



# Town Council Meeting

July 22, 2025

6:30 p.m.

Council Chambers, Town Hall

359 Main Street

## Agenda

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### Call to Order and Land Acknowledgement

#### 1. Approval of Agenda

#### 2. Declarations of Conflicts of Interest

#### 3. Approval of Minutes

- a. Town Council Meeting, June 17, 2025
- b. Town Council In Camera Meeting, June 17, 2025
- c. Special Joint Council Meeting, June 23, 2025

#### 4. Community Events, Occasions & Acknowledgements

*Mayor & councillors may recognize recent or upcoming events, occasions & acknowledgements that are of interest to the Town and residents*

#### 5. Public Input

##### PLEASE NOTE:

- *Reminder to all speakers that the Town conducts its business with the seven sacred teachings in mind, truth, honesty, love, courage, respect, wisdom and humility.*
- *Members of the public participating in public input sessions will conduct themselves in a manner that is respectful to the public, council and staff. Should this not occur, the Chair will advise them to end their questions and/or comments immediately.*
- *You have up to 5 minutes to provide input to be directed to the Chair.*





- *If appropriate, responses will be responded to in a future CAO Report.*
- *Any input that relates 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 responded to.*

## **6. Motions/Recommendations from Committee of the Whole, July 8, 2025:**

- a. RFD 027-2025: Active Transportation – ICIP Funding Implementation
- b. RFD 002-2025: Appointment of Code of Conduct Investigator
- c. RFD 029-2025: Uranium Exploration in Annapolis & Hants Counties
- d. RFD 030-2025: Regional Recreation Centre
- e. RFD 031-2025: Reservoir Park Washrooms
- f. IR 018-2025: Housing Accelerator Fund Action Plan Update

## **7. Regular Meeting Adjourned**



## REQUEST FOR DECISION 027-2025

Title: Active Transportation – ICIP Funding Implementation  
Date: 2025-07-08  
Prepared by: Devin Lake, Director of Planning & Public Works  
Contributors: Various Planning and Public Works Staff

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## SUMMARY

### Active Transportation (AT) Network – Investing in Canada Infrastructure Program (ICIP) Funding Implementation Approach

The Town has been developing, and now implementing, the Town's Active Transportation Network since 2019-20 (pre-pandemic). Things have changed over that time: cost realities now more clear, public works maintenance requirements, our ability to implement in a timely manner to meet funding deadlines, staff changes, state of related infrastructure, and learning about other methods and options. This has led to some amendments to the approach being recommended by Staff.

This report outlines the changes contemplated to the ICIP funded AT projects and shows some of the tools and resources we are looking to move forward with. A presentation from Staff and opportunity for discussion and questions will accompany this report.

If this direction is desirable, Staff will engage with the Province on formalizing this approach. Topics noted for discussion with the Province include:

- Paving or other surface improvements to the Harvest Moon Trail through the entire Town to focus on safety and comfort of users.
- Shifting to a seasonal approach to the traffic calming elements of the network and include additional residential areas.
- Including Earnscliffe Avenue in the funding to offset some of the planned capital reconstruction of the street in 2026 (replacing Victoria Avenue in the original application).
- Shifting the approach slightly on Main Street and Pleasant/Skyway to use paint, bollards, and maintenance (catch basin repairs, improved pavement condition and street sweeping) to achieve a safer environment for all users.
- Investigate alternatives to connect Highland Avenue with the Harvest Moon Trail rather than the use of Festival Theatre parking lot and laneway.
- Adding the total cost or contribution for a small Street Sweeper (if budget allows)
- Assessment of lowering the speed limit on residential streets and institute speed limits on busy trail sections.



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Staff is also working with [Mobycon](#) (Integrated Mobility Consultants) on the details that would be brought through our AT Working Group and to Council. We hope to deploy most of the network in the spring of 2026 with this approach and finish any final projects in 2027.

### DRAFT MOTION:

That Council direct staff to work with the Province to amend the Town's ICIP Active Transportation contribution agreement (approximately \$3.3 million total spend) to address the topics noted in RFD 027-2025.



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### 1) CAO COMMENTS

The CAO supports the recommendations of staff. The proposed approach will allow the Town to enhance its AT network, making strategic investments in safe and effective infrastructure, while managing the significant increase in costs that have been experienced with AT projects throughout the province. Staff welcome further discussion and feedback from Council.

### 2) LEGISLATIVE AUTHORITY

The Town has authority to carry out these changes through the MGA, subject to Engineering standards and guided by professional expertise.

### 3) STAFF RECOMMENDATION

Staff are recommending that the AT contribution agreement with the Province through the Investing in Canada Infrastructure Program be amended so that different methods and investments can be used to achieve the Town's AT goals.

### 4) REFERENCES AND ATTACHMENTS

- [May 2022 Overview of ICIP Funding](#)
- [Wolfville Blooms – Active Transportation](#)
- June 27, 2025 Mobycon Letter (Attached)

### 5) DISCUSSION

The aspects of the network we have been working on through the ICIP funding are shown below (please note: the projects shown + other sidewalk, trail, and AT projects make up our overall network – the focus here is on the ICIP funded aspects only). For further background - an overview from 2022 is provided in the references/attachments and provides additional information on the ICIP funding and thinking at the time.

Since the original application, Staff have been working on detailed design and costing so we can determine the best approach to implement the network. The proposed amendments would have to be approved by the Province. The intent would be to still spend the \$3.3 million (25% funded by us – 75% by Province and Federal Governments) – but in a slightly different way. The revised approach would actually cover more of the Town, be more cost effective, allow us to learn from lower-risk investments, respond better to our seasons (snow clearing concerns but also allow us to plow the harvest moon trail), and meet the community more where we are



## REQUEST FOR DECISION 027-2025

Title: Active Transportation – ICIP Funding Implementation

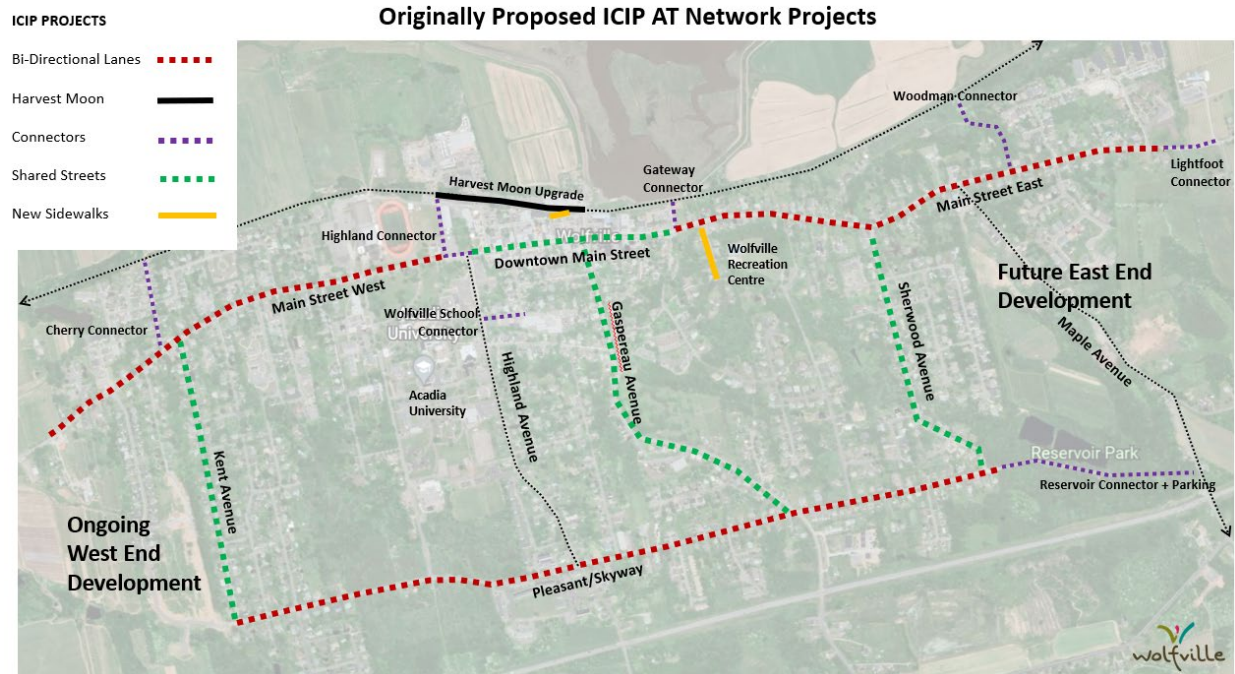
Date: 2025-07-08

Prepared by: Devin Lake, Director of Planning & Public Works

Contributors: Various Planning and Public Works Staff



currently with the bulk of AT activity happening between April-November. The focus is still on increased comfort for walking, strolling and rolling. Staff believe a more tactical approach can be deployed much more effectively and have greater impact. The original and amended network is shown here:





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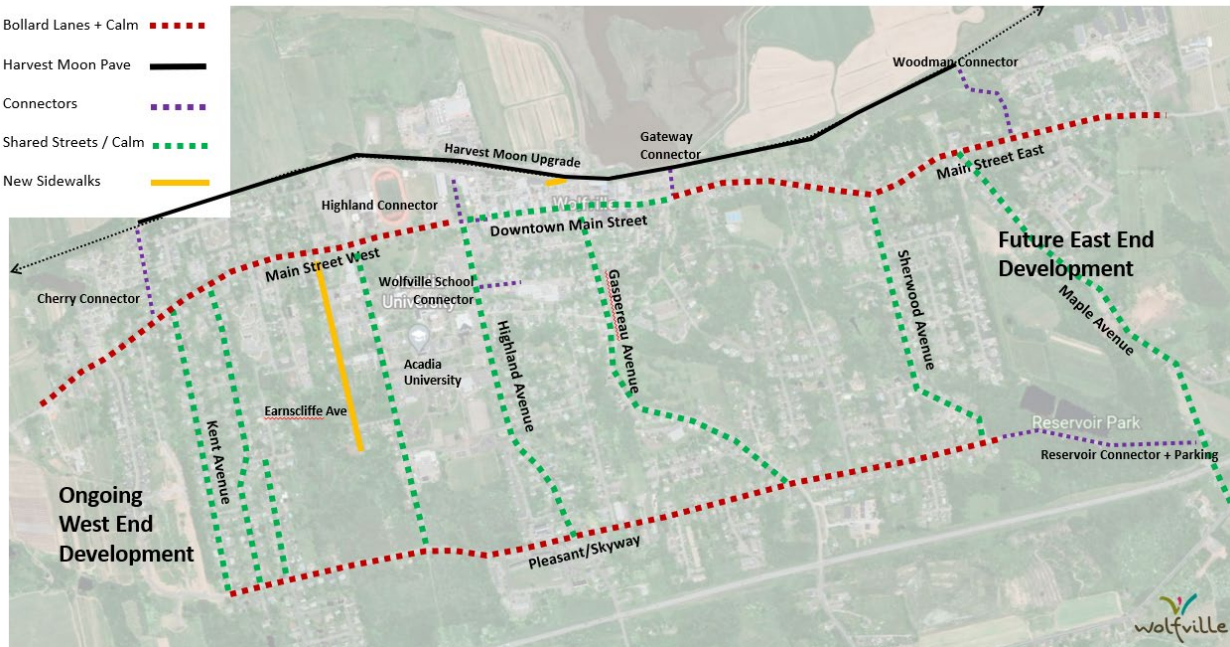
Contributors: Various Planning and Public Works Staff



### ICIP PROJECTS

- Bollard Lanes + Calm ----
- Harvest Moon Pave ----
- Connectors ----
- Shared Streets / Calm ----
- New Sidewalks ----

### Updated Proposed ICIP AT Network Projects





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### Summer 2025 Projects

Staff are working on the following for this summer:

- Improvements to Main Street bike lane width and assessment of catch basin and pavement condition (to be brought into the funding). Improved sweeping schedule. Installation of seasonal bollards along East and West Main Street.
- Highland Avenue painting and signage improvements.
- Paving of the Harvest Moon Trail between the Farmers' Market and Harbourside Drive. Raised crosswalks at Elm and Harbourside.
- New concrete sidewalk along Front Street to Harbourside (where it is missing now)
- Traffic Calming and a new crossing at Cherry Lane/Main St.
- Traffic Calming on Kent Ave (Cherry Lane and Kent Avenue act as a key cycling connection from the Harvest Moon trail to the top of Town).

Given tender results – Staff are re-evaluating the connection from Highland Avenue to the Harvest Moon trail. Envisioned around the Festival Theatre – the money may be better spent on Town owned land through the Old Burying Ground now that some discussions have been had on that space and we are moving toward replacing the old fence on the west and north property lines.

### Key Changes Discussion

**1) Paving or other surface improvements to the Harvest Moon Trail** through the entire Town to focus on safety and comfort of users.

The loose surface, limited maintenance and width of the trail with the amount of users we now see, necessitate further investment along this entire corridor. This is a destination or signature trail for the Town and can better connect us, year-round. Counts from 2024 were showing 900+ users/day on sections of the trail (see below from the trails association counters).

Speed limits, additional width and more education on etiquette and sharing the trail are needed. With the current surface and width – the mixing of users (and dogs) has become a concern for many on the trail. New signage proposed for the trail is also shown here.



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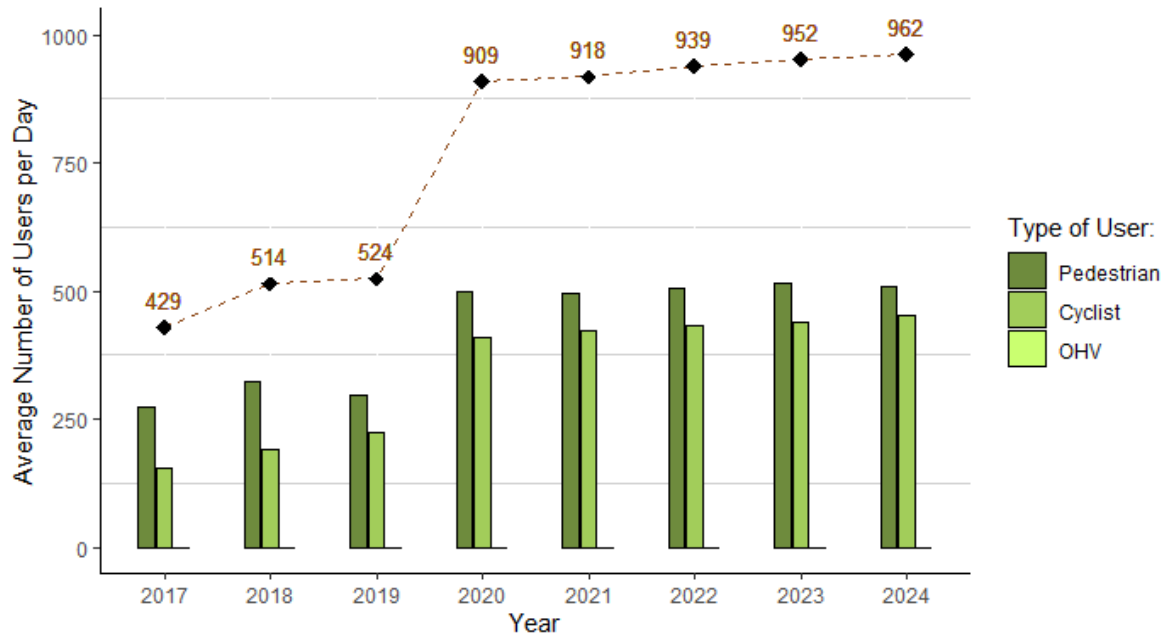
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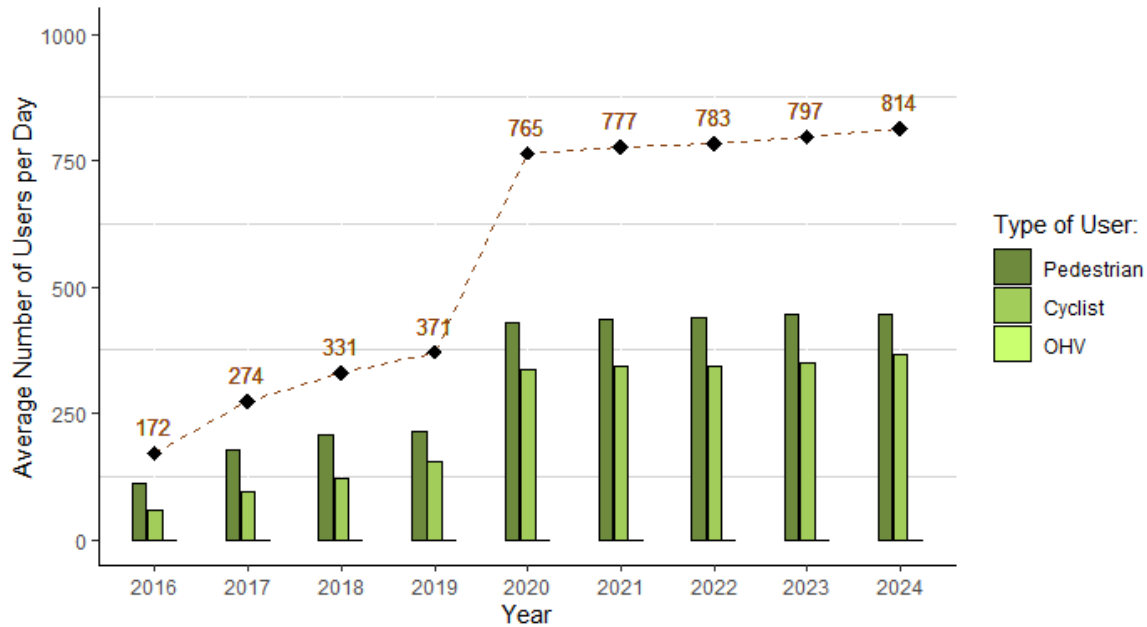
### East Town Line - Wolfville

