

WEST HANTS REGIONAL MUNICIPALITY
Council Meeting Agenda - AMENDED
January 25, 2022 - 6:00 p.m.
Virtual via Zoom
(also FB Livestream)

Agenda is subject to change due to additions that may not be able to be reflected until after the meeting.



West Hants
something inspiring awaits

1. Call to Order
2. Attendance
3. Announcements
4. Approval of the Agenda, including additions or deletions
 - a) Dashboard Action Items – Information Log
 - b) Dashboard Action Items – Dangerous/Unsightly
5. Declaration(s) of Conflict of Interest
6. Approval of Previous Meeting Minutes
 - a) 2021-12-16 Council Meeting Minutes
 - b) 2021-12-16 Public Hearing Meeting Minutes - CDDI By-Law Amendment
 - c) 2021-12-16 Public Hearing Meeting Minutes - College Road, WMPS and WLUB Amendments
 - d) 2021-12-16 Public Hearing Meeting Minutes - O'Brien Street, Windsor Development Agreement & Discharge
 - e) 2021-12-16 Public Hearing Minutes - Fairfield Court, Windsor, Development Agreement
7. Public Hearings
 - a) ~~65 Fort Edward Street MPS and LUB Amendment~~ POSTPONED UNTIL MARCH 22, 2022
COUNCIL
8. Second Readings (related to Item #7 public hearings)
 - a) ~~65 Fort Edward Street MPS and LUB Amendment~~ POSTPONED UNTIL MARCH 22, 2022
COUNCIL
9. Unfinished Business/Postponed Motions
10. Mayor's Report
11. Committee(s) of Council Excerpts/Recommendations
 - a) Committee of the Whole Excerpts (January 11, 2022)
 - i. Transfer of the second provincial payment of equalization of \$562,708 to the Regional Operating Reserve Recommendation

- ii. WHRM Traffic Calming Policy Recommendation

b) Planning and Heritage Recommendations - None

12. Councillor Municipal Business/Activity Reports

13. Correspondence

a) Information

- i. Avon Causeway Activity Log
- ii. Current Correspondence as of January 21, 2022
 - 1. 2022-01-11 Gary Nelson re: 65 Fort Edward Street
 - 2. 2022-01-13 Hon. Kody Blois to Hon. Joyce Murray re: Pisiquid Canoe Club
 - 3. 2022-01-18 Dawn Allen re: Property adjacent to Fort Edward
 - 4. 2022-01-19 Denise Forand re: Victoria Street and various concerns
 - 5. 2022-01-19 Sarah Brothers re Fort Edward
 - 6. 2022-01-21 Roland Newcombe re Fort Edward
 - 7. 2022-01-21 Valerie Newcombe re Fort Edward
 - 8. 2022-01-21 Andrea Moore re: Fort Edward rezoning

b) Requests – None

c) Outgoing - None

- i. Correspondence sent as of January 19, 2022
 - 1. 2022-01-20 Hon. Kim Masland and Hon. Greg Morrow re: follow up to correspondence received 2021-12-09

14. New Business

a) Christmas Trees – Deputy Mayor P. Morton

~~b) 2022-01-25 PCP – Centennial Drive Stormwater Culvert Renewal Recommendation Report, Dir. Richard – POSTPONED UNTIL FEBRUARY 8, 2022 COMMITTEE OF THE WHOLE~~

c) Follow Up of Tidal Water to Address Dust Issue on Lake Piziquid – Councillor Ivey

d) Water meters – Councillor Francis

15. In-Camera

a) 2021-12-16 Council In-Camera Minutes

~~b) Personnel Matter MGA 22 (2)(a) LAND MATTER MGA 22 (2)(A)~~

~~c) Land Matter MGA 22 (2)(a) PERSONNEL MATTER MGA 22 (2)(A)~~

16. Next Meeting Date / Adjournment

M - Motion
D - Direction/Discussion

**West Hants Regional Municipality
Dashboard (Action List)**
July 23, 2021

Green - Complete
Yellow - In-progress
Red - Not started

<u>Matter</u>	<u>Meeting</u>	<u>M/D</u>	<u>Start Date</u>	<u>Deadline / Update</u>	<u>Status</u>	<u>Resp.</u>
Sewer Billing Review - Staff explore what the sewer rates would be if sewer util. fees were put back on the taxes. (Tabled until after budget) (Also at 2020-04-14 COTW mtg)	COTW	M	2020-05-12			CAO/Fin
Asset Mgmt (Strategic Sustainability) - Strategic Sustainability Plan is needed	COTW	D	2020-05-12	On-going until approx. Oct. 2022		PW
Pedestrian Signage and Barriers - Have consistent and align with Branding outcomes. Staff prepare report for 2021/22 Capital & Operating budgets. (These items should be incorporated into our growth centres). Staff report back.	Council	M	2020-09-22	Align with Branding outcomes 2021-07, On-going		PW/Comm. Dev
Diversity & Inclusion Committee (from Meeting & Committee Procedural Policy Amendments) - Advertise for Committee members and mobilize the committee	COTW	M	2020-10-13	2021-05 (also with Rad Consulting Engagement Sessions)		Comm Dev
W. B Stephens Building Design Project Management Tender Award - Defer award until staff obtain additional operational costing information of the other municipal buildings. (100 King Street)	Council	M	2020-10-27	2022-on going		CAO
Panuke Rd Event - Event to be arranged by Mayor	COTW	D	2021-03-09	2021-06		Mayor
Noise By-law - Staff revise by-law (Peace and Good Order)	Council	M	2021-03-23	2022-on going		Planning/ CAO
Cheverie Land Exchange - Agree	Council	M	2021-03-23	2022 on going		CAO
WHRM Land Dispute Policy - CAO Office to establish a practice to keep council informed	Council	M	2021-04-27	2022-01		CAO
Dog Park - Staff review historical information related to dog park feasibility	COTW	D	2021-06-08	2022-01		Comm. Dev

M - Motion
D - Direction/Discussion

**West Hants Regional Municipality
Dashboard (Action List)**
July 23, 2021

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<u>Matter</u>	<u>Meeting</u>	<u>M/D</u>	<u>Start Date</u>	<u>Deadline / Update</u>	<u>Status</u>	<u>Resp.</u>
Glooscap First Nation & WHRM Council Meeting - Send formal invite for a meeting to discuss many topics including reconciliation	Council	M	2021-06-22			Mayor
Request to Meet with Avon Causeway Gate Stakeholders - Send letter to Glooscap First Nation requesting immediate joint council mtg. to discuss Avon River Causeway/Aboiteau Gate System and Ministerial Order	Council	M	2021-06-22			Mayor/CAO
Opening of Edward and Underwood - staff return with a report detailing the broader road network overview, along with time frames for when the new road structure will be open and to include pedestrian concerns, infrastructure upgrades.	Council	M	2021-09-28	2022		PW
Review former By-Laws RV-001 - Review former By-Laws and create a new all encompassing By-Law with public input.	Council	M	2021-09-28	2022-01		CAO
Outdoor Fires By-Law - Staff review existing Fire-related by-laws and have an all encompassing Regional By-Law	Council	M	2021-09-28	2022-03		CAO
Traffic Calming - Staff develop a WHRM Traffic Calming Policy and Program that includes public participation to address traffic concerns relating to speed and noise complaints on residential streets.	Council	M	2021-09-28	2022-01		PW
Capped Assessment - Staff provide a new aggregated report that will coincide with PVSC's presentation in January.	Council	M	2021-09-28	2022		Finance
Financial Update- Transfer of the second provincial payment of equalization of \$562,708 to the Regional Operating Reserve.	COTW	M	2022-01-11	2022-01-25		Finance

M - Motion
D - Direction/Discussion

**West Hants Regional Municipality
Dashboard (Action List)**

July 23, 2021

Green - Complete
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<u>Matter</u>	<u>Meeting</u>	<u>M/D</u>	<u>Start Date</u>	<u>Deadline / Update</u>	<u>Status</u>	<u>Resp.</u>
Demolition Costs - Staff to produce an average cost incurred by the Municipality re: Demolitions	COTW	M	2022-01-11	2022-02-08		CAO

M - Motion
D - Direction/Discussion

West Hants Regional Municipality Dashboard (Action List)

January 19, 2022

Green - Complete
Yellow - In-progress
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WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Mayor Zebian and Members of West Hants Regional Municipality Council

Submitted by: _____
Alex Dunphy, Planner

Date: January 25th, 2022

Subject: Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15C

LEGISLATIVE AUTHORITY

Section 205 of the Municipal Government Act.

RECOMMENDATION

... that Council gives Second Reading and redesignates from Community Use to Residential and concurrently rezones from Open Space (OS) to Two Unit Residential the property identified as PID 45059797, 65 Fort Edward Street, Windsor.

BACKGROUND

Property ☒	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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A completed application was received from the Chief Administrative Officer, Mark Phillips, on September 28th, 2021, following a motion passed by Council directing him to submit an application to the Planning and Development Department for the redesignation and rezoning of 65 Fort Edward Street (PID 45059797). The application was made to redesignate the lot from Community Use to Residential and rezone the lot from Open Space (OS) to Two Unit Residential (R-2).

DISCUSSION

A Public Information Meeting was held on November 8th, 2021.

Comments were received from the public regarding the redesignation and rezoning from November 8th to November 23rd. Ten (10) comments were received and the majority (8) of these were opposed to the redesignation and rezoning. The comments most commonly cited the lot's proximity to the National Historic Site, tourism use, neighbourhood disruption, parking use, and former Town Council decisions. Two (2) comments were received that were in favour of the redesignation and rezoning citing interest in seeing residential development.

On December 2nd, 2021, staff presented a recommendation report to the Planning and Heritage Advisory Committee (PAC/HAC).

During the December 2nd meeting, staff's recommendation that Council give First Reading and hold a Public Hearing was defeated by PAC/HAC. Instead, the Committee recommended that Council delay the First Reading and direct staff to complete research related to former Town of Windsor commitments to heritage projects at the subject lot. The Committee also requested that staff obtain comments from the Province regarding the requirements of the Special Places Protection Act for the subject lot. Staff were asked to contact Sara Beanlands and Johnathan Fowler for further information about preparing a Phase 1 archeological assessment for the subject lot.

Johnathan Fowler provided a brief analysis of the property using historical records and LiDAR which determined that there is a high likelihood of elevated archaeological potential at the lot. Comments received from the Provincial Curator of Archaeology, Dr. Catherine Cottreau-Robins, provided a recommendation to pursue a Phase 1 Archaeological Impact Assessment Study. Sara Beanlands provided information regarding a previous Memorandum of Understanding request from the Jewish Legion.

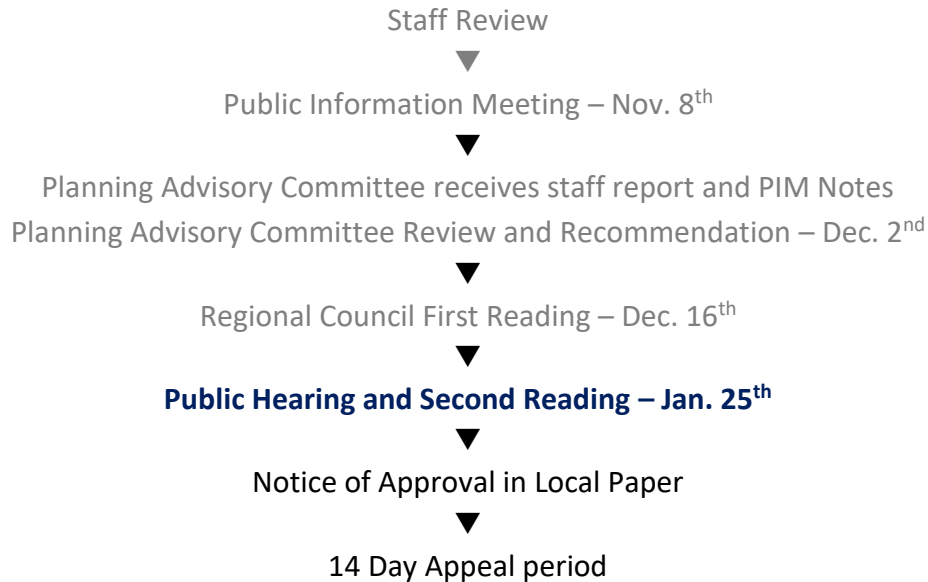
The CAO hired Jonathan Fowler to prepare a Phase 1 Archaeological Impact Assessment Study (ARIA) and the study is currently ongoing.

On January 11th, 2022, Shirley Pineo and Gary Nelson of the West Hants Historical Society made a presentation to Committee of the Whole about the municipally owned lots abutting the Fort Edward Historic Site. They provided information regarding street frontage of both properties based on historical records. There is access to Cobbett Street. 65 Fort Edward Street also has access to Fort Edward Street across land owned by Parks Canada. Staff have made inquiries with the Traffic Authority and the Director of Public Works as to whether the amendment is appropriate if access and egress to the lot must be from Cobbett Street. Neither the Traffic Authority, nor the Director of Public Works had any concerns with the amendment if Cobbett Street must be used as the sole access and egress for the subject lot. The Director of Public Works also noted that Cobbett and Fort Edward Street have both been identified for capital sewer, water, storm, and road improvements in the 5-year capital plan.

NEXT STEPS

Process

The process for this application is as follows:



FINANCIAL IMPLICATIONS

At this point, there are no anticipated costs to the Municipality associated with these amendments.

ALTERNATIVES

In response to the application, Council may:

- delay the Public Hearing to allow staff to receive all necessary information to make a fully informed decision regarding the amendment of the subject lot (PID 45059797)
- provide alternative direction such as requesting further information on a specific topic

ATTACHMENTS

Attachment A	2021-12-16 Staff Report - Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15A
Attachment B	2022-01-13 Supplementary Report – Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File # 21-15B

CHIEF ADMINISTRATIVE OFFICER REVIEW

In keeping with the current direction from Council I would consider supporting the recommendation to proceed with Second Reading and the redesignation of zoning for the noted property as stated in the recommendation by Planner Dunphy.

However, recognizing the overall importance of ensuring Council has a thorough understanding of the history of both 65 Fort Edward as well as 36 Fort Edward and specifically the outcome of the Phase One Archaeological Assessment, I recommend the postponement of the Public Hearing and Second Reading.

Without breaching the confidentiality of the Purchase and Sale Agreement, the potential buyer and Municipality both appreciate the value of the Assessment and how the development of the property (s) and its historic properties should be managed pending the outcome of the assessment. There is language in the Purchase and Sales Agreement recognizing these values. The Assessment is not expected until the middle February. In addition, time will be required to review the assessment thoroughly and quite possibly a presentation of the assessment by Jonathan Fowler, Archeologist warranting this delay. There are other matters including the final survey of the property (s) and discussions with Parks Canada that have yet to be completed. These things will assist the municipality and buyer in further understanding the property moving forward. I hope Council, the buyer and the community recognize this as a responsible display of due diligence.

I recommend postponing the Public Hearing and Second Reading for 65 Fort Edward Street, Windsor; PID 45059797 until the March 22nd 2022 Council meeting.

Report Prepared by: _____
Alex Dunphy, Planner

Report Reviewed by: _____
Madelyn LeMay, Director of Planning and Development

Report Approved by:  _____
Mark Phillips, Chief Administrative Officer

Attachment A – Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15A



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Mayor Zebian and Members of West Hants Regional Municipality Council

Submitted by: _____
Alex Dunphy, Planner

Date: December 16th, 2021

Subject: Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15

LEGISLATIVE AUTHORITY

Section 205 of the Municipal Government Act.

RECOMMENDATION

The following motion was defeated at PAC/HAC on December 2, 2021:

... that Council give First Reading and hold a Public Hearing to consider redesignating from Community Use to Residential and concurrently rezoning from Open Space (OS) to Two Unit Residential the property at PID 45059797, 65 Fort Edward Street, Windsor.

The following motions were prepared and passed by PAC/HAC:

... that PAC/HAC recommends that Council delay First Reading and direct staff to complete their research related to any former Town of Windsor outstanding commitments to heritage projects at the site (PID 45059797).

... that PAC/HAC request staff for comment from the Province of Nova Scotia regarding requirements of the Special Places Protection Act for the site (PID 45059797).

BACKGROUND

Property ☒	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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A completed application was received from the Chief Administrative Officer, Mark Phillips, on September 28th, 2021, following a motion passed by Council directing him to submit an application to the Planning and Development Department for the redesignation and rezoning of 65 Fort Edward Street (PID 45059797). The application was made to redesignate the lot from Community Use to Residential and rezone the lot from Open Space (OS) to Two Unit Residential (R-2).

DISCUSSION

A Public Information Meeting was held on November 8th, 2021.

Comments were received by the public regarding the redesignation and rezoning from November 8th to November 23rd. Ten (10) comments were received and the majority (8) of these were opposed to the redesignation and rezoning. The comments most commonly cited the lot's proximity to the National Historic Site, tourism use, neighbourhood disruption, parking use, and former Town Council decisions. Two (2) comments were received that were in favour of the redesignation and rezoning citing interest in seeing residential development.

On December 2nd, 2021, staff presented a recommendation report to the Planning and Heritage Advisory Committee (PAC/HAC) (Appendix A).

During the December 2nd meeting, staff's recommendation that Council give First Reading and hold a Public Hearing was defeated by PAC/HAC. Instead, the Committee recommended that Council delay the First Reading and direct staff to complete research related to former Town of Windsor commitments to heritage projects at the subject lot. The Committee also requested that staff to obtain comments from the province regarding the requirements of the Special Places Protection Act for the subject lot. It was also discussed that staff would reach out to Sara Beansland and Johnathan Fowler for further information about the subject lot.

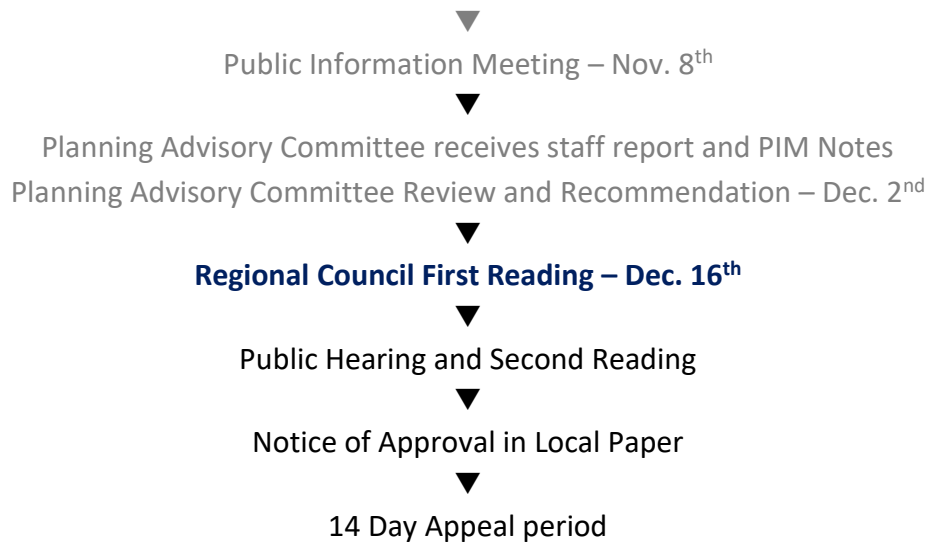
NEXT STEPS

The proposed amendments have been considered based on both the enabling and supporting policies of the WMPS and have proven consistent with the intent, objectives, and policies of the WMPS. As a result, it is reasonable to consider redesignating from Community Use to Residential and concurrently rezoning from Open Space (OS) to Two Unit Residential (R-2) at 65 Fort Edward Street, Windsor (PID 45059797).

The subject lot's current designation and zoning provide the opportunity to develop the site as a museum or historic site as-of-right. As a result, it is also reasonable to consider delaying First Reading in order to complete research related to any former Town of Windsor outstanding commitments to heritage projects at 65 Fort Edward Street, Windsor (PID 45059797).

Process

Staff Review



FINANCIAL IMPLICATIONS

At this point, there are no anticipated costs to the Municipality associated with this development.

ALTERNATIVES

In response to the application, Council may:

- hold a First Reading and authorize a Public Hearing to approve the redesignation and concurrent rezoning; or
- delay First Reading and direct staff to complete their research related to any former Town of Windsor outstanding commitments to heritage projects at the subject lot (PID 45059797)
- provide alternative direction such as requesting further information on a specific topic

APPENDICIES

Appendix A	2021-12-02 Staff Report - Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15
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CHIEF ADMINISTRATIVE OFFICER REVIEW

As noted in the report the PAC/HAC have met to review the rezoning application for the noted property. I did not attend the meeting but understand there was discussions by the committee resulting in two separate action items or requests for more information and further due diligence from PAC/HAC for Council to consider before proceeding to first reading.

PAC/HAC are advisory to Council and have been provided the authority to reject, amend or support a recommendation from staff. Council, is the decision making body and has the

authority to proceed as they see fit which may or may not be in alignment with the position of PAC/HAC or any advisory committee.

I support the original recommendation from staff that was forwarded to the PAC / HAC meeting on December 2, 2021.

... that Council give First Reading and hold a Public Hearing to consider redesignating from Community Use to Residential and concurrently rezoning from Open Space (OS) to Two Unit Residential the property at PID 45059797, 65 Fort Edward Street, Windsor.

Further information was requested by PAC /HAC.

1. Direct staff to complete their research related to any former Town of Windsor outstanding commitments to heritage projects at the site (PID 45059797).
2. Request staff for comment from the Province of Nova Scotia regarding requirements of the Special Places Protection Act for the site (PID 45059797).

Through the CAO's Office staff have revisited the past minutes of the former Town of Windsor Council relating to the former pool site, its' decommissioning and redevelopment of the lands. The discussion of the former Council and minutes have further been reviewed by solicitor John Shanks, who was also the former solicitor for the Town of Windsor, and there is no outstanding commitments to heritage projects as directed by the former Windsor Council. The minutes did reflect discussions about options for the site, including heritage uses but no motion of the former Council is influencing the current Council. The current Council has deemed the property (s) surplus as of May of 2021.

The second noted discussion point by PAC/HAC is to consider the property and its' connectivity to the Special Places Protection Act due to its proximity to the Parks Canada Site (Fort Edward). There is no legal requirement to conduct the assessment on the existing property (s) but it would be prudent for the municipality to carry out this action. The municipality, through staff, is currently engaging a qualified archeologist to carry out a Phase 1 Archaeological Resource Impact Assessment (ARIA) on the two lots to carry out additional due diligence on the sites. A Phase 2 could be triggered if Phase 1 results in concerns or findings. The (ARIA) is expected to be completed by the end of January and before the anticipated Public Hearing and Second Reading by Council.

As noted above, I recommend Council proceed with First Reading as per the staff recommendation to best accommodate the scheduled redevelopment of the site. Ample public consultation and added research can continue as the Public Hearing and Second Reading phases of the planning process are carried out. Should unknown information become available Council will have the opportunity to revisit or reflect as the Second Reading must also be approved by Council.

Report Prepared by: _____
Alex Dunphy, Planner

Report Reviewed by: _____
Madelyn LeMay, Director of Planning and Development

Report Approved by:  _____
Mark Phillips, Chief Administrative Officer

Appendix A – Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Members of Planning and Heritage Advisory Committee (PAC/HAC)

Submitted by: _____
Alex Dunphy, Planner

Date: December 2nd, 2021

Subject: Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15

LEGISLATIVE AUTHORITY

Section 205 of the Municipal Government Act.

RECOMMENDATION

... that PAC recommends that Council give First Reading and hold a Public Hearing to consider redesignating from Community Use to Residential and concurrently rezoning from Open Space (OS) to Two Unit Residential the lot identified as PID 45059797, 65 Fort Edward Street, Windsor.

BACKGROUND

A completed application was received from the Chief Administrative Officer, Mark Phillips, on September 28th, 2021, following a motion passed by Council directing him to submit an application to the Planning and Development Department for the redesignation and rezoning of 65 Fort Edward Street. The application was made to redesignate the lot from Community Use to Residential and rezone the lot from Open Space (OS) to Two Unit Residential (R-2) at the lot identified as PID 45059797, 65 Fort Edward Street, Windsor.

Previous Uses

The property was originally sold to the Town of Windsor in 1967 by Parks Canada as it had no further use for the land. It was then developed as pool site, then later transitioned to and is currently a vacant gravel lot utilized as municipal parking.

It should be noted that the subject lot is not a part of the Fort Edward National Historic Site. The designated historic site is owned by Parks Canada, while the subject lot is owned by West Hants Regional Municipality and is located wholly outside of the National Historic Site.

Previous Council Discussions

There have been many discussions regarding the intended development of this property over the last 14 years. This property has been of special interest to the West Hants Historical Society due to the proximity to the Fort Edward National Historic Site. Research for previous discussions and motions of the former Town of Windsor Council are ongoing.

DISCUSSION

The property is currently designated Community Use on the Generalized Future Land Use Map (GFLUM) of the Windsor Municipal Planning Strategy (WMPS) (Figure 1). This designation is generally applied to institutional, recreational, and open space uses.

The property is currently zoned Open Space (OS) on Schedule A of the Windsor Land Use By-law (WLUB) (Figure 2). Permitted uses in this zone consist of cemeteries, museums, historic sites, outdoor recreation, parks, and playgrounds.

Council's motion to apply for a redesignation and concurrent rezoning will be considered through a set of enabling policies and a set of supporting policies. The enabling policies, which will be used to substantiate the ability for Council to redesignation and concurrent rezoning, consist of Policy 16.1.1 and Policy 16.3.1. The supporting policies, which will be examined as part of the criteria for the redesignation and rezoning, consist of Policy 11.0.1 and Policy 11.2.1.

Surrounding Neighbourhood

The subject lot directly abuts lots zoned Open Space (OS) to the northeast and southeast, Town Centre (TC) to the northwest, and Two Unit Residential (R-2) to the southwest.

Table 1: Use Abutting Subject Lot by Direction

Northeast & Southeast	Fort Edward National Historic Site zoned Open Space (OS).
Northwest	Single unit dwellings all zoned Town Centre (TC).
Southwest	Vacant gravel lot currently being used as parking zoned Two Unit Residential (R-2).

Proposed Designation and Zone

The intention of the application is to redesignate and rezone the subject property to allow for potential residential uses consisting of single or two-unit dwellings as of right or a greater number of units by development agreement.

Fort Edward Street is a local road which leads from King Street Extension and to the Fort Edward National Historic Site, as shown on the Transportation Map (Map 2) of the WMPS. The Municipal

Traffic Authority stated that there are many similar dwelling units in the area and they had no concerns in regard to the movement of auto, rail, and pedestrian traffic.

The Development Officer has no concerns about the proposed rezoning of this property as there are several existing Two Unit Residential (R-2) properties in close proximity and the property meets the minimum zone requirements in the WLUB. As there is existing Two Unit Residential (R-2) development in the area, as-of-right development should have little impact on the existing development.

Public Information Meeting Comments

Prior to and following the Public Information Meeting, staff have received many emails, phone calls, and letters. Staff responded to the comments received prior to the Public Information Meeting at the meeting, as seen on the final page of Attachment C – Public Information Meeting Notes. The comments in opposition to the redesignation and rezoning were primarily regarding losing access to this piece of property as public land and the lost opportunity for tourism or heritage use. The comments in favour of the redesignation and rezoning cited interest in seeing residential development on the property.

DOCUMENT REVIEW

Municipal Planning Strategy

There are two sets of policies in the WMPS that apply to this proposed amendment, the enabling policies (Policy 16.1.1 and 16.3.1) and the supporting policies (Policy 11.0.1 and 11.2.1).

The enabling policies provide the ability for the amendment to take place and the criteria that the amendment must meet.

Policy 16.1.1 allows Council to review and amend the WMPS or GFLUM. Amendments can be made when the GFLUM needs to be changed to bring the Strategy in line with the Statements of Provincial Interest, or when Council deems it necessary due to a change in policy intentions or development environment. The proposed amendment would provide an opportunity for further residential development within Windsor, which in the current housing climate is necessary to not worsen the housing shortage. The amendment also addresses the Statement of Provincial Interest regarding housing by enabling additional residential development.

Policy 16.3.1 establishes the general criteria that all amendments must meet. The criteria will be explained in further detail in Attachment A, but in summary of how the proposal meets the criteria:

- the proposal is not considered premature or inappropriate
- no Municipal costs related to the proposal are anticipated
- the Fire Chief, Development Officer, Senior Building and Fire Official, Director of Public Works and Traffic Authority have no major concerns

The supporting policies provide justification for the amendment by comparing the current designation and zone definition to the use and intent of the property.

