

TOWN OF LUNENBURG
COUNCIL MEETING AGENDA
Wednesday, Nov. 12, 2025 | 6 pm
Lunenburg Town Hall – Council Chamber
120 Townsend Street



NOTICE: Council meetings are open to the public and held in Town Hall. **Please use the back entrance at 120 Townsend Street.** The public can also watch meetings through Zoom. To livestream this meeting starting at 6 pm, use this Zoom link:
<https://us06web.zoom.us/j/81475382430>

Please note that all Council meetings are livestreamed through Zoom and meeting recordings are archived on the Town's [YouTube](#) channel.

1. CALL TO ORDER

2. LAND ACKNOWLEDGEMENT

This meeting takes place in the traditional and ancestral territory of the Mi'kmaq people. We are all Treaty people.

3. ADDITIONS/ DELETIONS TO AGENDA

4. APPROVAL OF AGENDA

4.1 November 12, 2025 Council Meeting Agenda

Recommendation: That Council approve the agenda for the November 12, 2025 meeting as presented.

5. APPROVAL OF MINUTES

5.1 October 28, 2025 Regular Meeting Minutes

Recommendation: That Council approve the October 28, 2025 meeting minutes as presented.

5.2 Annual Organizational Meeting Minutes

Recommendation: That Council approve the 2025 Annual Organizational meeting minutes as presented.

6. PRESENTATIONS

7. PUBLIC INPUT AND QUESTIONS – 20 MINUTES

- Each person is limited to 3 minutes
- Each person must state their name
- Questions or comments are directed to the Chair
- Comments and questions are open to any municipal matter

8. CORRESPONDENCE

Correspondence items included on the agenda have been submitted for Council's information and do not imply endorsement by the Town. The content of correspondence reflects the views of the author and has not been independently verified. Should Council wish to take action on an item, a motion must be made.

9. PUBLIC HEARINGS, PUBLIC INFORMATION MEETINGS AND APPEALS

10. BUSINESS ARISING AND UNFINISHED BUSINESS

11. NEW BUSINESS

11.1 LUB Amendment: Rezoning of PIDs 60703881 & 60703899 (Brook St)

Recommendation: That Council table consideration of First Reading for the proposed Land Use By-law amendment to rezone PIDs 60703881 and 60703899 (Brook Street) to allow additional time for review of the information provided.

11.2 LUB Amendment: Rezoning of the Salt Meadows Subdivision – 2nd (final) Reading

Recommendation: That Council approve second and final reading of an amendment to the Land Use Bylaw to rezone to Lower Density Residential Use the Salt Meadows subdivision, which includes all lots within the Town's boundaries on Wood Street, Whynacht Street and Adams Street, and also includes PID 60731452 (off Rudolf Drive/Morash Lane).

11.3 Service Model Decision: Circular Materials

Recommendation: That Council select the Circular Materials Opt-In Service Model to comply with Extended Producer Responsibility legislation, and accept Circular Materials' compensation offer dated June 3, 2025, conditional upon satisfactory resolution of contract negotiations between Circular Materials and the Town of Lunenburg.

11.4 Policy Amendment Approval: Snow Removal Policy Approval

Recommendation: That Council approve the updated Snow Removal Policy as presented.

11.5 New Policy Approval: Meeting Recording and Livestreaming Policy

Recommendation: That Council approve the Meeting Recording and Livestreaming Policy as presented.

11.6 Committee Appointment: Planning Advisory Committee

Recommendation: That Council reappoint Colin Whitcomb to the Planning Advisory

Committee as a resident representative for an additional one-year term, ending December 1, 2026, thereby completing a standard two-year term.