Harvest Moon Trail



### Millenium - Wolfville

Harvest Moon Trail





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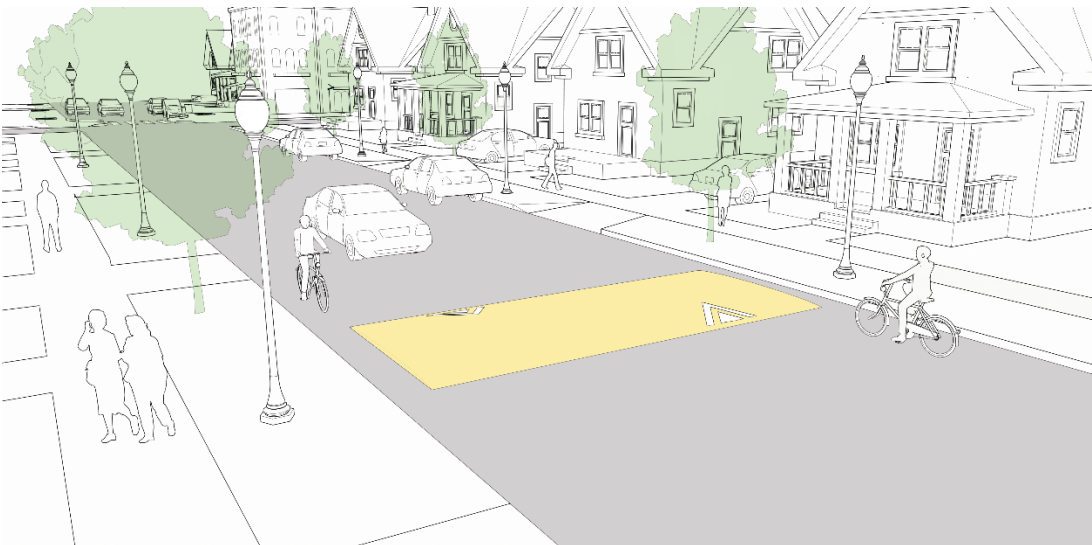
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**2) Shifting to a seasonal approach to the traffic calming elements** of the network and include additional residential areas.

Putting \$5-8000 speed cushions (like the ones on Stirling Ave) on streets with poor asphalt condition is not ideal. Certainly, some streets should have this treatment. Our plow operators are also weary of these in some locations. The biggest advantage to a seasonal approach is we can learn and iterate where these go and try some different approaches to get feedback (lower cost and less risk than permanent infrastructure).

Some examples are shown here:



**3) Including Earnscliffe Avenue in the funding** to offset some of the planned capital reconstruction of the street in 2026 (replacing Victoria Avenue in the original application).

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Staff are currently working on the design of Earnscliffe Avenue. An image of the concept design and notes is included here. This project is our 2026 major street re-build and will provide for a new sidewalk on the east side and improvements to access at the Children's Centre and EKM – along with new water, storm and sewer infrastructure.



**4) Shifting the approach slightly on Main Street and Pleasant/Skyway to use paint, bollards, and maintenance (catch basin repairs, improved pavement condition and street sweeping) to achieve a safer environment for all users.**

The original application on Main Street had a bi-directional lane on one-side of the street and Bollards to separate this. This would involve re-painting and a significant change to the street (shifting everything over to one side) and create winter maintenance issues. The approach we have started to take this summer maintains familiarity for users while trying to increase comfort (more width and bollards) while also looking to increase street sweeping and planning for pavement and catch basin improvements.

Staff would like to take a similar approach on Skyway/Pleasant – and include traffic calming elements. We would bring a more detailed concept for this with the support of our consultant, Mobycon.

**5) Investigate alternatives to connect Highland Avenue with the Harvest Moon Trail, rather than using the Festival Theatre parking lot and laneway.**



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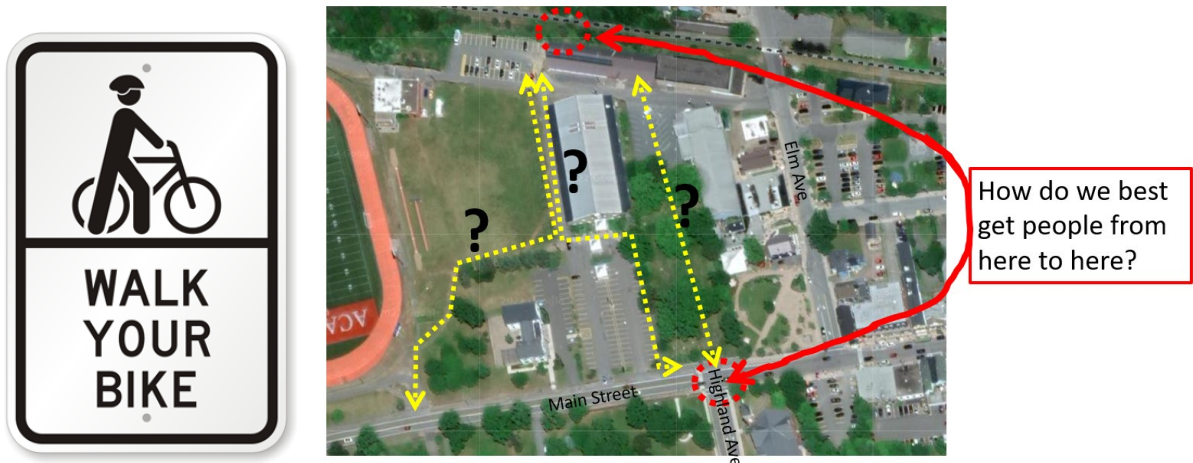
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The connection between Highland and the Harvest Moon trail was discussed when this application was being brought forward. Since that time, more discussion and engagement around the Burying Ground has happened and some type of trail / pathway (perhaps it is walking only) seems to be workable. Replacing the old fence can also allow for this space to seem more part of the Town and encourage people to pass through. Depending on the final layout and widths – it may be appropriate to have bicycles walked and we could have restrictions on other modes (eg: scooters). More discussion is required (this is a Provincially registered heritage site) but with current cost realities this is an opportunity to invest in an under-utilized Town space.



### 6) Add the total cost or contribution for a small Street Sweeper (if budget allows)

The maintenance of infrastructure is critical to its use. It is becoming more difficult for us to contract street sweeping and the Town's existing street sweeping attachment is not appropriate for the task. We are looking to purchase a small sweeper that can be part of our regular Public Works fleet. An example is included here:



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### **7) Assessment of lowering the speed limit on residential streets and institute speed limits on busy trail sections.**

A primary goal of active transportation infrastructure investments is to reduce conflicts and mitigate risks between vehicles and people. Vehicle speed is an important element and defines the interventions most appropriate in engineering standards when considering active transportation improvements.

Staff are suggesting we explore lowering speed limits in residential areas and couple this with seasonal traffic calming as described above to reduce conflict and risk and create comfort for users walking and cycling. The Province would have to approve lower speeds through a process. HRM has done this on certain residential streets and Yarmouth has lowered speeds as well. Staff would like to explore the realities of reducing the speed limit to 30km/h on residential streets.

Speed on the Harvest Moon trail should also be limited – especially with e-bikes and scooters being introduced with people walking. Staff are suggesting to implement a 20km/h speed limit and in tighter or busy areas, less speed. The bigger issue is the width and surface compounding the new devices that facilitate higher speeds (e-bikes and scooters). Shown below is a speed campaign from Ontario and other safety information on speed. Further on there are examples of trail speed interventions.



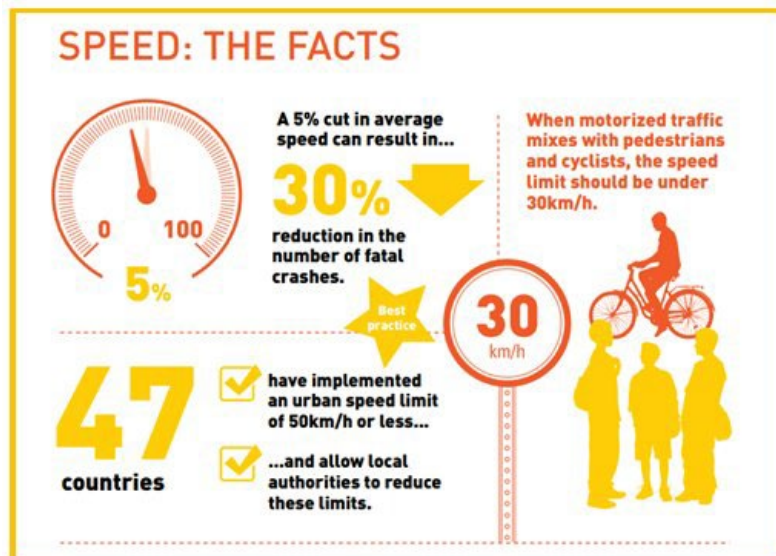
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### Summary - Incremental Improvements and Lower Risk Changes

The amended approach to using seasonal elements (bollards, speed cushions, paint, etc – supplemented by fixing and maintenance) is appealing from a risk and change management perspective in that if we want to adjust or move something – we can do that easily. With permanent infrastructure, this is not possible. Once an intervention is shown to work, we can determine if it is most appropriate to leave it in place long-term or upgrade to a permanent solution.

Existing asphalt and other infrastructure on many of the streets identified for AT improvements is not in great shape to be adding new permanent elements on top of. This approach allows us to add elements on all streets, not just with new surfacing or updated infrastructure.

The consultant we have recently engaged – [Mobycon](#) – is supportive of this approach and offering their expertise in implementation. Their letter (attachment 1) states the following:

- **Real-time experimentation:** the use of temporary materials can be seen as a real-time form of public consultation, allowing people to see and interact with new ideas rather than just seeing them on a map. If certain measures cause issues, they can be easily adjusted to minimize impacts. When opportunities come up to repave or rebuild roadways or underground infrastructure, streets can be redesigned to replace the temporary measures with more permanent ones.



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### 8) FINANCIAL IMPLICATIONS

\$887,212 has been previously budgeted as Town investment (this is in our current Capital Budget) with \$2,439,419 committed in Provincial and Federal Investment (ICIP application) for a total of **\$3,326,632 in AT Improvements**. Staff are still proposing this budget amount and are working on the amended approach to meet these numbers. A detailed budget of the revised approach would be brought forward, supported by our new consulting support. We have tendered aspects of the network twice now – both were significantly more than our engineering estimates anticipated. This price escalation is consistent with the experience of other municipalities across the province.

Not making use of this funding support is a tremendous lost opportunity. It is difficult for the Town to rationalize this level of investment in walking, rolling and strolling by ourselves when you look at the other pressing infrastructure needs (e.g. streets, stormwater, facilities, flood risk, water, sewer).

### 9) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

This initiative is relevant to the strategic directions of:

- Economic Prosperity
- Social Equity
- Climate Action
- Community Wellness

Council Priority Initiatives that are relevant include:

- Revitalization and maintenance of road, sidewalk, crosswalk infrastructure and traffic management
- Economic sector growth and support for businesses (retention and attraction)
- Climate management related initiatives (reduce carbon emissions, support local transportation, food security, environmental protection)

### 10) COMMUNICATION REQUIREMENTS

If this approach is endorsed, staff will need to communicate and have approved the revised direction on the ICIP funding with the Province. Once we have our approach finalized – additional community and stakeholder communication can be rolled out.



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Council will be brought an updated package with a detailed implementation schedule and budget in the fall. All of this work would be completed by the end of the 2027 construction season.

### 11) ALTERNATIVES

Council may wish to take an alternative approach and can direct Staff of changes to move forward with.



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### ATTACHMENT 1 – MOBYCON LETTER



PLAN • DESIGN • LEARN

Devin Lake  
Director of Planning + Public Works  
Town of Wolfville  
200 Dykeland Street, Wolfville, NS B4P 1A1

Friday, June 27, 2025

**RE: Wolfville Active Transportation Network Implementation**

Dear Devin,

I understand that the Town of Wolfville has secured funding to implement its active transportation network and based on cost inflation, is proposing a revised approach which would prioritize capital improvements on widening and improving the Millennium Trail while leveraging use of temporary materials and low-cost measures to implement other pieces of the network.

Mobycon sees great value in this approach, for the following reasons:

- **Establishment of a signature downtown trail:** prioritizing capital improvements on the Harvest Moon Trail will support Wolfville as a bicycle tourism hub for both residents and visitors and offer direct connections to many civic facilities. Communities large and small across North America have found great value in investing in signature trails as a first step to establish and grow a local culture of cycling.
- **Rapid network implementation:** like all networks, cycling networks become more useful when they provide more linkages between origins and destinations. The use of temporary materials for other pieces of the network in a coordinated approach will allow Wolfville to rapidly realize the benefits of a connected cycling network in the short term, rather than seeing these benefits years in the future with a more piecemeal implementation. Canadian cities like Calgary and Edmonton have successfully implemented such networks in their downtowns, and we believe the same is possible in a small community like Wolfville.
- **Real-time experimentation:** the use of temporary materials can be seen as a real-time form of public consultation, allowing people to see and interact with new ideas rather than just seeing them on a map. If certain measures cause issues, they can be easily adjusted to minimize impacts. When opportunities come up to repave or rebuild roadways or underground infrastructure, streets can be redesigned to replace the temporary measures with more permanent ones.

Mobycon is a Dutch-Canadian consultancy specializing in developing and implementing innovative and sustainable mobility solutions, with nearly 40 years of history and more than 50 employees across offices in Canada, the United States, the Netherlands, and Germany. Our goal is to share our expertise and way of thinking to inspire change, to help make the world less dependent on the car.

Kind regards,

A handwritten signature in black ink, appearing to read 'Matt Pinder'.