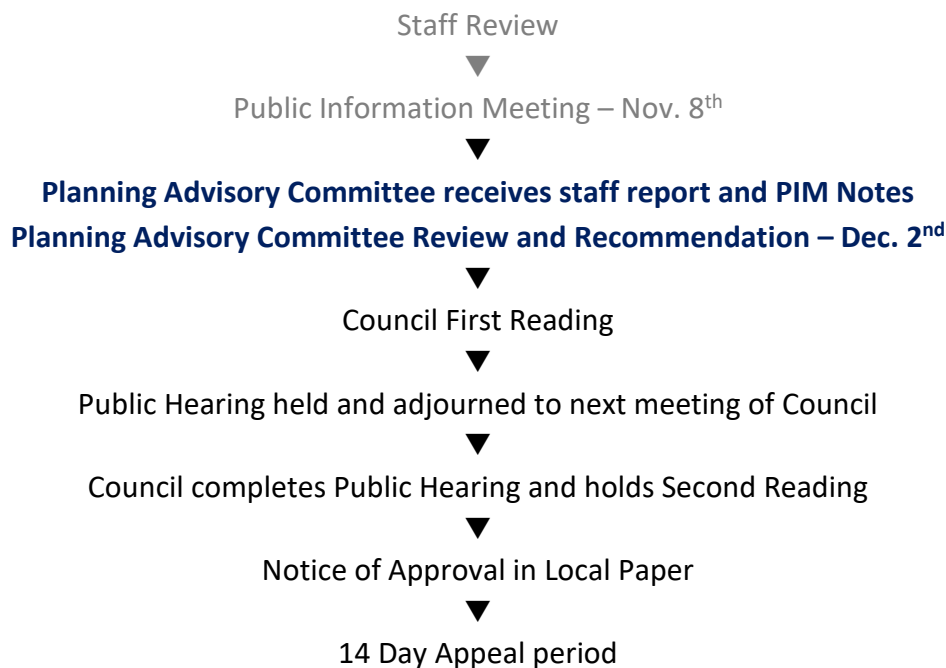
Policy 11.0.1 establishes the Community Use designation, which is the current designation of this property. As the property is currently a vacant gravel lot used for parking, it does not reflect the intent of the Community Use designation.

Policy 11.2.1 establishes the Open Space (OS) zone, which is the current zone of the property. The property is currently a vacant gravel lot used for parking, not a use for which the Open Space (OS) zone is intended.

NEXT STEPS

The proposed amendments have been considered based on both the enabling and supporting policies of the WMPS and have proven consistent with the intent, objectives, and policies of WMPS. As a result, it is reasonable to consider redesignating from Community Use to Residential and concurrently rezoning from Open Space (OS) to Two Unit Residential (R-2) at 65 Fort Edward Street, Windsor (PID 45059797).

Process



FINANCIAL IMPLICATIONS

There are no anticipated costs to the Municipality associated with this development.

ALTERNATIVES

In response to the application, PAC may:

- recommend that Council hold a First Reading and authorize a Public Hearing to approve the redesignation and concurrent rezoning; or
- provide alternative direction such as requesting further information on a specific topic

ATTACHMENTS

Figure 1	Windsor GFLUM Extract: Current Designation
Figure 2	Windsor GFLUM Extract: Proposed Designation
Figure 3	Windsor Zoning Map Extract: Current Zone
Figure 4	Windsor Zoning Map Extract: Proposed Zone
Attachment A	Policy Chart for Redesignation and Rezoning
Attachment B	Public Information Meeting Notes

Report Prepared by: _____

Alex Dunphy, Planner

Report Reviewed by: _____

Madelyn LeMay, Director of Planning and Development

Figure 1 – Windsor GFLUM Extract: Current Designation



Figure 2 – Windsor GFLUM Extract: Proposed Designation



Figure 3 – Windsor Zoning Map Extract: Current Zone

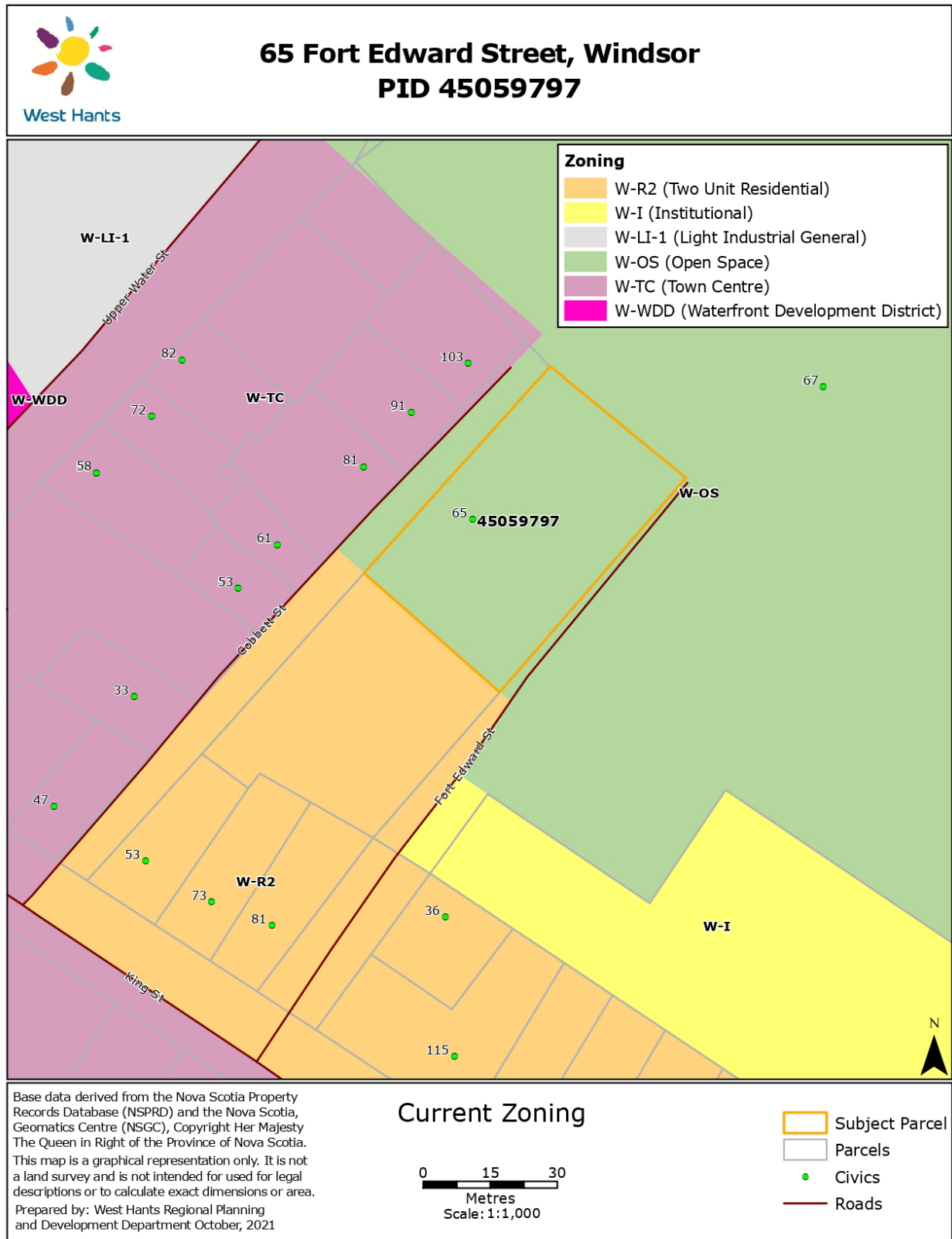
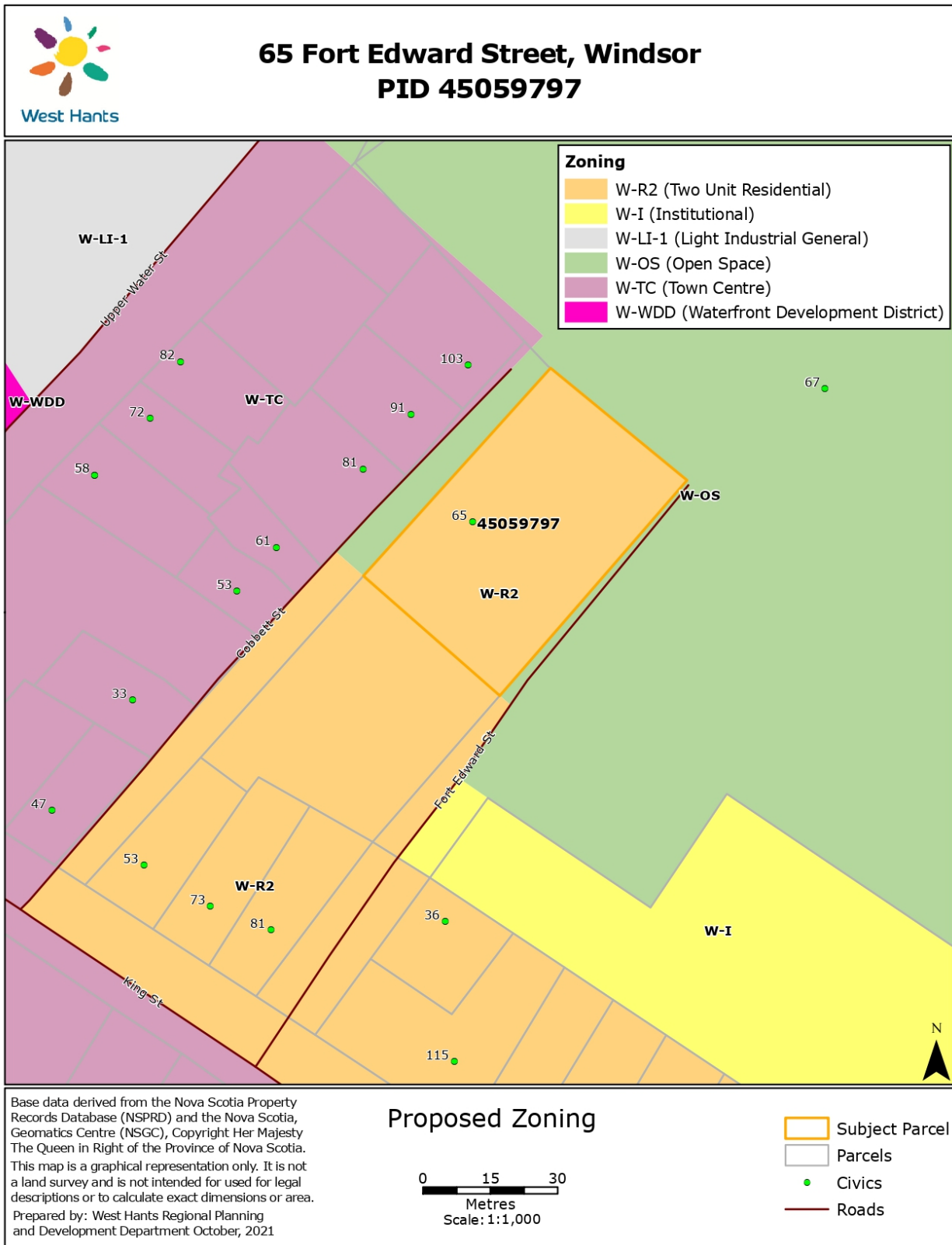


Figure 4 – Windsor Zoning Map Extract: Proposed Zone



Attachment A – Policy Summary

Enabling Policy

Policy 16.1.1 It shall be the policy of Council to review and make amendments to this Strategy:	
(a) when there is a requirement to change the Generalized Future Land Use Map (Map 1);	The GFLUM will need to be updated if a redesignation is permitted by Council.
(b) to bring the Strategy in line with Provincial Statements of Interest; or	The redesignation would address the Statement of Provincial Interest with regard to Housing.
(c) when Council deems it necessary because of a change in policy intentions or the development environment.	Council has deemed this property as surplus and has given direction to the CAO to apply for the proposed changes..

Policy 16.3.1 In considering development agreements and amendments to the Town of Windsor Land Use By-law, in addition to the criteria set out in various policies of this Strategy, Council shall consider:	
(a) whether the proposal is considered premature or inappropriate in terms of:	
(i) the adequacy of sewer and water services;	The Director of Public Works commented that the property is capable of being serviced with water and sewer from Cobbett Street and would be adequate for uses associated with the amendment.
(ii) the adequacy of school facilities;	There are a number of schools within the area including an elementary school, two high schools, and an adult education centre.
(iii) the adequacy of fire protection;	The local Fire Chief and Manager of Building and Fire Inspection Services commented that there are no concerns regarding fire protection. There are multiple points of access to firefighting infrastructure and is located close to the Fire Hall.
(iv) the adequacy of road networks adjacent to, or leading to the development; and	The Traffic Authority commented that the road networks around or adjacent to the property are sufficient for uses associated with the amendment. The property has access to both Fort Edward Street and Cobbett Street

(v) the financial capacity of the Town to absorb any costs relating to the development.	There are no anticipated costs to the Municipality regarding this development.
(b) the suitability with any aspect relative to the movement of auto, rail and pedestrian traffic;	The Traffic Authority commented that they do not have any concerns regarding movement.
(c) the adequacy of the dimensions and shape of the lot for the intended use;	The Development Officer commented that the lot has adequate area and frontage to meet the requirements of the Two Unit Residential (R-2) zone.
(d) the pattern of development which the proposal might create;	There are several properties zoned Two Unit Residential (R-2) near the site. The Development Officer commented that as-of-right development should have little impact on the nearby development.
(e) the suitability of the area in terms of steepness of grade, soil and geological conditions, location of water courses, marshes or bogs and susceptibility of flooding;	The property is on a sloped grade, so water runoff may occur; however the property has been landscaped to be suitable for development. The property is also not within the Environmental Constraints layer on the Windsor Zoning Map (Schedule A of WLUB).
(f) whether the proposal meets the requirements of the appropriate provincial or federal agencies as well as whether it conforms to all other relevant municipal by-laws and regulations; and	All Municipal, Provincial, and Federal regulations will have to be met.
(g) any other matter required by relevant policies of this Strategy.	All relevant matters have been addressed in this report.

Supporting Policy

Policy 11.0.1 It shall be the policy of Council to establish a Community Use designation as shown on the Generalized Future Land Use Map (Map 1) to be applied to existing institutional uses, municipal recreation uses and open space areas.	Following the demolition of the former pool site, the use of the property as a vacant gravel lot does not match the intention of the Community Use designation. During the previous request for Expressions of Interest, the only proposal received was for a residential development.
--	--

Policy 11.2.1

It is the intention of Council to establish an Open Space (OS) zone which applies to parks and other outdoor recreation uses, cemeteries, historic sites and similar uses. Generally, open space uses do not involve main buildings, but the zone may also be applied to certain institutional uses, such as museums, which are located on large parcels of land used as parkland.

Following the demolition of the former pool site, the use of the property as a vacant gravel lot does not match the intention of the Open Space (OS) zone. The property is not currently being utilized to the best of its ability.

ATTACHEMENT B
Public Information Meeting Notes
November 8, 2021- November 23, 2021
File 21-15
65 Fort Edward Street, PID # 45059797

Meeting date and time	A public information meeting was held on November 8, 2021 beginning at 6 p.m. The meeting was broadcast live on the Municipal Facebook page.
File Number	21-15
Attending	The PIM was held prior to the regular PAC/JAC meeting. As a result, the following members of PAC/HAC and staff were present: Councillor Jim Ivey Councillor Rupert Jannasch Councillor Mark McLean Councillor Debbie Francis Councillor John Smith Bill Preston Jane Davis Shelley Bibby Jennifer Nicholls Lisa Bland Jamie O’Hanlon Staff: Madelyn LeMay, Director, Planning and Development Sara Poirier, Senior Planner Alex Dunphy, Planner Vanessa Lake, Meeting Secretary Applicant: Mark Phillips, CAO As this meeting was held virtually there were no members of the public present.
Applicant Mark Phillips, CAO	Mr. Dunphy outlined the application for a redesignation and concurrent rezoning at PID 45059797.
WHRM	A presentation was not made by the applicant.
Comments	Comments from the public could be submitted to Alex Dunphy by mail, e-mail and telephone between November 8 – November 23, 2021. Two (2) letters were received, one (1) which requested priority consideration for a period of nine (9) months for the West Hants Historical Society to create a project plan and one (1) which was opposed to the redesignation due to the potential for public land to be developed with heritage and sustainability in mind. Four (4) emails were received, one (1) was in favour of the redesignation to provide additional housing possibilities, and three (3) were opposed to the redesignation based on proximity to the

	National Historic Site, elevation of the property, availability of parking, and potential community use. Four (4) Phone calls were received, with three (3) of the calls prior to the Public Information Meeting. Three (3) of the calls were opposed to the sale or development of the property, citing concerns regarding former Town Council decisions, the quality of development, and sale of the land without public consultation. One (1) call was in favour of the redesignation and was interested in developing the property as housing.
Adjournment	The presentation portion of the PIM ended at approximately 6:10 p.m.

ATTACHMENT A

PIM Submissions: 65 Fort Edward Street

Received: October 28th – November 8th, 2021 (Prior to PIM) & November 9th – November 23rd, 2021

Compiled: November 24th, 2021

Letter

November 16, 2021

Shirley Pineo
President
West Hants Historical Society

281 King Street, Windsor, NS B0N 2T0
Mayor and Councillors of West Hants Council
Chair and Members of West Hants Planning Committee
76 Morison Dr, Windsor, NS B0N 2T0

Dear Mayor, Councillors and Planning Committee Members:

Thank you for considering this letter in the request by Council for development proposals regarding two municipal plots, PIDs 45059797 and 45059805, which abut the western edge of the Fort Edward National Historic Site in Windsor, West Hants, Nova Scotia.

Importance of Fort Edward

101 years ago, in 1920, Parks Canada declared Fort Edward a National Historic Site because of its role in the struggle for predominance in North America from 1750 to the war of 1812. However, the Fort and its location have importance much beyond its above noted role.

Fort Edward is intertwined in every major occurrence and the day-to-day life of our region since before recorded history. For centuries, the Mi'kmaq people knew this place as an ideal area for hunting and fishing. In the 1600s, the Acadians had a chapel on the grounds that became Fort Edward in 1770. Shortly thereafter, in 1755, over 1,000 Acadians were wrongfully deported from the region and an influx of American Planters ensued.

The longest running agricultural fair in North America began over 250 years ago at Fort Edward, and during World War I, the first Prime Minister of the State of Israel trained for military service at the Fort. Today, the

sole remaining built structure of Fort Edward is its blockhouse, prefabricated defense post that is now oldest and longest serving structure of its kind in North America.

Fort Edward National Historic Site is a landmark like none other, having borne witness to and played a crucial role in our collective histories, reminding us of who we are and how far we have come as a community.

West Hants Historical Society

Since the late 1990s, Parks Canada has contracted the West Hants Historical Society to facilitate the visitor experience offered at Fort Edward and contribute valuable input in the overall management of the Site. For its part, Parks Canada oversees the strategic operations of Fort Edward in context to the Fort's relationship with other Parks Canada historic sites throughout Southwest Nova Scotia.

There have been many discussions over the years as to how Fort Edward should be enhanced as a tourism destination, a recreation space, a learning tool to convey historic perspectives and potentially as a contributor to the local economy. The strict archaeological constraints of the Site itself, however, restrict development to take place, meaning that any sort of building or structure to support the Site would need to be placed off the Site on adjacent land not currently managed by Parks Canada.

When Windsor's Centennial Pool (PID 45059805) was decommissioned in 2006 it represented the first opportunity for the Society since entering its contract with Parks Canada to expand the Site's offering beyond its designated borders. Discussions were held with Town staff regarding use of pool's administration building so Site visitors and staff could access the public washrooms, with the remaining space used for artifact displays and minor retail, however, access was not granted.

Later, in 2010, the West Hants Historical Society formally requested Windsor Town Council to entertain development propositions for the above-named properties adjacent to the Fort Edward Site only if the developments were to be sensitive to and supportive of the Historic Site. The request was in response to an expression of interest submitted to Council from a developer proposing high value residential units that would be available for young professionals to rent. After the Society's request, the residential development proposal did not proceed.

In 2016, Parks Canada released its [10-year National Historic Sites of Southwest Nova Scotia Management Plan](#). This document provides a wealth of data in which to aid Parks Canada and stakeholder communities throughout the region to effectively leverage important sites like Fort Edward as destinations at which community members and visitors alike can learn, connect, reconcile, build bonds, share histories, tell our stories, and bridge our differences toward creating a society that is more aware, inclusive, and productive.

As local custodians of the Fort Edward Site, and on behalf of members of the Society, stakeholder groups and area residents who wish to see the Fort Edward National Historic Site play a more relevant role in education, economic development, and facilitating reconciliation within our community, the **West Hants Historical Society proposes to lead a multi-stakeholder, collaborative plan to provide a built structure on the surplus parcels (PID #s 45059797 and 45059805).**

Based on feedback we have received from visitors and community members alike dating back several years, along with initial interest of involvement from stakeholder groups we have approached thus far, we are confident we can deliver to Council a progressive development plan to create a built structure that adds economic value and diverse interest to the existing Site as well as provides a designated space for visitors and community members to gather, learn, enjoy, and reflect.

We therefore request the Municipality of West Hants to **grant the West Hants Historical Society priority consideration for a period of nine months so the Society, its partners, and community stakeholder**

representatives may collaborate on a multi-use, built project plan toward creating a centre that provides for historical and cultural interpretation, commerce, amenities, and public gatherings upon PID plots 45059797 and 45059805.

Signed respectfully,
Shirley Pineo
President
West Hants Historical Society

C.C.

- Kody Blois, MP for Kings Hants
- Melissa Sheehy Richard, MLA for Hants West
- Glooscap Ventures, Glooscap First Nations
- Ted Dolan,, Superintendent, Parks Canada
- Sharmay Beals-Wentzell, Coordinator, West Hants Historical Society Diversity Committee
- Sara Beanlands, Historian, Royal Nova Scotia Historical Society
- Jonathan Fowler, Archeologist, Archaeology in Acadie
- Adrienne Wood and Ashley Wood, Chairs, Windsor Township Business Association
- Lisa Hines, Manager, Windsor Agricultural Society
- 84th Regiment of Foot
- WHHS Facebook page

November 23, 2021

From: Teresa Newcomb
To: Alex Dunphy, Planner
C/C Abraham Zebian
Windsor West Hants

Re: 65 Ft. Edward St
PID 45059797
Request to Redesignate to Residential, Concurrent Rezoning to Two Unit Residential (R-2) zone

See attached letter

Emails

From: Kelly McGregor
Sent: November 1, 2021 11:38 AM
To: Alexander Dunphy <ADunphy@westhants.ca>
Subject: Feedback 65 Fort Edward Street

Hello,
I would like to give feedback on the change of use for the 65 Fort Edward Street.

We would like to strongly support this project. We feel that any additional housing stock is absolutely necessary at this time.

We were contacted because the Portal owns a property in the vicinity.

Regards,
Kelly McGregor

From: Andrea Moore
Sent: November 3, 2021 12:38 PM
To: Alexander Dunphy ADunphy@westhants.ca
Subject: 65 Fort Edward St meeting

Hi Alex,

I would like to virtually attend the meeting about 65 Fort Edward Street.

I also have 3 questions.

1. This property and adjacent 36 Fort Edward are currently listed for sale on Viewpoint, advertised as "lands are zoned R2 which allows for duplex dwellings."

The letter I received states that the redesignation is proposed.

So, is the redesignation already in place or is it in the proposal phase?

2. The properties are listed together for 303,000\$. Why is this meeting about one property only? Is there another different plan for 36 Fort Edward Street?

3. These are large properties. How many duplex dwellings would be permitted on each PID?

Thank you,
Andrea Moore

Hi Alex,

Thank you for your responses to my initial questions.

I do not agree with the rezoning of 65 Fort Edward Street to R2.

It is adjacent to a National Historic Site and as such should receive significant more consideration as to its use, and perhaps more importantly, the lost potential from selling off this unique land.

1. Tourists come and go from this location because of its listing as a National Historic Site...and a free one at that. But they often take a picture and leave within 5-10 minutes, likely on to Grand Pre where there are facilities and an interpretive centre. Any kind of tourist information or interpretation or facilities in a separate building would likely be well received and well visited, encouraging people to stay longer and explore the local area further. This may be a better location for the tourism information bureau given the ample parking, existing stream of visitors, and proximity to the highway.
2. Alternatively, create something of additional value for locals. Why not a community garden on the gravel lot. Or on the grassy area or both. Raised beds could easily be added to the gravel surface and allow for much more substantial use than other areas in town which are limited to one plot. This would provide benefits to many more people than the potentially 2 families from a duplex. There are surely many more options for this location recreation-wise given the proximity to the trail. Enhancing this area could also provide relief to the now marshfront, offering an alternate destination for a lovely walk, with potentially another outdoor gym or playground for families.

3. Personally, I can see residential use for the adjacent property on Fort Edward, but this one is much different. It is very high and large and is split by a road that the public uses. The side on Cobbett Street beneath the gravel is very steep and a building would be an eyesore from that side, assuming that a residential unit would face onto Fort Edward Street. A building, even a two story, would loom large from below, more like a four or five story given the difference in elevation, which is a significant, not a minor, disturbance to the current view, and amount of natural light from my location.

I strongly urge the committee to consider alternative uses for this unique property before it is sold. Or delaying its rezoning for another year. Please also consider splitting the PIDs and selling 36 Fort Edward Street but not 65 Fort Edward Street. This would allow the municipality to make some money from the sale of a property but reserve another to potentially reach many more community members and tourists in a much more meaningful and long lasting way.

Sincerely,
Andrea Moore

From: Denise Forand
Sent: November 9, 2021 5:34 PM
To: Alexander Dunphy <ADunphy@westhants.ca>
Subject: Former pool site, 65 Fort Edward Street

Dear Mr Dunphy,

I feel the name alone says why we should not sell this land or call it surplus.
I don't think there is a home on that short road.

These lands are used for excess parking for the municipal regional office, the fire station, tourist for the Fort and locals who walk the trail, not surplus.

If our new municipality building moves into the economic centre , we will require the parking spaces even more than today.

This Downtown location should be kept for local needs in our future as we have limited lots downtown in our commercial town centre.

What happened to the Jewish museum? They were thinking of that location.

The region is in great financial shape.

We cannot grow more lots downtown, it's a historic 175 year old town.

I firmly believe all councillors and planners should have a slow tour of the architectural district and the reason for different rules for different locations.

Late 1898 would have been when Windsor got rebuilt. No cars in any planner's designs, we had ships, lots of ships and a rail line.

I firmly believe that this land should be held for our own future needs.

Sincerely,
Denise

Thank You Alexander, I am against losing the designation of open space in our town center for residential or commercial on said lots by Fort Edward.

I firmly believe our next pool will be back where our centennial pool was for 50 years, on high ground. This land is too valuable to sell for a measles amount when it's need will be required in the future growth of our township.

Thank You, Denise

From: Don Hurshman

Sent: November 23, 2021 12:47 PM

To: Alexander Dunphy <ADunphy@westhants.ca>

Subject: Just my opinion.

What I think should happen with the 2 parcels of land at the fort is to have a small tourist bureau in the lower parking lot similar to the one that used to be as you drove into Hantsport. And in the upper parcel a splash pad for the small children that are yet too young for the pool, don't forget there are many young families that can't afford to take their children to the pool everyday, having a splash pad would cure that problem. After all this land was deeded to the town for the benefit of the citizens of Windsor and not for the benefit of one developer. There are other lots of land I'm sure where a couple of duplexes could be built.

Thank you for your time

Don Hurshman

Phone Calls

From: Liz Galbraith

Date: October 28, 2021

To: Alexander Dunphy

Ms. Galbraith had concerns regarding former Windsor Town Council decisions to reserve the property for heritage or tourism usage. Ms. Galbraith also had concerns regarding the suitability of infrastructure and neighbourhood character. The Planner replied that they would research former Town Council decisions and that any development would be required to follow all policies and by-laws.

From: G. Fogarty

Date: November 4, 2021

To: Alexander Dunphy

Ms. Fogarty had concerns regarding the quality of development for the property. The Planner replied that the land had yet to be sold and that any development would be required to follow all policies and by-laws.

From: Roaland Newcomb

Date: November 8, 2021

To: Alexander Dunphy

Mr. Newcomb had concerns regarding the sale of public land without public consultation. The Planner replied that the public consultation process had yet to begin and that it would be starting with the Public Information Meeting that night.

From: Kevin Saunders
Date: November 17, 2021
To: Alexander Dunphy

Mr. Saunders was interested about developing the land as residential and was in favour of the redesignation and rezoning.

Staff Comment Response

PIM Comments Response – Nov. 8th, 2021

We have received a number of phone calls from the public about this lot. Generally, the concerns were regarding the public consultation, sale of the land, the quality of future development, former Town Council decisions, the suitability of infrastructure and the neighbourhood character.

In response to these concerns, staff provide the following:

- This application is solely for the redesignation and rezoning of the lot.
- Staff are researching any previous decisions regarding 65 Fort Edward Street by the former Windsor Town Council
- Any sale of this lot is a decision of Council
- All requirements of the Public Participation Policy process have been and will continue to be met
- Any future development on this property will be required to follow the regulations in the Windsor Land Use By-law
- The Municipal Planning Strategy requires aspects such as the suitability of infrastructure and neighbourhood character to be examined as part of the recommendation made by planning staff

Staff have also received a number of emails regarding the Public Information Meeting.

In response to these questions, staff provide the following:

- This application is only dealing with 65 Fort Edward Street. It is currently zoned Open Space (OS) and the application is to rezone the lot to Two Unit Residential (R-2). No decisions have been made yet
- A single or two-unit dwelling would be permitted as-of-right on this lot if the rezoning application is approved

This concludes the comments received so far.

Nov 23/2021

To: Alex bunphy, Planner, Planning Dept.
c/c Abraham Sebian
Windsor West Hants

Re: 65 Ft. Edward St
PID 45059797
Request to Redesignate to Residential,
concurrent Rezoning to
Two Unit Residential (R-2) zone

Dear Sir;

I respectfully must say no to this request for rezoning. I want Windsor West Hants to keep this property for community use. Here's why:

- there is a fantastic opportunity for WWH to create a development that could promote and enhance Fort Edward National Historic Site (FENHS) and the local cultural + Natural History. (In particular the tidal bare + saltmarsh ecosystem of the Avon + St Croix Rivers).
- WWH needs to preserve some land in public (not private) control as a refuge during flood events. (which are happening now due to climate change.) Hilroy

RECEIVED

NOV 23 2021

11:40 am

- the site offers commanding views of the beautiful Aron River valley and distant hills of Falmouth, Martock and beyond.
- the orientation of the site with its south-facing slopes lends itself to passive-solar community buildings and active solar electricity generation.
- the site is an important place for the ~~town~~ to manage water runoff (already significant)
- the site, if developed as a community-use, tourist accommodating, environmentally sustainable centre would be an intelligent investment that would pay LONG TERM dividends

Thousands of tourists already visit Ft Edward every year, but even though they all enjoy the spectacular and RARE 360° views from the Fort, there is and the excellent guidance from the Fort Attendant, there is little to keep these very keen + informed local, provincial, national, N. American and International tourists engaged and able to expand their knowledge of this amazing area.

