</b> 1 resident 1 car	Lot attached to Wallace Place	<b>14 Hillside</b> 3 apts 8 students 6 cars
<b>51 Highland</b> 5 students 5 cars	<b>13 Bay St</b> 6 students 5 cars	<b>11 Bay St</b> 3 apts 8 students	<b>9 Bay St</b> 4 apts 1 resident	<b>7 Bay St</b> 1 resident 1 car	<b>5 Bay St</b> 2 apts 7 students	<b>3 Bay St</b> 2 apts 7 students	<b>1 Bay St</b> 2 residents 2 cars

		4 cars	11 student 7 cars		3 cars	5 cars	
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Bay Street Total # of houses: 14 (4 are apartments with 3+ units – they do not meet zoning laws)

# of houses converted to student apartments: 10

Total # of student renters: 76

# student cars: 51

# of houses of permanent residents: 4

Total # of residents: 6

# of resident cars: 6

Highland Ave:

Hillside:

48 Highland 5 students 3 cars		47 Highland 7 students 5 cars		14 Hillside 3 apts 8 students 6 cars		15 Hillside 5 students 4 cars
50 Highland 4 students 3 cars		Bay Street		Bay Street		17 Hillside 1 resident 1 car
54 Highland 2 apts- 6br 6 students 5 cars		51 Highland 5 students 4 cars		1 Bay Street 2 residents 2 cars		19 Hillside 7 students 6 cars
56 Highland 5 students 4 cars		55 Highland 4 residents 2 cars		22 Hillside 2 residents 1 car		Lot 1-96-7
58 Highland 6 students 6 cars		Fairfield Street		1 Fairfield 9 students 7 cars		23 Hillside 2 apts 8 students 6 cars
Crowell Tower Road		61 Highland 5 students 3 cars		Fairfield St		27 Hillside 2 residents 2 cars
60 Highland 6 students 6 cars		65 Highland 3 apts 7 students 4 cars		2 Fairfield St 2 residents 1 car		Lot # 31 from Pleasant St
72 Highland 5 students 2 cars		Lot 3		28 Hillside 5 apts 10 students 6 cars		
74 Highland 5 students 3 cars		Lot 4		30 Hillside 5 apts 16 residents 4 cars		
76 Highland Abandoned		73 Highland 2 residents 2 cars		32 Hillside 2 residents 1 car		33 Hillside 6 students 3 cars
80 Highland 4 Residents 2 cars		77 Highland 6 apts 12 stu/res 7 cars		36 Hillside 1 resident 1 car		37 Hillside 4 residents 2 cars
82 & 84 Highland 2x4apts		81 Highland Abandoned		38 Hillside 2 residents 1 car		Lot 1

12 students 6 cars					
86 Highland 2 apts 6 students 3 cars		83 Highland 2 residents 1 car		40 Hillside 1 resident 1 car	41 Hillside 5 students 3 cars
88 Highland 2 apts 6 students 4 cars		85 Highland 4 apts x 4br 17 stu/res 9 cars		42 Hillside Abandoned	45 Hillside 1 resident 1 car
90 Highland 3 residents 1 car		87 Highland 4 apts x 2br 8 stu/res 8 cars		44 Hillside 4 apts 6 residents 0 cars	47 Hillside 2 residents 2 cars
Catherine Court Street		91 Highland 2 residents 1 car		46 Hillside 4 students 2 cars	Lot 196 from Pleasant St
94 Highland 2 residents		97 Highland 2 residents 2 vehicles		48 Hillside 2 residents 2 cars	59 Hillside 15 apartments 30 students 13 cars
Part of a commercial lot on Skyway			Catherine Apts: 5 bldgs x 8 apts 80 stu/res 64 cars	50 Hillside 2 residents 1 car	Lot FS-2
98 Skyway Commercial property		232 Pleasant 3 residents 1 car	Pleasant St 12 apts 18 residents 12 cars + 2 res & 1 car + 4 res & 2 cars	52 Hillside 2 residents 6 cars  60 Hillside 12 apts 24 residents 12 cars	204 Pleasant 56 apts 110 stu/res 60 cars

*Total # of houses on Highland:*

27 (5 are apartments with 3+ units)

*Total # of occupants:* 35 residents  
116 students

*Total # of vehicles:* 23 resident cars  
84 student cars

*Total # of houses on Hillside:*

29 (7 are apartments with 3+ units)

*Total # of occupants:* 74 residents  
92 students  
+ 110 mixed apts

*Total # of vehicles:* 157  
student/resident cars cannot be  
determined because of the number of  
mixed apartment buildings.