Matt Pinder, P.Eng. | Senior Integrated Mobility Consultant

THE NETHERLANDS • CANADA • USA • GERMANY



150 Elgin Street, Suite 1000 • Ottawa, ON • Canada K2P 1L4 • +1 (613) 216-2332 • info@mobycon.com  
www.mobycon.com



## REQUEST FOR DECISION 002-2025

Title: Code of Conduct for Municipal Elected Officials Investigator

Date: 2025-07-08

Prepared by: Laura Morrison, Town Clerk & Manager of Administration

Contributors: Glenn Horne, CAO

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## SUMMARY

### Code of Conduct for Municipal Election Officials Investigator

In February 2025, the Association of Municipal Administrators of Nova Scotia (AMANS) developed a list of qualified organizations that municipalities and villages may appoint as Code Investigators.

AMANS did not enter into a contract or agreement with any of the qualified investigators. This responsibility falls to each individual municipal unit.

While considering potential internal conflicts of interest, three of these organizations were invited into a Request for Quotation process with the Town. One other organization was invited to submit in accordance with the Town's Procurement Policy of mid-range (\$2,500-\$50,000) service provision.

All four submissions were received and reviewed by the Town Clerk and CAO. After consideration and discussion staff recommend entering a Standing Offer Arrangement with Joanne Brown of KBRS to undertake the work of investigating complaints received under the Code of Conduct for Municipal Elected Officials Policy.

### DRAFT MOTION:

That Council direct staff to enter into a Standing Offer Agreement with Joanne Brown and KBRS to be the Town Investigator for alleged Code of Conduct for Municipal Elected Officials violations.



## REQUEST FOR DECISION 002-2025

Title: Code of Conduct for Municipal Elected Officials Investigator

Date: 2025-07-08

Prepared by: Laura Morrison, Town Clerk & Manager of Administration

Contributors: Glenn Horne, CAO

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### 1) CAO COMMENTS

The CAO supports the recommendation of staff.

### 2) LEGISLATIVE AUTHORITY

- Policy #110-011 Code of Conduct for Elected Municipal Officials
- Code of Conduct for Municipal Elected Officials Regulations N.S. Reg. 69/2025
- Policy#140-001 Procurement

### 3) STAFF RECOMMENDATION

The recommendation is that Council give direction to staff to enter a Standing Offer Agreement with Joanne Brown and KBRS, to carry out on an as-needed basis an investigative process, in line with the legislative authority noted above, for any complaints received against elected municipal officials.

### 4) REFERENCES AND ATTACHMENTS

- Policy #110-011 Code of Conduct for Elected Municipal Officials
- Code of Conduct for Municipal Elected Officials Regulations N.S. Reg. 69/2025
- Policy #140-001 Procurement

### 5) DISCUSSION

In December 2024 the Code of Conduct for Municipal Elected Officials Regulations were passed (amended 2025) and adopted by each municipal unit. These regulations stipulate that an Investigator must be appointed by the municipality to receive and investigate complaints in breach of the Code.

The Association of Municipal Administrators, Nova Scotia (AMANS) undertook a request for qualification (RFQ) process that closed on January 17, 2025, to invite submissions. AMANS worked with its internal Procurement Committee to evaluate all submissions received. Committee members evaluated each proposal and met to form a consensus on each proponent. A list of ten (10) qualified organizations was circulated to municipal units to assist them in selecting an appropriate organization to carry out the process as detailed in the legislation. AMANS did not enter into either a Contract or an Agreement with any of the



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Title: Code of Conduct for Municipal Elected Officials Investigator

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Prepared by: Laura Morrison, Town Clerk & Manager of Administration

Contributors: Glenn Horne, CAO

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qualified investigators. This responsibility falls to each municipal unit. Municipal units can also follow their own procurement process to invite submissions.

While considering potential internal conflicts of interest, three of the ten were invited by the Town to participate in a Request for Quotation process, and, in accordance with the Town's Procurement policy #140-001 (Section 5.3.3 for mid-range (2,500 - \$50,000) provision of service), one other qualified organization, not on the AMANS list, was invited to submit a quotation. All four submitted.

Each submission was reviewed on their understanding of the role required, experience in similar practices, price point and response time. After consideration and discussion by the CAO and Town Clerk, the recommendation is to enter into a Standing Offer Agreement with Joanne Brown of KBRS to investigate complaints received under the Code of Conduct for Elected Municipal Officials.

## 6) FINANCIAL IMPLICATIONS

Costs are incurred when the Investigator's services are required. This will be considered in the budget process.

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

This action supports governance/accountability requirements.

## 8) COMMUNICATION REQUIREMENTS

The Investigators' name and contact information will be publicly available on the Town's website and can be requested by any member of the public or staff member.

## 9) ALTERNATIVES

Council may choose not to approve the recommendation and instruct staff to return with other options.



## REQUEST FOR DECISION 029-2025

Title: Uranium Exploration in Annapolis & Hants Counties  
Date: 2025-07-08  
Prepared by: Glenn Horne, CAO  
Contributors: Laura Yaroshevskaya, Administrative Assistant

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## SUMMARY

### Uranium Exploration in Annapolis & Hants Counties

This RFD is being provided to Town Council so that it may consider its position on the recent lifting of the provincial government's ban on uranium exploration and mining and recent request for proposals soliciting interest in exploring uranium deposits in nearby Annapolis and Hants counties. While no proposals were received in response to the RFP, the Department of Natural Resources has announced it will conduct its own geological study of the areas while considering next steps.

The issue has generated public interest; multiple municipalities and the Assembly of Nova Scotia Mi'kmaw Chiefs have expressed reservations about the province's approach to uranium exploration.

The Town of Wolfville has no authority over uranium activities, which fall under provincial and federal jurisdiction. Information is provided in this RFD to assist Town Council as it considers whether to take a formal position on the matter. A draft resolution is also provided for Town Council's consideration.

### DRAFT MOTION:

WHEREAS in a letter dated February 11, 2025, Minister of Municipal Affairs, the Honourable John Lohr, asked the province's mayors and wardens to signal their general support for resource development and stated that steps toward resource development needed to be taken carefully and in consultation with communities;

WHEREAS the Province of Nova Scotia repealed its 45-year ban on uranium exploration and mining on March 26, 2025, with limited public consultation;

WHEREAS the Town of Wolfville was declared a nuclear free zone in 1985, reflecting our community's long-standing commitment to nuclear-free policies;

WHEREAS residents of Wolfville have expressed to Town Council **concern** and opposition toward uranium exploration in the local area and the implications on the region's potable water, environment, public health and tourism and agriculture economies are largely unknown;



## REQUEST FOR DECISION 029-2025

Title: Uranium Exploration in Annapolis & Hants Counties

Date: 2025-07-08

Prepared by: Glenn Horne, CAO

Contributors: Laura Yaroshevskaya, Administrative Assistant

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BE IT RESOLVED that the Town of Wolfville requests the provincial government:

- Engage with municipalities, First Nations, and communities so they may become informed of potential risks and benefits of uranium exploration and provide input.
- Engage an independent study of the environmental and public health effects of uranium exploration and mining at each of the proposed sites in Kings and Hants counties, including the potential effects on private and public water supplies.



## REQUEST FOR DECISION 029-2025

Title: Uranium Exploration in Annapolis & Hants Counties  
Date: 2025-07-08  
Prepared by: Glenn Horne, CAO  
Contributors: Laura Yaroshevskaya, Administrative Assistant

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### 1) CAO COMMENTS

Based on recent discussions, there appears to be a desire by Town Council to consider its position on the recent lifting of the provincial government's ban on uranium exploration and mining and recent request for proposals soliciting interest in exploring uranium in East Dalhousie and Millet Brook, specifically.

### 2) LEGISLATIVE AUTHORITY

The *Municipal Government Act* described municipalities as a responsible order of government accountable to the people, with the purpose of developing and maintaining safe and viable communities. The Town of Wolfville has no authority over the exploration or mining of uranium.

### 3) STAFF RECOMMENDATION

There is no staff recommendation; the Town has no experience or technical expertise related to the exploration of uranium. The information provided in this RFD cannot be considered expert opinion. Rather, it is a compilation of publicly available information.

### 4) REFERENCES AND ATTACHMENTS

- [March 26, 2025, Uranium Exploration Request for Proposals](#)
- [There was zero interest in Nova Scotia's call for uranium exploration, CBC News, June 12, 2025.](#)
- [Nova Scotia to do own study of 3 areas with uranium deposits without drilling or digging, CBC News, June 23, 2025.](#)

### 5) DISCUSSION

Natural resources, including mining, fall under provincial jurisdiction. The Nova Scotia Department of Natural Resources administers mineral rights and regulates exploration and mining activity. This includes issuing exploration licenses, mine development approvals, and environmental permits (under provincial environmental legislation).

The federal government, through agencies like the Canadian Nuclear Safety Commission (CNSC), regulates radioactive materials, including uranium. If uranium mining took place in Nova Scotia, it would also be subject to the federal Impact Assessment Act and the Nuclear



## REQUEST FOR DECISION 029-2025

Title: Uranium Exploration in Annapolis & Hants Counties  
Date: 2025-07-08  
Prepared by: Glenn Horne, CAO  
Contributors: Laura Yaroshevskaya, Administrative Assistant

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Safety and Control Act. Therefore, both federal and provincial governments would share responsibility, especially regarding environmental protection and nuclear safety.

Mining exploration is governed by the [Mineral Resources Act](#). In early 2025, Nova Scotia lifted its ban on uranium exploration and mining, allowing companies to apply for exploration licenses. While some companies expressed interest in exploring for uranium, particularly in areas with known deposits like Millet Brook, East Dalhousie, and Louisville, there has been a lack of actual bids for exploration licenses.

Exploration that disturbs the land (e.g. drilling) requires permits, which vary depending on the exact activities. Health and safety requirements are outlined in the permits. The Mineral Exploration License holder is required to remediate any disturbance.

There are three (3) areas of the province where there are known higher levels of uranium and the usual licensing process is not being used for these areas; on May 14, 2025, an RFP was issued for individuals and companies to explore for uranium in these target areas:

- East Dalhousie (Annapolis County)
- Louisville (Pictou County)
- Millet Brook (Hants County)

The deadline for applications was June 11, 2025, and none were received. It has since been reported that Nova Scotia will move ahead with its own geological study of three areas with known uranium deposits. A spokesperson for the Department of Natural Resources told CBC News the province won't grant any mineral exploration licenses for the areas, which were part of a recent request for proposals. Rather, this DNR-led research will take place while the Province considers its next steps.

Since the issuance of the exploration RFP on May 14, the Assembly of Nova Scotia Mi'kmaw Chiefs, and the councils of, the Municipality of the County of Annapolis, the Municipality of the County of Pictou, the Municipality of the District of Lunenburg and the Region of West Hants have each expressed reservations to the provinces' approach to uranium exploration.

Uranium mining is shown to have negative health effects on neighboring communities and negative environmental effects on the surrounding eco-systems. The specific effects of exploration activities in East Dalhousie and Millet Brook on public health and the environment are unknown.



## REQUEST FOR DECISION 029-2025

Title: Uranium Exploration in Annapolis & Hants Counties

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### 6) FINANCIAL IMPLICATIONS

NA

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

NA

### 8) COMMUNICATION REQUIREMENTS

If Council adopts the resolution herein, or some other variation, it will be shared with the local MLA, MP, Minister of Municipal Affairs and Minister of Natural Resources. Some media interest is also expected.

### 9) ALTERNATIVES

Council may approve the draft motion or not.



## REQUEST FOR DECISION 031-2025

Title: Reservoir Park Wash / Change Room Update  
Date: 2025-07-22  
Prepared by: Mark Fredericks, Senior Planner  
Contributors: Devin Lake, Director of Planning and Public Works

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## SUMMARY

### Reservoir Park Wash / Change Room Update

Staff are working with COG Developments on a new washroom and changing room in Reservoir Park. Staff have engaged this contractor through the Town's standing offer for general contracting services. The intent is for the contractor to build the facility in the summer of 2025, with Town staff to install the services (water, sewer, power) in the fall of 2025. This report is intended to provide Council with an update on the progress and a request to increase the budget.

### DRAFT MOTION:

That Council approves the budget increase for the Reservoir Park washroom project from \$205,000 to \$275,000.



## REQUEST FOR DECISION 031-2025

Title: Reservoir Park Wash / Change Room Update  
Date: 2025-07-22  
Prepared by: Mark Fredericks, Senior Planner  
Contributors: Devin Lake, Director of Planning and Public Works

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### CAO COMMENTS

The CAO supports the recommendation of staff.

#### 1) LEGISLATIVE AUTHORITY

Municipal Government Act (MGA) Section 65 and 65A. This project is also approved in the 2025/26 Capital Plan & Budget.

#### 2) STAFF RECOMMENDATION

Staff recommend increasing the budget for construction of a wash / change room in Reservoir Park by \$70,000 to a total of \$275,000. Because the proposed budget increase is greater than 10% where a specific budget has been allocation, Council must approve the increase rather than the CAO.

#### 3) REFERENCES AND ATTACHMENTS

- Attachment 1 – Proposed Floor Plan
- Attachment 2 – Proposed siting location

#### 4) DISCUSSION

Locating a washroom and changing room facility in Reservoir Park has been considered for several years. In early 2025 staff began a design-build RFP process, but due to the timeline of this approach, switched to engaging a local contractor on standing offer to deliver this project. Town staff and COG Construction have been working closely to develop a design layout and to ensure accessibility standards are met.

To date, a structure has been designed and sited in the park (attachments 1 and 2) and a quote for the construction has been received for \$200,000 plus tax.

The proposed structure is approximately 27 ft by 36 ft, with a ~500 square foot covered area for seating, picnic tables and shade. The location of this facility is just above the beach in a small, wooded section of the park currently occupied by portable toilets and a waste station. The facility will meet or exceed the National Building Code accessibility standards and staff are aiming to achieve compliance with the CSA accessibility standards where possible. The washrooms would be year-round and changing rooms would be open seasonally. Exterior wash off taps and information bulletin boards are also incorporated into the design. The structure will have a timber framed roof system, and wooden board and batten siding with commercial grade and durable fixtures/materials inside. Given a recent increase in vandalism at Town sites, appropriate security measures will also be considered.



## REQUEST FOR DECISION 031-2025

Title: Reservoir Park Wash / Change Room Update  
Date: 2025-07-22  
Prepared by: Mark Fredericks, Senior Planner  
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### 5) FINANCIAL IMPLICATIONS

This project has a \$205,000 budget (\$175,000 for a washroom & \$30,000 for shade), which staff expect will be used entirely for the construction of the facility. The opportunity to separate the water/sewer services will be a significant cost savings. However, staff expect this may still cost up to \$70,000 of material, as it requires a pumping station, pipes and road repair at the connection point on Pleasant Street. This infrastructure system is needed because of the elevation of the building site being lower in elevation than the main sewer line on Pleasant Street.

### 6) REFERENCES TO COUNCIL STRATEGIC PLAN AND TOWN REPORTS

This project relates to several strategic directions from the 2021-2025 Strategic Plan including:

- Social Equity
- Community Wellness

This facility will be open to the public and frequented by many residents and visitors who would benefit from the shade, washroom and changing room this building will provide at a popular swimming site.

### 7) COMMUNICATION REQUIREMENTS

If approved, staff will communicate this decisions with COG Construction, Reservoir Park volunteer group , Reservoir Park users and residents with online construction messaging.

### 8) ALTERNATIVES

Council may choose not to support this requested budget increase and direct staff to scale the proposed building to a smaller size for possible cost savings.

Council may choose not to pursue this facility due to increasing costs of construction.