3/5

- If tourists could go to 95 Ft Edward St and enjoy interpretive information, gift shop, Café with a view, wash rooms and a building and gardens that exemplify good passive solar design, water conservation, soil protection, preserved view planes for FENHS, then they may decide to book overnight accommodation, go downtown for dinner and music, purchase gas, groceries etc in WWT.
- Such a development would also attract planners and designers from other communities to see the thoughtful and forward-thinking, successful, sustainable and lucrative center that WWT had the foresight to build.

Please please please carefully consider these suggestions. I am sure it is very difficult to have to make decisions regarding town properties. I would like to point out that what happens at 65 Ft Edward St. affects much more than the small group of us who live adjacent, since it is used by the whole municipality, province, country and world. Therefore WWT really needs to be a leader in sensitively developing this gem of a property.

Hilroy

So This is why I must say no to the request for rezoning to residential. WWH should not sell this valuable property in which it has already invested heavily over the years. (The thriving pool, costly demolition + filling, and on-going maintenance) WWH should not rezone to residential and be swayed by developers who really do not have the mandate of caring for and leaving a legacy for this community as WWH / you do.

Also, regardless of what happens with this site, I am strongly opposed to any high density housing development (ie: several packed in Two Unit dwellings, or multi use dwellings). I am also strongly opposed to any development that blocks the view planes from FENHS.

5/5

We have many wonderful things to be thankful for here in WWH. I am also Thankful to you, Mr Dunphy, and to all the WWH leaders, workers, staff; for the hardwork you all do. Please have the courage to do something sustainable and environmentally, socially, historically profitable (and actually financially profitable for the spin offs) and keep this very important property for community use and beyond.

Thank you for your careful consideration of this matters.

Sincerely

Teresa Newcomb

Teresa Newcomb
81 A King St,
Windsor NS.

902-798-5143

Attachment B – Redesignation and Concurrent Rezoning: 65 Fort Edward Street, Windsor; PID 45059797; File# 21-15B



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information X	Recommendation ☐	Decision Request ☐	Councillor Activity ☐
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To: Members of Planning and Heritage Advisory Committee (PAC/HAC)

Submitted by: _____
Alex Dunphy, Planner

Date: 2022-01-13

Subject: Supplementary Report to PAC/HAC - Redesignation and Concurrent Rezoning:
65 Fort Edward Street, Windsor; PID 45059797; File# 21-15B

LEGISLATIVE AUTHORITY

Section 205 of the Municipal Government Act.

RECOMMENDATION

The following motions were prepared and passed by PAC/HAC:

... that PAC/HAC recommends that Council delay First Reading and direct staff to complete their research related to any former Town of Windsor outstanding commitments to heritage projects at the site (PID 45059797).

... that PAC/HAC request staff for comment from the Province of Nova Scotia regarding requirements of the Special Places Protection Act for the site (PID 45059797).

BACKGROUND

Property X	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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On December 2nd, PAC/HAC made a motion to request staff to obtain comments from the Province regarding the requirements of the Special Places Protection Act. The committee also requested that staff speak with Johnathan Fowler to ask about LiDAR for the subject lot and

Sara Beanlands for further information about relationship of the Jewish Legion to the site. The responses to each of the inquiries are attached to this report.

DISCUSSION

The CAO is currently requesting proposals from archaeologists to perform a Phase 1 Archaeological Impact Assessment Study as recommended by Catherine Cottreau-Robins, the Senior Curator of Archaeology at the Nova Scotia Museum.

ATTACHMENTS

Attachment A	Email Response from Johnathan Fowler
Attachment B	Email Response from Sara Beanlands
Attachment B1	Attachment 1 to Sara Beanlands Response
Attachment B2	Attachment 2 to Sara Beanlands Response
Attachment C	Email Response from Catherine Cottreau-Robins

Report Prepared by: _____
Alex Dunphy, Planner

Report Reviewed by: _____
Madelyn LeMay, Director of Planning and Development

Attachment A – Email Response from Johnathan Fowler

Alexander Dunphy

From: Jonathan Fowler <fowler@ns.sympatico.ca>
Sent: December 4, 2021 6:05 PM
To: Madelyn LeMay
Cc: Alexander Dunphy; Sara Poirier
Subject: Re: Information Search

Follow Up Flag: Follow up
Flag Status: Flagged

Caution

This email comes from an outside sender. Verify the sender and use caution with any requests, links or attachments.

Good evening, Madelyn and team.

I've had a quick scan through my records and, yes, there is good evidence of early colonial occupation in the area you have identified. Probably any property this close to an 18th century fort would have elevated archaeological potential, but we have some additional considerations here:

1. There is a pre-Deportation Acadian parish church here as well, just where the blockhouse now stands (Rob Ferguson and I outline the evidence in ch 8 of *Underground Nova Scotia*, published in 2010);
2. There is a truckhouse (i.e. trading establishment) in the near vicinity, which has some significance for Mi'kmaw history; and
3. There are documented extramural features associated with the early fort in this area, for example those shown on the map below, which includes stables and soldiers' huts.

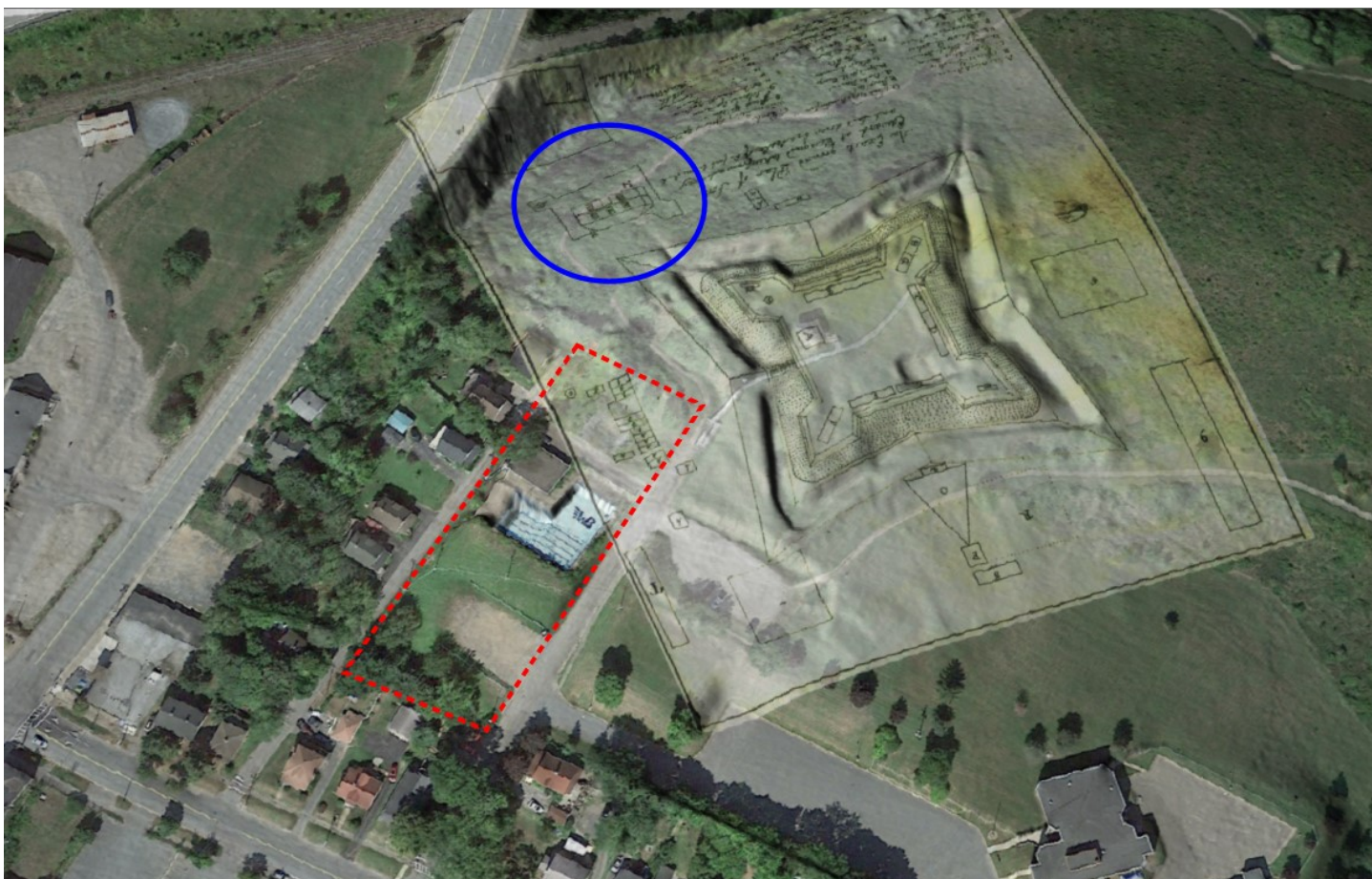
A quick look at the landscape with the aid of 2011 LiDAR data, which gives us the ability to map elevation very precisely (and remove trees and buildings), with the properties in question outlined in the red dashed line:



We can drape 2015 satellite imagery over this 3D model:



And then we can begin to collate a series of historical maps, for example this 1757 plan of the fort from the Clements Library in Michigan:



In this last image, we can see several stables and huts intruding into the northernmost of the two properties in question. Beyond this, in the blue oval, we have the remains of the truckhouse, apparently outside the area of interest, but I have additional evidence placing this complex much closer to the northernmost of the two properties you asked about.

Therefore, I would judge there to be ample evidence at this location (and there is much more of it) to demonstrate elevated archaeological potential. This should probably figure into any future designs for the area, as the provincial Special Places Program will likely require a proper archaeological resource impact assessment and mitigation prior to construction.

Additionally, however, these heritage resources contain potential for development and interpretation. They are unique and authentic (it is difficult to determine their integrity at the moment), and they connect to a network of heritage sites all the way down the valley, including nearby Grand-Pré National Historic Site. There may be some potential for the municipality, working with local stakeholders, to develop these resources and capture some of the tourist traffic that otherwise drives literally right by your doorstep.

So, this is a quick, high-level assessment, and I'd be happy to draw the picture more comprehensively in the new year if that is something the municipality would be interested in. I routinely undertake this kind of work through my consultancy, Northeast Archaeological Research Inc., and we're here if you'd like to discuss this case further.

Best,

Jonathan
902 478-1896

On Fri, Dec 3, 2021 at 10:18 AM Madelyn LeMay <MLeMay@westhants.ca> wrote:

Good morning, Jonathan!

It's been a while, since I have seen you - but I am looking for your help again!

This time, it's in the former town of Windsor.

West Hants Regional Municipality (WHRM) is in the midst of two processes regarding lots on Fort Edward Street:

1. the amendment of the designation on the Future Land Use Map from Community Use to Residential and re zoning in the Land Use By-law from Open Space (OS) to Two Unit Residential (R2) of PID 45059797 ; and
2. the sale of PID 45059797 and PID 45059805 (which is already zoned Two Unit Residential (R2)).

I am wondering if there is any information that you have and would be willing to share with me and PAC/HAC regarding this area? I have made a similar request to Sara Beansland.

Anything you can offer would be really appreciated.

Madelyn



Madelyn LeMay

Director of Planning and Development

West Hants Regional Municipality

PO Box 3000, 76 Morison Drive, Windsor, NS, B0N2T0

T 902-798-8391 Ext. 114

E MLeMay@westhants.ca

W www.westhants.ca

Attachment B – Email Response from Sara Beanlands

Alexander Dunphy

From: sbeanlands@boreasheritage.ca
Sent: December 5, 2021 3:53 PM
To: Madelyn LeMay
Cc: Alexander Dunphy; Sara Poirier
Subject: RE: Lands on Fort Edward Street, Windsor
Attachments: Jewish Legion Memorial_Revised.pdf; Jewish Legion - MOU Request - Final.pdf

Caution

This email comes from an outside sender. Verify the sender and use caution with any requests, links or attachments.

Hi Madelyn,

It's been some time now since we were working on this – we have not done much since COVID appeared – and my memory is a bit hazy. But I have attached a couple of letters that were sent to the Windsor Council with respect to the property. We were proposing to establish a “Cultural Pavilion” on the swimming pool site that would highlight the diversity of cultures in Hants County, including the history of the Jewish soldiers (It began as a memorial to the Jewish soldiers but evolved into a broader, more inclusive proposal. I don't think that Council ever responded to our MOU request, however we do have a signed MOU with Parks Canada.

Hope this helps,
Sara

From: Madelyn LeMay <MLeMay@westhants.ca>
Sent: December 3, 2021 10:19 AM
To: sbeanlands@boreasheritage.ca
Cc: Alexander Dunphy <ADunphy@westhants.ca>; Sara Poirier <spoirier@westhants.ca>
Subject: Lands on Fort Edward Street, Windsor

Good morning

I am looking to you for some information. West Hants Regional Municipality (WHRM) is in the midst of two processes regarding lots on Fort Edward Street:

- (1) the amendment of the designation on the Future Land Use Map from Community Use to Residential and re zoning in the Land Use By-law from Open Space (OS) to Two Unit Residential (R2) of PID 45059797 ; and
- (2) the sale of PID 45059797 and PID 45059805 (which is already zoned Two Unit Residential (R2).

During the preparation of the staff report, we made a request to WHRM's Administration Department for any minutes or agreements related to the properties and are waiting for that material. Planning staff became aware only last night during a Planning and Heritage Advisory Committee (PAC/HAC) meeting that you had made a presentation to the former Windsor Town Council; no details were provided.

I am wondering if there is any information that you have and would be willing to share with me and PAC/HAC regarding this area?

Anything you can offer would be really appreciated.

Madelyn



Madelyn LeMay

Director of Planning and Development

West Hants Regional Municipality

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Attachment B1 - Attachment 1 to Sara Beanlands Response



JEWISH LEGION CENTENNIAL SOCIETY

May 21, 2019

Mayor Anna Allen
Town of Windsor
100 King Street
Windsor, Nova Scotia

Re: Jewish Legion Society

Dear Mayor Allen & Councillors,

We are writing to follow up on our meeting with you on Monday, April 8th, 2019.

We firstly want to thank you for taking the time to allow us to provide you with a full presentation on our project to commemorate the presence of the Jewish Legion in Windsor in 1918, and as well to memorialize the warm hospitality extended to the Jewish Legion by the people of the Town of Windsor. This indeed is a significant part of the heritage of the Town of Windsor.

This letter is a formal request to the Town of Windsor to enter into a Memorandum of Understanding with the Jewish Legion Centennial Society to convey to them by way of purchase the old swimming pool site. We look forward to a positive response.

Respectfully submitted,

A handwritten signature in black ink, which appears to read "Jon Goldberg". The signature is fluid and cursive.

Jon Goldberg
Chair, Jewish Legion Centennial Society
Director Emeritus,
Atlantic Jewish Council

Attachment B2 - Attachment 2 to Sara Beanlands Response



JEWISH LEGION CENTENNIAL SOCIETY

June 13, 2019

Re: Jewish Legion Memorial in Windsor, Nova Scotia

Thank you for the opportunity to provide you with further information on the Jewish Legion Centennial Project. The Jewish Legion Centennial Society was formed in 2017 to commemorate the 100th anniversary of the Training of the Jewish Legion in Windsor, Nova Scotia and to establish a permanent memorial to mark the significance of this historic event at Fort Edward.

Although much has been written about the Jewish Legion, the training of the Legion in Nova Scotia is less well known in the chronicles of twentieth-century military and Jewish history, and we believe it deserves a permanent commemoration. Indeed, the formation of the Jewish Legion represents not only the creation of the first modern Jewish military formation, but a social transformation of Jewish communities around the world, particularly those in Canada and the United States. In 1917, the British War Office approved the raising of a Jewish military force to assist the Allied war effort in the Middle East. Shortly thereafter, Jewish recruits from across Canada and the United States assembled at the Imperial Recruits Depot in Windsor, Nova Scotia to begin their training as the 39th Battalion Royal Fusiliers, one of four Jewish battalions, which collectively became known as the Jewish Legion. All North American recruits of the Jewish Legion received initial training at Fort Edward in Windsor, and it was here that a group of immigrant Jewish men became soldiers of the British Imperial Army, thereby creating in the Jewish diaspora a growing sense of unity, purpose and national identity.

Equally as compelling is the underlying story of Jewish recruits' experience in the small rural town of Windsor as the local community supported and comforted members of the Legion, many of whom felt disoriented and isolated from the other troops. During its brief tenure in Windsor, the Legion returned the town's warm embrace and still, to this day, descendants of those brave soldiers recall their fathers' and grandfathers' deep and lasting affection for the Town of Windsor. Windsor's 1918 display of core Canadian values resounded in September 2018 when the unique history of the Jewish Legion was brought to life in a moving commemorative event that attracted considerable and very positive national media attention.

The Jewish Legion Centennial Society seeks to build a memorial to commemorate the soldiers of the Jewish Legion – to honour the service and sacrifice of those who trained at Fort Edward – and to create a meaningful space where people can reflect upon, honour and remember the past – a place of memory for all those who have sacrificed to make this world a better place in which to live. At the same time, it is an opportunity to recognize the spirit and generosity of the citizens of Windsor, Nova Scotia, who in 1917, embraced the sons of immigrant Jewish families from across the United States and Canada, thereby demonstrating intrinsic values of tolerance, inclusion and diversity. There is no such memorial to the Jewish Legion in North America, and it is

only fitting that the Jewish soldiers of the 39th Battalion are recognized and honoured in Nova Scotia. The memorial will include the names of all Jewish soldiers who trained at Fort Edward.

We have collaborated with Talbot Sweetapple of MacKay-Lyons Sweetapple Architects Ltd. to begin design work on the proposed memorial, copies of which are provided below and are currently looking for support to ensure the successful completion of this important project. The details of the history of the 39th Battalion Royal Fusiliers are recounted in the attached article published in the *Journal of the Royal Nova Scotia Historical Society*. Please do not hesitate to contact me if you have any questions or would like additional information (sbeanlands@boreasheritage.ca; 902 483-7999).

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'S. Beanlands'.

Sara Beanlands, on behalf of,
Jon Goldberg
Chair, Jewish Legion Centennial Society
Director Emeritus, Atlantic Jewish Council,
and the entire Board of Directors of the Jewish Legion Centennial Society



MacKay-Lyons Sweetapple
Architects Limited

5670 Spring Garden Road, Suite 309, Halifax, NS. B3J 1H6

Journal of the Royal Nova Scotia Historical Society

Volume 21, 2018

The Training of the Jewish Legion in Windsor, Nova Scotia, during the First World War

by SARA BEANLANDS

Read before the Royal Nova Scotia Historical Society 15 March 2017

The very idea of establishment of a Jewish Legion ... was in the nature of a revolution in the life of the Jewish people dispersed as it was among the nations of the world...¹

As Bernard Joseph, a prominent Israeli cabinet minister, expressed in 1967, the formation of the Jewish Legion represented not only the creation of the first modern Jewish military formation, but a social transformation of Jewish communities throughout the world. These events would become part of the reshaping of the Middle East after the First World War. In 1917, the British War Office approved the raising of a Jewish military force to assist the Allied war effort in the Middle East. Shortly thereafter, Jewish recruits from across Canada and the United States assembled at the Imperial Recruits Depot in Windsor, Nova Scotia to begin their training as the 39th Battalion Royal Fusiliers. One of four Jewish battalions, they collectively became known as the Jewish Legion. Among the recruits were David Ben-Gurion, Yitzhak Ben-Zvi and Bernard Joseph, all of whom played significant roles in Israel's development. Although much has been written about the Jewish Legion and its role in the Zionist movement, the training of the Legion in Nova Scotia is less well known in the chronicles of twentieth-century military history.² Indeed, all North American recruits of the Jewish Legion received initial training at Fort Edward (in Windsor) and it was there that a group of displaced immigrant Jewish men became soldiers of the British Imperial Army. This transformation created in the Jewish diaspora a growing sense of unity, political purpose and national identity. This paper will explore the experience of the Jewish Legion within a small transit training camp in rural Nova Scotia, largely through the experiences of David Ben-Gurion, who would later have a fundamental role in creating the modern Jewish state of Israel.

In 1966, Robert Dimock, Mayor of the Town of Windsor, wrote a letter to Ben-Gurion, who by then had been the first Prime Minister of the State of Israel, serving from 1948 until (with one short break) 1963. Although the original letter has been lost, Ben-Gurion's response, torn from the pages of his enumerated notebook, has been preserved:

Dear Mr. Robert C. Dimock,

I was delighted to have a letter from the Mayor of Windsor. In Windsor, one of the great dreams of my life—to serve as a soldier in a Jewish Unit to fight for the liberation of the Land of Israel (as we always called Palestine) became a reality, and I will never forget Windsor where I received my first training as a soldier, and where I became a Corporal. I thank you from the bottom of my heart for your kindness in sending me a Windsor letter.

Yours, D. Ben-Gurion³

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Haifa, 3.2.66
Dear Mr. Robert C. Dimock
I was delighted to ^{have} a letter
from the Mayor of Windsor.
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I thank you from the bot-
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a Windsor letter.
Yours
D. Ben-Gurion
Mayor
Windsor, Nova Scotia
Canada.

Letter written to the Mayor of Windsor, Robert C. Dimock, by David Ben-Gurion. (Private Collection of the Dimock Family)

Ben-Gurion was 80 years old when he wrote these words, and it would seem the Mayor's letter offered him pause for reflection. Perhaps, in the closing years of his life, the letter carried with it not only the postmark of Windsor, Nova Scotia, but receding memories of his youth. Whatever his reason for responding, his words reveal a lasting fondness for Windsor, where nearly a half century earlier, he and his Jewish compatriots awaited their call to arms.

Born in Płońsk, Poland in 1886, Ben-Gurion's childhood was dominated by Zionist ideology, which emerged in the late nineteenth century, particularly after the tsarist regime imposed civil restrictions throughout the Pale of Settlement and condoned the pogroms of anti-Jewish violence within the Russian Empire.⁴ He was introduced to Hebrew by his grandfather at the age of three, and was educated in a Hebrew school established by his father, Avigdor Grün.

By the age of 14, Ben-Gurion (who was born David Grün) led a Zionist youth group, “Ezra,” whose members promoted Hebrew studies and emigration to the Holy Land. He was fascinated by Zionism and later admitted: “I can hardly remember a time when the idea of building what we used to call ‘Eretz Israel,’ or the Land of Israel, wasn’t the guiding factor of my life.”⁵ Thus, although it would be easy to assume that he had always endorsed the formation of a Jewish fighting force, this was not the case. In fact, he had been an outspoken opponent of the initial scheme—and he was not alone. “A Jewish regiment is an absurdity,”⁶ declared Samuel Daiches, a well-known Zionist rabbi, whose sentiment was echoed in the *Jewish Daily News* of October 1914, in which it was described as “a piece of folly that would neither shed glory on the Jewish people nor bring practical benefit to the Zionist movement.”⁷

While studying law in Constantinople in 1912, Ben-Gurion and his companion, Yitzhak Ben-Zvi, volunteered for service in the Turkish army. They believed the raising of a Jewish force under the auspices of the western Allies would endanger not only those Jews who had settled in Palestine under the Ottoman regime, but the future of the Zionist movement.⁸ But when Ottoman authorities began arresting and expelling Jewish residents in 1914, Ben-Gurion found himself in a Jerusalem prison awaiting deportation, with ample time to reconsider his fidelity to the Ottoman Empire. He would eventually arrive in New York in May of 1915, and three years later, having definitively switched sides, boarded a train bound for Nova Scotia, as a recruit of the newly formed 39th Battalion.⁹

Although the formation of a Jewish fighting force during the First World War was a notion espoused by some prominent and influential members of the Zionist movement, the desire to recruit a Jewish military contingent was not exclusively motivated by Zionist ideology, nor was it endorsed by the executive of the Zionist Council. Rather, the origins of the Jewish Legion are to be found in a convergence of factors and multiple interests that go beyond the national aspirations of the Diaspora Jewry.¹⁰ Among contributing factors was the existence and extent of social discrimination within Britain and other European countries in the early twentieth century. Despite the great number of non-conscripted Jews who responded to the British call to arms in 1914, and although many served and died on the battlefields of Europe alongside their non-Jewish compatriots, charges of “disloyalty, cowardice, and unmanliness” were common.¹¹ These denunciations were rooted not only in anti-Semitism, but were also fueled by misplaced assumptions regarding the perceived failure of Jews to participate in the war effort.¹² Many of those living in immigrant enclaves in the United States and Canada, however, were unnaturalized residents, thus unable to serve without declaring their intention to become citizens.¹³ Beyond a desire to demonstrate loyalty to the British Empire, the creation of a unified Jewish military force would serve to silence those who had branded the Jewish “constitutionally unfit as soldiers.”¹⁴ Orthodox Jews seeking to enlist had resisted for other

reasons as well, including their requirement to eat kosher food and to be among other Jews for prayer. A specific Jewish unit would allow these Jewish immigrants to join the British forces without compromising their religious beliefs.¹⁵

Opposition, however, came not only from officials in the British War Office, but also from leaders of the World Zionist Organization, who adhered to the existing policy of neutrality and did not approve of militant Zionism. Parallel undercurrents of resistance existed within Jewish communities where assimilation to British and American society had been obtained, or was desired.¹⁶ Furthermore, many Jewish immigrants had fled Russia and other Eastern European countries to avoid conscription, and felt no obligation to support a cause to which tsarist Russia was allied.¹⁷ Indeed, the debate over Jewish military service in the First World War polarized the Jewish community, and these divisions decelerated attempts to form a specific Jewish fighting force.¹⁸

Nevertheless, Zionist ideology and the belief in the “liberation of the Promised Land” were motivating factors for potential recruits. The expansion of the war to involve Turkey and Palestine provided opportunity for service that furthered Zionist and British military objectives alike. Although Vladimir Jabotinsky, Joseph Trumpeldor and others recommended the raising of a Jewish unit to fight alongside British troops for the liberation of Palestine in 1915, British military authorities would consider nothing more than a transport and supply unit.¹⁹ The resulting Zion Mule Corps, comprising 650 Jewish soldiers under the command of Colonel John Henry Patterson, provided an opportunity for a distinct form of Jewish military service not unlike the creation of the No. 2 Construction Battalion, authorized as a segregated non-combatant labour unit of the Canadian Expeditionary Force in 1916, to accept African-Canadian volunteers.²⁰ While the Zion Mule Corps was ostensibly a transport unit rather than a fighting formation, it was a symbolic, if not tangible, step towards inclusion of Jewish soldiers in the allied forces.²¹

Efforts to organize a Jewish military force were stalled until 1917, at which time a combination of political developments in Britain, the prospect of the United States entering the war and military events overseas set the stage for the War Cabinet’s decision to recruit a Jewish regiment.²² Shortly thereafter, the British government issued the Balfour Declaration, interpreted by many as an official endorsement of a Jewish national home. The underlying rationale, however, was to secure Jewish support for the Allied war effort, which manifested itself in a propaganda campaign, particularly in the United States. Britain’s policy toward Zionism under Prime Minister David Lloyd George, motivated by a combination of anti-Semitism and the endless need for additional troops, nevertheless created a political platform from which Jabotinsky could realize his dream of a Jewish Legion.²³

Enrolment efforts then began in earnest. The core of the first battalion, officially known as the 38th Battalion, Royal Fusiliers, was made up of former members

of the Zion Mule Corps and volunteers from Jewish enclaves in Britain, many of whom had emigrated from Russia and were well aware of the anti-Jewish ideology that accompanied the Bolshevik Revolution.²⁴ In North America, recruitment centres were established in New York, Philadelphia, Boston, Pittsburgh, Cleveland, Detroit, Chicago and Montreal, with troops being drawn from across the continent and beyond, as far south as Argentina and Brazil.²⁵ All male non-citizens of the United States, and citizens of allied and neutral countries, between the ages of 18½ and 45 were eligible; though American citizens of draft age were not permitted to join.²⁶ Contingents of recruits, some numbering as many as 500, left every three weeks for Windsor, Nova Scotia, for in-transit training at Camp Fort Edward. The first unit of 150 to 200 men left New York on February 27, 1918 as part of the newly-formed 39th Battalion, and in May, the first group of Jews residing in Canada joined the American recruits in Nova Scotia.²⁷ Ben-Zvi, who would later serve as the Jewish state's second President, left for Windsor with the fourth group in early May, while Ben-Gurion enlisted with the fifth group, leaving Boston later that month and arriving at Fort Edward on June 1, 1918.²⁸

The formation of the Legion was recalled by the volunteers as a time of great excitement, particularly in the United States, where lively celebrations attended their departure from every city. Ben-Gurion wrote to his wife that before boarding the train in Boston, he and his fellow recruits marched through the streets accompanied by music, flags and cheering crowds.²⁹ They were received with enthusiasm at every stop and when the train passed through Bangor, Maine, it was flagged down to enable those who lined the tracks the opportunity to embrace the Legionnaires.³⁰ For those living in immigrant enclaves in the United States and Canada, this public display of appreciation contributed to a sense of empowerment among individual recruits, greatly improved the patriotic image of the American Jew and led to the development of a collective sense of belonging and shared purpose.³¹