Catherine Apartments: 5 buildings (5 x 8 apartments per building)

Total # of occupants: 80 students & residents

Total # of vehicles: 64 student & resident cars

Pleasant Street (between Highland & Hillside): 3 buildings: 1 apt x 12 units + 2 residential homes

Total # of Occupants: 24

Total # of vehicles: 15

The statistics above represent an area of 0.085 square kilometers. There is a total of 687 occupants. There are 452 cars parked in driveways and in the streets.

By comparison, a similar area (0.06 square kilometers) of an R1 zone of Wolfville: Kent Street and Chestnut Street from Prince Street up to Skyway gives us the following statistics:

Total # of homes:	69 (2 are student houses – illegal for the zone)
Total # of occupants:	337
Total # of vehicles:	135 (only 5 parked on the street – 3 of which were service vehicles)

The Town of Wolfville’s Blue Bike Route Hub study tells us that:

*According to latest Census data [1], in 2016 the town of Wolfville had a population of 4,195 residents, and a population density of approximately 650 people per square kilometer (km<sup>2</sup>).*

If we extrapolate the data to give us the population and vehicle density per square kilometer in the R2/R3 zone of Bay Street / Fairfield Street / Hillside / Highland / Pleasant / Catherine Court, and compare it to the population and vehicle density per square kilometer in the R1 zone of Chestnut and Kent streets, this is what we get:

R2 / R3: population density per square kilometer:	808.23 occupants per sq/km
vehicle density per square kilometer:	531.76 vehicles per sq/km
R1: population density per square kilometer:	561.66 occupants per sq/km
Vehicle density per square kilometer:	225 vehicles per sq/km

The differences are stark:

There is an average of 246.57 more occupants per sq/km in R2/R3 zoned areas of Wolfville, and an average of 306.76 more vehicles per square kilometer in R2/R3 zoned areas of Wolfville compared to R1 zoned areas of Wolfville. The difference in population and vehicle congestion between different zones is in part the result of unforeseen consequences of the Town’s LUB and planning documents. Certainly some “grandfathered” properties that are not in compliance with current zoning bylaws are also contributors, as are some of the less-than-credible landlords in R2/R3 zones of Wolfville.

If you compare the statistics from the sample of streets provided, it’s obvious how dissimilar the population density is. That population density and the behaviours that come with living in a student ghetto can negatively impact the quality of life of permanent residents and students alike. The statistics beg the question: Why are we encouraging and allowing infill development in R2 and R3 zones, where residents are already crowded beyond capacity?

So, what do we want?

The LUB Map 1 – Zoning, that was adopted in September 2020 designates most of Hillside Ave (with the small exception of the East section between Bay and Fairfield Streets) as an R3 zone. Almost all of the houses in this zone are formerly single-family homes that have been bought by landlords and converted into student apartments or rooming houses. They actually fit the definition of an R2 zone property (at least as much as any “grandfathered” property that

already exist on Fairfield or Bay Streets, which are designated R2). The population density of Hillside Ave. is already quite compressed by student rental properties, and parking congestion in the street already causes enough havoc for service and emergency vehicles.

In order to help prevent even greater congestion and increased population density in this area of Town, it would be very helpful if Council would consider converting the section of Hillside street between #3 at the bottom and # 52 at the top to R2 zone status. This consideration would not impact any current residents or renters, as all the properties in the described section of Hillside would already comply with the R2 zoning in the LUB. Furthermore, much of the described section of Hillside already abuts the ends of Fairfield and Bay Streets, and Wallace Place, all of which are designated either R2 or R1 zones by the LUB Zoning Map. It would not be a great leap to recognize that the properties on Hillside that are literally across the street from these zones should match the zoning designation on the opposite side of the street.