## REQUEST FOR DECISION 031-2025

Title: Reservoir Park Wash / Change Room Update

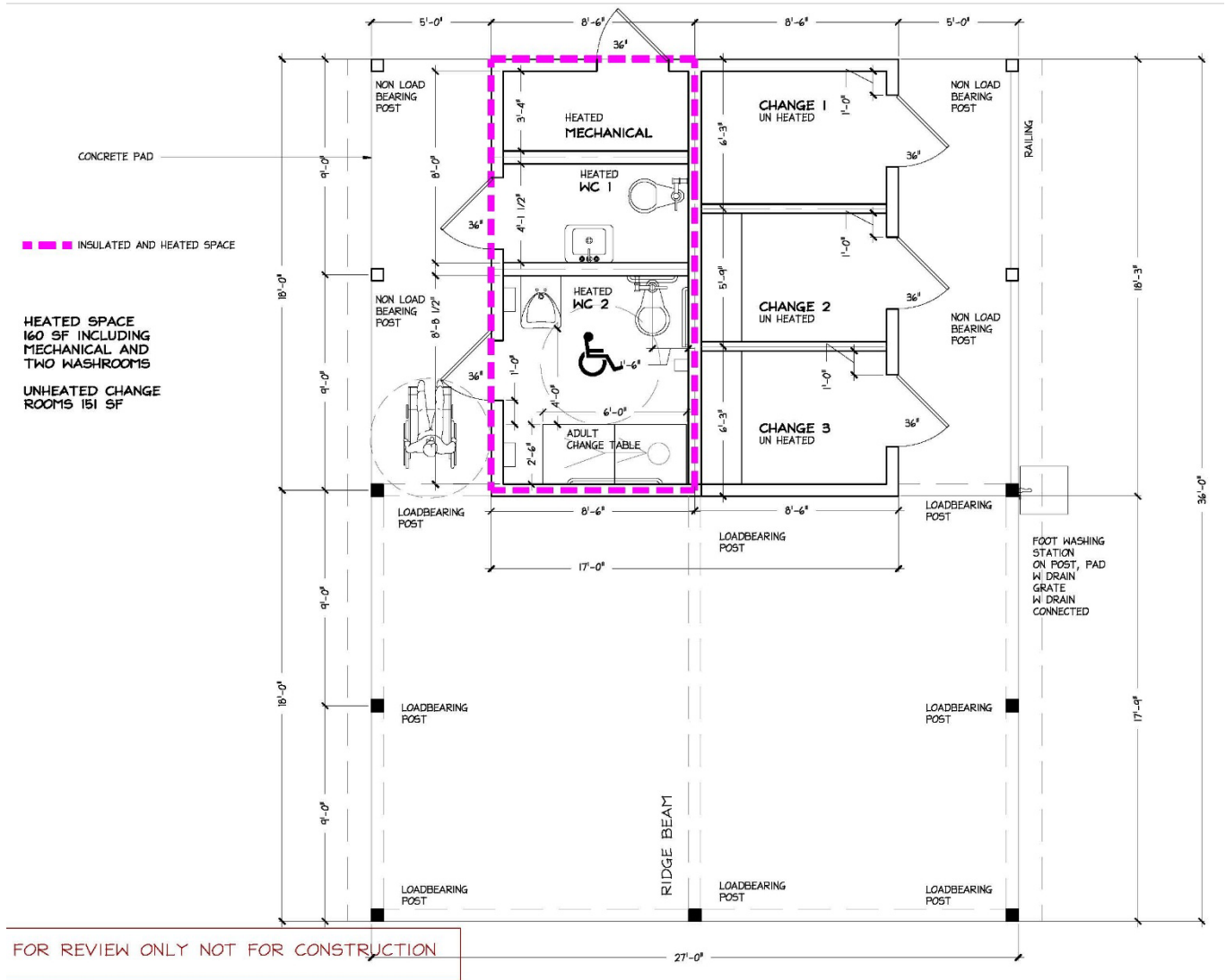
Date: 2025-07-22

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### Attachment 1 – Proposed Floor Plan





## REQUEST FOR DECISION 031-2025

Title: Reservoir Park Wash / Change Room Update

Date: 2025-07-22

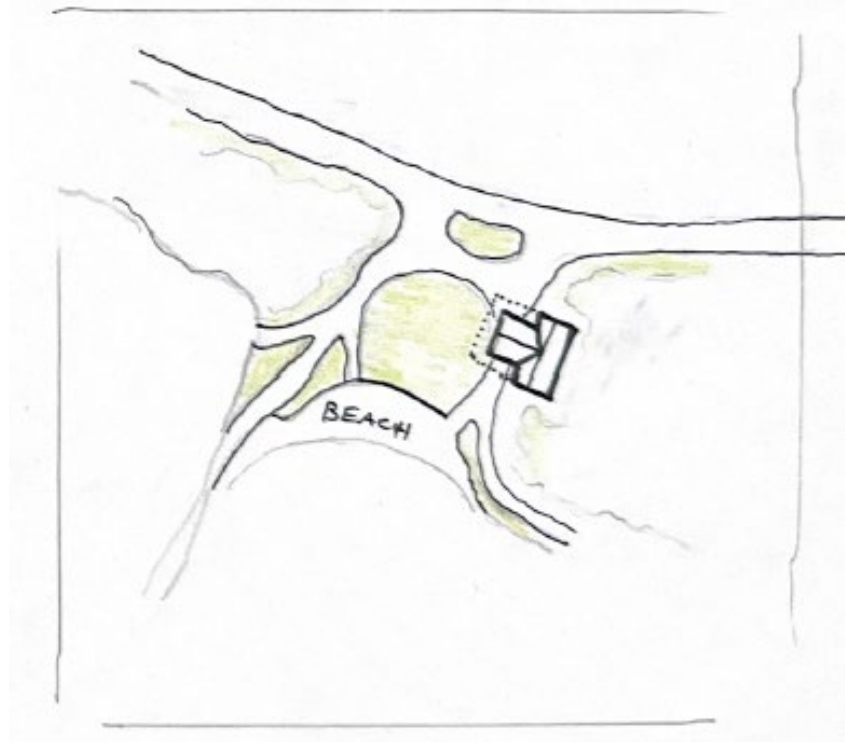
Prepared by: Mark Fredericks, Senior Planner

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### Attachment 2 – Proposed siting location





## INFORMATION REPORT (IR 018-2025)

Title: Housing Accelerator Fund Action Plan Update  
Date: July 22, 2025  
Prepared by: Lindsay Slade, Community Planner  
Contributors: Mark Fredericks, Senior Planner  
Devin Lake, Director of Planning & Public Works

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## SUMMARY

### Housing Accelerator Fund Action Plan Update

In February 2024, the Town entered into an agreement with the federal government under the Housing Accelerator Fund. Through this agreement, the Town has committed to implementing an Action Plan to accelerate the development of housing to meet growing needs.

The implementation of this action plan is being completed through a review of the Municipal Planning Strategy and Land Use Bylaw (Plan Review), intended to be a comprehensive approach to addressing how the Town supports and invests in a growing community.

This information report to Council is intended to share where we are at with the Housing Accelerator Fund process, describe next steps between this point and Council's final consideration, and share the staff recommendations presented to the Planning Advisory Committee on July 10<sup>th</sup>. These recommendations are informed by several months of workshops and presentations with the Planning Advisory Committee, public engagement at open houses and surveys, stakeholder interviews, technical studies, best practices and professional planning advice.



## INFORMATION REPORT (IR 018-2025)

Title: Housing Accelerator Fund Action Plan Update  
Date: July 22, 2025  
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### 1) CAO COMMENTS

Following extensive work by Staff, consultants and the Planning Advisory Committee, work on amendments to the Town's Municipal Planning Strategy to support the implementation of the Housing Accelerator Fund has progressed to a point where specific recommendations can now be drafted and assessed. This report and the attached HAF Recommendations deck provided to PAC in July, 2025, will provide Council with an update on the direction of those recommendations.

Council is not being asked to approve these recommendations at the July 22, 2025 meeting. Rather, staff is sharing information that has recently been received at the PAC and providing an opportunity to for further feedback prior to the next immediate step of developing the detailed draft amendments to the Planning Documents that will be subject to further engagement and Council's eventual decision.

### 2) ATTACHMENTS AND REFERENCES

1. HAF Recommendations to PAC (July 2025) (*attached*)
2. [HAF Action Plan Implementation Framework \(Package 3\)](#)
3. [Municipal Planning Strategy](#)
4. [Land Use Bylaw](#)
5. [Wolfville Blooms](#) – Housing Accelerator Fund page
6. [Wolfville Town Website](#) – Housing Accelerator Fund page
7. [Housing Accelerator Fund Agreement](#)
8. [Community Profile](#) (Turner Drake & Partners)

### 3) DISCUSSION

Over several months, staff along with consultants at Happy Cities and Fathom Studios have delivered a series of workshops and presentations to the Planning Advisory Committee (PAC). These sessions focused on three key areas: neighbourhoods, downtown, heritage protections, and parking.

For each of these action areas, Staff sought feedback from the Committee to identify where more information or clarification was needed to shape recommendations for changes to the Town's planning documents. This has been an evolving process, as demonstrated by the three supporting HAF Action Plan Implementation Framework packages. Attachment 1 outlines the draft recommendations presented to PAC on July 10th, along with background information explaining how each recommendation was reached.

#### Where we are in the process:

Work on the Housing Accelerator Fund program has been underway for approximately 18 months. This process has included public engagement, technical studies, professional expertise, and several workshops and meetings with the Planning Advisory Committee. Key milestones are outlined below:

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## INFORMATION REPORT (IR 018-2025)

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### February-March 2025:

- Consultants conducted 13 stakeholder interviews with local residents, council members, and PAC members to gather ideas, concerns and priorities.

### May 2025:

- The first version of the HAF Action Plan Implementation Framework (Package 1) was shared with PAC and the public. This document introduced the Growth Management Framework and early recommendations and scenarios for neighbourhood growth, downtown development, and parking requirements. This package can be viewed [here](#).
- Four public open houses were held at the Wolfville Legion, with approximately 100 attendees providing feedback on the initial recommendations and scenarios described in Package 1.
- A digital survey was available throughout the month of May on [www.wolfvilleblooms.ca](http://www.wolfvilleblooms.ca). A total of 163 individuals participated. A summary of the survey and open houses can be viewed [here](#).

### June 2025:

- Package 2 was presented to PAC, including updates based on public and committee feedback. It also introduced work underway on the Non-Market Housing Strategy and Student Housing work. PAC provided direction on which recommendations to explore further and identified areas needing more information or analysis.

### July 2025:

- PAC received Package 3, which included a jurisdiction scan of other municipalities and a refined set of recommendations based on previous feedback. These recommendations, including context around each can be viewed in Attachment 1, and are summarized in bullet form below.

### Draft Recommendations:

Below is a menu of recommendations to support the Town's implementation of the HAF Action Plan. PAC was presented with a range of recommendations for each subject area. For a full description of the recommendations, view Attachment 1.

#### Heritage:

**Recommendation 1:** Identify the highest-value buildings for heritage protection. Protect them by:

- Reducing height limits on these buildings to two stories.
- Allowing owners to apply for more height through a development agreement process that would preserve heritage elements, such as facades.
- Encouraging owners to register properties with a Municipal Heritage Property designation.



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**Recommendation 2:** Use design requirements to preserve key components of the Main Street's character:

- Set a maximum width in the Land-Use Bylaw for commercial spaces, to maintain the street's historic visual diversity.
- Review the Design Guidelines and approval process for opportunities to strengthen character protections.

**Recommendation 3:** Continue reviewing legal feasibility of setting a maximum width for lots.

*(If this goes forward, maximum lot widths will be relatively permissive (e.g. ~100ft), preventing only very large projects that could greatly homogenize the street).*

**Recommendation 4:** Protected view corridors will be established:

- From the northwest corner of Harbourview and Main Street looking at Blomidon.
- From the northwest corner of Harbourview and Main Street looking at Blomidon.
- At Central Ave looking at farmland View corridors will be protected via Design Guidelines to ensure flexibility.

### **Downtown:**

**Recommendation 1:** Extend the downtown zone (C-1):

- East along Main St.
- Southward, to encompass Summer St, Linden Ave, Acadia St, and Gaspereau Ave (to Winter St).
- Northward to encompass properties behind Railtown.
- To include the lands along the rail corridor.

**Recommendation 2:** Extra front yard setback areas

- Require larger front-yard setbacks in new C-1 areas south and east (in green) so that new buildings line up with existing homes.

**Recommendation 3:** Set a maximum four-storey height limit in C-1.

**Recommendation 4:** Allow four-storey projects with site plan approval, not a development agreement, and achieve any desired public benefits through clear requirements, not a negotiation.

**Recommendation 5:** Allow six storeys by development agreement in two contexts:

- Areas marked purple (which are less visible in most of downtown).
- Projects that include a major non-market housing component.



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### **Parking:**

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**Recommendation 1:** Conduct a land swap between existing farmland (circle 1) and Town-owned land north of Home Hardware (circle 2). Create new parking in circle 1 and new farmland in circle 2 (see image in presentation slide).

**Recommendation 2.** Design the new parking to be long and narrow and aim to make it less visible from Central Ave. Note: The concept sketch (see slide) opposite expresses early ideas. There are many options for how to lay this out during the detailed planning phase.

**Recommendation 3:** Repurpose publicly owned parking on Front St. for:

- Non-market housing with ground-floor commercial space
- Public outdoor space

**Recommendation 4:** Use financial incentives to encourage property owners to redevelop parking lots and other opportunity sites.

- Specifically, reduce commercial property taxes for the first year after development, and slowly phase in property taxes over 10 years, using Bill 177.

**Recommendation 5:** Implement paid parking downtown and on surrounding streets. Consider solutions to provide an efficient, appropriate price and to encourage turnover, such as variable -price parking (which changes in response to demand).

**Recommendation 6:** Offer free parking on the new public parking lot with:

- Prominent wayfinding to this parking lot.
- An excellent pedestrian path from this parking lot to Main Street.

**Recommendation 7:** Use funds from paid parking for a Downtown Improvement Fund and establish a program for yearly placemaking investments using this fund, collaborating with local businesses and residents.

**Recommendation 8:** Manage Town parking with the following strategies:

- Establish parking enforcement
- Collaborate with Acadia University to align pricing and parking strategy
- Explore options to manage parking impacts on residential streets, such as permit parking



## INFORMATION REPORT (IR 018-2025)

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**Recommendation 9:** Eliminate parking requirements for new buildings and businesses. Explanation: Eliminating parking requirements will have the same impact as reducing them: Most developers will still provide parking. Eliminating requirements is preferred because:

- It is administratively much simpler, compared to providing exemptions for projects with carshare or other mitigating factors, or creating area -specific rules.
- Developers are better positioned than the Town to predict how much parking a specific project will need.
- Simpler rules encourage greater investment.

### Neighbourhoods:

**Recommendation 1:** Simplify residential zones to three categories:

- Residential Low-Density
- Residential Medium-Density
- Residential High-Density

**Recommendation 2:** Create a “Residential Restricted” overlay for areas currently zoned R-1. This protects the current R1 areas with an overlay that limits the total number of units per lot to a maximum of two, with conditions. Note: the conditions (lot frontage, lot size, lot cover etc.) may exclude certain properties from adding a second unit.

**Recommendation 3:** Combine R3, R4, and R-LR into a single new Residential Medium Density Zone.

**Recommendation 4:** Create a few Residential High-Density areas on large properties along the edge of Town limits to encourage growth where it will have limited impact on existing residential areas.

**Recommendation 5:** Explore strategies to encourage courtyard/clustered housing on large lots.

**Recommendation 6:** Update the number of units allowed in each zone as indicated in the chart.

**Recommendation 7:** Replace all C-2 areas (outside downtown) with the Mixed-Use Zone, and consider adjustments to the zone to enable smaller-scale development.

**Recommendation 8:** Enable full-time short-term rental units in the newly expanded Core Commercial (C-1) and Mixed Use (MU) zones.

**Recommendation 9:** Allow short-term rental rooms (subject to restrictions) in all areas, so long as they:

- Are in homes/on properties where the main occupant lives full time (owner occupied).



## INFORMATION REPORT (IR 018-2025)

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### Next Steps:

- The purpose of this report is to share the draft recommendations that were presented to PAC with Council. Staff and the consultants will now work on developing the detailed draft amendments to the Planning Documents. Following the draft planning documents, another round of public engagement will occur in the Fall to solicit feedback on the draft documents. The goal is to seek Council approval on these new documents by the end of 2025 when our Agreement with CMHC concludes
- Further information will continue to be brought forward on the Non-Market Housing Strategy and Student Housing Initiative in Fall 2025.
- Final amendments will be incorporated in late Fall or early winter 2025, following the legislative approval process including public hearings.