As an idealistic and self-assured young man, Ben-Gurion was already well known in Jewish circles, and in a letter to his wife, Paula, he described his experience as the train pulled into Portland:

The moment I came out of the carriage, and the crowd saw me, they lifted me up and shouted 'Hurray!', and when I managed with difficulty to free myself, they caught hold of me again and carried me high above the heads of hundreds of people who had gathered next to the railway station.³²

On board, the mood was also one of enthusiasm, and Ben-Gurion was amazed that his new comrades did not tire of singing, dancing and playing jokes.³³ By the time they reached Nova Scotia, however, fatigue had started to set in: "We spent the night in the small town of Truro" Ben-Gurion recalled:

There we stayed in the hotel. We had to leave Truro at 6:40 a.m., and we begged the hotel proprietor to wake us promptly at five. And of course he promised to do so. But he didn't wake us until half-past six, and we jumped out of bed as if we had been stung. We were dressed within ten minutes and just about managed to reach the train in time. We got there literally at the last minute.³⁴

Later that morning, the train rolled into the Windsor railway station, where the reception was more subdued. Ben-Zvi was there to greet the new recruits and marched them in military formation to the Imperial Recruits Depot at Camp Fort

Edward. They were accompanied by some applause, but as Ben-Gurion noted, without any singing. Nevertheless, the presence of Ben-Gurion was greatly anticipated, and news of his arrival spread quickly. "From all sides they came to shake my hand" he wrote, "The whole camp knew I was coming, and they waited for me impatiently."³⁵

Fort Edward had been established by British forces in 1750 and had functioned as a stronghold throughout the Seven Years' War. Although it remained in service during the American Revolution and the War of 1812, its strategic importance steadily declined, and the facilities gradually fell into ruin. By the late nineteenth century, most of the original buildings had disappeared.³⁶ Following the outbreak of the First World War, however, Fort Edward became one of numerous facilities across the country used to train local recruits for the Canadian Expeditionary Force (CEF). When the 112th Overseas Infantry Battalion departed for England in July of 1916, it became the first local military unit from Fort Edward to go to war since the American Revolution.³⁷

The role of Fort Edward expanded in late September of 1917, when the Imperial Recruits Depot, which was initially located at Camp Aldershot in Kentville, was transferred to Halifax to accommodate non-Canadian volunteers for the British Expeditionary Force (BEF).³⁸ Recruits were quartered in the Halifax Armouries



David Ben-Gurion, photograph taken in Windsor in 1918. (Army Museum, Halifax Citadel)

under the command of Major John Walkley, formerly in charge of the Jewish Legion recruiting centre in Boston. But, two months later the massive Halifax Explosion resulted in major damage to the Armoury building and the Imperial Recruits Depot was moved to Windsor, with Major Walkley still in command.³⁹

When Ben-Gurion arrived on the first of June 1918, the only remaining structures of the original fort were the Blockhouse and the Officers' Quarters. But there were already about 400 Legionnaires in camp and as he cast his gaze across the large open compound, there were bell tents "stretched as far as the eye could see."⁴⁰ He was now a *bona fide* soldier, Private D. Ben-Gurion, No. 3831, Platoon 11 of the Jewish Legion. "My first day in camp has been so rich in experiences and fresh impressions that I hardly know where to begin," he confided in a letter to his wife, whom he had married only a few months before his departure. "I feel drunk with my new life. Everything here is better, more pleasant and more interesting than I thought it would be or expected ... True enough there is an iron military discipline here. Yet for some reason I feel myself much freer and less inhibited than I have ever done before."⁴¹

Less than three weeks later, however, the reality of a soldier's life at Camp Fort Edward seems to have set in. "I am not a free man," he complained, "I'm a soldier. And a soldier can't always do what he would like."⁴² Evidently, the "iron military discipline" to which he referred was delivered by a Sergeant-Major who was a "gold mine of unprintable English." In the words of one Jewish recruit:

I am indebted to him for a world of picturesque and inimitable abuse which I had known to abound in the Russian language, but whose existence in the mother tongue of Shakespeare and Tennyson I had not suspected. That first lesson enriched my vocabulary far more than my knowledge of drill.⁴³

The daily routine began at 05:30 with reveille, followed by roll-call and a wash and mandatory shave before breakfast. The men were then engaged in physical training, followed by military drill until lunch. There was more training in the afternoon, after which there was mail call and dinner. In the evening, there were special courses for non-commissioned officers, while regular troops were able to stroll the streets of Windsor or visit the YMCA.⁴⁴

The Legionnaires included men from all walks of life, with a broad range of backgrounds and personalities. Indeed, the main feature of the Jewish recruits was their heterogeneity.⁴⁵ As Roman Freulich recorded in his memoirs,

Most were ardent Zionists, but among them were also men who were seeking adventure, running away from their wives or from their creditors. The caliber of men ranged from high to low: from gentle idealists who hated war, to men of violent passions who enjoyed the idea of combat and danger.⁴⁶

Others were simply naïve, as was the case of one young soldier who was recruited in a Chicago coffee shop. Although he had no idea where Israel was, nor did he have any understanding of Zionism, the recruiting officers enticed him into service by assuring that his name would be written in a Golden Book, covered with precious stones and kept in magnificent palace in Paris. This appealed to the young man and he signed up on the spot. But his experience was disappointing, if not disillusioning, and, in the end, he concluded: "I don't care about their Golden Book. I just want home and that's it."⁴⁷

With no military experience and, indeed, no country for which to fight, the Jewish recruits felt isolated from the other troops. Although their tents were only "twenty five or thirty feet away from those of the British rookies" there was a clear separation between them.⁴⁸ There was an "indefinable something" that kept them apart.⁴⁹ For Elias Gilner, a veteran of the Jewish Legion and soldier at Fort Edward, "the invisible barriers" stemmed from "our religion, our heavy accents and, above all, our 'idealism'."⁵⁰ Gilner understood the underlying tension and described the situation in his book, *War and Hope: A History of the Jewish Legion*:

We were going toward a homeland while these boys had been sent far away from home. We were pursuing a dream that would infuse new life into a long-dispersed people; they were being driven to chase a myth that was draining their lifeblood away.⁵¹

Ben-Gurion also observed some animosity in camp. The Legionnaires, he wrote, "dance and make merry, sing Jewish songs and behave as if they were in the 'old country' and not in Canada. The non-Jews sit silently and look on in amazement—and I suppose also in annoyance—at these wild dances and noisy songs in a strange language."⁵² Though fist fights periodically broke out, altercations were apparently kept within the confines of the camp. In line with improving physical fitness, and possibly morale, the recruits were encouraged to participate in a variety of sporting events. In early spring of 1918, the local newspaper recorded that the "boys are looking forward to the opening of the playing field, and are already arranging baseball and football teams."⁵³ Evidently, the Jewish recruits excelled at baseball, winning by margins that embarrassed the other battalions to the point where, after one lopsided game, a brawl broke out that had to be settled by the officers.⁵⁴

At the age of 32, Ben-Gurion found military life, the fresh air, and the smell of the grass appealed to him, and two weeks after his arrival he felt fully adjusted to the conditions at Fort Edward. "My health is first rate" he wrote, "I'm tanned, and the skin on my face has peeled off. I'm certainly much healthier than I was before, because of the daily marching ... and the open-air life."⁵⁵ Although most of the volunteers came from urban centres and were unaccustomed to strict military



Jewish Legion at the Imperial Recruits Depot, Fort Edward. Yom Kippur, 1918. (Detail)
Image Credit: Army Museum Halifax Citadel

discipline, this physical transformation spread throughout the camp. According to Private Louis Fischer, this new environment had:

given a new lease of energy to the legionnaires. Sallow cheeks have become ruddy, eyes open and brighten; movements are smarter and snappier... Five hours' daily drill is a nerve tonic, a muscle developer, an appetizer and a sleep producer. Here we can see what proper and normal living conditions mean to the Jew.⁵⁶

While their fitness level increased, so too did their complaints about the food. Breakfast consisted of white bread and coffee; lunch was soup, a “good helping” of meat and bread, and dinner included bread and butter and coffee or tea.⁵⁷ According to one recruit, the sugarless tea contained saltpeter and “tasted like dishwater.”⁵⁸ Nevertheless, the training and camp life brought discernable improvements to the overall fitness and general well-being of these mostly urban recruits.

In general, despite anti-Semitism and xenophobia that was common in Canada at the time, there appears to have been good rapport between the Jewish Legionnaires and the local community of Windsor. In the words of Gilner, the townsmen and the farmers in the surrounding country were “sympathetic and considerate.” He recalled that “once, on a warm day when we were returning from an arduous assignment, our party stopped at a farmhouse to ask for a drink of water. In no time at all the farmer appeared with a bucket full of foaming fresh milk.”⁵⁹ The townspeople also offered support to the Jewish recruits by marking their customs and special occasions. Perhaps the best example of this was the celebration of the Jewish New Year on September 6, 1918 when 500 Legionnaires held a sit-down banquet in the Windsor Opera House. More than a hundred prominent Canadian and British officers and men were in attendance, as well as the Mayor and other town officials.⁶⁰ This was probably the largest kosher dinner held in Nova Scotia to that date.⁶¹

The soldiers also contributed to the local community. During the early summer of 1918, troops in training at Fort Edward, including the Jewish Legion, “rendered good service in helping to extinguish some fierce forest fires which raged in the district for over a week, and were instrumental in saving a large number of farms and homesteads from destruction.”⁶² One of these farms was Castle Frederick, located in Falmouth, and the home of Major W.F.D. Bremner, who was second in command at Fort Edward. According to Major Bremner’s grandson, James Bremner, who still lives at Castle Frederick, David Ben-Gurion was among the soldiers who helped fight the fire and was quartered at the farm that still stands today.

Ben-Gurion quickly made his presence known to both his compatriots and his superiors. He joined and chaired a committee of Legionnaires that negotiated with Major Walkley for improvements at the camp and was surprised to find the commander approved their requests at once. This resulted in an overall improvement in the meals, their own kosher kitchen, ritual slaughterer, butcher and cooks.⁶³ He also improvised a library and a place to write letters in the camp itself, consisting of a large tent with a few tables and a cupboard for books.⁶⁴ The willingness to grant these special requests was a reflection of the desire of senior officers to accommodate the Jewish troops during their time at the camp. According to the Major, “everything possible was done so as not to interfere with their strict religious views,” although this treatment did not go unnoticed by the British recruits, who complained that the Jewish soldiers were given special privileges.⁶⁵

Ben-Gurion’s status in camp also brought him more responsibility than the average soldier. He was tasked with listening to complaints and dealing with any Jewish recruit who felt he had been mistreated. “My popularity here makes things difficult” he wrote: “Almost nothing happens in camp which is not brought to me.”⁶⁶ This popularity may have prompted the Sergeant-Major to suggest he be promoted, only thirteen days after his arrival. But Ben-Gurion strongly objected, explaining

that he was a representative of the company in Windsor and that as a private he had greater authority among the men than he would have if he became a corporal. The sergeant replied that he understood, and so it came as a surprise when Ben-Gurion learned, later that same day, that an order had been published announcing his promotion to corporal.⁶⁷

"I have not agreed to take this post" he complained, "and unless they force me to accept it because of military discipline, I won't do so." Meanwhile, the camp was buzzing with the news of his promotion and his refusal, which might have enhanced his moral authority among the men. Three days later, he seemed resigned to the fact that, whether he liked it or not, he could not remain a private, and on June 15 reluctantly wrote that "by next week, I'll probably be a corporal."⁶⁸

Given his reference to the rank of corporal in his letter to Mayor Dimock, one can assume that, despite his initial trepidation, he later took pride in this achievement. And in fact, he seems to have enjoyed the intellectual stimulation that accompanied his promotion. "I have become a student again" he wrote, "But this time I am being given lessons not in school or university but underneath the blue skies, sitting in the green grass in an open field..."⁶⁹ During his time in Windsor, Ben-Gurion's leadership skills improved and his influence grew.

The diverse nature of the Jewish troops, in terms of their social class, educational background and personal motivations, was a distinctive characteristic of the Legion at Camp Fort Edward.⁷⁰ Ben-Gurion was able to refine his leadership style, his rhetoric and his actions in this diverse context. "In this camp" he wrote,

there are all the types to be found among the Jewish people, from the most lofty-minded idealists and the highly educated to coarse and evil-minded individuals, born criminals: one can hear things which can only be heard in the underworld and the lowest strata of society. There are also intrigues and insults, and some of the Legionnaires seem to respect nothing, neither God nor Satan. What is strange is that the only person in camp whom they respect and will listen to is yours truly... There is one fellow here who has been in camp for only ten days but who has already been in the military jail twice. He is not afraid of anything, and boasts that he has been in Sing-Sing and that no one can control him when he gets into a fight. But one word from me and this fellow calms down and sits quiet as a lamb. Because of this they come to me every moment of the day with a complaint or a request, until I wish sometimes that I was just an ordinary soldier and that no one would bother me.⁷¹

If he had arrived at the train station in Windsor already well-known and respected in the Jewish community, at Fort Edward he began to develop the skills of a political

leader. This is demonstrated by his influence on both the men with whom he trained and the superiors under which he served. When the troops noticed that the Jewish flag was not flying with those of Canada, Britain and Australia for the 1918 Dominion Day parade through Windsor, Ben-Gurion did not hesitate to approach the Major and demand this oversight be corrected. The Major obliged at once.⁷²

Ben-Gurion spent little over a month in Windsor. His final letter from Fort Edward is dated July 9, 1918, in which he stated that he would be leaving the next morning. For weeks, he had been anticipating his call, and although time had passed quickly, he had grown impatient. Notwithstanding the brevity of his sojourn in Nova Scotia, it was an important and transformative moment in the life of a man who would become one of the most significant political leaders of the mid-twentieth century.

The experience was transformative for the troops as well. In a period of ascending nationalism, a dispersed refugee population was able to imagine creating a new state for themselves, through their armed force. Jewish enclaves across the United States and Canada fused behind them, promoting the development of a uniquely North American Jewish identity.⁷³ Upon leaving Windsor, one recruit recalled, “our Jewish army went marching toward the railway station, lifting our three beloved flags: the Jewish, the American and the British. We marched proudly, singing national songs. On the way we received blessing from the local inhabitants, including women who wiped their tears.”⁷⁴

Having left Fort Edward, members of the 39th battalion went to the Regimental Depot at Crown Hill barracks, near Plymouth in southern England, which was the permanent holding and training area for the Royal Fusiliers.⁷⁵ Here, the Legionnaires received 13 weeks of additional, and more rigorous, military training prior to being posted to conflict areas in Palestine. Although the first Jewish contingent from North America reached England in early April of 1918, the recruitment cycle was extended so that some of the Jewish volunteers were, in fact, still receiving their initial training at Fort Edward at the time of the armistice with Turkey. From England, they were sent to various military holding facilities outside Cairo, where members of the Jewish battalions received additional training before being sent to Palestine. Eventually, both the 38th and 39th battalions were deployed to the front lines and fought in the Jordan Valley during the latter stages of the war. Members of both battalions were among the British troops who marched into Jerusalem with Turkish prisoners in the fall of 1918.⁷⁶ The Legion suffered significant losses during the campaign in Palestine, both from military action and malaria, and was disbanded shortly after the armistice with Germany. Yet, the historical significance of the Jewish Legion lies more in its symbolism to the Jewish people, than in its military contributions during the First World War.

The formation of the Jewish Legion was, in the words of Martin Watts “a transitional moment between Jewry’s existence solely as a Diaspora and the formation

of a Jewish nation state being placed on the international political agenda.”⁷⁷ For Bernard Joseph, a Canadian volunteer who trained at Fort Edward “the recruitment and actual existence of such a Jewish Legion was decisive proof of the existence of a Jewish People, since it entailed, in a measure, the normalization of the people.”⁷⁸ And as Robert Levin, the grandson of Philip Petrovsky—who had also trained at Fort Edward—recently wrote: “It is always important for those of us born after the birth of Israel to remember that for 1900 years, the Jewish people were stateless and defenseless. These brave men, just 100 years ago, decided to change that equation forever. We are in their debt for their efforts.”⁷⁹

This was, of course, just one strand of historical memory among the many and often conflicting retrospectives that have attended the complex consequences of the creation of the modern state of Israel. Yet, in ways of which historians have previously taken little account, the sojourn in Nova Scotia impacted on the trajectory of Zionism and on the personal role that Ben-Gurion would take later in the twentieth century. Although the initial military training the Jewish Legion received in Windsor was similar to that in other transit training camps, Fort Edward was the backdrop against which a displaced immigrant population attempted to advance the ambitions of a stateless nation and to begin the construction of a new identity through the creation of a fighting force.

ENDNOTES

- 1 Shlomit Keren and Michael Keren, “The Jewish Legion in the First World War as a Locus of Identity Formation,” *Journal of Modern Jewish Studies*, 6: 1 (2007), 81-82.
- 2 See Roman Freulich, *Soldiers in Judea, Stories and Vignettes of the Jewish Legion* (New York: Herzl Press, 1964); Elias Gilner, *War and Hope: A History of the Jewish Legion* (New York: Herzl Press, 1969); Vladimir Jabotinsky, *The Story of the Jewish Legion* (B. Ackerman, 1945); Zachariah Kay, “A Note on Canada and the formation of the Jewish Legion,” *Jewish Social Studies*, 24: 3 (1967), 171-7; J.H. Patterson, *With the Judaeans in Palestine* (London: Hutchinson & Co., 1922); Alan Sillitoe, “Patterson the Zionist,” *Jewish Quarterly*, 28: 4 (no. 105), 16-18; Patrick Streeter, *Mad for Zion: a Biography of Colonel J. H. Patterson* (Harlow: The Matching Press, 2004); Martin Watts, *The Jewish Legion and the First World War* (New York: Palgrave MacMillan, 2004).
- 3 David Ben-Gurion to Robert Dimock, 3 July 1966, Dimock Family Private Collection.
- 4 Watts, *The Jewish Legion and the First World War*, 2.
- 5 David Ben-Gurion, *Memoirs* (World Publishing Company, 1970), 34.
- 6 Elias Gilner, *War and Hope: A History of the Jewish Legion* (New York: Herzl Press, 1969), 107.
- 7 Joshua H. Neumann, “The Jewish Battalions and the Palestine Campaign,” *American Jewish Yearbook*, 21 (1920), 121.
- 8 Watts, 20.
- 9 Michael Keren and Shlomit Keren, *We are Coming, Unafraid: The Jewish Legions and the Promised Land in the First World War* (Lanham: The Rowman & Littlefield Publishing Group, Inc., 2010), 5.

- 10 Jonathan Katz, "Constructing a Jewish Legion for Canadians," *Dorot: The McGill Undergraduate Journal of Jewish Studies* (The Jewish Studies Students' Association of McGill University), 9 (2007), 117.
- 11 Keren, *We are Coming, Unafraid*, 3.
- 12 Ibid., 4.
- 13 Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 69-70.
- 14 Ibid.
- 15 Keren, *We are Coming, Unafraid*, 5; Gilner, 19; Watts, 3.
- 16 Watts, 5.
- 17 Watts, 47; Gilner, 89-90; Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation", 70.
- 18 Watts, 47.
- 19 Watts, 22-23.
- 20 See Calvin Ruck, *The Black Battalion 1916-1920—Canada's Best Kept Military Secret* (Halifax: Nimbus Publishing, 1987).
- 21 Brian Denis, *The Seven Lives of Colonel Patterson: How an Irish Lion Hunter Led the Jewish Legion to Victory* (Syracuse: Syracuse University Press, 2008), 221.
- 22 Keren, *We are Coming, Unafraid*, 5; Watts, 83.
- 23 Keren, *We are Coming, Unafraid*, 5.
- 24 Brian, 103; Watts, 82-84.
- 25 Gilner, 169.
- 26 Ibid., 151.
- 27 Gilner, 152; Brian, 239; Neumann, 127-128.
- 28 Gilner, 179-180.
- 29 David Ben-Gurion, *Letters to Paula*, trans. Aubrey Hodes (London: Vallentine, Mitchell, 1971), 1.
- 30 Ibid., 1,3
- 31 Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 69-70.
- 32 Ben-Gurion, 3.
- 33 Ibid.
- 34 Ibid., 3-4.
- 35 Ibid., 4.
- 36 Judith Tulloch, "Fort Edward: Guide Briefing Notes" (Undated Manuscript).
- 37 Judith Tulloch, "Fort Edward NHS: Confirmation and Clarification of National Historic Significance," (Undated Manuscript), 4.
- 38 Tulloch, "Fort Edward NHS", 9; L.S. Loomer. Windsor, Nova Scotia: A Journey in History (Windsor: West Hants Historical Society, 1996), 286.

- 39 "History of the Imperial Recruits Depot," *The Hants Journal*, November 20, 1918, 2. See also A. Ruffman & C. Howell, *Ground Zero: A Reassessment of the 1917 Explosion in the Halifax Harbour* (Halifax: Nimbus Publishing, 1994).
- 40 Gilner, 187-188.
- 41 Ben-Gurion, 2-3.
- 42 *Ibid.*, 13.
- 43 Gilner, 189.
- 44 Ben-Gurion, 5-6, 18-19, Gilner, 190.
- 45 Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 70, 72.
- 46 Roman Freulich, *Soldiers in Judea: Stories and Vignettes of the Jewish Legion* (New York: Herzl Press, 1964), 31.
- 47 See Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 73.
- 48 Gilner 190-191.
- 49 *Ibid.*, 190.
- 50 *Ibid.*
- 51 *Ibid.*
- 52 Ben-Gurion, 6.
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- 54 "Notes From Imperial Recruits Depot, Fort Edward," *The Hants Journal*, June 5, 1918, 1.
- 55 Ben-Gurion, 8.
- 56 See Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 78.
- 57 Ben-Gurion, 6.
- 58 Gilner, 188.
- 59 Gilner, 190.
- 60 "Jewish New Year at Fort Edward," *The Hants Journal*, September 1, 1918.
- 61 Loomer, 294.
- 62 "History of the Imperial Recruits Depot," *The Hants Journal*, November 20, 1918, 2.
- 63 Ben-Gurion, 12.
- 64 *Ibid.*, 13.
- 65 "History of the Imperial Recruits Depot," *The Hants Journal*, November 20, 1918, 2.
- 66 Ben-Gurion, 23.
- 67 *Ibid.*, 8.
- 68 *Ibid.*, 8, 12.
- 69 *Ibid.*, 14.
- 70 Keren, "The Jewish Legion in the First World War as a Locus of Identity Formation," 70, 72.

- 71 Ben-Gurion, 23.
- 72 *Ibid.*
- 73 Keren, “The Jewish Legion in the First World War as a Locus of Identity Formation”.
- 74 *Ibid.*, 76.
- 75 Gilner, 154.
- 76 Keren, *We are Coming, Unafraid*, 6; Neumann, 130.
- 77 Watts, 241.
- 78 Keren, “The Jewish Legion in the First World War as a Locus of Identity Formation,” 81-82.
- 79 Pers. Com. September 2018.

Attachment C – Email Response from Catherine Cottreau-Robins

Alexander Dunphy

From: Cottreau-Robins, Catherine M <Catherine.Cottreau-Robins@novascotia.ca>
Sent: December 7, 2021 9:59 AM
To: Madelyn LeMay; shelleybibby@gmail.com
Cc: Alexander Dunphy; Sara Poirier; Cormier, John Kenneth; Cross, Anna
Subject: RE: Lands Abutting Fort Edward, Windsor

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Hi Madelyn,

We have reviewed our information here and an archaeological assessment is recommended for the properties before any kind of development or ground disturbance activity. We have 3 archaeology sites recorded not far from the lots. In addition, we ascribe elevated potential for additional archaeological resources for the general area (both historical and pre-contact or Mi'kmaq archaeological resources). We know generally that this area in Windsor was well known and well used in both the recent and distant past.

An archaeological assessment should include a thorough background desktop study as well as field reconnaissance of the properties and possibly some exploratory shovel testing, if the archaeologist on site deems shovel testing as an informative method. I know there has been development in the area however that does not negate the possibility of the presence of buried archaeological materials. We have a list of archaeological consultants in good standing with the province that we can share if needed.

Yours,

Katie

Katie Cottreau-Robins, PhD
Senior Curator Archaeology, Nova Scotia Museum
Department of Communities, Culture, Tourism and Heritage

From: Madelyn LeMay <MLeMay@westhants.ca>
Sent: December 6, 2021 3:23 PM
To: Cottreau-Robins, Catherine M <Catherine.Cottreau-Robins@novascotia.ca>
Cc: Alexander Dunphy <ADunphy@westhants.ca>; Sara Poirier <spoirier@westhants.ca>
Subject: RE: Lands Abutting Fort Edward, Windsor

** EXTERNAL EMAIL / COURRIEL EXTERNE **

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Thanks very much, Katie - I would appreciate being kept in the loop. Both Jonathan Fowler and Sara Beanlands have provided some information which we'll pass along to PAC/HAC and Council.

Madelyn



Madelyn LeMay

Director of Planning and Development
West Hants Regional Municipality
PO Box 3000, 76 Morison Drive, Windsor, NS, B0N2T0

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E MLeMay@westhants.ca
W www.westhants.ca

From: Cottreau-Robins, Catherine M <Catherine.Cottreau-Robins@novascotia.ca>
Sent: Monday, December 6, 2021 3:16 PM
To: Madelyn LeMay <MLeMay@westhants.ca>; Cormier, John Kenneth <John.Cormier@novascotia.ca>
Cc: Alexander Dunphy <ADunphy@westhants.ca>; Sara Poirier <spoirier@westhants.ca>
Subject: RE: Lands Abutting Fort Edward, Windsor

Caution

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Hi Madelyn,

Thank you for your email. We are likely going to recommend an archaeological assessment given the locations of the properties. We have been in touch with Shelley Bibby who contacted us last week. Our GIS analyst is compiling some info for our review. We can keep you in the loop.

Yours, katie

From: Madelyn LeMay <MLeMay@westhants.ca>
Sent: December 3, 2021 3:21 PM
To: Cottreau-Robins, Catherine M <Catherine.Cottreau-Robins@novascotia.ca>
Cc: Alexander Dunphy <ADunphy@westhants.ca>; Sara Poirier <spoirier@westhants.ca>
Subject: Lands Abutting Fort Edward, Windsor

**** EXTERNAL EMAIL / COURRIEL EXTERNE ****

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Hi, Katie

I am looking to you for some information. West Hants Regional Municipality (WHRM) is in the midst of two processes regarding lots on Fort Edward Street:

- (1) the amendment of the designation on the Future Land Use Map from Community Use to Residential and rezoning in the Land Use By-law from Open Space (OS) to Two Unit Residential (R2) of PID 45059797 ; and
- (2) the sale of PID 45059797 and PID 45059805 (which is already zoned Two Unit Residential (R2)).

I have written both Jonathan Fowler and Sara Beansland asking for any information they are able to provide, as I was not working with Windsor when apparently the development of the lot for heritage purposes was being considered, so I have very little background on it.

My main question is what requirements there would be under the Special Places Protection Act for anyone proposing development of the lots. One lot was the former swimming pool site and has apparently been “remediated” somewhat recently and the second lot has been used for parking for some time.

Anything advice would be really appreciated!

John Cormier was also mentioned - I was unable to find his information on the CCH website. If you think it is relevant, could you send this email along to him?

Madelyn



Madelyn LeMay

Director of Planning and Development

West Hants Regional Municipality

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**WEST HANTS REGIONAL MUNICIPALITY
Mayors Report**

To: West Hants Regional Municipality Council

Submitted by: Mayor Zebian

Date: January 25, 2022

Another busy month Council. Had the pleasure of stopping by the Station Food Hub to check out their progress and tour the facilities again. A lot has changed from the last time I was in. It's quite the gem in our community with such passionate owners.

I've been meeting with multiple developers interested in our communities. It is my opinion that Council needs to look at our planning department and give them the tools and resources they will need to make West Hants Regional Municipality ready for the activity that is coming. We should strive to make all processes easy, smooth and development ready. We have three sets of planning documents, two of which are going to cause a lot of complications in the near future with virtual former municipal lines and different land uses. We must be ready to address these in a timely manner for the benefit of our residents.

The VREN LOC and Regional task force has been meeting regularly. A lot of momentum building. The VREN is looking to add board members, is ramping up for a busy year, is setting their budget, and maintaining the cost formula. They will be coming to Council in the near future to present again.

CAO and I met with representatives from DFO. The Province is finalizing designs and operations of the new aboiteau with outstanding questions being worked on. All should be submitted by mid to late February with First Nations consultations taking place after submission. Once consultations wrap up, DFO will review and address any issues. The time frame is nearing soon for final approvals as the twinning is scheduled to be completed fall of 2023. I would expect a final design and what the completed project will look like by late summer.

The new municipal complex committee met and are looking at various options for a new home for our region. We have taken all past questions from Council and are looking at all possibilities before making a recommendation to Council. One complex, with all staff under one roof is the most efficient use of our tax dollars. I'm excited to see where we will end up recommending to Council.

I also met with the Town of Kentville, Kings County, PACE Atlantic, and MP Blois. CAO Phillips and Planner Poirier were also in attendance. The PACE program was discussed, and I'll be bringing a report with a recommendation to Council at the February COTW.

CAO, myself, MP Blois, and Parks Canada met to discuss Fort Edward and what the future looks like.

A lot of conversations with residents about snow clearing, sidewalks, Provincial roads, sewer smells, water billing, among other topics. I must thank staff for a great job clearing snow and dealing with challenging situations with such large amounts. With the around the hour schedules and an all hands-on deck approach, it was not an easy task. I'd also like to thank our residents for being patient and understanding.