12. NOTICES OF MOTION, INFORMATION REQUESTS AND COUNCILLOR REPORTS

13. ITEMS FOR CONSIDERATION AT COMMITTEE OF THE WHOLE

The next Committee of the Whole meeting is scheduled for Tuesday, December 2, 2025

14. MOTION ACTION LIST

15. CLOSED SESSION

16. ADJOURNMENT

**COUNCIL MEETING
TOWN OF LUNENBURG**

October 28, 2025 | 6 pm
Lunenburg Town Hall - Council Chamber



| | |
|----------------------------|--|
| Present | Mayor Jamie Myra, Deputy Rachel Bailey, Councillors Alex Greek, Debbie Dauphinee, Renea Babineau, Gale Fullerton, Alison Strachan |
| Also present | Paul Nopper, CAO Tyson Joyce, Director of Public Works Marc Kiely, Director of Community Development Kayla Byrne, Municipal Clerk Jamie Deans, Communications and Events Coordinator |
| Call to Order | The Chair called the meeting to order at 6:10 p.m., following the annual Organizational Meeting. |
| Land Acknowledgment | The Chair recognized Lunenburg's location on the unceded territory of the Mi'kmaq people. |
| Approval of Agenda | Moved and seconded that Council approve the agenda for the October 28, 2025 meeting with the following addition: - Correspondence: Staff Scholarship Motion carried unanimously |
| Approval of Minutes | Moved and seconded that Council approve the October 14, 2025 meeting minutes as presented. Motion carried unanimously |
| Public Input and Questions | Stephen Findlay provided an update on his recent participation in a Town Crier competition held in New Glasgow. He suggested that Lunenburg could consider hosting a future Town Crier competition, ideally in partnership with the Board of Trade and local businesses, and potentially in the fall shoulder season to boost tourism. Duncan Kroll spoke regarding Agenda Item 11.1, Lunenburg Electric Utility, expressing strong support for the staff recommendation that the Town retain ownership of the utility. Alex Moriarty spoke regarding concerns about sewage in Back Harbour; and asked about the Town's sewage treatment capacity, particularly during high-demand summer periods. |
| Staff Scholarship | Council was informed that the Chief Administrative Officer has been awarded a full scholarship from <i>Government Frameworks</i> to attend the |

Innovation, Ignite, and Impact (I³) 2025 Conference. The scholarship covers all travel and conference expenses, offering the Town a valuable opportunity to learn from global best practices and bring back insights that support continuous improvement and innovation within municipal operations.

Lunenburg
Electrical Utility

Staff presented an overview of the Lunenburg Electrical Utility, outlining the background, current operations, and options for Council consideration regarding the utility's future. The presentation summarized the historical context of the service agreement with Nova Scotia Power, which expires in 2026, and noted the need for a Council decision by November 2025 on whether to renegotiate or retain ownership.

Following the presentation Council made the following motions:

Moved and seconded that Council approve the confirmation of the continued ownership, management and investment in the Lunenburg Electrical Utility.

Motion carried unanimously

Moved and seconded that Council approve the 5-year Capital Plan for the Lunenburg Electrical Utility as included in the 2025/26 Capital Budget.

Motion carried unanimously

Information Report:
Wastewater
Treatment and
Harbour Water
Quality

Council received an information report from staff outlining the Town's wastewater treatment system and its relationship to harbour water quality.

The report confirmed that the Town continues to meet regulatory standards and follows best practices in wastewater management. It explained how the collection and treatment systems function, including the use of lift stations and overflow mechanisms during high-flow events, and noted that regular testing confirms the system is operating as intended.

It was also noted that wastewater and water quality results are publicly available and are included in Council agenda packages on a quarterly basis.

Notices of Motion,
Information
Requests and
Councillor Reports

Councillors shared updates on upcoming community events (Lit Festival, hydrant flushing, Halloween, Remembrance Day), expressed appreciation for veterans and community participation, and emphasized civility and respect in public discourse.

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| Items for Consideration at Committee of the Whole | The next Committee of the Whole meeting is scheduled for Monday, November 3, 2025. |
| Motion Action List | Council received the Motion Action List for information. |
| Closed Session | Moved and seconded that Council move into closed session at 7:24 p.m. to discuss agenda items 15.1 and 15.2. Motion carried unanimously |
| Revert to open session | Council reverted to open session at 8:15 p.m. |
| Adjournment | There being no further business, the Council meeting adjourned at 8:15 p.m. |

Minutes were read and approved.