## 4) COMMUNICATION REQUIREMENTS

Key Message: The Town is carrying out a Plan Review to implement the Housing Accelerator Fund Action Plan. Project information can be found at [wolfvilleblooms.ca](http://wolfvilleblooms.ca) and [Wolfville.ca](http://Wolfville.ca).

## 5) FUTURE COUNCIL INVOLVEMENT

Council will revisit all changes and help shape the final planning documents. The council will consider the updated Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) regulations in the fall of 2025 and will hold Public Hearings associated with the legislative approval process for new planning documents.



# **Housing Accelerator Fund Action Plan**

**Implementation Framework**

1. **Identify** the need for housing  
2. **Assess** the feasibility of the project  
3. **Develop** a business plan  
4. **Secure** funding  
5. **Implement** the project  
6. **Evaluate** the impact of the project

**Recommendations**







# Project Timeline



The project team has also received direction from the Planning Advisory Committee monthly since January 2025.



## Recommendations

The following recommendations integrate a broad range of inputs:

- Public feedback from open houses, the survey, and stakeholder interviews.
- Planning Advisory Committee Feedback.
- Housing Accelerator Fund commitments.
- The technical analysis contained in this report.

The project team sought solutions that would respond to the core goals expressed in feedback, that would be technically feasible, and that would meet the Town's long-term housing needs.

The Planning Advisory Committee and Council may choose to accept some or all of the recommendations suggested here, or may request adjustments. Further analysis will be conducted before Council will vote on the final recommendation later in the year. No decision at this stage is final







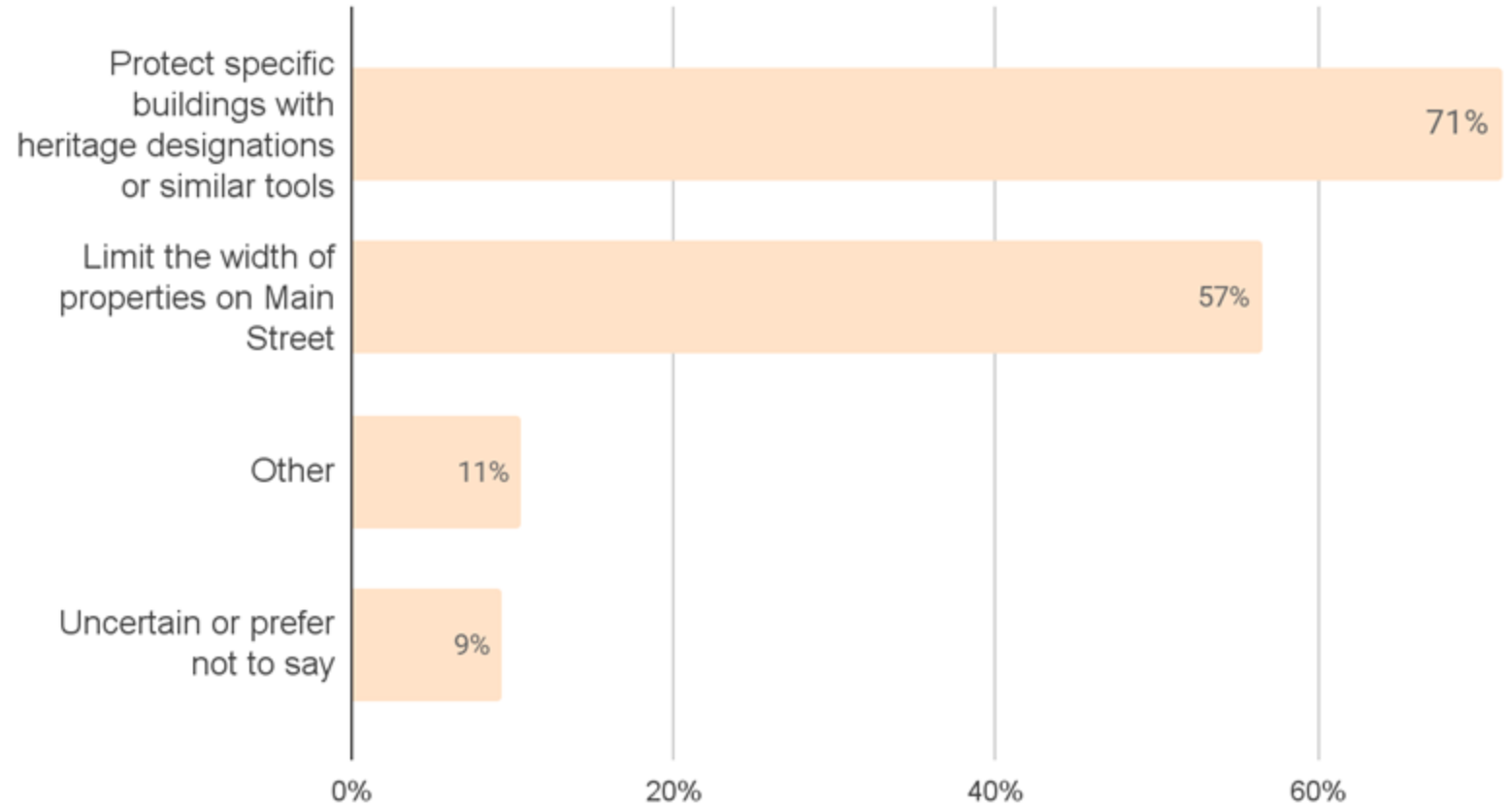
# Heritage



# Survey Results

## PAC Feedback on Heritage Protection:

- Focus on protecting highest-priority buildings
- Prioritize character protections otherwise
- Do not be overly restrictive with max lot-width requirements
- Protect views



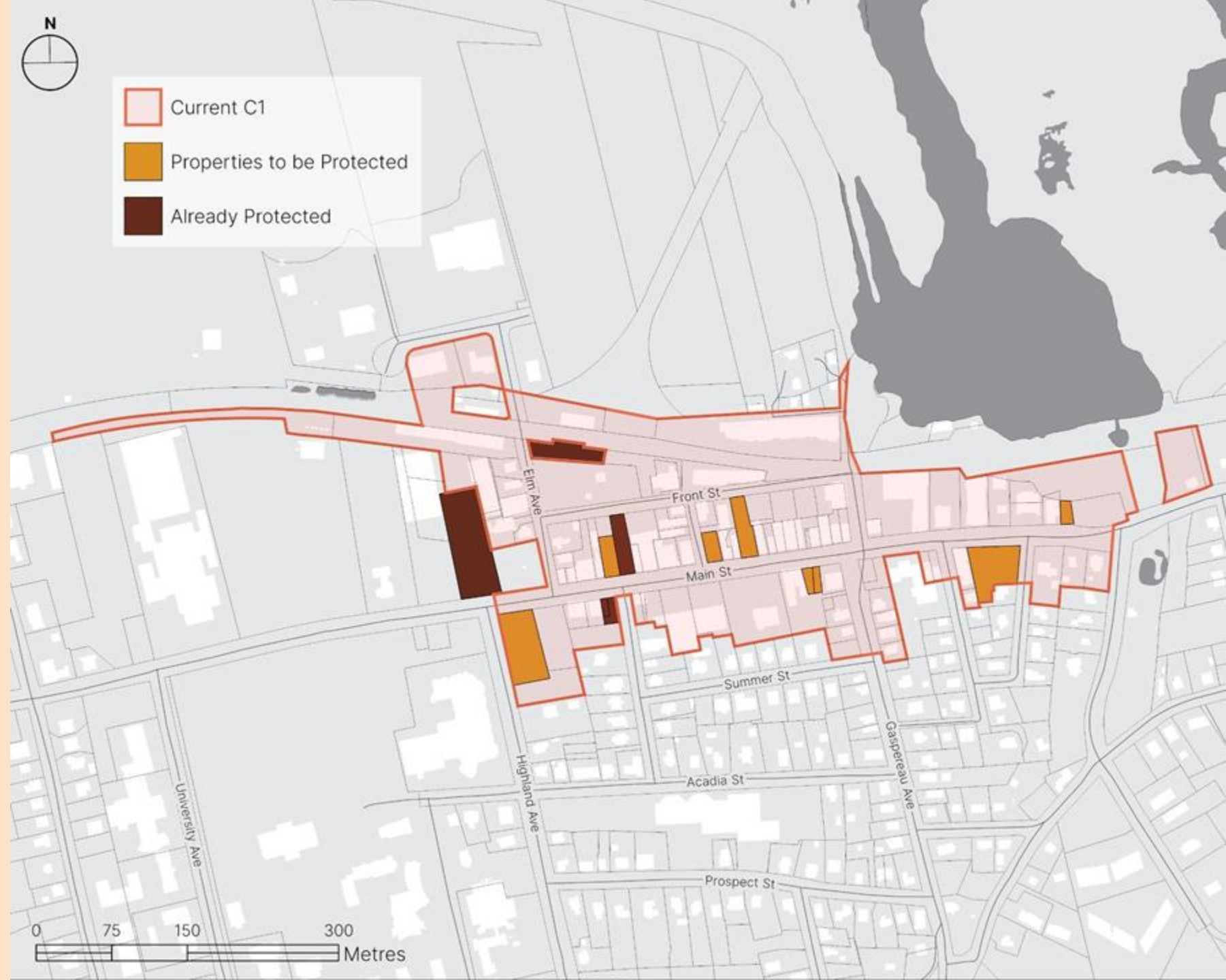
**Question:** “Which of the following strategies do you support? Select all that apply:”



# Heritage Protections

**Recommendation 1:** Identify a the highest-value buildings for heritage protection. Protect them by:

- Reducing height limits on these buildings to two storeys
- Allowing owners to apply for more height through a development agreement process that would preserve heritage elements, such as facades
- Encouraging owners to register properties

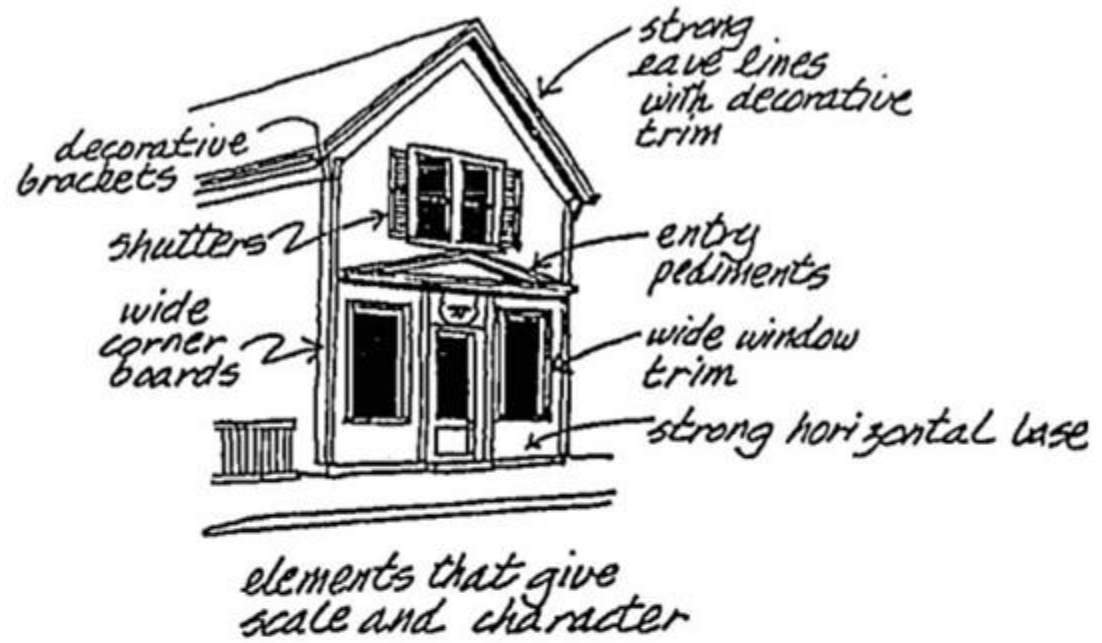




# Character Protections

**Recommendation 2:** Use design requirements to preserve key components of the Main Street's character:

- Set a maximum width in the Land-Use Bylaw for commercial spaces, to maintain the street's historic visual diversity
- Review the Design Guidelines and approval process for opportunities to strengthen character protections

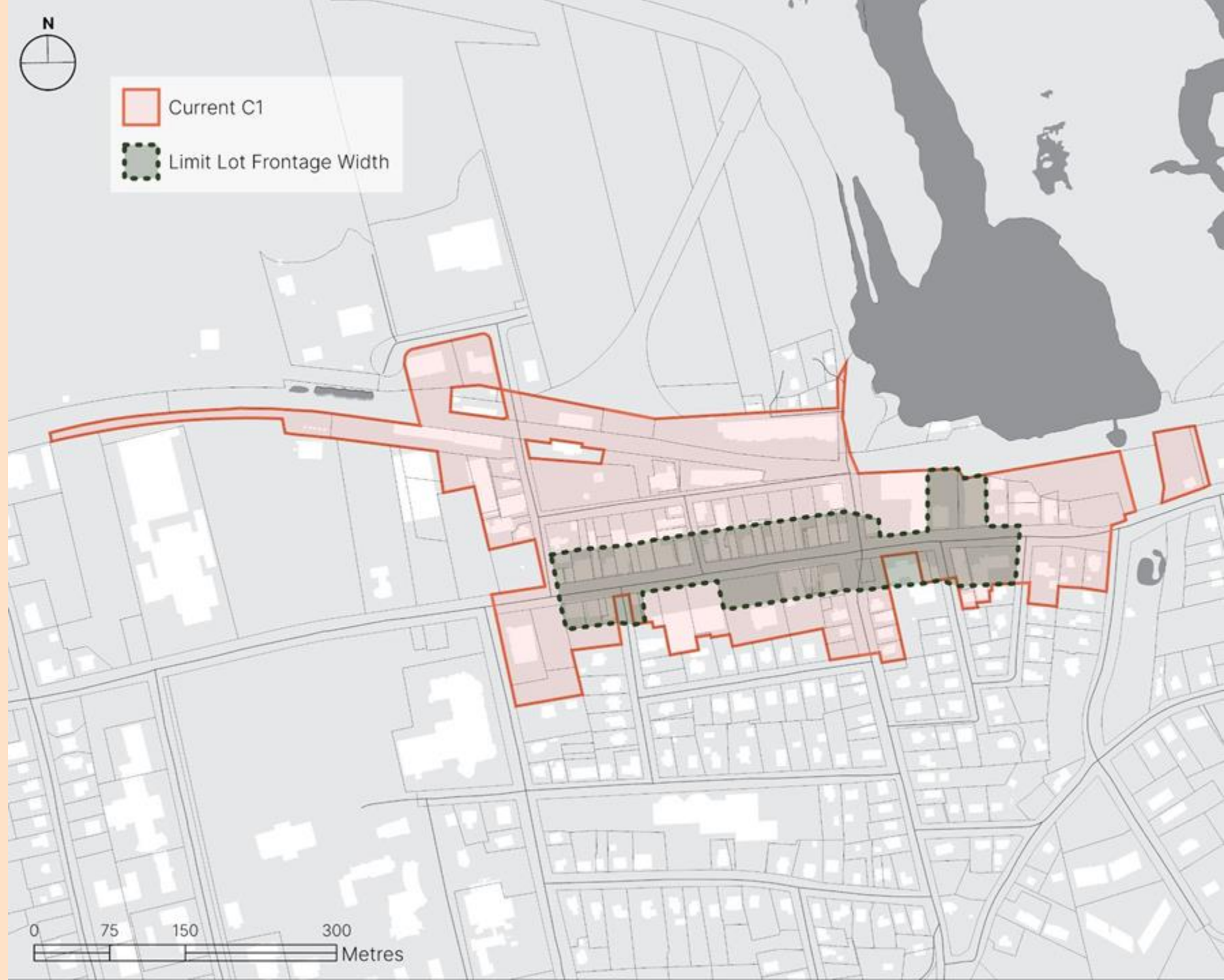




## Maximum Lot Width

**Recommendation 3:** Continue reviewing legal feasibility of setting a maximum width for lots.

*If this goes forward, maximum lot widths will be relatively permissive (e.g. ~100ft), preventing only very large projects that could greatly homogenize the street.*





## View Corridors

### Recommendation 4:

Protected view corridors will be established:

1. From the northwest corner of Harbourview and Main Street looking at Blomidon





## View Corridors

### Recommendation 4:

Protected view corridors will be established:

1. From the northwest corner of Harbourview and Main Street looking at Blomidon
2. At Central Ave looking at farmland

View corridors will be protected via Design Guidelines to ensure flexibility.