This is the current LUB Zone map:



And this map represents the proposed changes to the LUB Zone Map – the section of Hillside that has been coloured turquoise blue could be re-designated R2 instead of R3, and the West section of Hillside directly adjacent to John Roscoe’s property on Wallace Place has been coloured lilac to reflect its actual R1 status, as a part of his property on Wallace Place:





There is a very small empty lot on the West side of Hillside, directly opposite the intersection with Fairfield, and a lot opposite the intersection with Bay Street, as well as derelict, uninhabitable houses at #3 Hillside and #42 Hillside that could all potentially be bought by landlords and developed into more large student rental units (let's face it – that's what they would become...) on this street that cannot accommodate a much greater population density than it already has. An R2 zoning designation for the described area of Hillside would not disallow development - it would simply help ensure that any new developments do not contribute any greater congestion headaches to the residents who already have endured a reduced quality of life due to the impact of antisocial behaviours of some of the students who live around them. Residents of R1 zones in Wolfville do not have to live with being woken up in their beds at all hours of the night on Thursday, Friday and Saturday every week, or to alcohol bottles and cans in their yards and on the street, or to vandalism of either their property or to public property in their neighbourhoods. An example of the difference between R1 and R2 zoned areas of Wolfville may be seen in a simple comparison of similarly configured residential streets: Fairfield Street in an R2 zone has 14 houses on it, occupied by 74 people (20 residents; 54 students), and it is congested with 55 vehicles. A 14-house section (from # 31 to # 87) of Chestnut Street in an R1 zone is occupied by 44 residents and is not congested with only 24 vehicles. If Council requires substantiation of these claims, I will provide it.



If this request to have Hillside be re-designated as an R2 zone cannot be accommodated by Council, then I request that Council seriously consider restricting the size and configuration of any planned developments in the areas mentioned here in a way that recognizes and attempts to mitigate the already significant population density in the area, and all of the inconveniences this congestion brings to residents. Perhaps residential houses that exist in R2/R3 over-populated zones of Town could be designated R1 homes, to prevent the further conversion of residences into apartments in areas of Town that cannot support any greater population and vehicle density. I am requesting here that appropriate and timely consultation be undertaken by the Town and Council with all permanent residents in the vicinity of Hillside who could be impacted by the construction of any new developments that will potentially increase population and traffic congestion in our neighbourhood.

Adding to the congestion problems in the already over-populated area of Bay St., Fairfield St., Hillside Ave. and Highland Ave. is the planned development of the three-acre lot accessed from Highland Ave., just above Fairfield St. This lot spans every back yard on the South side of Fairfield St., as shown in the map below:



Dwellbox / Kentfields proposes to build four apartment buildings, each containing eight apartments, each of which will have two bedrooms. That's 32 apartments with 64 bedrooms that have the potential to hold 64+ renters who may bring as many as 64 vehicles with them. At what point is enough, enough? This kind of congestion would never be tolerated in an R1 zoned area of Town.

Furthermore, the bird's eye view of the property quickly indicates that it is not in compliance with the Planning Documents limit of 40% hard surface coverage stipulated for any new developments to prevent water drainage issues. The developers' drawings of the appearance of the proposed buildings indicate that every house on the South side of Fairfield St. will have a huge, sun-blocking apartment building in their back yard with glass balconies and huge windows that overlook what were previously private back yards. The developer will have to cut down any remaining trees that could provide a modicum of privacy to Fairfield St residents in order to build this proposed infill development. It is likely that the ground work for this development will damage the root systems of many old-growth trees on Fairfield Street properties that border this development, potentially causing the death of those trees. Who wouldn't be outraged?

Residents whose properties border this development have several very real concerns about its impact on their quality of life. Many of these concerns have already been articulated to Devin Lake and his planning Department staff, and they have been most attentive to these concerns. They are listening to residents, and are working with them to find an acceptable way for this development to proceed, however; Council may want to be appraised of the following concerns about this development, as they indicate some shortfalls in the Town's Planning Documents, in terms of areas of concern not covered by the documents:

1. Do developers need to take other property owner's right to privacy into consideration when designing the plans for their buildings? Specifically, how are "overlook" concerns dealt with? Can a developer build a structure that has windows just ten feet from the property line that look directly into another person's house or yard? How is the privacy of the property owners who were there first protected by our planning documents?
2. Do developers need to take into consideration an adjacent property owner's established expectation of access to sunlight, and the structures they have built to take advantage of sunlight such as sunrooms, decks, swimming pools and gardens? Or are developers allowed to build infill structures in a way that completely disregards previously established property owners access to sunlight?
3. The Site-Plan Approval process adopted by the Town does not require developers to hold a public meeting where they would describe their development plans and the public could voice their input and concerns about those plans. The adoption of this process may make things run more smoothly at the administrative level, but it cuts out the voices of those directly impacted by a new development in their neighbourhood. It can create feelings of anger and resentment.
4. Are developers allowed to tie-in their water run-off infrastructure from their new developments into the Town's old, crumbling storm drain infrastructure, without paying for upgrades to that drainage system? We have already seen the cost of failing to estimate the damage caused to new asphalt by crumbling storm drains on Highland Ave. Increasing the volume of water that infrastructure is expected to accommodate from a new build seems to be a predictable and avoidable accident waiting to happen.
5. Are developers required to survey for the roots of heritage trees on adjacent properties before they disrupt the land with excavators? What obligation does a developer have to