**COUNCIL ORGANIZATIONAL MEETING AGENDA
TOWN OF LUNENBURG**

October 28, 2025 | 6 pm

Lunenburg Town Hall - Council Chamber



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- | | |
|----------------------------------|--|
| Present | Mayor Jamie Myra, Deputy Rachel Bailey, Councillors Alex Greek, Debbie Dauphinee, Renea Babineau, Gale Fullerton and Alison Strachan |
| Also present | Paul Nopper, CAO Tyson Joyce, Director of Public Works Marc Kiely, Director of Community Development Kayla Byrne, Municipal Clerk Jamie Deans, Communications and Events Coordinator |
| Call to Order | The Chair called the meeting to order at 6:03 p.m. |
| Land Acknowledgment | The Chair recognized Lunenburg's location on the unceded territory of the Mi'kmaq people. |
| Approval of Agenda | Moved and seconded that Council approve the agenda for the 2025 Council Organizational meeting as presented. Motion carried unanimously |
| Regular Council Meeting Schedule | Moved and seconded that Council approve the dates and times for the Town of Lunenburg Regular Council and Committee of the Whole meetings for 2025/2026 as presented (Appendix A of these minutes). Motion carried unanimously |
| Deputy Mayor Appointment | Councillor Bailey was nominated to serve as Deputy Mayor until Council's next Organizational Meeting in 2026. No other nominations were made, and Councillor Bailey was acclaimed as the Deputy Mayor until Council's next Organizational Meeting in 2026. |
| Appointments to Committees | Moved and seconded that Council approve its 2025/26 committee appointments as presented (Appendix B of these minutes). Motion carried unanimously |
| Adjournment | There being no further business, the annual Organizational Meeting adjourned at 6:09 p.m. |

Minutes were read and approved.

**Town of Lunenburg Council and Committee of the Whole Schedule
(November 1, 2025 – November 1, 2026)**

All meetings will be held in Town of Lunenburg Council Chambers at 6 p.m.

| Date | Day | Meeting |
|-------------|--|------------------------|
| 2025-11-03 | Monday <i>*Moved for NSFM</i> | Committee of the Whole |
| 2025-11-12 | Wednesday <i>*Moved for Remembrance Day</i> | Council |
| 2025-11-25 | Tuesday | Council |
| 2025-12-02 | Tuesday | Committee of the Whole |
| 2025-12-09 | Tuesday | Council |
| 2026-01-13 | Tuesday | Council |
| 2026-01-27 | Tuesday | Council |
| 2026-02-03 | Tuesday | Committee of the Whole |
| 2026-02-10 | Tuesday | Council |
| 2026-02-24 | Tuesday | Council |
| 2026-03-03 | Tuesday | Committee of the Whole |
| 2026-03-10 | Tuesday | Council |
| 2026-03-24 | Tuesday | Council |
| 2026-04-07 | Tuesday | Committee of the Whole |
| 2026-04-14 | Tuesday | Council |
| 2026-04-28 | Tuesday | Council |
| 2026-05-05 | Tuesday | Committee of the Whole |
| 2026-05-12 | Tuesday | Council |

Appendix A

| | | |
|------------|---------|------------------------|
| 2026-05-26 | Tuesday | Council |
| 2026-06-02 | Tuesday | Committee of the Whole |
| 2026-06-09 | Tuesday | Council |
| 2026-06-23 | Tuesday | Council |
| 2026-07-14 | Tuesday | Council |
| 2026-08-11 | Tuesday | Council |
| 2026-09-01 | Tuesday | Committee of the Whole |
| 2026-09-08 | Tuesday | Council |
| 2026-09-22 | Tuesday | Council |
| 2026-10-06 | Tuesday | Committee of the Whole |
| 2026-10-13 | Tuesday | Council |
| 2026-10-27 | Tuesday | Council |

Town of Lunenburg

Council appointments to Committees and Organizations

2025 – 2026

**Internal Town Committees or Working Groups**

| Committee Name | Appointed Councillors |
|--|---------------------------------|
| Audit Committee | All Councillors |
| Committee of the Whole | All Councillors |
| Heritage Advisory Committee | Babineau & Strachan |
| Planning Advisory Committee | Bailey, Dauphinee & Babineau |
| Protective Services Committee | Myra, Greek, Dauphinee & Bailey |
| Source Water Protection Advisory Committee | Fullerton & Strachan |

Inter-Municipal Committees

| Committee Name | Appointed Councillor(s) | Alternate |
|---|--------------------------------|------------------|
| Lunenburg County Accessibility Advisory Committee | Fullerton | Dauphinee |
| Region 6 Solid Waste Management Committee | Greek | Fullerton |
| Lunenburg County Regional Emergency Management Organization (REMO) Advisory Committee | Myra & Bailey | Fullerton |
| South Shore Regional Public Library Board | Strachan | Babineau |
| Lunenburg County Anti-Racism and Anti-Discrimination Advisory Committee | Babineau | N/A |