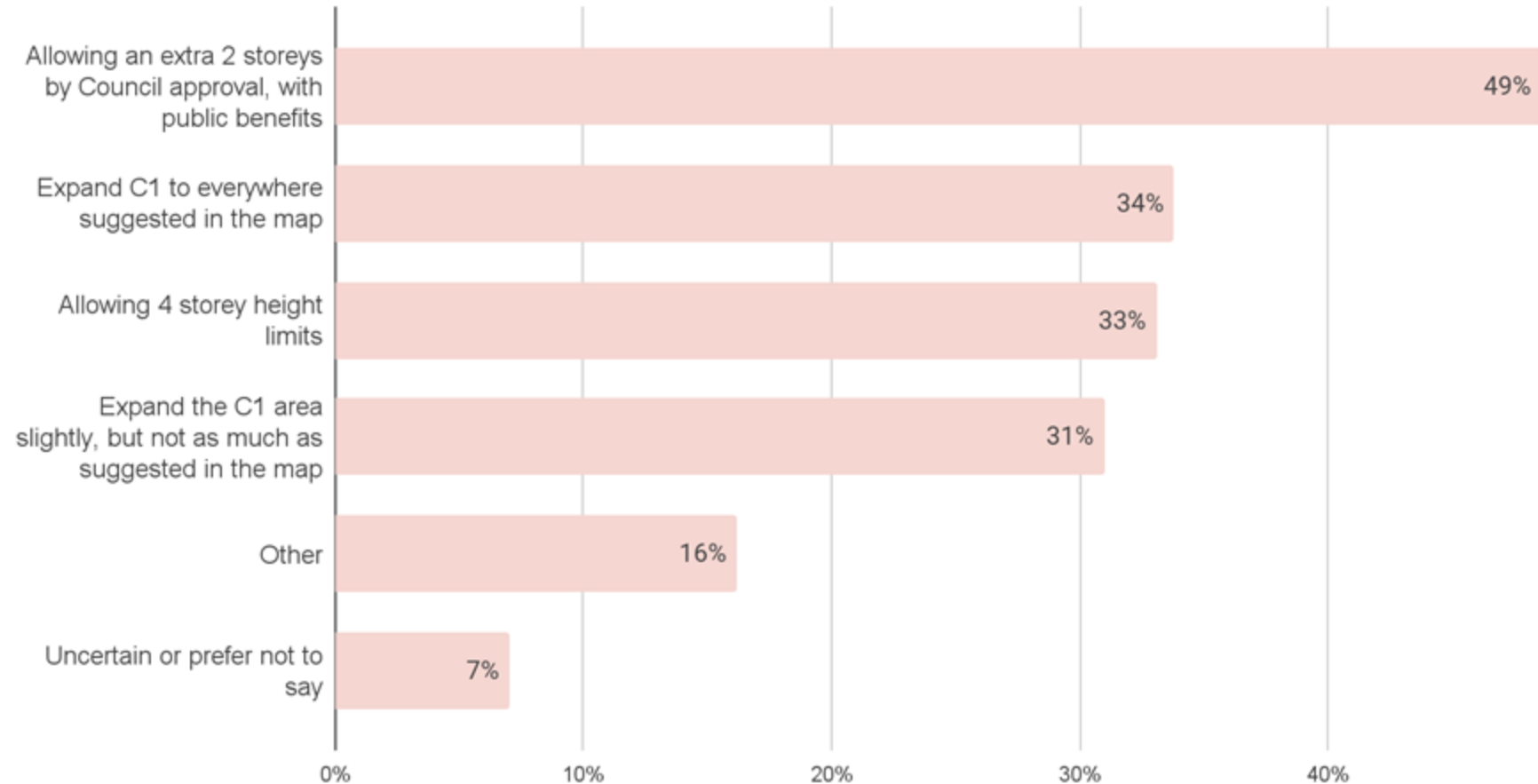
# Downtown



## PAC Feedback on Downtown Growth

- Extend downtown zoning (C-1), but not to Locust and Seaview
- Do not establish excessively restrictive rules for growth in these new areas, but do encourage larger front yards than exist downtown
- Five- and six-storey height limits are too high for Main Street and Front Street
- Public benefit negotiations can be divisive

**HAF requirement:** “Amend bylaw to increase building height maximums in core area to encourage low-carbon, dense and affordable developments.”



**Question:** “Which strategies would you support in Downtown Wolfville for meeting the Housing Accelerator Fund commitments to enabling more growth? Select all that apply:”



## Downtown Growth

**Recommendation 1:** Extend the downtown zone (C-1):

- East along Main St
- Southward, to encompass Summer St, Linden Ave, Acadia St, and Gaspereau Ave (to Winter St)
- Northward to encompass properties behind Railtown
- To include the lands along the rail corridor

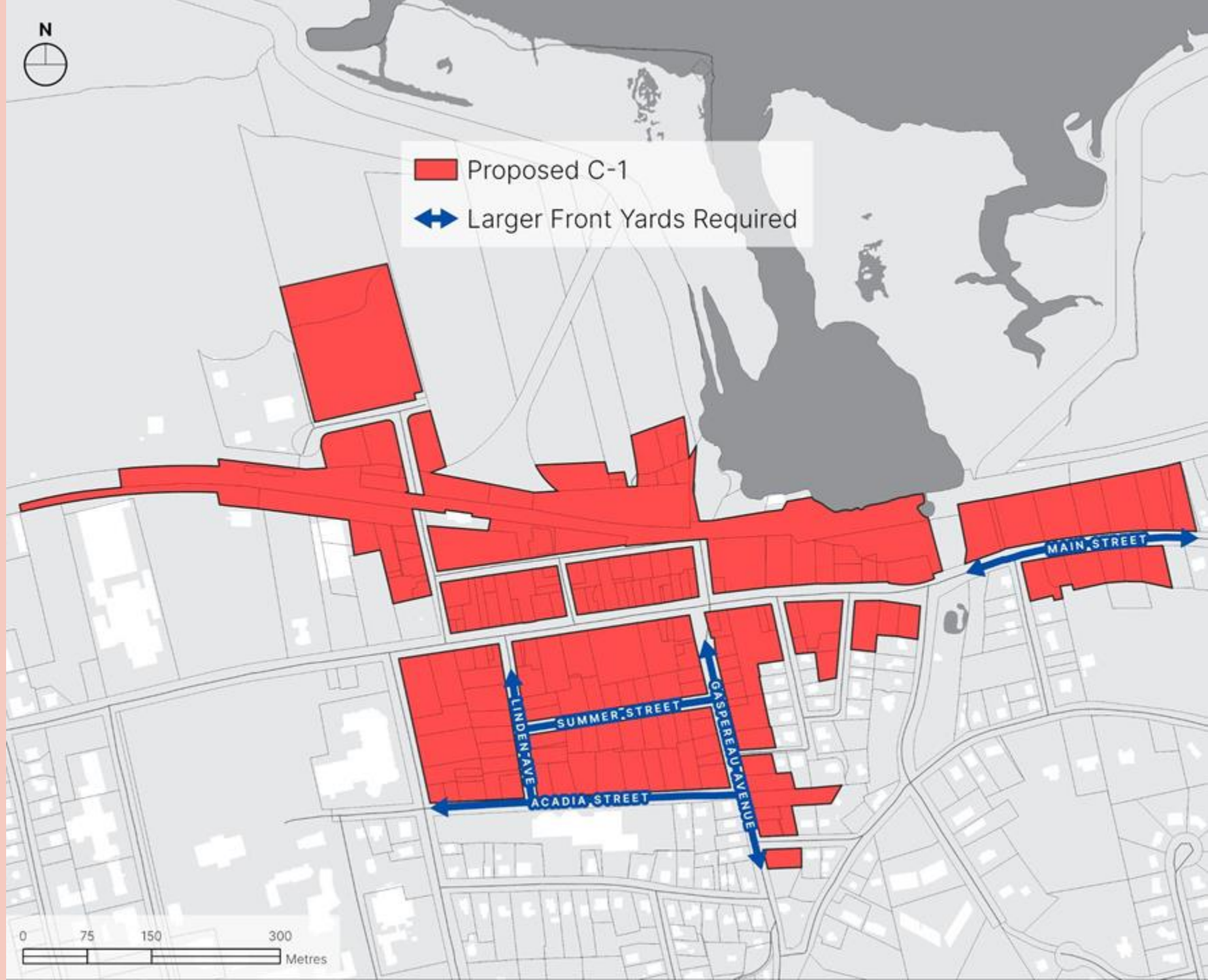




## Extra Front Yard Setback Areas

### Recommendation 2:

Require larger front-yard setbacks in new C-1 areas south and east (in green) so that new buildings line up with existing homes.





## Height Limits

**Recommendation 3:** Set a maximum four-storey height limit in C-1.

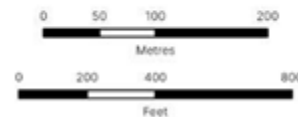
**Recommendation 4:** Allow four-storey projects with site plan approval, not a development agreement, and achieve any desired public benefits through clear requirements, not a negotiation.

**Recommendation 5:** Allow six storeys by development agreement in two contexts:

- Areas marked purple (which are less visible in most of downtown)
- Projects that include a major non-market housing component



**The Town of Wolfville**  
Schedule D  
Maximum Height Precincts





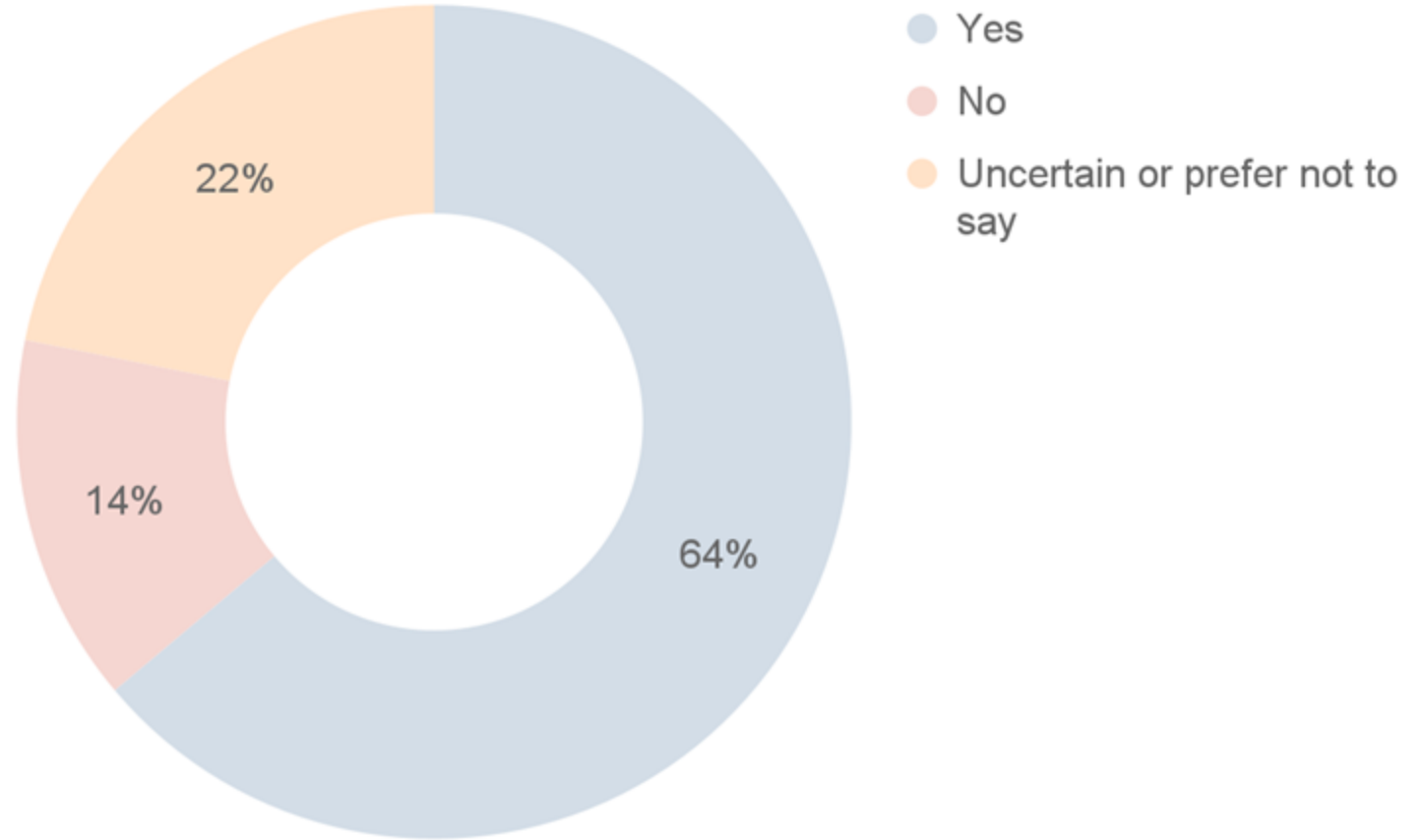


# Parking



## PAC Feedback on Parking

- Support for creating a new public parking lot
- Adjust its design to avoid impacting the view from Central Ave
- Focus on making the parking lot narrow and green
- Support for reducing parking requirements



**Survey results for the question:** "Do you support the proposed location for parking, if a greater amount of farmland would be created north of Home Hardware?"



## New Public Parking

### Recommendation 1:

Conduct a land swap between existing farmland (circle 1) and Town-owned land north of Home Hardware (circle 2). Create new parking in circle 1 and new farmland in circle 2.





## New Public Parking

**Recommendation 2.** Design the new parking to be long and narrow, and aim to make it less visible from Central Ave.

**Note:** The concept sketch opposite expresses early ideas. There are many options for how to lay this out during the detailed planning phase.



Early Concept Sketch



# Repurpose Front Street Parking

**Recommendation 3:** Repurpose publicly owned parking on Front St. for:

- Non-market housing with ground-floor commercial space
- Public outdoor space





## Growth Incentives

**Recommendation 4:** Use financial incentives to encourage property owners to redevelop parking lots and other opportunity sites.

Specifically, reduce commercial property taxes for the first year after development, and slowly phase in property taxes over 10 years, using Bill 177.





## Paid Parking

### Recommendation 5:

Implement paid parking downtown and on surrounding streets. Consider solutions to provide an efficient, appropriate price and to encourage turnover, such as variable-price parking (which changes in response to demand).

**Recommendation 6:** Offer free parking on the new public parking lot with:

- Prominent wayfinding to this parking lot.
- An excellent pedestrian path from this parking lot to Main Street.





## Downtown Improvement Fund

**Recommendation 7:** Use funds from paid parking for a Downtown Improvement Fund and establish a program for yearly placemaking investments using this fund, collaborating with local businesses and residents.