owners of adjacent properties not to kill heritage trees by tearing up their root systems? How might a property owner be compensated by a developer if their heritage trees die within a few years of the development's disruption of the earth?

6. At what point in the development process is a developer required to submit planning documents for approval? Specifically, can a developer clear-cut a lot of heritage trees without a permit or a plan to control water run-off from the cleared lot onto adjacent properties, potentially causing water damage to other people's houses?
7. Planning documents could be worded in such a way as to protect heritage trees from being cut down by developers. These trees could be recognized as assets that make a property more desirable to renters, and development plans could be worded in a way that requires developers to build around heritage trees rather than cut them down.

It is recognized that the Town's planning documents favour infill developments, but they seem to fail to recognize the reality of the impact of this development philosophy. It looks good on paper, but without carefully thought out checks and balances, it does not accommodate the desired tax payer base that will help the Town generate the funds required to maintain the quality of life we should reasonably expect. What it can end up producing is over-crowded living spaces owned by landlords and occupied by transient renters. It can produce buildings devoid of character and lots cleared of heritage trees. It can produce dwellings that overlook and infringe on people's rightfully expected privacy in their own homes. It can produce even more paved spaces that create water run-off issues for adjacent properties and old Town infrastructure. Wolfville's planning documents were clearly created with a utopian development vision in mind, but they seem to be based on a lovely belief that developers will be sensitive and considerate of established residents' quality of life without being forced to observe legal guidelines that will ensure that consideration. The lived experience of several residents of R2/R3 neighbourhoods is that developers and landlords are more concerned with their personal financial gain than they are with maintaining the integrity of the vision of the Planning Documents.

So, what do we want? We want assurances that the quality of life, privacy and natural environment that have been established over the last several decades for residents of Fairfield St. and Highland Ave. is not utterly destroyed by the perceived need to build a huge infill development in the three-acre lot adjacent to our homes and properties. We ask that Council and the Development Department not approve any developments that could detrimentally impact our properties and quality of life. Ideally, we would like to see three of the proposed apartment blocks built instead of four: this would satisfy the 40% hard coverage rule, and allow for a re-arrangement of the proposed apartment configuration. Instead of two apartments on the South side and two apartments on the North side, the developer could build one on the South side, one on the North side and one on the West side. This would reduce the encroachment of this proposed development into established back yards and reduce the overlook concerns of long-time residents. We are not against development, but we ask for the consideration that you would want for yourselves, should it be your properties and lives thrown into turmoil. Please maintain the lines of communication established by Devin Lake and the Development Department with residents directly affected by this development.

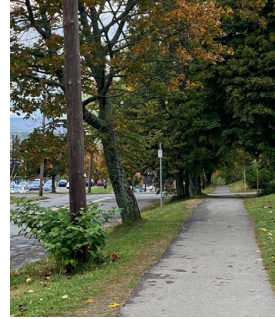
Finally, on the issue of encroachment of developments on established residential properties, the Highland Avenue Blue Bike Route proposal has the potential to severely impact people's homes and lives if Council allows it to be built on Highland Avenue. I recognize that a great deal of research and study has gone into collecting information and consideration of various Blue Bike Routes in Wolfville. Residents support the idea of a Blue Bike Route and encourage Council to build effective active transportation pathways that decrease the environmental impact of travel in Wolfville. Having said that, if the Blue Bike Route is built on East side of Highland Avenue, and requires several heritage maple trees to be cut down, and the pathway encroaches on people's established yards, I am positive that the backlash Council will endure will make the opposition to the One-Way-Main-Street experiment pale in comparison. The Blue Bike Route Hub Study states that the groups that were consulted to determine factors to be considered regarding the construction of a bike lane included:

- *The Town of Wolfville's Accessibility Advisory Committee (AAC),*
- *The Town of Wolfville's Planning Advisory Committee (PAC),*
- *Eastern Kings Community Health Board (CHB),*
- *Acadia University's Student Union (ASU),*
- *Wolfville Memorial Library,*
- *Wolfville Business Development Corporation (WBDC), and*
- *Residents of Woodman's Grove.*

Residents who live on Highland Avenue and in the vicinity of Highland Avenue were not consulted, according to the information in the study.