Partner Committees

| Organization Name | Appointed Councillor(s) |
|--|--------------------------------|
| Trustees of Lunenburg Common Lands | Greek & Bailey |
| Lunenburg County Seniors Safety Advisory Partnership | Dauphinee |

External Committees

| Organization Name | Appointed Councillor(s) |
|--|--------------------------------|
| Cultural Implementation Group | Strachan |
| Lunenburg Fishermen's Memorial Society | Bailey |
| Harbour View Haven | Strachan & Myra |
| Lunenburg Waterfront Association | Myra |
| South Shore Housing Action Coalition Committee | Fullerton |
| Lunenburg Academy Foundation Board | Strachan |

Subject: LUB Amendment –Rezoning of PIDs 60703881 & 60703899 (Brook St)
Consideration for First Reading

From: Marc Kiely, Director of Community Development

Date: November 12, 2025



Recommendation:

That Council table consideration of First Reading for the proposed Land Use By-law amendment to rezone PIDs 60703881 and 60703899 (Brook Street) to allow additional time for review of the information provided.

Alternatives:

1. That Council give First Reading to the proposed rezoning of PIDs 60703881 and 60703899 as outlined in this report and schedule a Public Hearing in accordance with the notice and hearing requirements of the Municipal Government Act.
2. That Council deny the rezoning request for PIDs 60703881 and 60703899.

Report Summary

- This report is to provide Council with a policy-based assessment of a rezoning application submitted by Solterre Inc. for two adjacent properties on Brook Street (PIDs 60703881 and 60703899).
- The application requests amendments to the Land Use By-law to rezone both properties from *Commercial Mixed Use (CM)* to *General Commercial (CG) Use* and from *Old Town/New Town 1 (ONT1) Form zoning* to *Marine Form (MA)*; enabling development of a fully residential multi-unit building.
- The proposal has been evaluated against relevant Municipal Planning Strategy (MPS) policies — including 4-1, 4-2, 4-4, 5-1, 6-10, 6-11, 6-13, and 6-19 — which guide Council in assessing new zones, built-form compatibility, and the public interest. Staff’s analysis concludes that the amendments are reasonably consistent with the intent of the MPS, which encourages efficient, serviced growth, mixed-use flexibility, and design compatibility within the Town’s core.
- Public and committee feedback received highlighted concerns regarding potential impacts on the working waterfront, the transition to residential use, and parking adequacy. Staff have reviewed these issues and clarified that the proposed Marine Form zoning governs form and appearance, not land use, and note that marine industrial uses are not currently permitted on the site. Parking and servicing matters will be further reviewed through the development permitting process.

- Overall, the proposal creates consistent zoning across the two properties, supports long-term housing opportunities in a central, serviced location, and remains consistent with the Town’s existing planning framework.
-

Purpose

To seek Council’s consideration for First Reading of amendments to the Town of Lunenburg Land Use By-law (LUB) to facilitate a multi-unit residential development proposed by Solterre Inc.

The application requests:

1. **Form Zone change** for PID 60703881 from Old Town/New Town 1 (ONT1) to Marine Form (MA); The required variance from as-of-right development is to accommodate the project’s lot line setback requirements.
2. **Use Zone change** for both PIDs 60703881 and 60703899 from Commercial Mixed Use (CM) to General Commercial (CG). The required variance from as-of-right development is to accommodate ground floor residential units, which is currently prohibited in CM zoning.

These changes would allow a fully residential building and permit consistent form standards across the two adjacent properties.

What the Current Zoning Already Allows: For clarity, under the existing zoning, a development of the same height and overall scale as the proposed building could already be constructed as-of-right on PID 60703899, meaning it would not require Council approval or any public process.

On the adjoining parcel fronting Falkland Street (PID 60703881), the current zoning would also permit a building of similar height (up to 34 ft), though with larger required setbacks: at least 2.4 m (8 ft) on the sides and 6 m (20 ft) at the rear. This would result in a somewhat smaller building footprint compared to the proposal.