# Parking Management

**Recommendation 8:** Manage Town parking with the following strategies:

- Establish parking enforcement
- Collaborate with Acadia University to align pricing and parking strategy
- Explore options to manage parking impacts on residential streets, such as permit parking



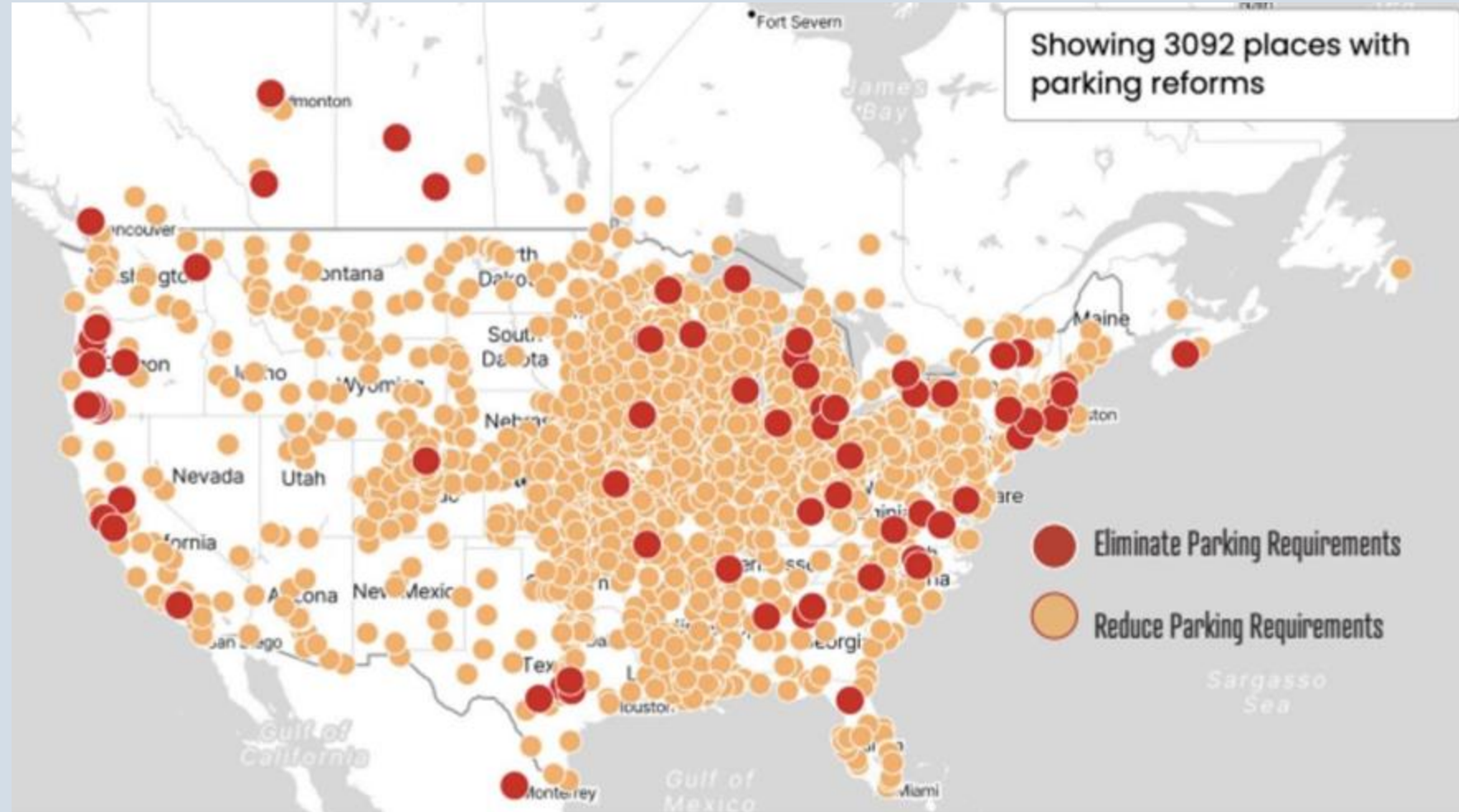


# Parking Requirements

**Recommendation 9:** Eliminate parking requirements for new buildings and businesses.

**Explanation:** *Eliminating parking requirements will have the same impact as reducing them: Most developers will still provide parking. Eliminating requirements is preferred because:*

- *It is administratively much simpler, compared to providing exemptions for projects with carshare or other mitigating factors, or creating area-specific rules.*
- *Developers are better positioned than the Town to predict how much parking a specific project will need.*
- *Simpler rules encourage greater investment.*





# Neighbourhoods



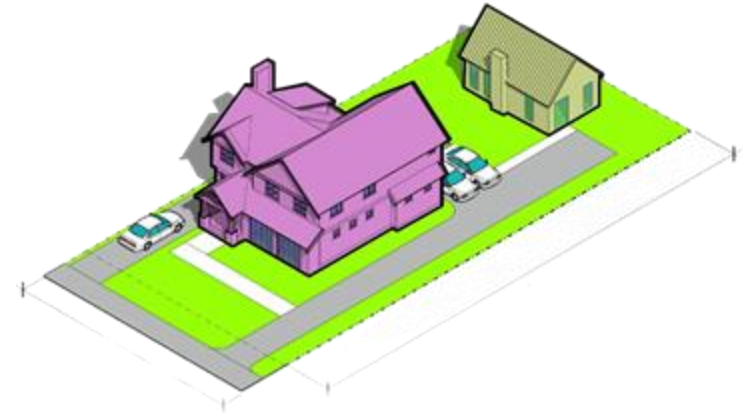
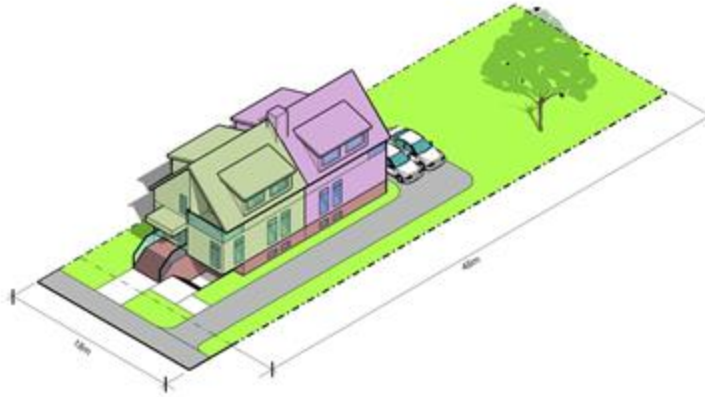


## PAC Feedback on Neighbourhood Zoning

- Maintain R-1 Restricted zoning, but do allow two units in this zone
- Ensure backyard suites are smaller than the main unit
- Keep things simple by not using too many overlays
- No objections to medium and high-density residential zones

**HAF requirement:** “amend R1 to a zone that permits more than 1 unit as-of-right to a max of 4. Amend approval processes for as-of-right, site plan and DAs to streamline process for missing middle housing. Rezone strategic properties to ensure maximum yield in key locations. Identify areas near campus suitable for multi-unit dwellings and zone accordingly.”

## Residential Low Density (RL) - Restricted



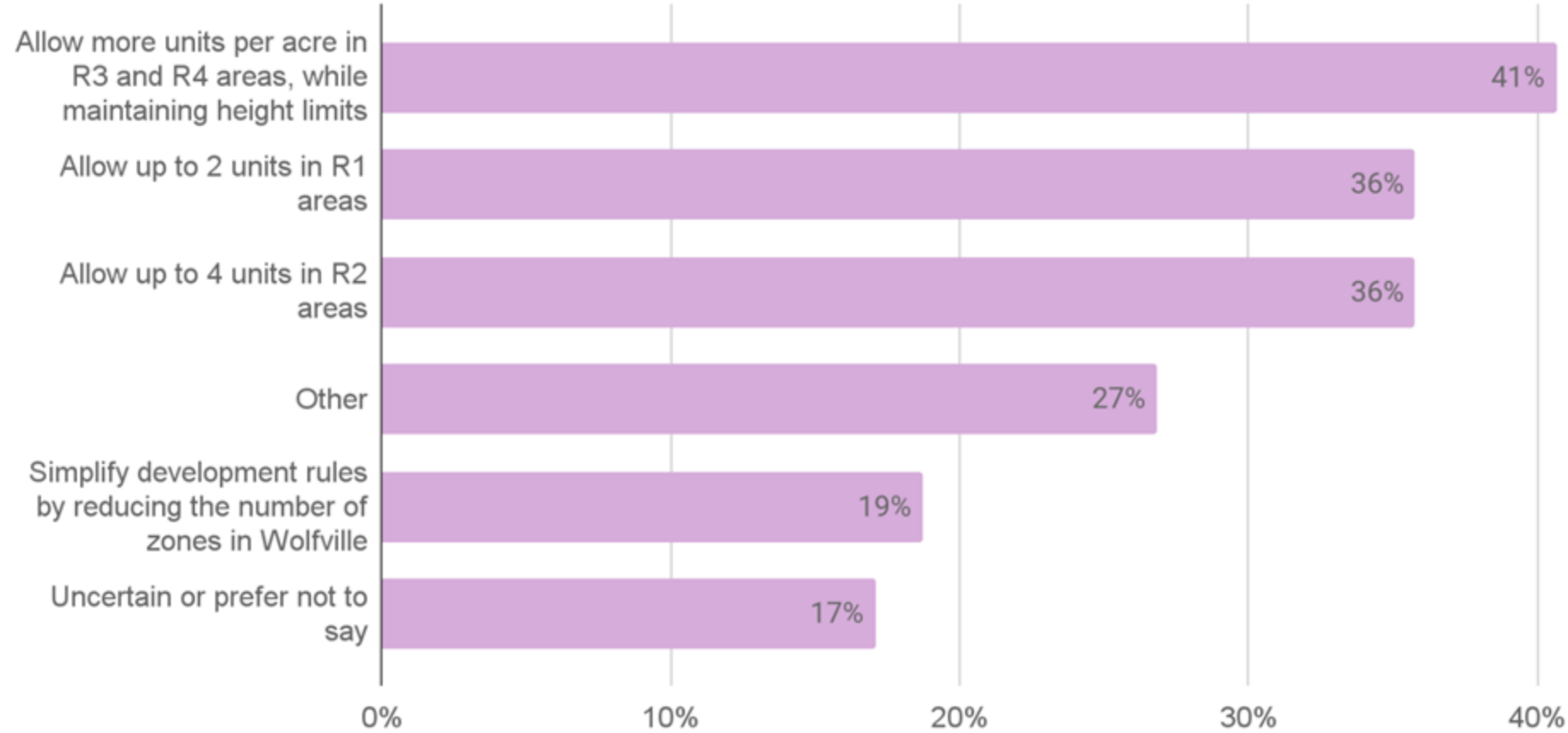
## Residential Low Density (RL)





# Survey Results

## Neighbourhood Growth



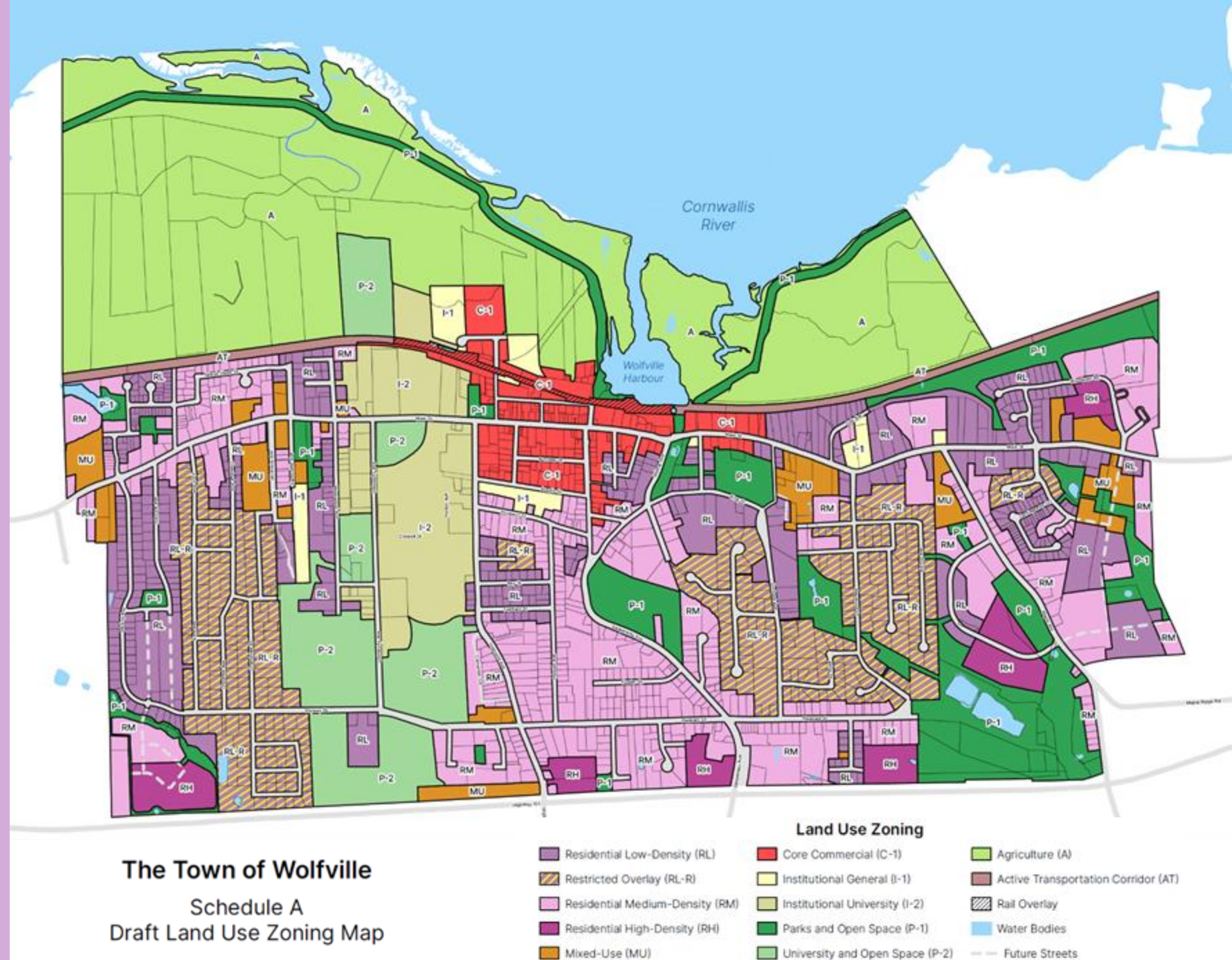
**Question:** “Which of the following strategies do you support to enable more growth in residential areas in Wolfville to meet the Town’s Housing Accelerator Fund commitments? Select all that apply:”



# Neighbourhood Zoning

**Recommendation 1:** Simplify residential zones to three categories:

- Residential Low-Density
- Residential Medium-Density
- Residential High-Density