Stay true to yourselves Council. Always make the best decision possible based on the information we have. Be independent, thorough, and clear on your thought process. It is our job to make the best decisions based on the whole and the future of our Region.

Thank you.



Committee of the Whole Excerpts
January 11, 2022

Financial Update

Dir. Rochon presented the 2021-22 West Hants Regional Operating budget update ending November 30, 2021. The overall projected surplus based on variance analysis for the general fund is \$925,196. These remaining funds will be moved to the Operating Reserve as per Reserves policy.

The recommended motion was that Committee of the Whole to recommend to Council that...

**COUNCIL APPROVE THE TRANSFER OF THE SECOND PROVINCIAL PAYMENT OF
EQUALIZATION OF \$562,708 TO THE REGIONAL OPERATING RESERVE.**

2021-22 WEST HANTS REGIONAL OPERATING BUDGET UPDATE
EIGHT MONTH ENDING NOVEMBER 30, 2021

REVENUE	2021-22 BUDGET	% OF THE BUDGET	FORECAST MARCH 31, 2022	% OF FORECAST VARIANCE	VARIANCE (Budget Vs. Forecast)	Actuals November 30, 2021	% OF BUDGET REMAINING
TAXES	\$ 19,447,857	71%	\$ 19,309,696	-0.7%	\$ (138,161.00)	\$ 19,309,696	0.7%
SEWER	\$ 2,123,977	8%	\$ 2,163,134	1.8%	\$ 39,156.85	\$ 1,096,305	48.4%
BUSINESS PROPERTY / DEED TRANSFER TAX	\$ 1,823,157	7%	\$ 2,681,910	47.1%	\$ 858,753.00	\$ 2,020,351	-10.8%
GRANTS	\$ 85,521	0%	\$ 85,521	0.0%	\$ -	\$ 13	100.0%
1SERVICES PROVIDED TO OTHER GOVERNMENTS	\$ 1,289,847	5%	\$ 1,234,494	-4.3%	\$ (55,353.14)	\$ 406,182	68.5%
SALES OF SERVICES	\$ 892,617	3%	\$ 660,094	-26.0%	\$ (232,522.64)	\$ 321,599	64.0%
2OTHER REVENUE	\$ 662,484	2%	\$ 871,202	31.5%	\$ 208,718.11	\$ 468,958	29.2%
UNCONDITIONAL TRANSFERS	\$ 558,915	2%	\$ 1,121,623	100.7%	\$ 562,708.00	\$ 933,201	-67.0%
TRANSFERS FROM FED OR PROV GOVT.	\$ 156,502	1%	\$ 163,092	4.2%	\$ 6,590.00	\$ 163,092	-4.2%
TRANSFERS FROM OTHER LOCAL GOVERNMENTS	\$ 180,036	1%	\$ 131,091	-27.2%	\$ (48,945.00)	\$ 68,788	61.8%
TOTAL	\$ 27,220,913	100%	\$ 28,421,857	4.4%	\$ 1,200,944.18	\$ 24,788,185	8.9%
EXPENSES							
3GENERAL GOVERNMENT SERVICES	\$ 3,443,035	13%	\$ 3,598,136	4.5%	\$ 155,101.19	\$ 2,283,358	33.7%
4PROTECTIVE SERVICES	\$ 8,423,017	31%	\$ 9,173,017	8.9%	\$ 750,000.00	\$ 4,790,418	43.1%
TRANSPORTATION	\$ 1,803,835	7%	\$ 1,803,835	0.0%	\$ -	\$ 837,218	53.6%
5ENVIRONMENTAL HEALTH SERVICES	\$ 3,647,580	13%	\$ 3,359,559	-7.9%	\$ (288,020.82)	\$ 1,690,323	53.7%
6PUBLIC HEALTH SERVICES	\$ 214,993	1%	\$ 226,081	5.2%	\$ 11,088.00	\$ 128,139	40.4%
PLANNING	\$ 799,375	3%	\$ 778,778	-2.6%	\$ (20,597.00)	\$ 405,816	49.2%
RECREATION	\$ 2,739,956	10%	\$ 2,647,505	-3.4%	\$ (92,450.64)	\$ 1,696,175	38.1%
EDUCATION	\$ 4,855,570	18%	\$ 4,623,046	-4.8%	\$ (232,524.00)	\$ 3,082,032	36.5%
PRINCIPAL INSTALLMENTS	\$ 1,673,452	6%	\$ 1,688,117	0.9%	\$ 14,665.00	\$ 660,621	60.5%
NET TRANSFERS*	\$- 381,434	-1%	\$ (964,122)	152.8%	\$ (582,688.00)	\$ -	100.0%
TOTAL	\$ 27,219,379	100%	\$ 26,933,953	-1.0%	\$ (285,426.27)	\$ 15,574,100	42.8%
SURPLUS / DEFICIT	\$ 1,534		\$ 1,487,904			\$ 9,214,085	
DOUBLE EQUALIZATION TO OPS RESERVE			(562,708)				
SURPLUS / DEFICIT			925,196				

Please note that if revenue and expenditures were incurred evenly over the year approximately 66.7% of the budget would be used. This percentage provides a guideline when reviewing the attached. However, it is important to keep in mind that account variances (up or down) will occur throughout the fiscal year. For example, seasonal activities such as summer programs and facility maintenance as well as winter snow removal will influence the budget in a non-uniform manner throughout the year. Items such as transfers from reserves, will also impact budget to actuals throughout the year as they occur at fiscal year end.

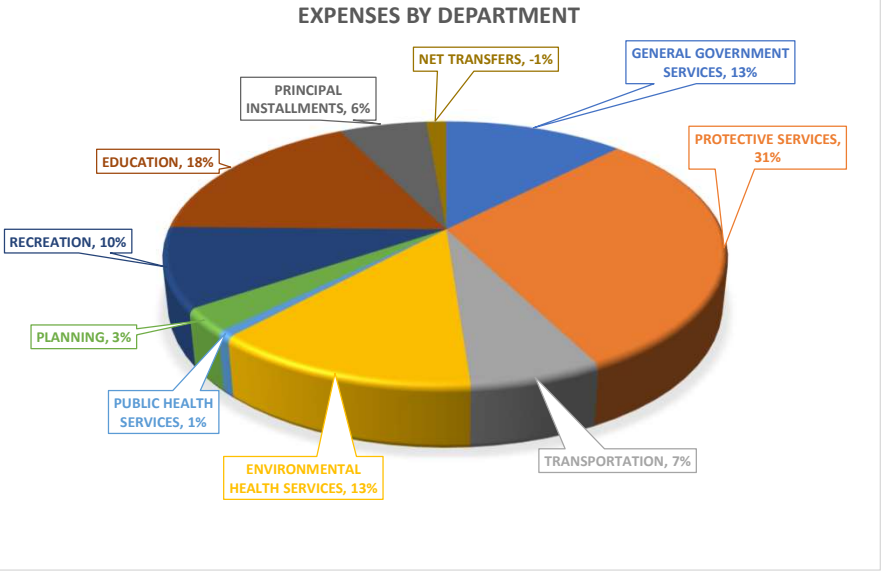
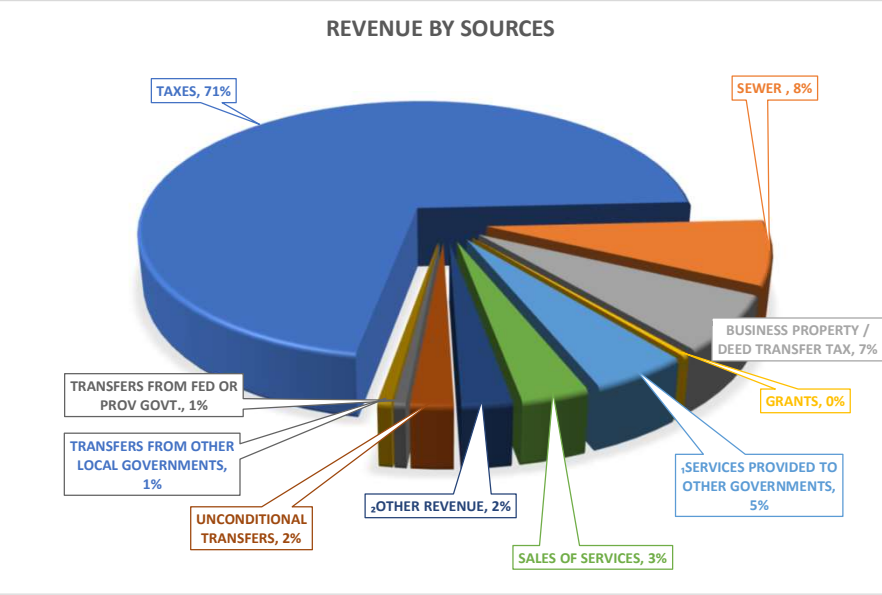
The overall projected surplus based on the variance analysis for the general fund is \$925,196. These remaining funds will be moved to the Operating Reserve as per the Reserves policy.

LEGEND:
1 SERVICES PROVIDED TO OTHER GOVERNMENTS INCLUDES: RECYCLING/ENFORCMENT, HOST COMMUNITY FEES, ADMINISTRATION FEES, COURTHOUSE
2 OTHER REVENUE INCLUDES: INTEREST & PENALTIES, RETURN ON INVESTMENTS, ADMINISTRATIVE RENTALS AND LEASES, FINES, LICENSES & PERMITS
3 GENERAL GOVERNMENT SERVICE INCLUDES: LEGISLATIVE, ADMINISTRATION, FINANCIAL SERVICES, FACILITIES, LIBRARIES
4 PROTECTIVE SERVICES INCLUDES: RCMP, FIRE, REMO, BY-LAW, COURTHOUSE, BUILDING INSPECTION
5 ENVIRONMENTAL HEALTH SERVICES INCLUDES: SEWER, WASTE COLLECTION, WASTE DIVERSION, LANDFILL
6 PUBLIC HEALTH SERVICES INCLUDES: CEMENTERIES, PUBLIC HOUSING

RECOMMENDATION

It is recommended for Committee of the Whole to recommend to Council that:

Council approve the transfer of the second provincial payment of equalization of \$562,708 to the Regional Operating Reserve.





Committee of the Whole Excerpts
January 11, 2022

Traffic Calming Policy

WSP presented and reviewed a draft Traffic Calming policy to Committee of the Whole. The policy outlines the steps that would be needed to be implement traffic calming methods on any West Hants Regional Municipally owned roads. The steps outlined would direct staff to create a consistent Traffic Calming methodology throughout the region.

The recommended motion was that Committee of the Whole recommend to Council that...

**THE ADOPTION OF THE TRAFFIC CALMING POLICY AS PRESENTED ON JAN 11th,
2022 BE IMPLEMENTED.**

January 11, 2022

Traffic Calming Policy

Committee of the Whole Presentation



(Source: Wikipedia)

Policy Introduction

- The purpose of this policy is:
 - To provide guidelines, procedures and criteria for the initiation, investigation, and implementation of traffic calming measures within residential neighbourhoods to address safety concerns primarily related to speeding, but with consideration of excessive traffic volume, in a fair and consistent manner.
 - Guidelines included in this policy are intended for local and collector roadways primarily within residential neighbourhoods.
 - This policy does not apply to arterial roadways.

What is Traffic Calming?

- Defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.¹
- Traffic calming measures can be effective in addressing issues related to:
 - Vehicle speed
 - Excessive traffic volume
 - Noise pollution
 - Overall neighbourhood safety and comfort
- Traffic calming measures can be a combination of vertical and horizontal deflections, road narrowing and access restriction. Commonly utilized traffic calming measures may include:
 - Speed humps
 - Traffic circles
 - Curb extensions
 - Curb radius reduction
 - Raised median islands

Traffic Calming Advantages

Traffic calming measures can have a number of positive and negative impacts.

Some advantages include:

- Reduced motor vehicle speeds & traffic volume
- Discouraged through vehicular traffic
- Improved roadside aesthetic by using attractive materials
- Reduced noise & air pollution
- Improved neighbourhood livability
- Reduced conflict between roadway users

Traffic Calming Disadvantages

Traffic calming measures can have a number of positive and negative impacts.

Some disadvantages include:

- Increased travel speed between traffic calming features
- Reduced ease of vehicular access in and out of neighbourhoods
- Increased vehicular travel time and trip length
- Increased emergency vehicle response time
- Diverted vehicular traffic onto neighbouring roadways
- Decreased roadside aesthetic by using unattractive materials
- Increased noise pollution
- Cost considerations

Traffic Calming Objectives

To address undesirable traffic conditions on local and collector roadways, the specific objectives of traffic calming are to:

- Increase the Safety of Neighbourhoods
- Improve the Liveability of Neighbourhoods
- Restore Streets to their Intended Function
- Preserve Access and Minimize Impact to Emergency & Maintenance Services
- Promote Public Participation and Community Support

Traffic Calming Guidelines

- The following guidelines will be taken into consideration when investigating, selecting, and implementing traffic calming measures.
- This will ensure that the appropriate measures are considered fully, and the potential negative impacts are minimized.
- Following these guidelines, will maximize the effectiveness of traffic calming while building community acceptance and support for the final recommendations.

Traffic Calming Guidelines

- Traffic calming measures will:
 - Be considered only after education or enforcement efforts have failed to produce the desired results.
 - Be considered when there is a demonstrated safety, speed or short-cutting traffic concern and acceptable alternative measures have been exhausted.
 - Include consideration as to whether an area-wide plan versus a street-specific plan is more suitable: an area wide plan should be considered if a street-specific plan would likely result in displacement of traffic onto adjacent streets.
 - Not impede non-motorized, alternative modes of transportation and be designed to ensure pedestrian and cycling traffic is unaffected.
 - Not impede Emergency services access unless alternate measures are agreed upon.
 - Maintain reasonable automobile access to WHRM roadways.
 - Only be installed after engineering staff has investigated existing traffic conditions and the necessary approvals have been received.
 - Be monitored; follow-up studies will be completed to assess effectiveness and the results may be communicated to the community and Council.

Appropriate Streets for Traffic Calming

- This policy defines the types of roadways that are suitable for traffic calming in WHRM.
- Traffic calming will only be considered on local and collector streets where WHRM is the road authority.
- This policy does not include roads that are under Provincial or on arterial roadways in WHRM.
- Through application of this policy and by applying good engineering judgment, installed traffic calming measures will be done in a manner which will ensure that they provide the most effective solutions while continuing to support the intended function of the roadway.

Appropriate Streets for Traffic Calming

Local Roadways

- The primary function of local roadways is to provide access to adjacent properties. Local streets are not intended for use as through routes or as important links to move traffic within an area's overall road network. The local roadways carry traffic volumes in the lower range of less than 2,000 vehicles per day.

Collector Roadways

- Collector roadways balance access to adjacent properties with the need to collect and distribute residential traffic travelling into and out of a neighbourhood. Collector roadways carry traffic volumes in the range of 1,000-7,000 vehicles per day. Collectors help circulate traffic within individual neighbourhoods.

Policy
Introduction

What is Traffic
Calming?

Traffic Calming
Advantages

Traffic Calming
Disadvantages

Traffic Calming
Objectives

Traffic Calming
Guidelines

Appropriate
Streets

**Traffic Calming
Process**

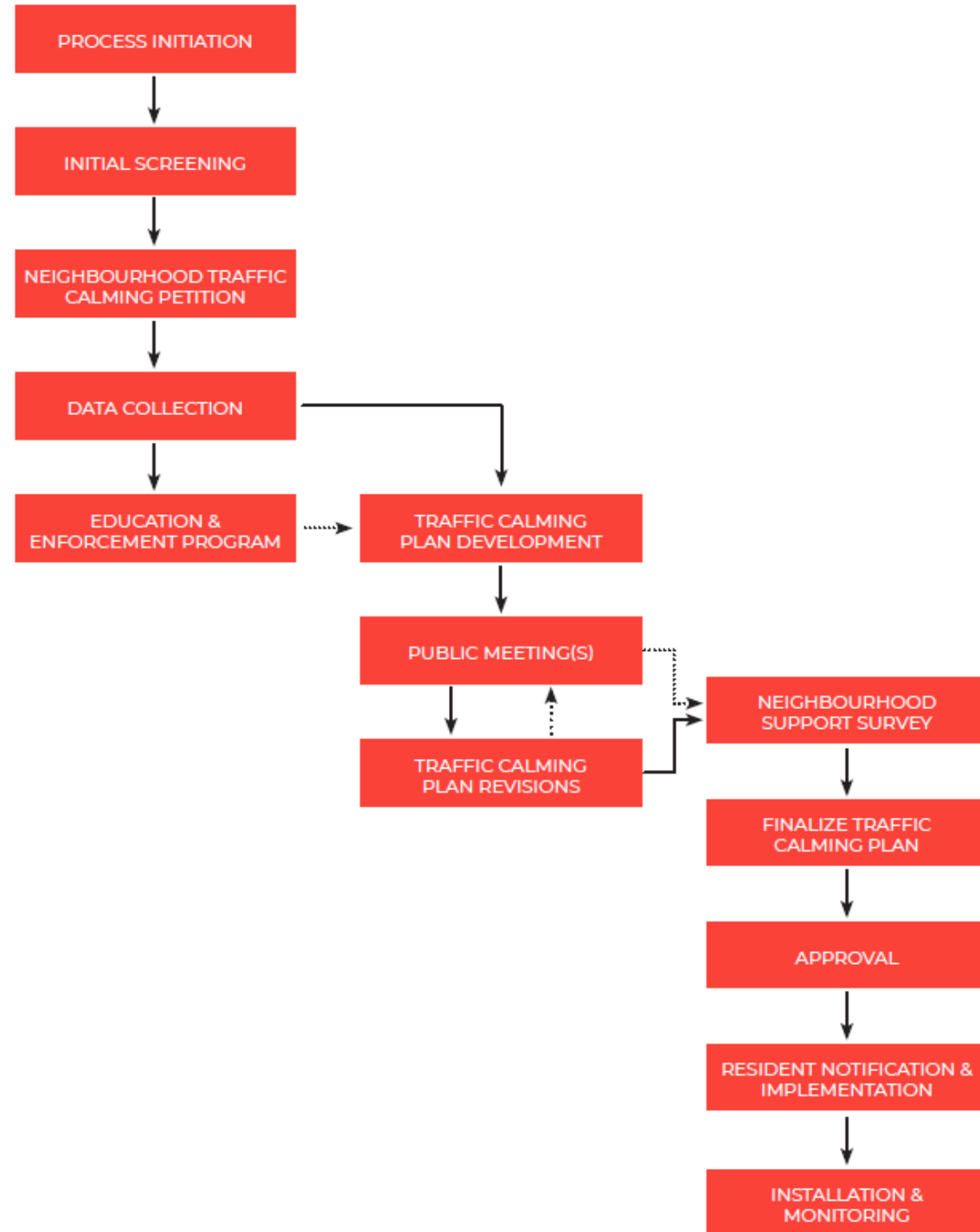
Q & A

Traffic Calming Process

The following process will be used when proceeding with a request for traffic calming.

An established and formal process for investigating roads provides consistency and equality in the determination of traffic calming.

A key component of the process is community engagement and effective communication with residents.



Traffic Calming Process

1) Initiation

- Resident(s) or a councillor with traffic related concerns are instructed to submit a written request to investigate traffic calming within their neighbourhood to WHRM.

Traffic Calming Request Form (Residents Petition)

*Neighbourhood Liaison: _____

Phone: _____

Address: _____

Date: _____

Specific Location (i.e. streets) and Summary of Traffic Concern:

**The "Neighbourhood Liaison" is the person in a particular neighbourhood who has shown a willingness to play a leadership role and liaise with Municipal staff relative to the traffic calming issue.*

The attached petition should be circulated by the Neighbourhood Liaison to all residents living adjacent to the street segment noted above. Residents who are not at home should be contacted by the *Neighbourhood Liaison* for signatures prior to submitting the petition to WHRM. Properties without signatures shall be counted as "no" responses.

The completed petition should be submitted to: **Troy Burgess, Manager of Operations, West Hants Regional Municipality Department of Public Works at:**

PO Box 3000, 100 King Street
Windsor, NS
B0N 2T0

Traffic Calming Process

2) Screening

- Review of the roadway(s) is completed to determine if the following criteria are met:
 - Must be a local or collector roadway through a primarily residential area;
 - Vehicle 85th percentile speeds:
 - 85th percentile speed must exceed the posted speed limit by 15% to consider traffic calming in this policy;
 - Daily traffic volumes exceeding:
 - 500 vehicles per day Annual Average Daily Traffic (AADT) for residential local streets;
 - 5,000 vehicles per day AADT for a collector roadway;
 - Where the 85th percentile speeds are 15 km/hr or more over the posted speed, there will be no minimum volume requirement;
 - The posted speed limit shall not be greater than 50 km/h;
 - The roadway must be owned and maintained by WHRM;
 - The roadway must not be a multi-lane roadway;
 - The roadway shall not provide direct access to an emergency services building;
 - The zoning should be primarily residential in nature; and
 - The requested street or section of street must be a minimum of 150m in length.

Traffic Calming Process

- Following this initial review, the Municipal will inform the residents as to whether or not their location meets the initial screening criteria.
- Residents with requests that meet the above-noted initial screening criteria will receive information about the traffic calming process, as well as a copy of WHRM's Neighbourhood Traffic Calming Petition.
- The residents will appoint a neighbourhood liaison that will be responsible for coordinating the petition and returning to WHRM.
- Roadways that do not meet the above-noted criteria may still be eligible for other mitigating measures and/or police enforcement initiatives.

Traffic Calming Process

4) Data Collection

- If the requested location meets the initial screening criteria and petition results indicate that there is at least 67% support, data collection and analysis will commence.
- WHRM Staff will conduct the necessary traffic studies to quantify and qualify the traffic concerns within a neighbourhood. The data collected may include vehicle volume, vehicle speed (85th percentile), collisions, pedestrian activity, origin/destination study (if request relates to short-cutting traffic), and historical site-specific information.
- Once traffic data is collected, it is assessed against assessment criteria to determine whether traffic calming measures are warranted on the subject roadway.
- If the criteria are met, then the next step is to develop a traffic calming plan; otherwise, the traffic calming process will be discontinued.

Traffic Calming Process

5) Education and Enforcement Program

- Municipal staff conduct an education and/or enforcement program over a period of one to six months and monitor the effectiveness of the techniques used in the program in addressing the identified issue.²
- Some education and enforcement techniques identified within the Canadian Guide to Traffic Calming include:
 - Active and Safe Routes to School Program
 - Pace Car Program
 - Vehicle Activated Signs
 - Targeted Education Campaigns
 - Mobile Speed Enforcement
- If data collection results indicate that the issue was not resolved through education and/or enforcement techniques, then the traffic calming process continues to the Traffic Calming Plan Development stage.

Traffic Calming Process

6) Traffic Calming Plan Development

- Appropriate traffic calming measures will be determined based on the list of traffic calming measures outlined in the TAC/ITE Canadian Guide to Neighbourhood Traffic Calming.
- The traffic calming design could include one or more different types of traffic calming techniques.
- Once municipal staff have prepared concept drawings of the traffic calming measures, consultation with emergency and maintenance services is conducted.
- Modifications to the plan are made to address concerns. **If the concerns cannot be remedied, the traffic calming process will be discontinued.**

7) Public Meeting(s)

- Municipal staff host a public information meeting or open house to present the traffic calming plan and explain the rationale behind the specific preferred traffic calming treatment(s).
- The public meeting provides residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

Traffic Calming Process

8) Traffic Calming Plan Revisions

- Modifications to the plan may be made to address feedback received from the public. If major changes are made to the plan, additional consultation with emergency and maintenance services and another public meeting may be required.

9) Neighbourhood Support Survey

- A neighbourhood support survey is completed to determine the level of support for the traffic calming plan and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road.
- In order for the process to continue a minimum of 51% of total surveys delivered must be in favour of implementation.
- If the support rate is not met, the traffic calming process will be discontinued.

Traffic Calming Process

10) Finalize Traffic Calming Plan

- Staff finalize the traffic calming plan by developing detailed engineering drawings that consider aspects such as geometric roadway design, surface drainage, utility locations, signage placement, cost and adherence to municipal specifications.
- Alterations to the traffic calming plan may be necessary if limitations are identified that make the original plan not feasible. Additional consultation with emergency and maintenance services and the public may be required if significant modifications have been made to the plan.

11) Approval

- Upon completion of the detailed engineering drawings and the calculation of a construction cost estimate, approval by the municipal council is requested.
- If approved, installation of the traffic calming measures is completed; otherwise, WHRM Staff should await direction from Council.

Traffic Calming Process

12) Resident Notification & Implementation

- Notices will be delivered to residents to inform them that traffic calming has been either approved or not approved by the WHRM Council on the subject roadway.
- If the traffic calming plan is approved, the notice will include information about the traffic calming review process for the subject roadway and will include a copy of the approved Traffic Calming Plan clearly showing locations of treatments as well as the anticipated implementation timeframe.

Traffic Calming Process

13) Installation & Monitoring

- Monitoring of traffic calming treatments is conducted to determine the effectiveness and impact to the subject road and surrounding road network.
- If data collection results indicate that traffic calming objectives (e.g. reduction in traffic speed) were not met, municipal staff may consider implementing additional measures and/or discuss potential enforcement alternatives with police services, if deemed appropriate.
- If traffic calming objectives are met and there were no associated operational and/or safety impacts, no further action is required if permanent installations were already implemented. If temporary treatments were installed, permanent installations can be pursued.
- Removal of the measures may be warranted if the installation of traffic calming measures resulted in unforeseen operational and/or safety impacts and/or there is support for removal from residents in the associated neighbourhood.

Traffic Calming Process

TRAFFIC CALMING MEASURES

- The Canadian Guide to Neighbourhood Traffic Calming identifies traffic calming techniques that are commonly used in Canada. However, the Guide notes that not all measures that have been used for traffic calming purposes are appropriate as traffic calming measures.
- Some measures, such as stop signs and maximum speed signs, for example, should not be used for traffic calming purposes. Although effective for other purposes, these measures have proven to be less effective for traffic calming and are therefore not recommended for use as traffic calming techniques in WHRM.
- WHRM Staff will provide a list of techniques that may be appropriate to consider for the street or area.

Policy
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What is Traffic
Calming?

Traffic Calming
Advantages

Traffic Calming
Disadvantages

Traffic Calming
Objectives

Traffic Calming
Guidelines

Appropriate
Streets

Traffic Calming
Process

Q & A

Q & A

Thank you

courtney.pyne@wsp.com



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation X	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: Troy Burgess, Manager of Operations & Traffic Authority

Date: January 11, 2022

Subject: Traffic Calming Policy

LEGISLATIVE AUTHORITY

Temporary Opening of Edward Dr and Underwood Dr

RECOMMENDATION or DECISION REQUEST

It is recommended for Committee of the Whole to recommend to Council that:

The adoption the Traffic Calming Policy as presented on Jan 11th,2022 be implemented.

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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At the Sept 14, 2021, Committee of the Whole Courtney Payne from WSP (accompanied by Troy Burgess Manager of Operations and Traffic Authority) presented a Traffic Calming Memo explaining Traffic Calming and show the process involved in the implementation of Traffic Calming methods via a formal policy. As requested by Council.

DISCUSSION

On January 11, 2022 Courtney Payne from WSP presented a Draft Traffic Calming Policy to Committee of The Whole. This draft policy outlines the steps that would be needed to implement traffic calming methods on any of the West Hants Regional Municipality owned

roads. The steps outlined would direct Staff to create a consistent Traffic Calming methodology throughout the region.

NEXT STEPS

Council approval

FINANCIAL IMPLICATIONS

- None for the policy implementation
- Traffic Calming review and implementation would vary case by case

ALTERNATIVES

- Council could direct Staff to modify the draft policy
- Council could decide to do nothing, leaving traffic calming strategies without a clear direction or formal policy

ATTACHMENTS

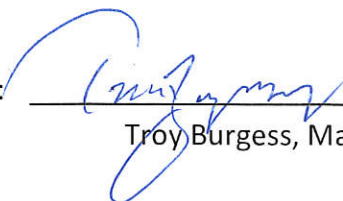
- Traffic Calming Memo West Hants Regional Municipality, September 2021
- Traffic Calming Policy – Draft West Hants Regional Municipality, December 2021

CHIEF ADMINISTRATIVE OFFICER REVIEW

The report and draft policy is in keeping with the past direction from Council. Should the policy be recommended for adoption and implementation, it would provide a consistent fair process for the residents, staff and Council. It would depoliticize matters associated with traffic calming and requests for increased community safety in relation to the roads and networks in residential areas where roads are owned or under the jurisdiction of the WHRM. In reviewing the report and draft policy Council should be particularly aware of sections 1.3 “Guidelines” and 2.1.1 “Initial Screen Criteria” as these sections display the criteria for response when requests are made.

I support the recommendation.

Report Prepared by:



Troy Burgess, Manager of Operations and Traffic Authority

Report Reviewed by: T. Richard
Todd Richard, PW Director

Report Approved by: [Signature]
Mark Phillips, Chief Administrative Officer

WEST HANTS REGIONAL MUNICIPALITY

Traffic Calming Memo



Image Source: Flickr

Traffic Calming Memo

WEST HANTS REGIONAL MUNICIPALITY

PROJECT NO.: 211-09438-00

DATE: SEPTEMBER 2021

WSP

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Dartmouth, NS
Canada B3B 1X7

T: +1 902-835-9955

F: +1 902-835-1645

WEST HANTS REGIONAL MUNICIPALITY
PO Box 3000, 100 King Street,
Windsor, NS, B0N 2T0

Attention: Troy Burgess, Manager of Operations

Subject: Traffic Calming Memo

The purpose of this memo is to provide an overview of traffic calming and relevant Atlantic Canadian guidelines to inform on how a traffic calming program will help to address speeding and noise concerns currently being experienced within West Hants Regional Municipality.