The current use zone also restricts residential units on the ground floor within 15 m (50 ft) of the front lot line, though accessory uses such as lobbies or amenity spaces are allowed in that area.

In summary, a building of comparable height and massing could already be built under the existing zoning without Council’s approval or public input, but it would have less ground-floor residential space and a slightly smaller footprint on the Falkland Street lot.

Background

The subject properties are located on Brook Street on what’s known as the Old Foundry lands. One parcel (PID 60703899) is currently zoned Marine Form (MA) and Commercial Mixed Use (CM); the other (PID 60703881) is zoned Old Town/New Town 1 (ONT1) and Commercial Mixed Use (CM). The applicant proposes a fully residential multi-unit building, requiring the above-noted zoning map amendments.

The Planning Advisory Committee (PAC) considered the application at its October 6 meeting and recommended that Council review the zoning change request with due consideration to concerns related to scale, height, traffic flow and congestion, and overall land use and built form, with particular attention to the intent of the Marine Form Zone and its implications for future development, including both on-site and off-site parking provisions

Note on Policy Review Context

Council has indicated its intent to undertake a comprehensive review of the Municipal Planning Strategy (MPS) and Land Use By-law (LUB), including topics such as parking standards, form zones, and development-agreement provisions. However, this rezoning application was submitted as a complete application under the existing planning framework and must be evaluated under the planning documents in effect at the time of submission.

Note that Staff have referenced the CCP as a reference document and only where it helps illustrate or clarify existing policy intent. This is required as it provides background context for understanding how the existing MPS policies were conceptualized. Its discussion of community structure emphasizes thoughtful, incremental growth within serviced areas—a principle embedded in the MPS.

The MPS provides direction for Council’s evaluation of map amendments. Policies 6-10, 6-11, 6-13, and 6-19 establish the framework for determining the suitability of new zones, their form and character, and overall public benefit.

Staff Analysis

Form Zone and Character Considerations

Public comments expressed concern that the proposed Marine Form (MA) zoning could alter the intent of the waterfront or diminish opportunities for working waterfront uses. Staff have reviewed these concerns against the policy in place and note that the Marine Form zone governs the form and appearance of buildings — such as setbacks, height, and massing — rather than prescribing land uses.

Policy 6-13 of the MPS speaks to ensuring that the character of built form reflects its surrounding context. While some have interpreted this as limiting permitted uses, staff’s interpretation, supported by the broader structure of the MPS, is that the form zone system was established to achieve architectural coherence and compatible design outcomes rather than to restrict land use types. The form zone ‘layer’ serves to influence development scale and design, complementing the use zone’s role in defining allowable activities.

This interpretation is consistent with how the Marine Form zone has been applied elsewhere in Town, where a range of residential and non-residential uses coexist under the same form standard (Attachment G). The intent is to maintain architectural coherence and preserve the visual qualities of the waterfront while allowing flexibility in how properties are used. Staff therefore find no contradiction between the proposed form rezoning and Policy 6-13.

Use Zone and Housing Compatibility

The proposed change from Commercial Mixed Use (CM) to General Commercial (CG) aligns with the MPS intent for efficient, flexible growth in the Town’s serviced area. The General Commercial zone supports a wide range of uses, including residential developments on the main floor, which reflects the Town’s transition toward a more mixed and adaptive built environment.

Higher-density residential uses are permitted within the General Commercial zone because the MPS anticipates a diversity of land uses that contribute to the economy and walkability. The zone nomenclature (“Commercial”) does not limit its intent to purely commercial activities; rather, it recognizes that commercial areas may

appropriately include residential forms that reinforce the Town's compact structure.

Parking and Traffic Considerations

Several public submissions expressed concern that a residential development could contribute to parking shortages and traffic congestion in the downtown and waterfront areas. The Land Use By-law and MPS is explicit in that it does not currently have minimum parking requirements, however, Policy 6-19 specifically directs Council to consider traffic, servicing, and infrastructure adequacy when evaluating rezoning requests. Staff have reviewed these matters at a scale appropriate to this stage of the process. The Developer's submitted theoretical servicing study and transportation impact assessment are included in Attachment H. Note these submissions were completed using a previous larger scale design concept and therefore, are considered valid by staff for the current proposed proposal. More detailed review will occur through the development permit and building permit processes in the detailed design phase and if deficiencies or non-compliance to the applicable bylaws or specification requirements are not met, a development permit will not be issued.