I know that the Blue Route Hub Study indicates that the key areas that the Town wants to service with a Blue Bike Route are the Harvest Moon Trail, Acadia University, Acadia Athletic Center, Downtown Wolfville, Wolfville School and communities to the East and West of Wolfville. It also indicates that a grade of more than 4% is considered to be uncomfortable to bike, and that Highland Avenue has a grade of 4.6%. The study does state that Highland Avenue has an average vehicle volume of 145 vehicles per hour, but it does not include a speed study in that statistic.

As a resident who lives close to Highland Avenue, I can confidently tell Council that speeding is a safety issue on that street. I can also tell Council that any resident who has the mature maple trees that line Highland Avenue cut down from the front of their properties to make way for more hard surface paving and exposing them to even greater traffic and sidewalk noise will find their properties devalued by a decision to cut down those trees and encroach on their yards. I can not imagine how awful Highland Avenue would look without these beautiful trees:



Of course, there are several credible studies available from reputable sources that clearly describe the value of having trees in residential and urban settings – they contribute to people’s mental well-being, the value of the property and the cleanliness of the air. Cutting down the maple trees on Highland Avenue could contribute to air pollution, devalue residential properties and detract from the mental health of our community. Here are some reference materials to support these claims:

<https://www.mcmasteroptimalaging.org/blog/detail/blog/2021/02/24/trees-in-the-city-the-roots-of-health-and-well-being>

<https://www.weforum.org/agenda/2021/04/city-trees-reduce-stress-and-anxiety/>

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7345658/>

The last reference details a study that is particularly comprehensive.

May I suggest that University Avenue be considered as a more effective option for the Blue Bike Route? It connects many of the areas of Wolfville targeted by the Blue Route Hub Study. It seems to have a lower traffic volume than Highland Avenue, and it does not see the same speeding issues we see on Highland. It does have a grade of 5.7%, but if a cyclist is going to walk their bike up a hill, it is not a great difference to walk a bike up a 4.6% grade versus a 5.7% grade. University Avenue connects Skyway and Main Street, and it emerges on Main Street where the safest cross walk in Town exists with the flashing lights. It also emerges onto Main Street where there are bike lanes on the road going both East and West, whereas a bike emerging from Highland onto Main Street only has a designated bike lane going East. A Blue Bike Route on University Avenue would connect to the Acadia campus, Acadia Athletic Center and the Harvest Moon Trail. It would allow students (elementary and university) to ride their bikes through car-free paths on campus to access the Highland Avenue crosswalk by the Wolfville School. Many parents and children already cross Campus on their bikes to get to and from the Wolfville School – an observation that was not included in the Hub Study. Most importantly, building a Blue Bike Route on University Avenue would not require the cutting down of any heritage trees from people’s properties. It would simply require the widening of the road into the University’s Campus. It seems logical that as Acadia University does not pay property tax to Wolfville for anything other than its residences and a few businesses on Campus, that giving up a few hundred square meters of grassed property to support an active transport corridor for Acadia students and Wolfville residents meets many of the stated goals of the M.O.U between Acadia and Wolfville:

***Wolfville is only Wolfville with Acadia and Acadia is only Acadia with Wolfville.***

- The Town and Acadia recognize that both entities are intrinsically entwined. Both entities will live up to their full potentials of success with the support and partnership of the other.

***We must invest in each other through dedicated resources, funding and collaborative partnerships.***

- The Town and Acadia believe that greater benefit will be achieved if each invests in the other's success. ***We have a joint responsibility to commit to a high standard of community liveability for all residents of Wolfville.***
- All residents of Wolfville deserve to live in a community that is attractive, safe, and where residents respect each other. In instances where this becomes jeopardized, the Town and Acadia will work together to address the issues, promptly and collaboratively.