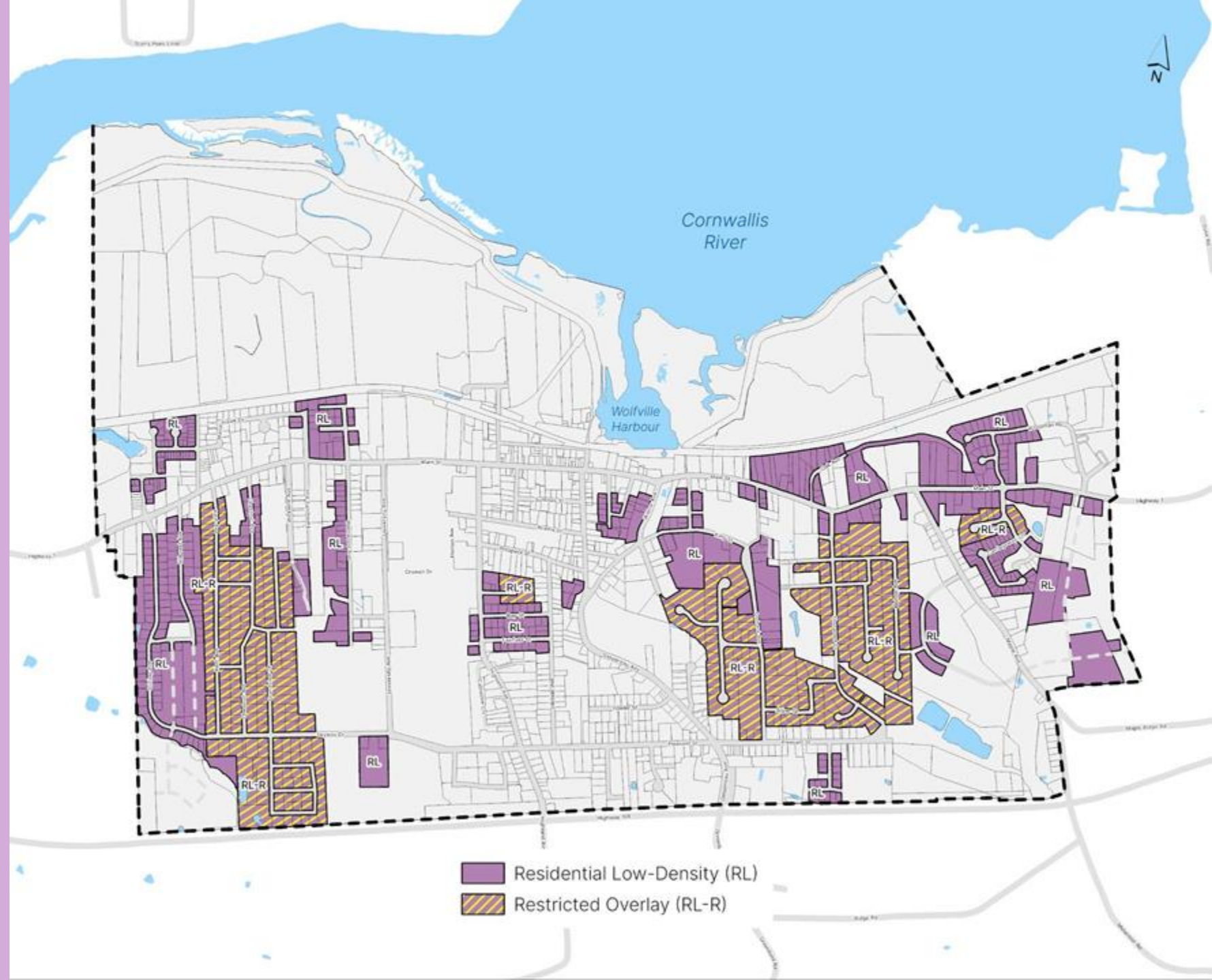




## Neighbourhood Zoning

**Recommendation 2:** Create a “Residential Restricted” overlay for areas currently zoned R-1 Restricted. It reduces the number of units allowed from 4 to 2, but has no other effect.

**Note:** All properties currently in R-1 Restricted are now in the new Restricted Overlay.



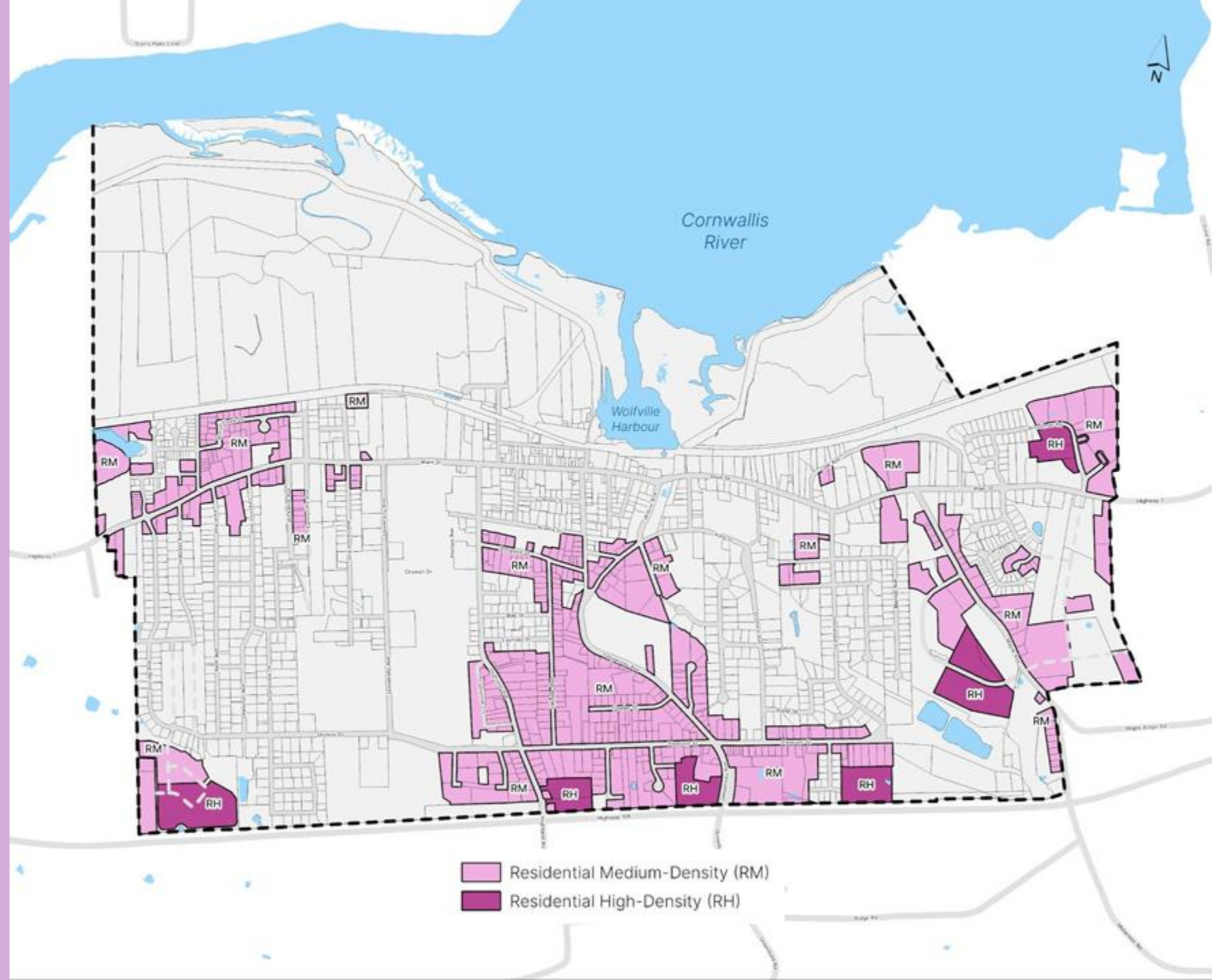


## Medium- and High-Density Residential

**Recommendation 3:** Combine R3, R4, and R-LR into a single new Residential Medium-Density Zone.

**Recommendation 4:** Create a few Residential High-Density areas on large properties along the edge of Town limits to encourage growth where it will have limited impact on existing residential areas.

**Recommendation 5:** Explore strategies to encourage courtyard housing on large lots.





# Neighbourhood Zoning

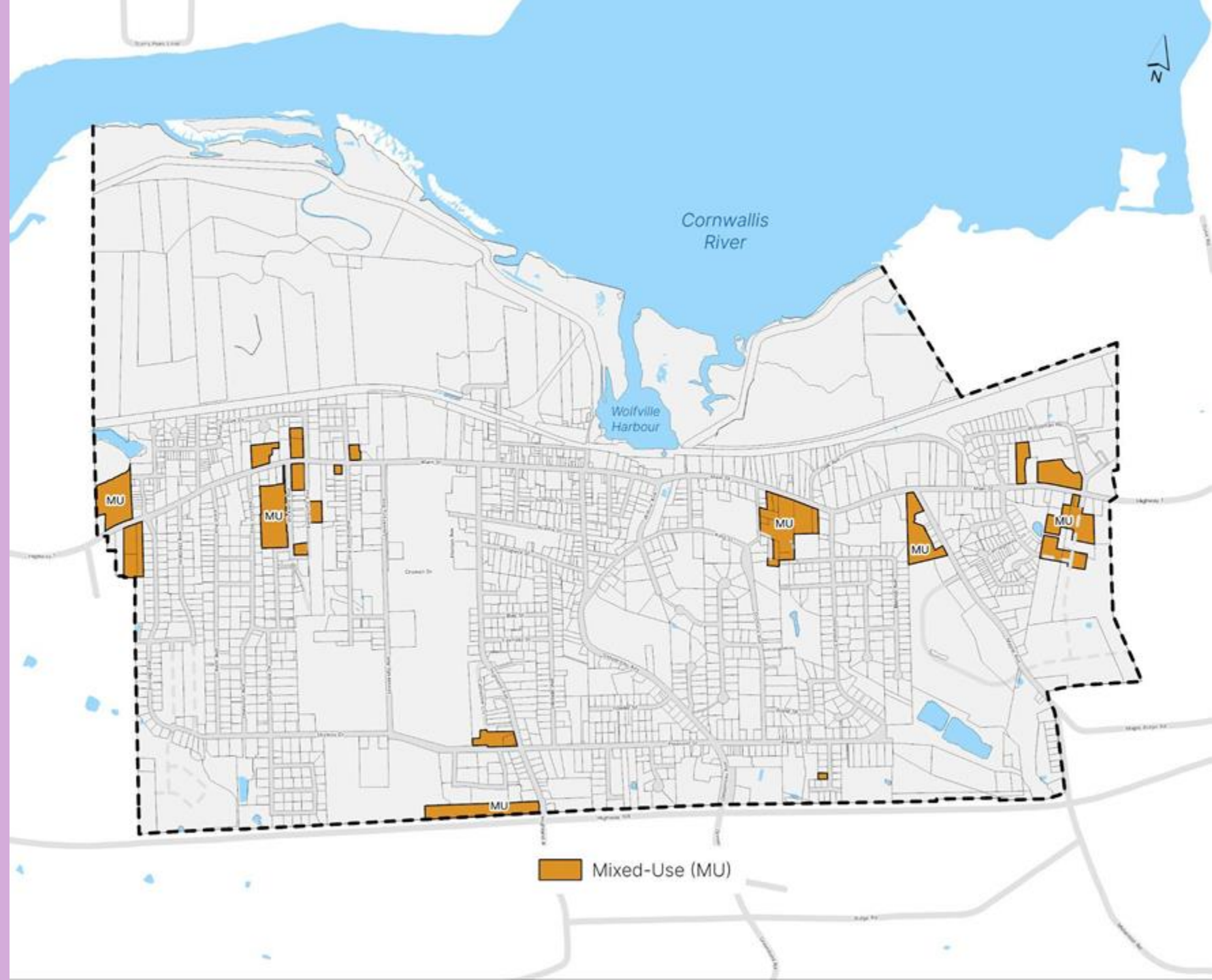
**Recommendation 6:** Update the number of units allowed in each zone as indicated in the chart.

Existing Zones		R1	R-LD4	R2	R3	R4	R-LR	R-MDU
Combined into:								
Proposed Zones		RL-R	RL		RM			RH
Existing	As-of-Right	1 unit	1 unit	2 units	1-2 units	2 units		
	Site Plan				3-8 units	18 upa	50 units	120 units
	Dev. Agreement				16 upa	24 upa	+ 5 upa	+ 5 upa
Proposed	As-of-Right	2 units	4 units		8 units			
	Site Plan		8 units		60 units			120 units
	Dev. Agreement				80 units			150 units



## Mixed-Use Zone

**Recommendation 6:** Replace all C-2 areas (outside downtown) with the Mixed-Use Zone, and consider adjustments to the zone to enable smaller-scale development.



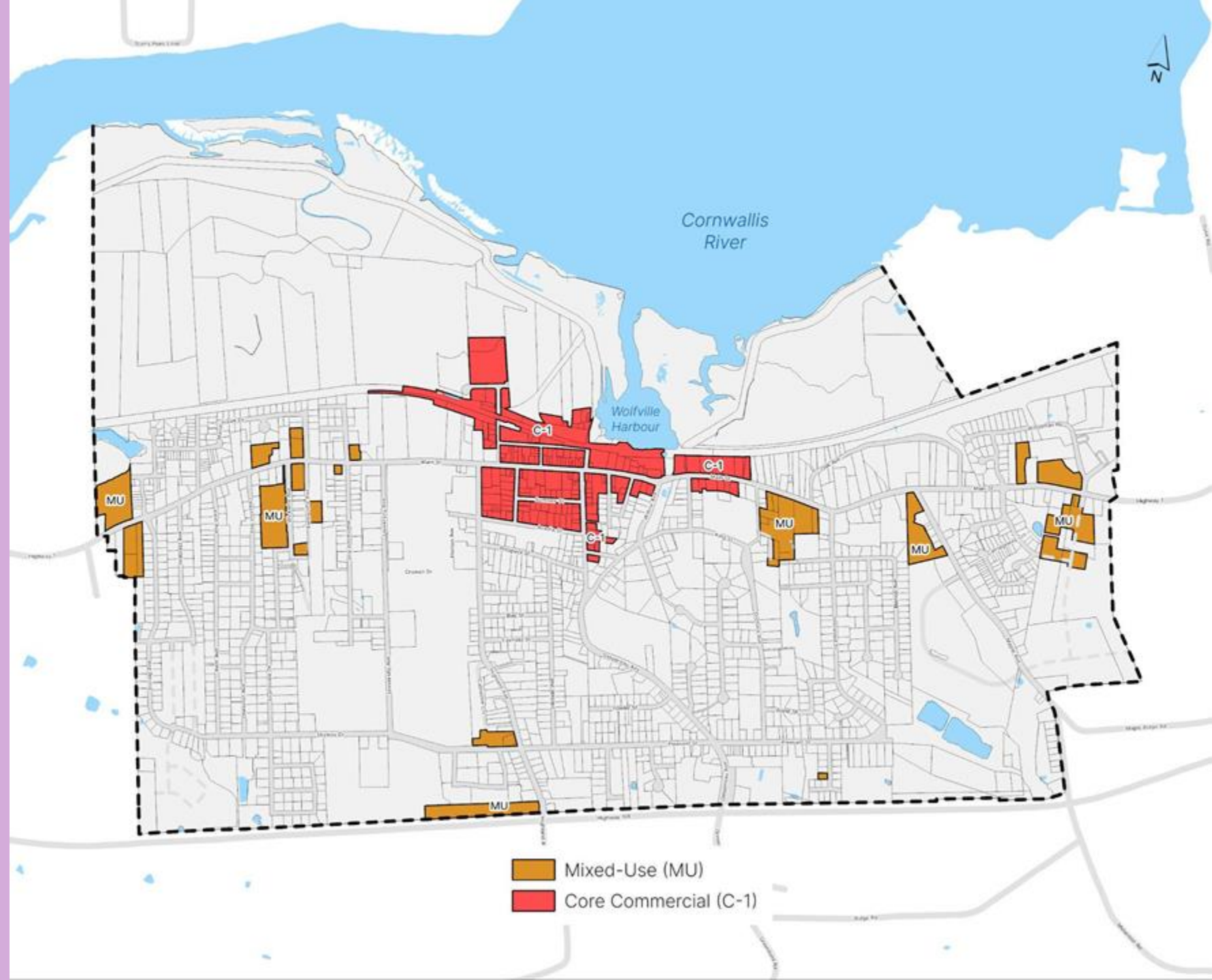


## Short-Term Rentals

**Recommendation 8:** Enable full-time short-term rental units in the newly expanded Core-Commercial (C-1) and Mixed-Use (MU) zones.

**Recommendation 7:** Allow short-term rental rooms (subject to restrictions) in all areas, so long as they:

- Are in homes where the main occupant lives full time
- Are not full units





## Next Steps

The project team will next present these recommendations to Town Council. If Council supports the recommendations, the project team will develop detailed proposed amendments to planning documents and the Land-Use Bylaw. The project team will then hold another round of public engagement in the Fall to solicit feedback on the proposed changes. The goal is to seek Council approval on these changes by the end of 2025.