The Town also retains the ability to mitigate localized parking pressures through measures such as improved signage to existing public parking lots, time-parking zones, or enhanced pedestrian connectivity.

Housing and Community Considerations

The proposal would add long-term rental housing in a central, serviced location, increasing the range of housing options available within the community. Units are anticipated to be energy-efficient, fully accessible, and designed for long-term rental tenure, supporting both sustainability and inclusive objectives.

Broader regional housing assessments have noted persistent constraints in the availability of long-term rental housing within Lunenburg County, including specifically in the Town of Lunenburg, where vacancies are low. This rezoning application is conducive to enabling an increase in the supply of purpose-built, long-term rental housing within a fully serviced and centrally located area. This outcome aligns with the MPS objectives to support efficient growth and to diversify housing opportunities within the existing built-up area, where municipal infrastructure and community amenities can support additional residential development. This development would also conceivably contribute to economic and social objectives by providing housing for workers, families, and seniors who support local businesses and institutions.

Implementation and Risk Considerations

Staff want to make clear that approval of the rezoning would not immediately authorize construction. Following Council approval, the developer must still obtain a development permit, building permit, and occupancy permit. These processes provide multiple opportunities for staff to confirm compliance with the Land Use By-law, building code, and servicing standards.

Financial

Staff's assessment is that the proposed zoning does not obligate municipal expenditures. Any future servicing or infrastructure impacts would be identified and addressed through subsequent permit reviews.

Conclusion and Next Steps

Staff find the proposed rezoning to be reasonably consistent with the intent of the Municipal Planning Strategy and Land Use By-law. It provides a compatible transition of form and use within a serviced area, supports housing growth, and maintains Town oversight through existing permitting processes.

Attachments

Attachments A – F: Policy Review

Attachment G: Marine Form Zone Review

Attachment H: Theoretical Servicing Review (Solterre)

Attachment I: Public Input Summary

Attachment J: Written Public Submissions & Solterre Survey

Attachment A
MPS Policy 4-2 – Future Land Use

- **Policy 4-2:** Council shall establish, on the Future Land Use Map, a series of Land Use Designations to guide the evolution of Use Zone placement over time. The Designations and the Use Zones permitted for consideration in each Designation are as follows:
 - (a) The Residential Land Use Designation permits:
 - i. Lower Density Residential Use (RL) Zone
 - ii. Medium Density Residential Use (RM) Zone
 - iii. Higher Density Residential Use (RH) Zone
 - iv. Rural Use (RUR) Zone
 - v. Institutional Use (INS) Zone
 - vi. Parks and Recreation Use (PR) Zone
 - (b) The Main Street Land Use Designation permits:
 - i. Commercial Mixed Use (CM) Zone
 - ii. Institutional Use (INS) Zone
 - iii. Parks and Recreation Use (PR) Zone
 - (c) Downtown Commercial Land Use Designation permits:
 - i. General Commercial Use (CG) Zone
 - ii. Institutional Use (INS) Zone
 - iii. Parks and Recreation Use (PR) Zone
 - (d) Waterfront Designation permits:
 - i. Waterfront Use (W) Zone
 - ii. Marine Industrial Use (MM) Zone
 - iii. Parks and Recreation Use (PR) Zone
 - (e) Industrial Designation permits:
 - i. Industrial Use (M) Zone
 - ii. Institutional Use (INS) Zone
 - iii. Parks and Recreation Use (PR) Zone
 - (f) Parks and Institutional Designation permits:
 - i. Institutional Use (INS) Zone
 - ii. Parks and Recreation Use (PR) Zone

Evaluation: The consideration of rezoning to General Commercial Use is in keeping with Policy 4-2

Attachment B – Form Zone

MPS Section 6.3.5 - Amending the Form Zone Map of the Land Use By-law

'The initial placement of the Form Zones on the Form Zoning Map was conducted with much thought and as a reflection of the desired community structure identified in the Comprehensive Community Plan. Any wholesale changes to this structure should only be considered through a review of the Comprehensive Community Plan and, by extension, this Municipal Planning Strategy. However, it may be reasonable at times to consider minor adjustments to the Form Zoning Map as the community evolves or if a significant change in use dictates the need for a different—but compatible—form for buildings and the site.'