Furthermore, Acadia's own environmental goals state:

*Environmental stewardship and sustainability are signature institutional features of Acadia University.*

Phase II of their Planning Process (to be implemented from 2021 – 2023) states Acadia wants to:

*Determine a date for and make measurable progress towards achieving net carbon neutrality*

Phase III of their Planning Process (to be implemented from 2023 – 2025) states Acadia wants to:

*Enhance infrastructure renewal and campus development to meet priority needs and reduce our accumulated deferred maintenance deficit*

Acadia did pilot a Book-A-Bike program in 2017:

*In 2017, the Acadia Students' Union and the Acadia Sustainability Office piloted a bike share program, called Book-A-Bike in partnership with the Vaughan Memorial Library. The pilot has now ended, and was well received by students, staff and faculty. We are currently reviewing results from pilot to determine future program developments.*

It seems like a collaborative Blue Bike Lane Project between Wolfville, Acadia and the ASU would fit the stated goals and objectives of the M.O.U., Acadia's Planning Process and support the permanent development of the Book-A-Bike project. The development of a Blue Bike Lane on University Avenue instead of Highland Avenue could support this effort. I recognize that the Town may want to consider other information and other routes beside University Avenue, but I strongly suggest that the Town reconsider the construction of the proposed Blue Bike Route on Highland Avenue for the sake of the residents and bike riders who will be impacted by such a decision.

In conclusion, I hope I have provided Council and the Planning Department with some new and relevant information for your planning processes. I recognize that Council and the Planning Department always work towards making the best decisions possible to improve the lives of all residents of Wolfville. My intention in writing this letter is to give everyone a clear idea of how some of the decisions that have been made are currently impacting the lives of residents, and contribute actionable suggestions to the decision-making process. I thank you all for reading this letter, and I look forward to hearing from you regarding the concerns and suggestions outlined here. I am always happy to help work towards positive outcomes.

Sincerely,

Noel McQueen

### Addendum #1:

It is worth mentioning here that most of the local landlords live in R1 zones of Town, and often buy residential properties that they turn into over-crowded apartments in R2 and R3 zones areas of Town. They get two voices as residential and rental property owners. They get a voice to keep over-crowding and its associated social problems out of their neighbourhood, and they get a voice as property owners in R2/R3 zones to maintain and generate crowded conditions and ignore the associated behaviours that come with renting residential properties to transient students who have no stake in the neighbourhood. They get to have their cake, take a piece of our cake, and eat all of it. It's not fair. Worse still are the absentee landlords who buy properties in R2/R3 zones and turn them into student slums. They have no stake in our neighbourhoods, but they often run their rental as a business that is so poorly maintained that it devalues the properties around it. These landlords get to have an equal voice to Wolfville residents in how our zoning laws are written and applied. This is also unfair to the residents whose lives are impacted by the indifference of these landlords to the reality of living next to the student slum they own. Please recognize that residents of R2/R3 zones in Wolfville understand that there are many responsible landlords in Town, but their lives are disproportionately negatively impacted by the few landlords who are irresponsible and do not maintain their properties to a standard that does not devalue the properties around it, or insist on including and enforcing a behaviour standard in their rental contracts that respects local by-laws.

**From:** [noel mcqueen](#)  
**To:** [Wendy Donovan](#)  
**Cc:** [Annette Demings](#); [Bob Lutes](#); [Devin Lake](#); [Lindsay Slade](#); [Town Council](#); [gr13255](#)  
**Subject:** Re: Letter to Council & Planning Dept re: concerns about impact of LUB & Blue Bike Route  
**Date:** October 25, 2021 2:26:57 PM

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Will do, thanks.

On Mon, Oct 25, 2021 at 2:25 PM Wendy Donovan <[WDonovan@wolfville.ca](mailto:WDonovan@wolfville.ca)> wrote:

Again thank You Noel

Members of council and staff may not receive gifts from a business - part of our code of conduct. While we appreciate your thoughtfulness Annette has gathered them up and I wonder if you could pick up the gift certificates when you are next by this way.

Thank You again  
Wendy

Mayor Wendy Donovan  
Town of Wolfville  
(902) 698-6342

On Oct 25, 2021, at 12:35 PM, Noel McQueen <[noelmcq@gmail.com](mailto:noelmcq@gmail.com)> wrote:

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Attachment available until Nov 24, 2021

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Dear Wendy Donovan, Oonagh Proudfoot, Mike Butler, Wendy Elliott, Jennifer Ingham, Jodi Mackay, Isabelle Madeira-Voss,  
Devin Lake, Lindsay Slade and Erin Beaudin:

Please find attached a letter that outlines some issues regarding Wolfville's LUB, planning documents, and their impact on citizens who live in R2 & R3 designated areas of Wolfville.