The memo provides information on what traffic calming is, the associated advantages and disadvantages, objectives of traffic calming, the various stages of a traffic calming process (i.e. initiation, assessment, engagement and implementation), as well as describe and provide examples of various categories of traffic calming measures.

Guidelines included in this memo are intended for local and collector roadways primarily within residential neighbourhoods. While similar traffic related issues may exist on higher order roadways, their primary function is to move traffic efficiently. Traffic calming procedures and measures that may be considered for use on residential streets may not be suitable for use on arterial roadways.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. McCarthy', is positioned above the printed name.

Courtney McCarthy, P.Eng.
Traffic & Transportation Engineer, T&I

CM/jm
Encl. Traffic Calming Memo
cc: Todd Richard, Greg O'Brien
WSP ref.:211-09438-00

TABLE OF CONTENTS

1	What is Traffic Calming	1
1.1	Traffic Calming Advantages & Disadvantages	1
1.2	Objectives	2
2	Traffic Calming Process	3
2.1	Initiation.....	4
2.2	Screening	4
2.3	Neighbourhood Petition.....	4
2.4	Initial Assessment	5
2.5	Education and Enforcement Program	6
2.6	Traffic Calming Plan Development.....	6
2.7	Public Meeting(s).....	7
2.8	Traffic Calming Plan Revisions.....	7
2.9	Neighbourhood Support Survey	7
2.10	Finalize Traffic Calming Plan.....	7
2.11	Approval	7
2.12	Installation & Monitoring	8
3	Traffic Calming Toolbox	9
3.1	Horizontal Deflection	9
3.2	Vertical Deflection	9
3.3	Road Narrowing	10
3.4	Access Restrictions	10
4	Recommendation	11

1 What is Traffic Calming

Traffic calming is defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.¹ Traffic calming measures can be effective in addressing issues related to vehicle speed, excessive traffic volume, noise pollution and overall neighbourhood safety and comfort. Traffic calming measures combined with engineering, educational and enforcement tools, can significantly improve the liveability and safety of neighbourhoods.

Traffic calming measures can be a combination of vertical and horizontal deflections, road narrowing and access restriction. Commonly utilized traffic calming measures may include speed humps, traffic circles, curb extensions, curb radius reduction and raised median islands.

1.1 Traffic Calming Advantages & Disadvantages

Traffic calming measures can have a number of positive and negative impacts.

Some advantages that may result from implementation of traffic calming measures include:

- Reduced motor vehicle speeds
- Reduced traffic volume
- Discouraged through vehicular traffic
- Improved roadside aesthetic by using attractive materials
- Reduced noise pollution
- Reduced air pollution
- Improved neighbourhood livability
- Reduced conflict between roadway users

Some disadvantages that may result from implementation of traffic calming measures include:

- Increased travel speed between traffic calming features
- Reduced ease of vehicular access in and out of neighbourhoods
- Increased vehicular travel time and trip length
- Increased emergency vehicle response time
- Diverted vehicular traffic onto neighbouring roadways
- Decreased roadside aesthetic by using unattractive materials
- Increased noise pollution
- Cost considerations

¹ Institute of Traffic Engineers (ITE) Subcommittee on Traffic Calming, 1997

1.2 Objectives

To address undesirable traffic conditions such as speeding or excessive volume on local and collector roadways, the specific objectives of traffic calming are to:

i. Increase the Safety of Neighbourhoods

Through the use of measures to alter driver behaviour, traffic calming can improve safety on neighbourhood streets. The resulting reduction in speed and volume can promote a safer environment for all street users.

ii. Improve the Liveability of Neighbourhoods

Traffic calming is intended to uphold and restore the liveability and sense of community within neighbourhoods by minimizing the speed and volume of through traffic. With the appropriate selection of traffic calming measures, negative impacts such as excessive noise, air pollution, visual presence of numerous vehicles, and potential safety hazards can be minimized. In addition, when attractively designed, traffic calming measures can enhance the aesthetics of a neighbourhood and improve streetscapes.

iii. Restore Streets to their Intended Function

The intended function of a local roadway is to facilitate vehicle traffic into and out of residential neighbourhoods at low speeds. Local roadways provide vehicle access to residences that typically front onto these roads. Through traffic should be encouraged to utilize collector roadways to reach destinations outside of residential neighbourhoods instead of shortcutting through local streets.

iv. Preserve Access and Minimize Impact to Emergency & Maintenance Services

The operational impacts to emergency and maintenance services need to be balanced against the need to slow and/or reduce traffic. Consultation with impacted services is important in the selection of suitable traffic calming measures for the context of the location.

v. Promote Public Participation and Community Support

Traffic calming measures have a direct impact on neighbourhoods and the residents living in them. An integral part of a traffic calming program includes resident education, communication and feedback. Good community involvement can enhance understanding of specific local traffic issues and tends to lead to solutions that fit the identified concerns. Effective communication with residents provides staff with the opportunity to explain to residents the benefits of traffic calming measures while deterring them from less effective countermeasures.

2 Traffic Calming Process

The traffic calming process presented in this memo is comprised of information from both the Town of Riverview's traffic calming policy, the Halifax Regional Municipality's traffic calming policy and implementation of local street bikeways policy, and the TAC/ITE Canadian Guide to Traffic Calming. This information can be used as a guideline to develop a traffic calming policy and program within the West Hants Regional Municipality, if desired.

A key component of the process is community engagement and effective communication with residents. Keeping residents informed of the results and decisions made within each stage of the process will help establish buy-in and support for the program.

The steps within the traffic calming process are presented in Figure 1 and described further in the following sub-sections.

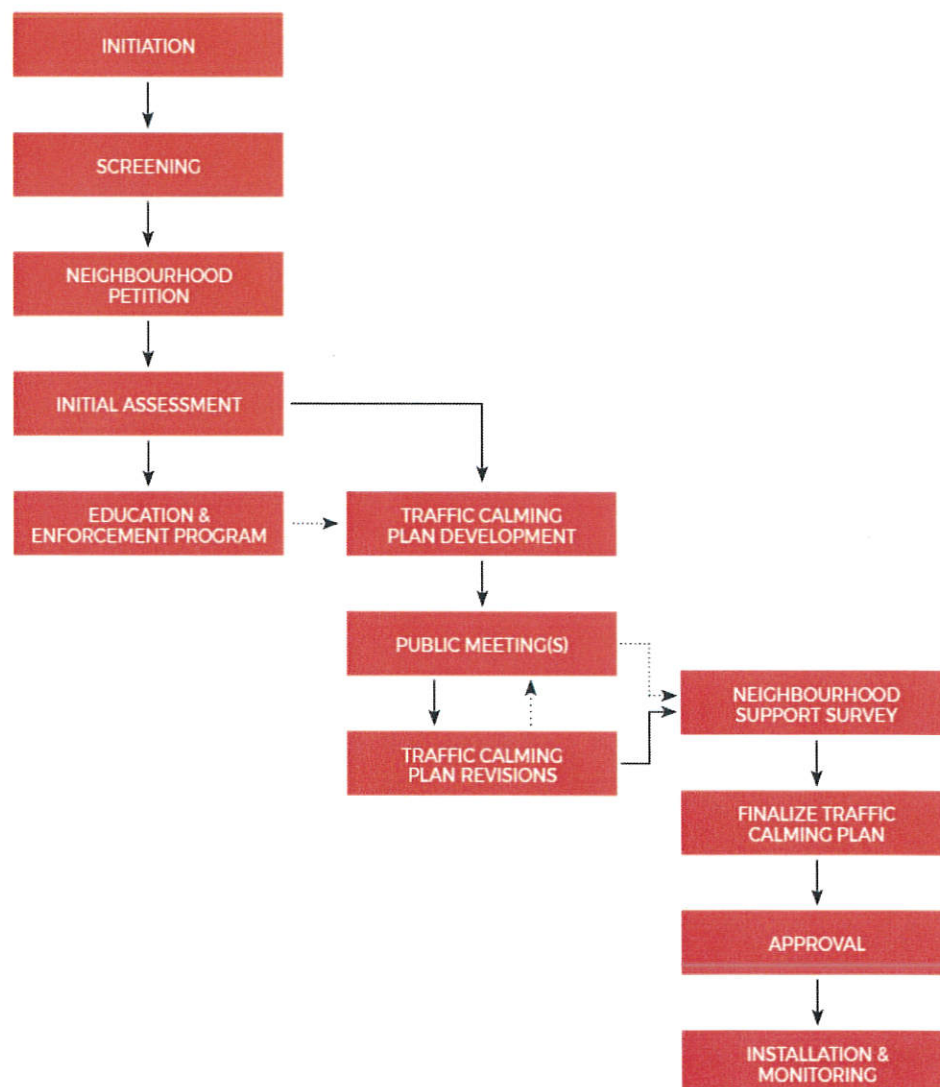


Figure 1: Traffic Calming Process

2.1 Initiation

Resident(s) or a councillor, on behalf of a resident(s), with traffic related concerns are instructed to submit a written request to investigate traffic calming within their neighbourhood to the West Hants Regional Municipality.

2.2 Screening

Municipal staff will then conduct a brief preliminary assessment to determine if the requested roadway meets initial screening criteria. Typical screening criteria include that the street:

- Be owned and maintained by the Municipality
- Be classified as either a local or collector roadway
- Not be a multi-lane roadway
- Not have a posted speed limit greater than 50km/hr
- Not be shorter in length than 150m
- Not provide direct access to an emergency services building
- Be in an area where the zoning is primarily residential

If the initial screening criteria is met, then the next step in the process is initiated; otherwise, the street is not considered for traffic calming.

2.3 Neighbourhood Petition

A neighbourhood petition is conducted to determine the level of support to initiate an investigation into the need for traffic calming on the requested roadway. Without public support, the traffic calming measures intended to alleviate traffic concerns could be met with negative public opinion and, as a result, jeopardize the outcome and potential positive impacts of the affected neighbourhood. A certain percentage of households (67% requirement from the Town of Riverview policy²) with direct frontage or flankage onto the section of roadway being considered for traffic calming, must indicate support in order to proceed with an investigation.

² Town of Riverview, 2015. *Traffic Calming Policy*. p.7

2.4 Initial Assessment

Municipal staff conduct the necessary traffic studies to quantify and qualify the traffic concerns within a neighbourhood. The data collected may include vehicle volume, vehicle speed (85th percentile), collisions, active transportation activity, on-street parking, origin/destination study (if request relates to shortcutting traffic), historical site-specific information, and roadway noise levels. Standard traffic engineering data collection methods are used for the collection of data.

Once traffic data is collected, it is assessed against assessment criteria to determine whether traffic calming measures are warranted on the subject roadway. Criteria can vary between differing jurisdictions. The table below presents the criteria for traffic calming policies for the Halifax Regional Municipality and the Town of Riverview.

Table 1: Examples of Assessment Criteria

		HALIFAX REGIONAL MUNICIPALITY ^{3,4}	TOWN OF RIVERVIEW ⁵
CRITERIA	85TH PERCENTILE SPEED	85th percentile speed must exceed 40 km/hr to consider traffic calming. Where in a school zone, 85th percentile speed must exceed 40 km/hr and/or exceed 30 km/hr during school arrival and dismissal times to consider traffic calming. Where designated a local street bikeway, 85th percentile speed must exceed 30 km/hr (or meet the traffic volume criteria below) to consider traffic calming. 85th percentile speed exceeding 45 km/hr will necessitate traffic calming.	In addition to the traffic volume criteria presented below, 85th percentile speed must be a minimum of 10 km/hr over the posted speed limit to consider traffic calming. Where 85th percentile speed equals or exceeds 15 km/hr over the posted speed limit, there is no minimum traffic volume requirement.
	TRAFFIC VOLUME	For streets that are not designated local street bikeways, traffic volumes are only assessed for project ranking purposes. Where designated a local street bikeway, traffic volumes must exceed 1,000 vpd (or meet the traffic speed criteria above) to consider traffic calming.	For residential local streets, annual average daily traffic must exceed 500 vpd. For urban collector minor roadways, annual average daily traffic must exceed 5,000 vpd.

If the criteria are met, then the next step is to develop a traffic calming plan; otherwise, the traffic calming process will be discontinued. Municipal staff may decide to first consider engagement and enforcement techniques to determine if the identified concern can be addressed without investing the time, money and resources into the development of a traffic calming plan.

³ Halifax Regional Municipality. 2019. *Administrative Order Number 2015-004-OP Respecting Traffic Calming*. p.4

⁴ Halifax Regional Municipality. 2016. *Administrative Order Number 2016-002-OP Respecting the Implementation of Local Street Bikeways*. p.9

⁵ Town of Riverview. 2015. *Traffic Calming Policy*. p.6

2.5 Education and Enforcement Program

Municipal staff conduct an education and/or enforcement program over a period of one to six months and monitor the effectiveness of the techniques used in the program in addressing the identified issue.⁶ Some education and enforcement techniques identified within the Canadian Guide to Traffic Calming include:

- **Active and Safe Routes to School Program** – “a community-based initiative that promotes the use of active transportation for the daily trip to school while addressing traffic safety issues.”
- **Pace Car Program** – “a community awareness strategy where drivers sign a pledge to drive within the speed limit, effectively becoming mobile traffic calming devices. Bumpers are placed on the vehicles to alert other drivers of their presence in the community.”
- **Vehicle activated signs** – “are electronic roadside warning signs equipped with radar speed detectors and an illuminated display... The purpose is to alert drivers with the aim that they reduce their travel speed as they approach specific conditions or hazards ahead.”
- **Targeted education campaigns** – “are initiatives to raise awareness of road safety issues. Education campaigns can address multiple types of driver awareness, including speeding (other types include impaired driving, distracted driving, seatbelt awareness, aggressive driving, etc.).”
- **Mobile speed enforcement** – “involves radar photography units that are mounted in a mobile vehicle or trailer that can be moved depending on the need for speed enforcement.”

If data collection results indicate that the issue was not resolved through education and/or enforcement techniques, then the traffic calming process continues to the Traffic Calming Plan Development stage.

2.6 Traffic Calming Plan Development

Based on location context, appropriate traffic calming measures are selected based on a toolbox of traffic calming measures (Refer to Traffic Calming Toolbox on pg.9 for examples). A plan could include one or more different types of traffic calming techniques. Once municipal staff have prepared concept drawings of the traffic calming measures, consultation with emergency and maintenance services is conducted to solicit feedback to identify any concerns relating to how the plan may impact their operational requirements. Modifications to the plan are made to address concerns. If the concerns cannot be remedied, the traffic calming process will be discontinued.

⁶ Solomon, H., Malone, B., Garcia, J. et al. 2017. *Canadian Guide to Traffic Calming, Second Edition*. Ottawa, ON: Transportation Association of Canada. p.25

2.7 Public Meeting(s)

Municipal staff host a public information meeting or open house to present the traffic calming plan and explain the rationale behind the specific preferred traffic calming treatment(s). The public meeting provides residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

2.8 Traffic Calming Plan Revisions

Modifications to the plan may be made to address feedback received from the public. If major changes are made to the plan, additional consultation with emergency and maintenance services and another public meeting may be required.

2.9 Neighbourhood Support Survey

A neighbourhood support survey is completed to determine the level of support for the traffic calming plan and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road. A certain percentage (typically 50-70%⁷) of total surveys submitted must be in favour of the traffic calming plan to proceed with installation. If the support rate is not met, the traffic calming process will be discontinued.

2.10 Finalize Traffic Calming Plan

Staff finalize the traffic calming plan by developing detailed engineering drawings that consider aspects such as geometric roadway design, surface drainage, utility locations, signage placement, cost and adherence to municipal specifications. Alterations to the traffic calming plan may be necessary if limitations are identified that make the original plan not feasible. Additional consultation with emergency and maintenance services and the public may be required if significant modifications have been made to the plan.

2.11 Approval

Upon completion of the detailed engineering drawings and the calculation of a construction cost estimate, approval by the municipal council is requested. If approved, installation of the traffic calming measures is completed; otherwise, the traffic calming process is discontinued.

⁷ Solomon, H., Malone, B., Garcia, J. et al. 2017. *Canadian Guide to Traffic Calming, Second Edition*. Ottawa, ON: Transportation Association of Canada.

2.12 Installation & Monitoring

Traffic calming measures are installed. Municipal staff may decide to utilize interim and/or temporary treatments (e.g. pavement markings, flexible bollards, planters, jersey barriers, etc.) based on budget constraints and/or to provide time to examine the impacts of the measures prior to permanent installation.

Monitoring of traffic calming treatments is conducted to determine the effectiveness and impact to the subject road and surrounding road network. Monitoring programs may include, but are not limited to, assessments of:

- Before and after 85th percentile speed and traffic volumes on the subject road
- Traffic diversion to other local and/or collector roadways
- Before and after traffic noise levels
- Before and after collision frequency and severity
- Before and after active transportation user activity
- Impacts to emergency and maintenance services
- Resident feedback

If data collection results indicate that traffic calming objectives (e.g. reduction in traffic speed) were not met, municipal staff may consider implementing additional measures and/or discuss potential enforcement alternatives with police services, if deemed appropriate.

If traffic calming objectives are met and there were no associated operational and/or safety impacts, no further action is required if permanent installations were already implemented. If temporary treatments were installed, permanent installations can be pursued.

Removal of the measures may be warranted if the installation of traffic calming measures resulted in unforeseen operational and/or safety impacts and/or there is support for removal from residents in the associated neighbourhood.

3 Traffic Calming Toolbox

The subsections provide a brief introduction of four different categories of traffic calming measures (see TAC/ITE Canadian Guide to Traffic Calming for more detailed information).

3.1 Horizontal Deflection



Horizontal deflection traffic calming measures create a lateral shift in the vehicular travel path of a roadway corridor. Depending on the selected measure, it can discourage speeding and/or shortcutting. Examples of horizontal deflection traffic calming measures include chicanes, curb radius reductions, lateral roadway shifts and traffic circles.

Image Source: National Association of City Transportation Officials (NACTO) Urban Street Design Guide

3.2 Vertical Deflection



Vertical deflection traffic calming measures create a vertical upward movement for vehicles to encourage drivers to slow down on the approach in order to avoid damaging the vehicle and/or experiencing an unpleasant sensation. Examples of vertical deflection traffic calming measures include raised active transportation crossings, raised intersections, speed cushions and speed humps.

Image Source: New York City DOT Street Design Manual

3.3 Road Narrowing



Narrowing a road (both physically and perceived) can help to calm traffic by increasing a driver's feeling of confinement to encourage them to slow down and be more aware of their surroundings. Examples of road narrowing measures include curb extensions, painted lane narrowing, on-street parking, tree planting and raised median island.

Image Source: Wikimedia Commons

3.4 Access Restrictions



Access restrictions help to calm traffic by reducing the number of vehicles traveling along a street by prohibiting all or a few vehicular turning movements into and/or out of a street. This can be done through signage and/or physical obstruction. Examples of access restrictions include directional closures, diverters, full closures, raised median through intersection and right-in / right-out island.

Image Source: Flickr

4 Recommendation

It is recommended that West Hants Regional Municipality develop a traffic calming policy and program that includes public participation to address traffic concerns relating to traffic speeds and noise on residential streets.



Traffic Calming Policy - DRAFT

WEST HANTS REGIONAL MUNICIPALITY



(Source: Wikipedia)

December 2021

TABLE OF CONTENTS

1	Introduction	1
1.1	What is Traffic Calming	1
1.1.1	Traffic Calming Advantages & Disadvantages	2
1.2	Objectives	3
1.3	Guidelines	4
1.4	Appropriate Streets for Traffic Calming	5
2	Traffic Calming Process	6
2.1	Process Initiation	7
2.1.1	Initial Screening Criteria	7
2.1.2	Neighbourhood Traffic Calming Petition	8
2.2	Data Collection	9
2.3	Education and Enforcement Program	10
2.4	Traffic Calming Plan Development	11
2.4.1	Public Meeting(s)	11
2.4.2	Traffic Calming Plan Revisions	11
2.5	Neighbourhood Support Survey	12
2.5.1	Survey Scope	12
2.5.2	Measuring Community Support	12
2.6	Finalize Traffic Calming Plan	13
2.6.1	Detailed Traffic Calming Design	13
2.7	Approval	13
2.8	Resident Notification and Implementation	14
2.9	Installation & Monitoring	14
3	TRAFFIC CALMING MEASURES	15

Appendix A - Traffic Calming Request: Resident Petition

1 Introduction

The purpose of this policy is to provide guidelines, procedures and criteria for the initiation, investigation, and implementation of traffic calming measures within residential neighbourhoods to address safety concerns primarily related to speeding, but with consideration of excessive traffic volume, in a fair and consistent manner. Guidelines included in this policy are intended for local and collector roadways primarily within residential neighbourhoods. This policy does not apply to arterial roadways.

While similar traffic related issues may exist on higher order roadways, their primary function is to move traffic efficiently. Traffic calming procedures and devices that may be considered for use on residential streets may not be suitable for use on arterial roadways.

1.1 What is Traffic Calming

Traffic calming is defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”.¹ Traffic calming measures can be effective in addressing issues related to vehicle speed, excessive traffic volume, noise pollution and overall neighbourhood safety and comfort. Traffic calming measures combined with engineering, educational and enforcement tools, can significantly improve the liveability and safety of neighbourhoods.

Traffic calming measures can be a combination of vertical and horizontal deflections, road narrowing and access restriction. Commonly utilized traffic calming measures may include speed humps, traffic circles, curb extensions, curb radius reduction and raised median islands.

¹ Institute of Traffic Engineers (ITE) Subcommittee on Traffic Calming, 1997

1.1.1 Traffic Calming Advantages & Disadvantages

Traffic calming measures can have a number of positive and negative impacts. This policy attempts to provide a balance such that the improvements recognized exceed the negative impacts of added costs and potential inconvenience for street users.

Some advantages that may result from implementation of traffic calming measures include:

- Reduced motor vehicle speeds
- Reduced traffic volume
- Discouraged through vehicular traffic
- Improved roadside aesthetic by using attractive materials
- Reduced noise pollution
- Reduced air pollution
- Improved neighbourhood livability
- Reduced conflict between roadway users

Some disadvantages that may result from implementation of traffic calming measures include:

- Increased travel speed between traffic calming features
- Reduced ease of vehicular access in and out of neighbourhoods
- Increased vehicular travel time and trip length
- Increased emergency vehicle response time
- Diverted vehicular traffic onto neighbouring roadways
- Decreased roadside aesthetic by using unattractive materials
- Increased noise pollution
- Cost considerations

1.2 Objectives

To address undesirable traffic conditions such as speeding or excessive volume on local and collector roadways, the specific objectives of traffic calming are to:

- **Increase the Safety of Neighbourhoods**

Through the use of measures to alter driver behaviour, traffic calming can improve safety on neighbourhood streets. The resulting reduction in speed and volume can promote a safer environment for all street users.

- **Improve the Liveability of Neighbourhoods**

Traffic calming is intended to uphold and restore the liveability and sense of community within neighbourhoods by minimizing the speed and volume of through traffic. With the appropriate selection of traffic calming measures, negative impacts such as excessive noise, air pollution, visual presence of numerous vehicles, and potential safety hazards can be minimized. In addition, when attractively designed, traffic calming measures can enhance the aesthetics of a neighbourhood and improve streetscapes.

- **Restore Streets to their Intended Function**

The intended function of a local roadway is to facilitate vehicle traffic into and out of residential neighbourhoods at low speeds. Local roadways provide vehicle access to residences that typically front onto these roads. Through traffic should be encouraged to utilize collector roadways to reach destinations outside of residential neighbourhoods instead of shortcutting through local streets.

- **Preserve Access and Minimize Impact to Emergency & Maintenance Services**

The operational impacts to emergency and maintenance services need to be balanced against the need to slow and/or reduce traffic. Consultation with impacted services is important in the selection of suitable traffic calming measures for the context of the location.

- **Promote Public Participation and Community Support**

Traffic calming measures have a direct impact on neighbourhoods and the residents living in them. An integral part of a traffic calming program includes resident education, communication and feedback. Good community involvement can enhance understanding of specific local traffic issues and tends to lead to solutions that fit the identified concerns. Effective communication with residents provides staff with the opportunity to explain to residents the benefits of traffic calming measures while deterring them from less effective countermeasures.

1.3 Guidelines

The following guidelines will be taken into consideration when investigating, selecting, and implementing traffic calming measures. This will ensure that the appropriate measures are considered fully, and the potential negative impacts are minimized. Following these guidelines, will maximize the effectiveness of traffic calming while building community acceptance and support for the final recommendations.

Traffic calming measures will:

- Be considered only after education or enforcement efforts have failed to produce the desired results.
- Be considered when there is a demonstrated safety, speed or short-cutting traffic concern and acceptable alternative measures have been exhausted.
- Include consideration as to whether an area-wide plan versus a street-specific plan is more suitable: an area wide plan should be considered if a street-specific plan would likely result in displacement of traffic onto adjacent streets.
- Not impede non-motorized, alternative modes of transportation and be designed to ensure pedestrian and cycling traffic is unaffected.
- Not impede Emergency services access unless alternate measures are agreed upon.
- Maintain reasonable automobile access to WHRM roadways.
- Only be installed after engineering staff has investigated existing traffic conditions and the necessary approvals have been received.
- Be monitored; follow-up studies will be completed to assess effectiveness and the results may be communicated to the community and Council.

1.4 Appropriate Streets for Traffic Calming

This policy defines the types of roadways that are suitable for traffic calming in WHRM. Traffic calming will only be considered on local and collector streets where WHRM is the road authority. This policy does not include roads that are under Provincial or on arterial roadways in WHRM. Through application of this policy and by applying good engineering judgment, installed traffic calming measures will be done in a manner which will ensure that they provide the most effective solutions while continuing to support the intended function of the roadway.

Local Roadways

The primary function of local roadways is to provide access to adjacent properties. Local streets are not intended for use as through routes or as important links to move traffic within an area's overall road network. The local roadways carry traffic volumes in the lower range of less than 2,000 vehicles per day.

Collector Roadways

Collector roadways balance access to adjacent properties with the need to collect and distribute residential traffic travelling into and out of a neighbourhood. Collector roadways carry traffic volumes in the range of 1,000-7,000 vehicles per day. Collectors help circulate traffic within individual neighbourhoods.

2 Traffic Calming Process

The following process will be used when proceeding with a request for traffic calming. An established and formal process for investigating roads provides consistency and equality in the determination of traffic calming. A key component of the process is community engagement and effective communication with residents. Keeping residents informed of the results and decisions made within each stage of the process will help establish buy-in and support for the program.

The steps within the traffic calming process are presented in Figure 1 and described further in the following sub-sections.

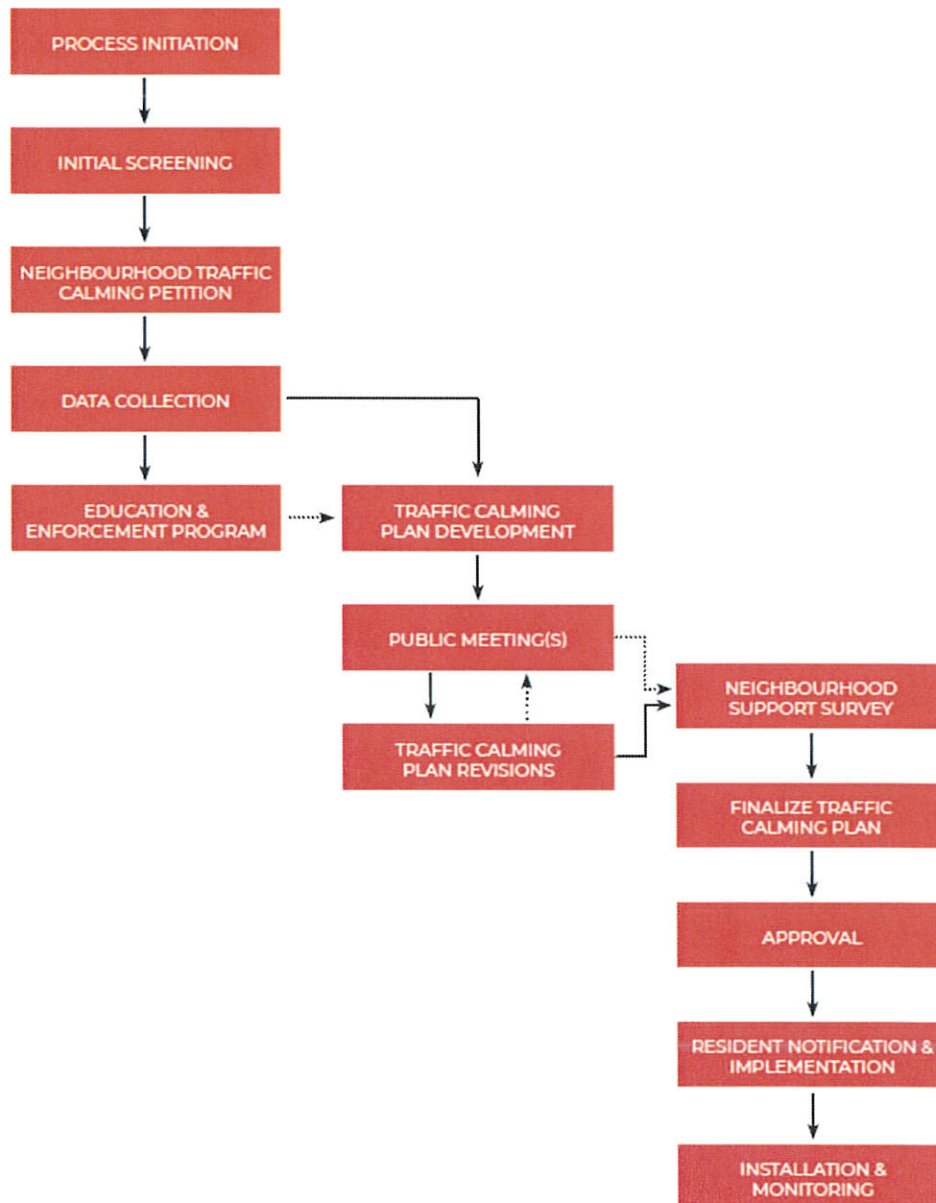


Figure 1: Traffic Calming Process

2.1 Process Initiation

Resident(s) or a councillor, on behalf of a resident(s), with traffic related concerns are instructed to submit a written request to investigate traffic calming within their neighbourhood to WHRM. The WHRM Traffic Calming Request Form can be found in Appendix A.