- **Policy 6-13:** Council may consider amendments to the Form Zoning Map of the Land Use By-law. Council shall not adopt such amendments unless Council is satisfied:
 - the proposal is consistent with the description of the Form Zones in Policy 5-1;
 - there is a clear need for the amendment to accommodate a proposed use for the land that is both acceptable for the location and that could not be accommodated within the confines of the existing Form Zone;
 - the proposed Form Zone enables a form for the site that is compatible with (though not necessarily identical to) the surrounding form; and
 - the proposal meets the general evaluation criteria for amending the Land Use By-law, set out in Policy 6-19.

Evaluation: The proposed Form Zone Change will be enabled by this Plan in keeping with Policy 6-13.

- **Policy 5-1:** Council shall, through the Land Use Bylaw, establish Form Zones, shown on the Form Zoning Map, to establish standards for building form, building placement, site design, and signage. The Form Zones shall generally conform to the following scheme:

(a) The Old Town 1 Form Zone is intended to protect the integrity of the core commercial district within the lower blocks of the Old Town Lunenburg rectangular street grid established in 1753.

(b) The Old Town 2 Form Zone is intended to safeguard the tightknit residential development pattern within the upper blocks of the Old Town Lunenburg rectangular street grid established in 1753.

(c) The Old Town/New Town 1 Form Zone is intended to maintain the residential development pattern of the parts of Lunenburg that were subdivided from the Common in 1862 & 1878 and enable new subdivisions to emulate said development pattern.

(d) Old Town/New Town 2 Form Zone is intended to maintain the development character of neighbourhoods developed between 1950 and 1980 and enable new subdivisions to emulate said development pattern.

(e) The New Town 1 Form Zone is intended to enable medium density residential development in multi-story building forms.

(f) The Main Street Form Zone is intended to create a main street character with a multistorey street wall and with an active ground floor close to the sidewalk.

(g) The Marine Form Zone is intended to maintain the distinct character of a working waterfront with its fishing, shipbuilding, and interpretive tourism operations.

(h) The Community Form Zone is intended to provide spatial conditions that acknowledge the heightened importance of institutions in the community. 31

(i) The Industry Form Zone is intended to enable building forms for industry to flourish while minimizing undue impact on surrounding neighbourhoods.

(j) The Rural Form Zone is intended to enable building forms conducive to agricultural enterprise.

(k) The Shoreline Form Zone is intended to enable small scale structures associated with fishing and boating, primarily in the Back Harbour.

Attachment C

Evaluation of MPS Policy: 6-10, 6-11 - Amending the Use Zone

MPS Section 6.3.3 Amending the Text and Use Zoning Map of the Land Use By-law

Council recognizes it cannot foresee all possible types of development that might be acceptable in the Town in general, or on a specific piece of land. As such, there will be times when the Land Use By-law needs to be amended to accommodate a new development trend or specific development proposal.

Council also recognizes that it is possible to inadvertently make mapping errors in preparing the maps that accompanying this Plan and the Land Use By-law. Such errors may be in conflict with the policies in this Plan. Where such errors are discovered, Council may consider correcting them through amendments to the Use Zoning Map of the Land Use By-law.

Policy 6-10: Council shall consider amendments to the Use Zoning Map of the Land Use By-law when the proposed map amendment is not specifically prohibited within this Plan and at least one of the following three conditions is true:

- (a) the proposed Use Zone is enabled by this Plan for use within the same Future Land Use Map designation;
- (b) a non-conforming use appears to have been created by an inadvertent administrative oversight in the Municipal Planning Strategy and Land Use By-law preparation process, resulting in a property being zoned inconsistent with stated policies in this Plan; or
- (c) notwithstanding the Use Zones permitted within a Future Land Use designation, the land to be rezoned is under 1,000 square metres in area and is abutting a Future Land Use Map designation that permits the proposed Use Zone. For clarity, land that abuts a right-of-way, such as a street, is considered to be abutting the designation on the other side of the right-of-way.

Evaluation: The proposed Use Zone Change will be enabled by this Plan in keeping with Policy 6-10, (Future Land Use Map designation of Downtown Commercial allows change to General Commercial use).