In recognition of the fact that I have sent you all a monstrous 14-page letter to read, and you are all very busy people, I have provided you with a single hard copy (to be shared) of the attached letter along with a \$5.00 TAN coffee card each, which I have left in a manilla envelop at the Town hall reception desk - just in case you would like to read the letter off-screen, and you may need a coffee to get through it.



The work you all do is greatly appreciated,

Sincerely,  
Noel McQueen

[Click to Download](#)

Letter to Council re development concerns 22 09 2021.docx  
30.9 MB

**From:** [Laura Morrison](#)  
**To:** [Laura Morrison](#)  
**Subject:** FW: Solar panel loan and council members  
**Date:** October 27, 2021 9:48:29 AM

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**From:** Ronald Lambert  
**Sent:** October 26, 2021 9:53 PM  
**To:** Erin Beaudin <[EBeaudin@wolfville.ca](mailto:EBeaudin@wolfville.ca)>  
**Cc:** Town Council <[towncouncil@wolfville.ca](mailto:towncouncil@wolfville.ca)>  
**Subject:** Re: Solar panel loan and council members

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Thank you!

On Tue, Oct 26, 2021 at 9:51 PM Erin Beaudin <[EBeaudin@wolfville.ca](mailto:EBeaudin@wolfville.ca)> wrote:

Dear Ron,

I have forwarded your email to PACE Atlantic CIC, who administer the program on behalf of the Town. Someone will follow up with you shortly.

Thanks!  
Erin

Sent from my iPhone

On Oct 26, 2021, at 9:42 PM, Ronald Lambert wrote:

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Gosh, one can definitely appreciate it is a liberal council with the amount of people we are supporting with our taxes.

Anyway what I am interested in is the loan availability for solar panels for my house.

Can someone get back to me how this works, as we are interested.

Thanks  
ron

**From:** [Laura Morrison](#)  
**To:** [Laura Morrison](#)  
**Subject:** FW: Gasepereau  
**Date:** November 3, 2021 10:12:54 AM

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**From:** Stuart Blythe  
**Sent:** October 30, 2021 1:05 PM  
**To:** Town Council <towncouncil@wolfville.ca>  
**Subject:** Gasepereau

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Oh correction it was Friday 29th.

Stuart

**From:** [Laura Morrison](#)  
**To:** [Laura Morrison](#)  
**Subject:** FW: Crossing Gaspereau  
**Date:** November 3, 2021 10:13:46 AM

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**From:** Stuart Blythe  
**Sent:** October 30, 2021 12:58 PM  
**To:** Town Council <towncouncil@wolfville.ca>  
**Subject:** Crossing Gaspereau

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Yesterday, Thursday 28 October, I stood in the middle of the crossing on Pleasant and Gaspereau (in daylight) and watched the car drive past me oblivious to my presence in the middle of the crossing as they travelled from the Gaspereau direction down into the town. I could see the driver clearly, we were that close.

The car on the other side of the crossing stopped and the driver asked if I had got the number of the offending car so obvious was the danger and disregard. I replied, "no, but it does not matter, this happens regularly."

"This happens regularly." That is why I am emailing, not because of the stupidity of one driver on one day, which of course happens.

I walk across this crossing both ways, most days and I know everyday is a risk because cars regularly fail to stop when people are already on the crossing, let alone if you are waiting to cross.

As a pedestrian crossing from the Highland Avenue side towards the reservoir side on Pleasant, you try to see round the corner from the Gaspereau direction and even when clear as on Thursday, you take a chance because drivers come around that bend fast and apparently oblivious to the need to slow down and to people already on the crossing.

This said, I have had incidents involving crossing from both directions and drivers from both directions - this crossing comes in all directions after a clear stretch which seems to increase its unexpected nature.

I am all grown up and know how to cross a road in towns and cities much bigger and busier than Wolfville.

I also cannot be bothered being a complainer.

Every day, however, I am reminded that this is a dangerous crossing and requires attention.

If an accident happens, God forbid, the trauma to the families of those hurt and those driving, will not be compensated for by tears and apologies, particularly if there is foreknowledge.

At the very least the signage and lighting around this crossing requires significant attention.

Regards

Stuart Blythe

Wolfville Resident