2.1.1 Initial Screening Criteria

When requests are received, a review of the roadway(s) is made to determine if the following initial screening criteria are met:

- a) Must be a local or collector roadway through a primarily residential area;
- b) Vehicle 85th percentile speeds:
 - 85th percentile speed must exceed the posted speed limit by 15% to consider traffic calming in this policy;
- c) Daily traffic volumes exceeding:
 - 500 vehicles per day Annual Average Daily Traffic (AADT) for residential local streets;
 - 5,000 vehicles per day AADT for a collector roadway;
 - Where the 85th percentile speeds are 15 km/hr or more over the posted speed, there will be no minimum volume requirement;
- d) The posted speed limit shall not be greater than 50 km/h;
- e) The roadway must be owned and maintained by WHRM;
- f) The roadway must not be a multi-lane roadway;
- g) The roadway shall not provide direct access to an emergency services building;
- h) The zoning should be primarily residential in nature; and
- i) The requested street or section of street must be a minimum of 150m in length.

Following this initial review, the Municipal will inform the residents as to whether or not their location meets the initial screening criteria. Residents with requests that meet the above-noted initial screening criteria will receive information about the traffic calming process, as well as a copy of WHRM's Neighbourhood Traffic Calming Petition. The residents will appoint a neighbourhood liaison that will be responsible for coordinating the petition and returning to WHRM. Roadways that do not meet the above-noted criteria may still be eligible for other mitigating measures and/or police enforcement initiatives.

2.1.2 Neighbourhood Traffic Calming Petition

Restoring neighbourhood streets to their intended function and improving overall liveability are primary objectives of traffic calming. In order to achieve this goal, community involvement and support is paramount. Throughout the process, residents are encouraged to participate in the development of the traffic calming plan suitable to the neighbourhood and the concerns within it.

Communication with residents is made at various stages throughout the process as the traffic calming plan is developed and implemented. Traffic calming plans should be developed with an understanding of current and historical traffic patterns within the area under investigation. For a traffic calming program to be successful, the community must support and be committed to the solution. The only means of gaining this commitment is to involve the residents by informing them of the study location being considered for traffic calming measures.

The benefit of community involvement is that it generates support for a traffic calming program and assists in the implementation of a plan without significant opposition upon completion. Community involvement also enhances the credibility of the traffic calming program, particularly when it is eventually presented to Council for approval.

In order to obtain a working partnership with the community, meetings will be scheduled, and surveys delivered by the neighbourhood liaison to residents affected by the implementation of traffic calming measures. These forms of contact will provide the community with opportunities to offer input into the development of the plan, as well as to publicize and increase the awareness of the study.

The review and implementation of traffic calming measures can be a time consuming and expensive process requiring many resources. Without public support, the traffic calming measures intended to alleviate traffic concerns, could be met with negative public opinion, and as a result, jeopardizing the outcome and potential positive impacts to affected neighbourhoods.

After it has been determined that the requested location meets the initial screening criteria, the proponent will be informed and required to complete the Neighbourhood Traffic Calming (NTC) Petition. Staff will provide a copy of the petition to the neighbourhood liaison which can also be found in Appendix A. The focus of the petition will centre on whether or not there is neighbourhood support for WHRM to initiate an investigation into the need for traffic calming on the requested roadway.

The petition must contain an indication of support from at least 67% of the households with direct frontage or flankage onto the section of roadway that has been identified as the location for the potential implementation of traffic calming measures, as defined by Public Works Staff. Each household is represented by one signature, regardless of the number of people in the household. This step in the process is crucial in determining the level of concern from the residents.

2.2 Data Collection

If the requested location meets the initial screening criteria and petition results indicate that there is at least 67% support, data collection and analysis will commence. The collection of traffic data, as deemed necessary by Public Works Staff, will serve to provide a better understanding of the current traffic conditions and to prioritize locations for the investigation of traffic calming.

WHRM Staff will conduct the necessary traffic studies to quantify and qualify the traffic concerns within a neighbourhood. The data collected may include vehicle volume, vehicle speed (85th percentile), collisions, pedestrian activity, origin/destination study (if request relates to short-cutting traffic), and historical site-specific information. Standard traffic engineering data collection methods will be used for the collection of data.

Once traffic data is collected, it is assessed against assessment criteria (Section 2.1.1) to determine whether traffic calming measures are warranted on the subject roadway.

If the criteria are met, then the next step is to develop a traffic calming plan; otherwise, the traffic calming process will be discontinued. WHRM staff may decide to first consider engagement and enforcement techniques to determine if the identified concern can be addressed without investing the time, money, and resources into the development of a traffic calming plan.

2.3 Education and Enforcement Program

WHRM staff conduct an education and/or enforcement program over a period of one to six months and monitor the effectiveness of the techniques used in the program in addressing the identified issue.² Some education and enforcement techniques identified within the Canadian Guide to Traffic Calming include:

- **Active and Safe Routes to School Program** – “a community-based initiative that promotes the use of active transportation for the daily trip to school while addressing traffic safety issues.”
- **Pace Car Program** – “a community awareness strategy where drivers sign a pledge to drive within the speed limit, effectively becoming mobile traffic calming devices. Bumpers are placed on the vehicles to alert other drivers of their presence in the community.”
- **Vehicle activated signs** – “are electronic roadside warning signs equipped with radar speed detectors and an illuminated display... The purpose is to alert drivers with the aim that they reduce their travel speed as they approach specific conditions or hazards ahead.”
- **Targeted education campaigns** – “are initiatives to raise awareness of road safety issues. Education campaigns can address multiple types of driver awareness, including speeding (other types include impaired driving, distracted driving, seatbelt awareness, aggressive driving, etc.).”
- **Mobile speed enforcement** – “involves radar photography units that are mounted in a mobile vehicle or trailer that can be moved depending on the need for speed enforcement.”

If data collection results indicate that the issue was not resolved through education and/or enforcement techniques, then the traffic calming process continues to the Traffic Calming Plan Development stage.

² Solomon, H., Malone, B., Garcia, J. et al. 2017. *Canadian Guide to Traffic Calming, Second Edition*. Ottawa, ON: Transportation Association of Canada. p.25

2.4 Traffic Calming Plan Development

The data collected combined with site visits, historical information, future maintenance, and construction plans, as well as resident feedback will be taken into consideration to determine potential traffic calming measures.

Appropriate traffic calming measures will be determined based on the list of traffic calming measures outlined in the TAC/ITE Canadian Guide to Neighbourhood Traffic Calming. The traffic calming design could include one or more different types of traffic calming techniques. The proposed traffic calming measures will be in accordance with the design guidelines outlined in the Canadian Guide to Neighbourhood Traffic Calming and the engineering judgement and experience of staff.

WHRM Staff will prepare concept drawings outlining the traffic calming measures. Once WHRM Staff have prepared concept drawings of the traffic calming measures, consultation with emergency and maintenance services is conducted to solicit feedback to identify any concerns relating to how the plan may impact their operational requirements. Modifications to the plan are made to address concerns. If the concerns cannot be remedied, the traffic calming process will be discontinued.

2.4.1 Public Meeting(s)

WHRM Staff will host a public information meeting or open house to present the traffic calming plan and explain the rationale behind the proposed traffic calming treatment(s). The public meeting provides residents with an opportunity to become involved in the process, learn more about the proposed traffic calming treatment(s) and to provide their feedback.

2.4.2 Traffic Calming Plan Revisions

Modifications to the plan may be made to address feedback received from the public. If major changes are made to the plan, additional consultation with emergency and maintenance services and another public meeting may be required.

2.5 Neighbourhood Support Survey

Using the proposed concept design, a community support survey will be completed to determine the level of support for the traffic calming design and to provide an opportunity for the most directly affected residents to support or oppose any modifications to the road. It is intended to measure the support of the preferred design proposed to the residents.

Using summarized comments from the submitted petition and preliminary information about the roadway and surrounding area, staff will define the survey canvas area. As part of this process, surrounding roads may be identified as part of the investigation. As a minimum, households with direct frontage onto the roadway to be investigated will be surveyed, in addition to each property whose side yard abuts the subject roadway section. Households that do not directly front the subject roadway, but who have no other option but to use the section of roadway where traffic calming is being proposed (e.g. in the case of a cul-de-sac), will receive the survey.

2.5.1 Survey Scope

Surveys will be delivered by registered mail and at a minimum, will contain:

- A brief description of traffic calming, including its advantages and disadvantages;
- The results of the traffic studies undertaken by staff;
- A survey question asking if residents are in favour, opposed or neutral to the implementation of traffic calming measures in the identified location(s);
- The preferred traffic calming design;
- A request for comments and feedback; and
- An indication that this is the final opportunity to modify the preferred design to address any outstanding concerns and to incorporate resident input.

2.5.2 Measuring Community Support

In order for the process to continue, a minimum of **51%** of total surveys delivered must be in favour of implementation the traffic calming measures³. This reinforces that community support is vital for the ultimate success of traffic calming.

If this support rate is not met, the process will cease and a notification of failure to meet the community support levels will be sent to the residents on the mailing list.

³ Canadian Guide to Neighbourhood Traffic Calming (1998) recommends minimum of 50-70% support from respondents, Page 2-6.

2.6 Finalize Traffic Calming Plan

Using technical data, community feedback, and in keeping with the goals, objectives and principles set out in this policy, staff will finalize the preferred traffic calming design to be put forward as the recommended preferred traffic calming plan. In finalizing the preferred traffic calming plan, general consideration will be given to the various aspects of road design such as utility placement, landscaping, sign requirement and drainage.

2.6.1 Detailed Traffic Calming Design

With a recommended preferred traffic calming plan in hand, detailed engineering drawings are required. These drawings will provide a high level of detail taking into consideration but not limited to the following:

- Surface drainage
- Sub base requirements (i.e. granular type and thickness)
- Roadway Grade
- Driveway and intersection locations
- Adherence to Guide to Neighbourhood Traffic Calming, Transportation Association of Canada, Standard Municipal Specifications
- Utility locations or relocations
- Surface type (asphalt, concrete, decorative concrete)
- Sightlines and sight distances
- Cost considerations
- Requirements for warning signs and pavement markings

At this point, the preferred traffic calming measures will be evaluated in detail. If, during the detailed design stage, limitations are identified which challenge the feasibility of the plan, alternatives will need to be considered. This may include alterations to location of devices or a re-development of the preferred plan. If significant or major changes to the plan are required due to design constraints, residents on the mailing list will be notified of the required changes. If staff believe that the required modifications to create the detailed design result in a significantly different final design from that which was presented to residents as part of the survey, staff may recommend additional consultation, another survey and/or public meeting.

2.7 Approval

With design of the plan and information on construction cost estimates available, a report recommending the implementation of the recommended preferred traffic calming measures will be submitted to the WHRM Council for approval.

If the Traffic Calming plan is not approved by WHRM Council, WHRM Staff should await direction from Council.

If approved, installation of the traffic calming measures is completed; otherwise, the traffic calming process is discontinued.

2.8 Resident Notification and Implementation

Notices will be delivered to residents to inform them that traffic calming has been either approved or not approved by the WHRM Council on the subject roadway. The notice will be sent to the same mailing list used to deliver the traffic calming survey and any other persons having requested notification throughout the process.

If the traffic calming plan is approved, the notice will include information about the traffic calming review process for the subject roadway and will include a copy of the approved Traffic Calming Plan clearly showing locations of treatments as well as the anticipated implementation timeframe.

2.9 Installation & Monitoring

Traffic calming measures are installed. WHRM Staff may decide to utilize interim and/or temporary treatments (e.g. pavement markings, flexible bollards, planters, jersey barriers, etc.) based on budget constraints and/or to provide time to examine the impacts of the measures prior to permanent installation.

Monitoring of traffic calming treatments is conducted to determine the effectiveness and impact to the subject road and surrounding road network. Monitoring programs may include, but are not limited to, assessments of:

- Before and after 85th percentile speed and traffic volumes on the subject road;
- Traffic diversion to other local and/or collector roadways;
- Before and after traffic noise levels;
- Before and after collision frequency and severity;
- Before and after active transportation user activity;
- Impacts to emergency and maintenance services; and,
- Resident feedback.

If data collection results indicate that traffic calming objectives (e.g. reduction in traffic speed) were not met, WHRM Staff may consider implementing additional measures and/or discuss potential enforcement alternatives with police services, if deemed appropriate.

If traffic calming objectives are met and there were no associated operational and/or safety impacts, no further action is required if permanent installations were already implemented. If temporary treatments were installed, permanent installations can be pursued.

Removal of the measures may be warranted if the installation of traffic calming measures resulted in unforeseen operational and/or safety impacts and/or there is support for removal from residents in the associated neighbourhood.

3 TRAFFIC CALMING MEASURES

The Canadian Guide to Neighbourhood Traffic Calming identifies traffic calming techniques that are commonly used in Canada. However, the Guide notes that not all measures that have been used for traffic calming purposes are appropriate as traffic calming measures. Some measures, such as stop signs and maximum speed signs, for example, should not be used for traffic calming purposes. Although effective for other purposes, these measures have proven to be less effective for traffic calming and are therefore not recommended for use as traffic calming techniques in WHRM. WHRM Staff will provide a list of techniques that may be appropriate to consider for the street or area.

Appendix A – Traffic Calming Request: Resident Petition



Department of Public Works

Traffic Calming Request Form (Residents Petition)

*Neighbourhood Liaison: _____

Phone: _____

Address: _____

Date: _____

Specific Location (i.e. streets) and Summary of Traffic Concern:

The “Neighbourhood Liaison**” is the person in a particular neighbourhood who has shown a willingness to play a leadership role and liaise with Municipal staff relative to the traffic calming issue.*

The attached petition should be circulated by the Neighbourhood Liaison to **all** residents living adjacent to the street segment noted above. Residents who are not at home should be contacted by the **Neighbourhood Liaison** for signatures prior to submitting the petition to WHRM. Properties without signatures shall be counted as “**no**” responses.

The completed petition should be submitted to: **Troy Burgess, Manager of Operations, West Hants Regional Municipality Department of Public Works at:**

**PO Box 3000, 100 King Street
Windsor, NS
B0N 2T0**



Traffic Calming Request Form (Residents Petition)

Each resident who signs this petition should recognize the following:

1. To qualify for traffic calming, the street in question shall meet at least the following established traffic calming guidelines:
 - Must be a local or collector roadway through a primarily residential area
 - Vehicle 85th percentile speeds:
 - i. 85th percentile speed must exceed the posted speed limit by 15% to consider traffic calming in this policy
 - Daily traffic volumes exceeding:
 - i. 500 vehicles per day (vpd) for residential local streets
 - ii. 5000 vehicles per day (vpd) for residential collector streets
 - iii. Where the 85th percentile speeds are 15 km/h or more over the posted speed, there will be no minimum volume requirement
 - The posted speed limit shall not be greater than 50 km/h
 - The roadway must be owned and maintained by West Hants Regional Municipality (WHRM)
 - The roadway must not be a multi-lane roadway
 - The roadway shall not provide direct access to an emergency services building
 - Zoning should be primarily residential in nature
 - Requested street or section of street must be a minimum of 150 m in length
2. If a street meets the established traffic calming guidelines (based on preliminary traffic studies performed by WHRM), one or more traffic calming devices may be recommended, including associated pavement markings and signage.
3. Traffic calming devices and/or signs may be installed at the locations deemed most feasible, based on studies performed by WHRM. It should be understood that a traffic calming project may be terminated if too many residents do not agree to traffic calming devices fronting their property.

4. This petition must be signed with a “Yes” vote by a minimum of two thirds (67%) of the neighbourhood street residents (**one signature per household**) before WHRM moves forward with a preliminary traffic study to determine if the street (s) in question meets the established guidelines for traffic calming.
5. If it is determined that the street(s) meet the established guidelines for traffic calming, WHRM will proceed with a detailed traffic calming study which will include public consultation as part of the process. The preferred design will be presented to neighbourhood residents, where the most affected residents will have the opportunity to support or oppose the recommended traffic calming plan. This will be accomplished through a Community Support Survey. In order for the process to continue, a minimum of 50% of total surveys delivered must be returned with a minimum of 60% of these supporting the proposed traffic calming plan. If this support rate is not met, the process will cease and a notification of failure to meet the community support levels will be sent to the residents on the mailing list.
6. Using technical data, community feedback and in keeping with the goals, objectives and principles set out in this policy, staff will finalize the preferred traffic calming design to be put forward as the recommended preferred traffic calming plan.
7. With the design of the plan and information on construction cost estimates, a report recommending the implementation of the recommended preferred traffic calming measures will be submitted to WHRM Council for approval.
8. Notices will be delivered to residents to inform them that traffic calming has been either approved or not approved by WHRM Council on the subject roadway.



Traffic Calming Request Form (Residents Petition)

Question 1: Do you agree that traffic calming devices should be considered for your neighbourhood? (67% of residents must respond “yes”)

Question 2: Do you agree to have traffic calming devices fronting your resident?

[illegible]

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Danny	Dill	2020-06-30	2020-07-14 COTW
Quentin	Davison	2020-07-06	2020-07-14 COTW
Alyson	Bremner	2020-07-07	2020-07-14 COTW
Cecil	Rolfe	2020-07-13	2020-07-14 COTW
Pat	Porter	2020-07-13	2020-07-14 COTW
Nikki-Marie	Lloyd	2020-08-02	2020-09-08 COTW
Heather	Boylan (Martock)	2020-09-01	2020-09-08 COTW
Greg	O'Leary	2020-09-03	2020-09-08 COTW
Dr. Abby	Kirumira	2020-09-02	2020-09-08 COTW
Dean	Manning	2020-09-08	2020-09-08 COTW
David & Michelle	Rideout	2020-09-08	2020-09-08 COTW
Colleen	Walsh-Bouman	2020-09-08	2020-09-08 COTW
Nicholas & Alyson	Juurlink/Bremner (Linked Farms)	2020-09-08	2020-09-22 Council
Tasha	Rogers	2020-09-08	2020-09-22 Council
Brad	Carrigan	2020-09-23	2020-10-13 COTW
Karen	Carrigan	2020-09-23	2020-10-13 COTW
Elaine	Morehouse	2020-09-24	2020-10-13 COTW
Gary	Morehouse	2020-09-24	2020-10-13 COTW
Dr. A	Kirumira	2020-09-24	2020-10-13 COTW
Blake	Sarsfield	undated	2020-10-13 COTW
Greg	Webster	2020-10-01	2020-10-13 COTW
Bobby	Kidston	2020-10-02	2020-10-13 COTW
NSTIR	(Province of NS)	2021-01-13	2021-01-26 Council
Darren	Porter	2021-03-19	2021-03-23 Council
Rylan	Carrigan	2021-03-29	2021-04-13 COTW
Robin	Bremner-Popma (Hants Co Fed of Agri)	2021-03-29	2021-04-13 COTW
Roslyn	MacDuff	2021-03-29	2021-04-13 COTW
Darlene	Taylor	2021-03-23	2021-04-13 COTW
Daniel	Oulton	2021-03-26	2021-04-13 COTW
Karen	Carrigan	2021-03-26	2021-04-13 COTW
Marie & Andrew	Connolly	2021-03-26	2021-04-13 COTW
Robin	Thomson (Atlantic Division Canoe Kayak Canada)	2021-03-30	2021-04-13 COTW
Barbara	Hughes	2021-03-29	2021-04-13 COTW
Laura	Fisher	2021-04-01	2021-04-13 COTW

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Nikki-Marie	Lloyd	2021-04-06	2021-04-13 COTW
Ken	Donnelly (Hwy 101 Twinning CLC)	2021-04-01	2021-04-13 COTW
Darren	Porter	2021-04-06	2021-04-13 COTW
Karen	Lynch	2021-04-09	2021-04-13 COTW
Carilee	Eddy	2021-04-15	2021-04-27 Council
Nikki-Marie	Lloyd	2021-04-19	2021-04-27 Council
Sheldon	Hope	2021-04-19	2021-04-27 Council
Adrienne	Wood	2021-04-22	2021-04-27 Council
Magda	Montgomery	2021-04-22	2021-04-27 Council
Sheldon	Hope	2021-04-26	2021-04-27 Council
Andrew	Smiley	2021-05-02	2021-05-11 COTW
Carrilee	Eddy	2021-05-03	2021-05-11 COTW
Denise	Forand	2021-04-27	2021-05-11 COTW
Erin	Naugler	2021-05-02	2021-05-11 COTW
Janet	Comeau	2021-05-02	2021-05-11 COTW
Kristyn	Anderson	2021-05-02	2021-05-11 COTW
Laura	Fisher	2021-04-01	2021-05-11 COTW
Nick	Rafuse	2021-05-03	2021-05-11 COTW
Nicole	McLeod	2021-05-02	2021-05-11 COTW
Robyn	Cook	2021-05-02	2021-05-11 COTW
Sheldon	Hope	2021-05-02	2021-05-11 COTW
Tammy	Hilden	2021-05-02	2021-05-11 COTW
Tracey	Sexton	2021-05-03	2021-05-11 COTW
Ginette	Pitcher	2021-05-03	2021-05-11 COTW
Greg	Miller	2021-05-05	2021-05-11 COTW
David & Michelle	Rideout	2021-05-05	2021-05-11 COTW
Sylvia & Vince	Burgess	2021-05-05	2021-05-11 COTW
Scott (Adrienne)	Miniau (Wood)	2021-05-03	2021-05-11 COTW
Barbara	Sullivan	2021-05-06	2021-05-11 COTW
Sandra & Skip	Hogan	2021-05-06	2021-05-11 COTW
Marie & Andrew	Connolly	2021-05-06	2021-05-11 COTW
Karen	Carrigan	2021-05-07	2021-05-11 COTW
Adrienne	Wood (Petition)	2021-05-07	2021-05-11 COTW
Lisa	Hines	2021-05-07	2021-05-11 COTW

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Cam	Hartley	2021-05-07	2021-05-11 COTW
Troy & Vicki	Harvie	2021-05-07	2021-05-11 COTW
Jenn	McDermott	2021-05-08	2021-05-11 COTW
Jennifer	Daniels	2021-05-09	2021-05-11 COTW
Krista & Colin	Duncan	2021-05-09	2021-05-11 COTW
Robin	Bremner-Popma	2021-05-07	2021-05-11 COTW
Roslyn (Darlene) [Barb]	MacDuff (Taylor) [Hughes]	2021-05-08	2021-05-11 COTW
Wayne & Dianne	Hines	2021-05-09	2021-05-11 COTW
Bob & Sandra	Langdon	2021-05-10	2021-05-11 COTW
Brad	Hood	2021-05-10	2021-05-11 COTW
Ed & Cathy	Kerr	2021-05-10	2021-05-11 COTW
Ann	MacArthur	2021-05-10	2021-05-11 COTW
Carole Anne	Casey	2021-05-10	2021-05-11 COTW
Sarah	MacDonald	2021-05-10	2021-05-11 COTW
Andre & Donna	Arsenault	2021-05-11	2021-05-11 COTW
Aaron	Leblanc	2021-05-12	2021-05-25 Council
Adrian	Rooney	2021-05-19	2021-05-25 Council
Adrienne	Wood	2021-05-12	2021-05-25 Council
Barb	Sullivan	2021-05-16	2021-05-25 Council
Barbara	Beck	2021-05-15	2021-05-25 Council
Bethany	Rozee	2021-05-12	2021-05-25 Council
Carl	Siler	2021-05-12	2021-05-25 Council
Carol	Bradley	2021-05-16	2021-05-25 Council
Carol	McKinley	2021-05-12	2021-05-25 Council
Chad	Pothier	2021-05-18	2021-05-25 Council
Chris	Cann	2021-05-21	2021-05-25 Council
Connie	Shay	2021-05-15	2021-05-25 Council
Conrad	Mullins	2021-05-18	2021-05-25 Council
Darlene	Taylor	2021-05-15	2021-05-25 Council
Darren	Porter	2021-05-12	2021-05-25 Council
Darren	Woods	2021-05-13	2021-05-25 Council
Dawson	Sheehy	2021-05-16	2021-05-25 Council
Deanna	Hamilton	2021-05-15	2021-05-25 Council
Debbie	Porter-Wood	2021-05-13	2021-05-25 Council
Debbie	Siler	2021-05-15	2021-05-25 Council
Denise	Forand	2021-05-13	2021-05-25 Council

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Devan	Archibald	2021-05-18	2021-05-25 Council
Diane	Ogilvie	2021-05-13	2021-05-25 Council
Erin	Naugler	2021-05-13	2021-05-25 Council
Ernest	Eddy	2021-05-15	2021-05-25 Council
Gerry	Young	2021-05-15	2021-05-25 Council
Gina	Cochrane	2021-05-12	2021-05-25 Council
Harry	Ullock	2021-05-15	2021-05-25 Council
Hope	Moon	2021-05-12	2021-05-25 Council
Ian	Shaw	2021-05-16	2021-05-25 Council
J	Davis (and J Griffith)	2021-05-17	2021-05-25 Council
Jacqueline	Farvacque	2021-05-12	2021-05-25 Council
Jayne	Murray	2021-05-16	2021-05-25 Council
Jeff	Redden	2021-05-17	2021-05-25 Council
Jennifer	Shaw	2021-05-16	2021-05-25 Council
Jocelyne	Marchand	2021-05-12	2021-05-25 Council
John & Sarah	Monette	2021-05-19	2021-05-25 Council
Jordan	Macumber	2021-05-12	2021-05-25 Council
Josette	Dugue	2021-05-12	2021-05-25 Council
Judy	Lynch	2021-05-13	2021-05-25 Council
June	Pedersen-LaPierre	2021-05-15	2021-05-25 Council
Justin	Cochrane	2021-05-12	2021-05-25 Council
Karen	Lynch	2021-05-18	2021-05-25 Council
Kathryn	Bergeron	2021-05-16	2021-05-25 Council
Kathy	Veinot	2021-05-15	2021-05-25 Council
Kyle	Pellegrini	2021-05-12	2021-05-25 Council
Lachlan	Riehl	2021-05-12	2021-05-25 Council
Laura	Stewart	2021-05-19	2021-05-25 Council
Lee	Billington	2021-05-12	2021-05-25 Council
Lee	Millett	2021-05-12	2021-05-25 Council
Lexie	Barkhouse	2021-05-12	2021-05-25 Council
Linda	Card	2021-05-11	2021-05-25 Council
Monique	Wood	2021-05-16	2021-05-25 Council
Nancy	Sheehy	2021-05-16	2021-05-25 Council
Nancy	Sheehy	2021-05-18	2021-05-25 Council
Nikki-Marie	Lloyd	2021-05-12	2021-05-25 Council
Nikki-Marie	Lloyd	2021-05-17	2021-05-25 Council

Avon River Causeway Correspondence
(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

<u>First Name</u>	<u>Last Name</u>	<u>Correspondence Date</u>	<u>Meeting / logged</u>
Olena	Kharytonova	2021-05-15	2021-05-25 Council
Pat	Porter	2021-05-12	2021-05-25 Council
Paula	Lake	2021-05-12	2021-05-25 Council
Robert	Bowkett	2021-05-18	2021-05-25 Council
Roslyn	MacDuff	2021-05-15	2021-05-25 Council
Ruth	Angevine	2021-05-13	2021-05-25 Council
Scotch Village	Farm	2021-05-19	2021-05-25 Council
Shirley	Pineo	2021-05-12	2021-05-25 Council
Stephen	Brooks	2021-05-12	2021-05-25 Council
Trudy	Sheehy	2021-05-17	2021-05-25 Council
Steven	Bouman	2021-05-17	2021-05-25 Council
Sue	Sheehy	2021-05-14	2021-05-25 Council
Susie	Smith	2021-05-12	2021-05-25 Council
Tasha	Rogers	2021-05-12	2021-05-25 Council
Tera	Brommit	2021-05-17	2021-05-25 Council
Toni-Lee	Burns	2021-05-12	2021-05-25 Council
Tony	Wood	2021-05-18	2021-05-25 Council
Tracey	Sexton	2021-05-16	2021-05-25 Council
Trevor	Levy	2021-05-12	2021-05-25 Council
Tricia	Brommit	2021-05-17	2021-05-25 Council
Vince & Sylvia	Burgess	2021-05-16	2021-05-25 Council
Loretta	MacEachern	2021-05-20	2021-05-25 Council
Tim & Jennifer	Bayers	2021-05-21	2021-05-25 Council
Darlene	Taylor	2021-05-25	2021-06-08 COTW
Darlene	Taylor	2021-05-25	2021-06-08 COTW
Darren	Porter (forwarded email from/to another source)	2021-05-27	2021-06-08 COTW
Dawn	Allen	2021-05-25	2021-06-08 COTW
John	Monette	2021-05-25	2021-06-08 COTW
Richard	Dunham	2021-05-25	2021-06-08 COTW
Carrilee	Eddy	2021-06-06	2021-06-22 Council
Darlene	Taylor	2021-06-09	2021-06-22 Council
Darren	Porter	2021-06-06	2021-06-22 Council
Lisa	Bland	2021-06-08	2021-06-22 Council
Krista & Scott	Lloy	2021-06-07	2021-06-22 Council
Nancy	Sheehy	2021-06-06	2021-06-22 Council
Karen	Beazley	2021-07-06	2021-07-13 COTW

Avon River Causeway Correspondence

(aka Hwy. 101 Twinning, Aboiteau, Causeway, Lake Pisiquid)

[illegible]

Correspondence Received

[illegible]

Correspondence Received

**ADDENDUM TO
VIEWS AND OBSERVATIONS REGARDING
THE FORMER SWIMMING POOL LANDS
AT WINDSOR, N. S.**

It has come to my attention just this morning that the 1870 Lease and Declaration of Trust were cancelled and rendered “null and void” by an Act of the Nova Scotia Legislature in 1964 which Act became effective upon the recording of a Grant or conveyance of the lands or any part thereof from the Crown to the Town of Windsor. That happened on January 16th, 1967. However, that does not diminish the historical aspect of these two 1870 documents. They still illustrate that these lands were historically used for and by the public. The centennial swimming pool, which is referred to in the 1964 legislation, was also for public use. It is clear this has since the Royal Charter in 1766 that the intended and actual use of these lands was for the general public.

One other result of the 1964 legislation is that upon cancellation of the 1870 Lease, the right-of-way from Fort Edward Street was also rendered “null and void”. There is not any mention in that Act that preserves that right-of-way and a right-of-way was not included in the Crown Grant recorded in January, 1967. There being no other right-of-way from Fort Edward Street, the only documented access to these lands is over Cobbett Street.

To summarize:

1. Access to the swimming pool lands from Fort Edward Street appears to been cancelled as of January 16, 1967, leaving the only access by Cobbett Street.
2. Access to these lands from Cobbett Street may require substantial upgrades to that Street. How much of the asking price, which I understand to be in the vicinity of \$300,000, would be required for any such upgrade? Access affects use and enjoyment of the lands and, therefore, the value of such lands, so without suitable access something less than the asking price could be received.
3. Would it not be prudent to further consider the historical significance of these land as well as look into this matter of access before continuing with the re-zoning?
4. Why the rush to complete the re-zoning? A delay in any such application for re-zoning would allow the Municipality to resolve the outstanding matters and give WHHS time to put together a proposal for the lands.

Respectfully Submitted,


Gary L. Nelson *Vice-President*,
West Hants Historical Society

January 11, 2022

(e) to regulate the sale of refreshments or merchandise in the park;

(f) to prevent the use of advertising in the park.

CHAPTER 91

An Act Respecting Certain Lands on Fort Edward Hill in the Town of Windsor

(Assented to the 18th day of March, A.D. 1964)

WHEREAS certain lands on Fort Edward Hill in the Town of Windsor are vested in Her Majesty the Queen in the right of Canada, and the Town of Windsor is buying the said lands from Her Majesty and a swimming pool and recreational centre are being built on the said lands as a project to commemorate the Centenary of Canada.

AND WHEREAS by Indenture dated the first day of May 1870 and recorded at the Registry of Deeds at Windsor in Book 54 Page 552 Her Majesty's Principal Secretary of State for the War Department on behalf of Her Majesty leased the said lands unto the Supervisors of Public Grounds for the Township of Windsor for a period of Nine Hundred and Ninety-nine Years from the said date in Trust for the use of the inhabitants and residents of the said Township of Windsor for holding markets and fairs thereon at a yearly rent of one shilling.

AND WHEREAS the said Supervisors of Public Grounds for the Township of Windsor executed a Declaration of Trust dated the 19th day of July 1870 and recorded at the Registry of Deeds at Windsor in Book 54 Page 559 that they hold the said land upon Trust for the Justices of the Peace for the County of Hants residents of the Township of Wind-

sor for the purpose of holding markets and fairs thereon subject to the provisions of certain Royal Charters therein referred to.

AND WHEREAS the said lands are no longer required for markets or fairs and the Minister of Northern Affairs and National Resources of Canada has consented in writing to the cancellation of the said Lease.

THEREFORE BE IT ENACTED by the Governor and Assembly as follows:

1 The said Indenture of Lease dated the first day of May 1870 and recorded at the Registry of Deeds at Windsor in Book 54 Page 552 made between Her Majesty's Principal Secretary of State for the War Department on behalf of Her Majesty and the Supervisors of Public Grounds for the Township of Windsor is hereby cancelled and the term of years thereby created is extinguished and the said Lease is henceforth null and void. Cancellation of Lease

2 The said Declaration of Trust dated the 19th day of July 1870 and recorded at the Registry of Deeds at Windsor in Book 54 Page 559 made by the Supervisors of Public Grounds for the Township of Windsor is hereby cancelled and henceforth shall be null and void. Cancellation of Declaration of Trust

3 All rights or privileges of any persons of holding markets or fairs on the said lands by virtue of the said Lease, the said Declaration of Trust, or the said Royal Charters therein referred to are hereby cancelled and extinguished. Right to hold fairs etc. extinguished

4 This Act shall come into force only when a Grant or Conveyance of the said lands or any part thereof from Her Majesty the Queen in her right of Canada to the Town of Windsor is recorded at the Registry of Deeds at Windsor. Effective date



KODY BLOIS, M.P.
KINGS-HANTS

Hon. Joyce Murray
200 Kent St
Station 15N100
Ottawa ON K1A 0A6

Delivered Electronically

January 13, 2022

Dear Minister Murray,

I am writing in relation to a letter addressed to you on December 12, 2021 from the Pisiquid Canoe Club in Windsor, Nova Scotia. This follows my correspondence to you dated December 29, 2021 concerning the Ministerial Order (“MO”) regarding the Avon River and the recurring dust storms in the communities of Windsor and Falmouth in Hants County, Nova Scotia.

As noted by Commodore Brad Carrigan in his letter, the Pisiquid Canoe Club (“Canoe Club”) has a long and important history in the communities of West Hants. The Club has provided programming for nearly 50 years, is crucial for recreational pursuits for the region’s youth, and has a track record of developing high-performance athletes that are some of Atlantic Canada’s top paddlers. The current MO, without any alteration, puts the Canoe Club’s future in complete jeopardy.

The Government of Canada has supported mitigation efforts to avoid the shutdown of Ski Martock and the economic loss such a closure would create. The same duty of care is owed to the Pisiquid Canoe Club in order to avoid putting this community-based organization out of operation. If the MO is not amended or rescinded to allow the Canoe Club to continue to operate, support must be provided to this long-time organization with over 150 active members. I want to highlight that the physical clubhouse located in downtown Windsor has received investment from the federal government through ACOA and closure would strand a \$750,000 asset.

Minister, I would ask that you and I convene a meeting with representatives from the Canoe Club as soon as your schedule will allow. As noted in the letter from the Canoe Club, time is of the essence and providing clarity is crucial to allowing the Club to plan for their season and give some level of certainty to parents, athletes, and stakeholders.

Sincerely,

Kody Blois, M.P. Kings-Hants

Cc: Hon. Sean Fraser, MP
Hon. Tim Houston, Premier of Nova Scotia
Hon. Steve Craig, MLA
Melissa Sheehy-Richard, MLA
Abraham Zebian, Mayor

To: The Mayor and Councilors of West Hants Regional Municipality

In the development of the adjacent Fort Edward properties, the Mayor and Council of our new municipality have an opportunity to take a creative step forward. I call upon you all to take leadership in this matter of potentially creating long term community enhancement.

An alternative to what has been proposed to date for these properties might be one that would elaborate upon the rich history of this area and its role in the greater history of North America. The Anglo-French wars for supremacy of North America began here, in what was to become Nova Scotia, long before the Battle of the Plains of Abraham. Fort Edward is the oldest, standing wooden blockhouse in North America. The grounds of this site also held the oldest, continuous agricultural fair in North America. David Ben-Gurion, the future Prime Minister of Israel, trained here during WWI in a unit called the Jewish Legion. I invite you to use Google to search Fort Edward Nova Scotia, and click on the Wikipedia link for more information.

WHRM could create an opportunity that would serve to embrace the future by making the past more discoverable and thereby lay the basis for a message of diversity and inclusivity by elaborating upon our cultures: Mi'kmaq-Acadian-Planter-Loyalist-African Nova Scotians, and beyond to hopefully new cultures.

As an owner and operator of tourism accommodations in the WHRM, guest interaction indicates that the Wolfville area's cultural and economic offerings, the Avondale Sky winery, Summerville's Flying Apron and other facilities and natural features that exist at Cheverie and Burntcoat Head are the attractions most visited, beyond that is, the Atlantic Superstore and the NSLC just off the hwy 101 exit ramp. The Windsor area seems to be underperforming as a draw for tourists. A development along the lines of the one I am suggesting below will help to change that.

SUGGESTED OPPORTUNITY:

My suggestion is a multi-purpose tourism information and meeting facility that could be used to further interpret the history of the area and its cultures. It could also showcase other WHRM businesses and activities.

The first line of the Culture Action Plan released by the NS Department of Communities, Culture and Heritage states: "Government realizes that a vibrant culture has its own rewards in all of our lives and that culture can play an even greater role in economic growth and prosperity in every corner of the province". This Plan has six themes and everyone of them connects culture with the economy. One of the themes is "Excellence in Cultural Stewardship". I see that what we have here is a development opportunity that will be a shining example for all municipalities, as well as the province.

Remember that the Bay of Fundy, which the Avon River extends from, is recognized as one of the seven wonders of North America. And, there are three UNESCO World Heritage sites within easy driving distance of the WHRM that celebrate that significance: The Landscape of Grand Pré, The Joggins Fossil Cliffs and The Cliffs of Fundy Global Geopark.

A modern apartment/condo building would look attractive and perhaps even interesting, but for people passing by on highway 101 there is no reason to take the exit. A multi-purpose tourism information and meeting facility would be a draw and make more sense in so many ways. Visitors would be enticed to explore and spend time (and money) in the area. It would also create employment.

Every other small town has: apartment buildings, shops, motels, restaurants and bars. This is a golden opportunity for the West Hants Regional Municipality to carve out a niche for itself. If we think creatively, this will be a development example that would be modeled by others elsewhere. I think we should take some time to really think about it.

Thanks for your attention.

Respectfully submitted

- Dawn Allen

Business Owner, and
constituent of District 1, WHRM

Possible contacts for partnering, endorsements, proposals and supportive funding:

1) Dept of Canadian Heritage :

<https://www.canada.ca/en/canadian-heritage.html>

2) NS Department of Communities, Culture and Heritage

<https://cch.novascotia.ca/contact>

3) Atlantic Jewish Council :

<https://theajc.ca/about-the-ajc/>

4) DND's Directorate of History and Heritage :

<https://www.canada.ca/en/department-national-defence/services/military-history/history-heritage/history-structure.html>

5) Acadian Affairs & Francophonie - Communities Culture and Heritage :

<https://beta.novascotia.ca/government/acadian-affairs-and-francophonie>

6) African Nova Scotian Affairs Integration Office :

<https://downtownhalifax.ca/member/african-nova-scotian-affairs-integration-office-ansaio->

7) Confederacy of Mainland Mi'kmaq :

<http://cmmns.com/>

8) Department of Canadian Heritage :

<https://www.canada.ca/en/canadian-heritage.html>

9) Parks Canada

Julie Tompa, Field Unit Superintendent, Mainland Nova Scotia Field Unit

Date: January 18, 2022 at 5:21:32 PM AST

To: Laurie Murley <lmurley@westhants.ca>

Subject: **Victoria Street with a always open daycare** Caution

This email comes from an outside sender. Verify the sender and use caution with any requests, links or attachments.

Hi Laurie, would love the works department to know that this street deserves better attention. It has a daycare that unlike schools, never shuts down and needs sidewalks and street cleared, almost as much as other top priorities. Our fire hydrants especially in the architectural district need to be free always of snow. We live in a historic populated area hence why we have sidewalks.

Didn't the big fire happen in winter?

Please pass all this on to the CAO
etc.

Also fight harder to keep our OS designation for our land at Fort Edward, it's for the people, not for profit. I would like the review of the new pool information of why it required so much work 2 summers ago. I feel that the location will not stay as long as the other because of the movement of the land because of the water system that runs from Victoria park to the waterfront., if we need land again for our community needs, what land do we have for our township needs.

Plus our lovely quiet street is being taken over by ignorants, loud vehicles, driveway garages and unsightly properties are growing.

Council keep saying, why is Windsor different, well we are. 250 years of history and a community of 3500-4000 living in a 2 mile radius with services for the region, not including the growing Crossings. Very scary to think that they want to build for another 1000 people on a dead end road, I was thinking Dykeland great, they don't drive, but apartments, Duplexes? Businesses?

Might just be unreasonable if they don't have another way out. That's what happened to the crossing

1

Also rules for townships and rural are not applicable, denser population, simple.

Anytime you wanna chat, I'm here. Thanks for giving me a voice. Denise

Sent from my iPad

Date: January 19, 2022 at 4:35:34 PM AST

Subject: Fort Edward

I am writing to protest against the development of the Fort Edward property rezoning. The site featured a Mi'kmaq owned trading post and as such developing the land infringes on section 35(1) of the Constitution Act of 1982. It can only be infringed upon by or pursuant to legislation that meets the Sparrows test for justifiable infringement.

Sarah Brothers

Sent from my iPhone

From: Roland Newcomb
Sent: January 20, 2022 5:56 PM
To: Alexander Dunphy
Subject: Public Hearing 65 Fort Edward Street Windsor PIO 450559797

This land was part of a National Historic site, .lands that were deeded to the Town of Windsor ,so a Centennial pool could be constructed
for the use of the public of The Town of Windsor and West Hants.

Does anyone believe that Parks Canada would have deeded lands to build apartment buildings? NO I do not think so.

This land is so valuable to the people of West Hants Regional Municipality.

The Historical value of this land must be kept to remind everyone what has taken place here.

Even thinking of selling this land would be a insult to our history.
Nova Scotia history ,Canadian history and even World history.

Do not rezone this land. Keep it for Community use .

What is the rush?

Alex Hunphy

Re: Public Hearing 65 Fort Edward Street
PID 45059797

The character of Fort Edward Street is quiet for the most part, light traffic, several pedestrians daily, and Travellers visiting the history-rich National Park in summer months. Fort Edward National Park is a Treasure, lovely green space with a panoramic view of Windsor and surrounding area. Apartment buildings do not fit the character of the street.

Good use of the property at 65 Fort Edward Street has been suggested in communications from the public noted at the November 23rd meeting.

This property, which was originally part of the National Park, could be used for example, for an interpretative centre to highlight our

Natural history

specimens in 360°

Tides - highest in world - tidal bore

bird life

health and recreation

Alex Ranphey
Re Public Hearing 65 Fort Edward St.
PID 45059797

Page 2

The presentation by Shirley Peneo
and Gary Nelson on behalf of the
West Hants Historical Society,
makes it clear that much more
time should be taken to consider
the future of this property with
such historical significance.
This property should remain
Community Use - Open Space.

Respectfully submitted,

Valerie D. Newcomb
81 King Street
Windsor NS B0N 2T0

Sent: January 21, 2022 11:14 AM
To: Alexander Dunphy
Subject: Fort Edward Street rezoning

Hi Alex,

Thank you for addressing my previous questions. I have a few further about the proposed rezoning of 65 Fort Edward Street.

1. On the letter that was sent to me on January 10, it states on the front that the proposal is from OS to R-2; however, on the back of the letter the proposal description states that the rezoning is to "allow for the option to develop multiple unit residential dwellings". In the municipal planning strategy, R-2 is called two-unit dwellings. Why the difference? Could you please confirm that the rezoning would be for R-2 and not dwellings other than duplexes or single-unit? Could the property be further rezoned from R-2 to R-3 or more?
2. On September 21, 2021 there was an amendment made to the municipal planning strategy to allow for secondary suites within single and two-unit dwellings. Does this mean that if a duplex were constructed on this (and the adjacent 36 Fort Edward Street) that there could be potentially 8 separate suites constructed by a developer at this location?
3. Given the questions around access from Fort Edward Street to the property raised by the Historical Society at the most recent meeting, can you confirm whether the frontage would be on Cobbett Street or Fort Edward Street?
4. What are the restrictions for size and location of the duplexes given the placement would be situated at the top of a hill? Are there height restrictions (including or excluding height of hill)? Distance from existing street?
5. Would Cobbett Street need to be widened to legally allow for residences on the opposite side of the street?
6. Now that the 65 and 36 Fort Edward Street properties are pending sale (according to ViewPoint) how does the rezoning process align with the sale process, given that the developer is expecting both PIDs to be R-2 (as advertised in the property description)? Are they separate processes or is one dependent on the other?
7. Do you know when the original Fort Edward property was split into two PIDs (65 Fort Edward Street and 36 Fort Edward Street)? When was 36 Fort Edward Street rezoned and what was that process?

I learned a great deal from the Historical Society's presentation and believe that the location's historical value should be marked somehow, and I support them in that process. Although there are other parts of Fort Edward that could potentially developed to accommodate a facility in conjunction with Parks Canada, the 36 and 65 Fort Edward Street grounds are indeed unique and would add to the interpretive value of the entire area. Two duplexes would detract from it.

Thanks again,

Andrea Moore

Correspondence Sent

[illegible]



January 20, 2022

Dear Honourable Kim Masland,
Minister of Public Works

Department of Public Works
2nd Floor, Johnston Building 1672 Granville Street
P.O. Box 186 Halifax, NS B3J 2M2
publicworksminister@novascotia.ca

Dear Honourable Greg Morrow
Minister of Agriculture

Department of Agriculture
6th Floor (Suite 605), WTCC
1800 Argyle Street
PO Box 2223
Halifax, NS
B3J 3C4
min_da@novascotia.ca

RE: The removal of the old vehicle bridge remnants.

Please accept the following letter on behalf of the West Hants Regional Municipality Council as a follow up to your letter we received on December 9, 2021. Our hopes are to provide clarity to our request and perhaps more direction provided by your department. We have also addressed this letter to the Honorable Greg Morrow to allow a collaborative approach between these two departments to address safety concerns for the residents of the West Hants Regional Municipality. These concerns relate to the old automobile bridge footings and bridge remnants that currently remain in place and were once used to connect the communities of Windsor and Falmouth in West Hants, Nova Scotia.

You state in your reply that your departments research shows the remaining piers are from old railway bridges, the clarity we seek is to address the automobile bridge remnants on the northeast side of the current Windsor / Falmouth Bridge.

These same footings and bridge remnants have remained in place since the construction of the new bridge in 1983. There has always been a safety hazard and risk associated with this

issue for any resident who utilized the lake system. These risks and concerns have only become more evident and increased with the reduced levels of the water in Lake Pisiquid. In addition to the safety hazards and risks these remnants and footings have become an eye sore for the communities of both Windsor and Falmouth and residents that travel this area daily.

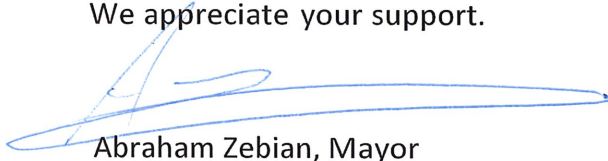
With the decreased water levels in the lake, it would be an opportune time to further explore the options and establish a removal plan for the old bridge footings and remnants.

At the 2021-10-28 Council meeting a motion was made "to direct the CAO to write MLA, Minister of Public Works with the province of Nova Scotia to facilitate the removal of the old automobile bridgefootings and remnants that have remained with hazard and risk to residents using the lake since the new bridge installation in 1983"

We trust that your decision concerning the safety and wellbeing of the residents who live in the vicinity of this area as well as use this area is of the highest priority.

West Hants Regional Municipality thanks you for your attention to this matter and our hopes are your department can take another closer look into our request. We look forward to collectively working with the province to facilitate the removal of these obstacles and achieving this goal in a timely manner.

We appreciate your support.

A handwritten signature in blue ink, appearing to read 'Abraham Zebian', is written over a horizontal line.

Abraham Zebian, Mayor

CC: WHRM Council and Mark Philips, Chief Administrative Officer
Melissa Sheehy-Richard, MLA Hants West



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: West Hants Regional Municipal Council

Submitted by: Jim Ivey, Councillor, Windsor South, District 11

Date: January 20, 2022

Subject: Follow Up on Tidal Water Addition to Settle Dust Issue from Lake Piziquid

LEGISLATIVE AUTHORITY

N/A

RECOMMENDATION or DECISION REQUEST

Staff be directed to write a follow up letter to the Honorable Greg Morrow, Minister of Agriculture regarding the direction of the West Hants Regional Council on September 28, 2021 and communicated through the Mayor in writing to the Minister on Nov 16 2021 to ascertain the status of the original request to determine the potential volume of additional tidal water that could be safely added to the former lake bed for creating the appearance of a tidal lake-like condition as well as serving to bring an end to the dust storms which negatively impact citizens and businesses in the immediate Falmouth and Windsor, West Hants area.

BACKGROUND

Property ☒	Public Opinion ☐	Environment ☒	Social ☒	Economic ☒	Councillor Activity ☐
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At the September 28, 2021 Council passed the motion which effectively directed West Hants staff to make inquiry through the Department of Agriculture and its staff who manage the gate operations of the Windsor Causeway. The purpose of the motion was to determine the volume of additional tidal water that can be safely added to the former lake without impacting fresh-water uses upstream for the purpose of creating the appearance of a tidal lake-like condition as

well as serve to bring an end to the dust storms which negatively impact of West Hants citizens and businesses in the immediate Falmouth and Windsor, West Hants area.

Correspondence was sent to Minister Greg Morrow on Nov 13 2021. Nothing has been received in reply.

DISCUSSION

The dust issue is currently contained with snow and ice on the sand bar. In March / April with the spring thaw, the probability of dust events returning will occur. An immediate short-term review of this issue is the best opportunity to determine the capacity for adding tidal water into the former lake.

It is my understanding this would be the simplest, quickest and lowest cost method to prevent future dust events in the Windsor and Falmouth area negatively impacting residents and businesses in the immediate area.

NEXT STEPS

Provide direction to staff to draft the letter for issues to Hon. Greg Morrow Minister of Agriculture.

FINANCIAL IMPLICATIONS

N/A aside from staff time to draft the letter.

ALTERNATIVES

Seed the sandbar with saltwater tidal grass.

ATTACHMENTS

N/A

CHIEF ADMINISTRATIVE OFFICER REVIEW

I support the recommendation.

Report Reviewed by: 
Mark Phillips, Chief Administrative Officer



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☐	Decision Request x	Councillor Activity ☐
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To: Council

Submitted by: Councillor Francis, District 5

Date: Tuesday January 25, 2022

Subject: Water Meters

LEGISLATIVE AUTHORITY

Water Billing falls under the URAB

RECOMMENDATION or DECISION REQUEST

Staff to come back to Council with a detail report of the amount of water utility customers affected and recommendation to rectify the situation as efficiently and in a fair manner for the water utility customers that continue to be impacted.

BACKGROUND

Property x	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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DISCUSSION

It was brought to my attention on December 31, 2021 by a resident on Denise Drive that they have been experiencing issues with their water meters in the Three Mile Plains area and they have been waiting for service calls, for some it has been almost a year. Residents have been receiving bills and they have not been accurate as to what their usage could be. It was relayed to them that their water bills would be in some instances \$500 to \$1000 in the new year depending on the findings. After reaching out to Public Works by email I was told by the

Director, he was not aware but would reach out to his field reps. I am quite concerned that we have customers with inaccuracies in their water bills that could date back many months due to the fact we have not followed up on service calls for various reasons. It sounds as if this has been on going for over a year. Certain areas were corrected in the summer (Hantsport and Falmouth) but other areas (Three Mile Plains and Windsor) have many customers with possible issues as it has taken longer for staff to reach them.

I originally pulled this agenda request for COTW as I agreed to a communication update after speaking with the Directors of Public Works, Finance and CAO.

On Tuesday January 18, 2022, I received another call from a Resident in Three Mile Plains with a similar concern dating back from April of 2021 and had just received a water invoice for \$1800 for past usage, their water meter had been repaired in October of 2021. At that time it was relayed their meter was reading correctly.

After this call on Tuesday evening from my resident I regretted pulling my original request from COTW and not as comfortable with the conversation previously had.

NEXT STEPS

I would like to know how many water customers were impacted, how many were corrected and how many customers do we have currently with issues. What are we as the West Hants Regional Municipality doing to correct this and help our residents. I appreciate the communication piece but it is apparently not working well for all of our water customers, how can we make it better.

FINANCIAL IMPLICATIONS

This could have financial implications on the utility to fix the problem and make sure it is being done in a fair manner.

ALTERNATIVES

This needs to be addressed and corrected in a timely manner, with a solution for when it happens again. The communication piece was appreciated to review but is there anything we can do better?

ATTACHMENTS

None

CHIEF ADMINISTRATIVE OFFICER REVIEW

In preparing a response for the report I met with staff from both the Finance and Public Works / Water Utility Departments to thoroughly review our policies, procedures, workload, equipment supply chain, ongoing communication with the customer and other factors that influence our response to this noted customer as well as the many others we service.

There are many components associated with the construction, inspection and maintenance of the water distribution system, the treatment of the water and the water billing process. We conducted a thorough review of both customers noted in Councillor Francis' report and all outstanding accounts with issues to ensure we as staff understood the reasoning for the delayed repairs.

Water billings are carried out each quarter creating an interaction with water customers at least four (4) times per year. Some customers are limited to the four interactions while many have multiple interactions with staff due to repairs, meter reading, repairs carried out by the homeowner, zero meter reads, late payment notices and various other reasons. In the report to Council at the COTW in January 2022 the various forms of communication were noted for Council's information.

In response to Councillor Francis' comments, staff have provided the following comments as it relates to delays in her district. However, staff do not differentiate these delays or interrupters between the separate utilities or electoral districts.

2021 / 22 Water Utility Service Interrupters

- Shortage of meters or parts to repair meters. Significant delays have been experienced over the past two years in the supply chain. Staff have been finding a balance between supporting repairs or replacements of meters that we have been able to acquire, with the need to provide a meter to a new build during this boom in construction. In addition, staff have been very resourceful in making repairs with what inventory and spare parts we have been able to collect and gather. Due to the delays, we have adjusted the quantity we have ordered each time, when ordering, while staying mindful of not creating unnecessary inventory.
- The current water utility clerk and supporting Public Works staff are working through both current issues and historic customer issues prior to April 2021. The clerk has occupied the role since April 2021 and with the support of Public Works has made great progress on historic outstanding issues to-date. Public Works has also made several operational changes to better service the needs of the water utilities.
- Covid protocols.
- The learning curve associated with new staff and a consolidated work force.
- Repairs in homes require two employees to be present at the same time. This can present challenges at times when appointments are cancelled, "no shows" and the availability of staff.

- Public Works and Utility related staff are multi-tasking and utilized in multiple areas of Public Works. Priorities are set for utility operations but emergencies and operational demands such as snow removal, for example, can stretch staff resources.
- Lack of response from homeowners and doorknockers left at the property.
- Existing policy and staff resources may not result in a call or notice to a customer with a zero reading for consumption until the meter has read zero two readings in a row or two billing cycles.
- Estimate billing has been somewhat inconsistent with some historic records and billings reflecting leaving a zero reading. More recently (as of June 2021) and moving forward estimate billing will occur when meter readings did not register or with a zero reading takes place to provide a smoother transition between the zero read and the meter being repaired or replaced.

As of January 21, 2022 statistics associated with ongoing issues. The current number of issues is within the normal range based on the staff availability, equipment supply, customer responses to communication, policy compliance and traditional utility operations.

- o There are approximately 3,900 water customers combined in Hantsport, Falmouth, Windsor and Three Mile Plains

Three Mile Plains Utility

Approx 1,100 customers

23 issues (2.1% of customers)

Windsor Utility

Approx 1,300 customers

68 issues (5.2% of customers)

Falmouth Utility

Approx 882 customers

17 issues (1.9% of customers)

Hantsport Utility

Approx 601 customers

11 issues (1.8% of customers)

In addition to the comments made in this report, staff will make themselves available to meet with an individual Councillor to provide more specific operational information that may assist with a greater understanding of existing policies and service delivery if required. Staff will also dedicate time to respond to Council with ways to improve the service delivery if that is Council's direction.

In closing, I want to express the concern and disappointment we all feel when a customer is not satisfied with the service they have received. Bills that are impacted by longstanding repairs or billing issues are items we want to avoid and staff make every effort to do so. We appreciate the frustration and wish these occurrences did not occur. However, the level of dedication, expertise, and care that our employees apply to their jobs each day is not only comparable to any utility but most times above and beyond. The percentage of outstanding issues is not unproportionate to past service levels or biased due to geography, however it is noted there was an abnormal amount of outstanding historic issues staff are working through.

We recognized there is always room for improvement in our service delivery, we are playing catch up, we have learned lessons from not only these occurrences but others and will work to make improvements with the resources we have where we can. We will take direction from Council if service delivery improvements are requested.

Report Prepared by: Debbie Francis,
Councillor District 5

Report Reviewed by: 
Mark Phillips, Chief Administrative Officer