Policy 6-11: Council shall not amend the Use Zoning Map of the Land Use By-law unless Council is satisfied that:

- (a) the proposal is consistent with the description of the Use Zone in Policy 4-1 and any specific policies, if any, directing where it is appropriate to place the proposed Use Zone; and
- (b) the proposed Use Zone and the uses it permits meet the general criteria for amending the Land Use By-law, set out in Policy 6-19.

Policy 4-1: Council shall, through the Land Use By-law, establish Use Zones, shown on the Use Zoning Map of the Land Use By-law, to establish the uses permitted in different areas of Lunenburg. The Use Zones shall generally conform to the following scheme:

- a) The Lower Density Residential Use (RL) Zone is intended to prioritize low-density residential uses, such as dwellings with up to two units; accessory dwellings; bed-and-breakfasts with up to six sleeping units; home-based businesses; and neighbourhood amenities, such as parks and trails.
- (b) The Medium Density Residential Use (RM) Zone is intended to enable medium-density residential uses, such as dwellings with up to four units; accessory dwellings; bed-and-breakfasts with up to six sleeping units; home-based businesses; rooming houses; residential care facilities; and neighbourhood amenities, such as parks and trails.
- (c) The Higher Density Residential Use (RH) Zone is intended to encourage higher density residential uses, such as multi-unit dwellings and nursing homes; daycare centres; and uses permitted in other residential zones.
- (d) The Commercial Mixed Use (CM) Zone is intended to enable a wide range of commercial and institutional uses, as well as larger residential uses located on the upper floors of buildings or to the rear of the lot. Auto-oriented commercial uses, with the exception of body shops, shall be permitted.
- (e) The General Commercial Use (CG) Zone is intended to accommodate the traditional mixing of uses found in Old Town Lunenburg, including a wide range of commercial uses, institutional uses, and residential uses; however, auto-oriented commercial uses, such as gas stations and auto repair, shall not be permitted.
- (f) The Waterfront Use (W) Zone is intended to accommodate marine-related industrial uses; waterfront recreational uses, including marinas, boat rentals, and water access facilities; and tourism-related commercial and cultural uses.
- (g) The Industrial Use (M) Zone is intended to accommodate a wide range of industrial uses, including scrap yards and recycling depots; auto-oriented commercial uses; as well as restaurant uses and other amenities, such as parks and trails, that might serve employees of businesses in the Industrial Use Zone.
- (h) The Marine Industrial Use (MM) Zone is intended to protect and support the “working waterfront” by permitting a range of industrial uses, government and emergency services uses, craft food and beverage production, and waterfront recreational uses, while limiting other uses.
- (i) The Rural Use (RUR) Zone is intended to enable rural-type uses, such as agriculture and low-density residential uses (one to two units and accessory dwellings), until such time that services are available to support a more urban form of development.
- (j) The Institutional Use (INS) Zone is intended to set aside land specifically for institutional uses, such as hospitals, emergency services, religious institutions, and government uses.
- (k) The Parks and Recreation Use (PR) Zone is intended to set aside land specifically for parks and recreational uses, such as trails, playgrounds, recreation facilities, and urban agriculture. Take-out restaurants may also be permitted to serve users of these recreational spaces.

6.2. Tables of Permitted Uses

6.2.1. The following tables outline the permitted uses in each use zone, subject to the following scheme:

- a. Uses denoted with a “P” are permitted subject to all requirements of this By-law, and to any sections noted in the “Special Req’s” column.
- b. Dwelling uses denoted with a numeral are permitted up to the number of dwelling units identified by the numeral and subject to all requirements of this By-law. Dwelling uses with a ‘P’ are not limited in the number of permitted dwelling units. Accessory dwellings shall not be counted for the purposes of determining the number of dwelling units.
- c. Uses denoted with a “DA” are permitted by development agreement, subject to the Municipal Planning Strategy Policies noted in the “Special Req’s” column.
- d. Uses denoted with a “-” or not listed in the table are not permitted.

Residential Uses

| | RL | RM | RH | CM | CG | W | M | MM | RUR | INS | PR | Special Req's |
|---------------------------|----|----|----|----|----|---|---|----|-----|-----|----|----------------------|
| Accessory Dwelling | P | P | P | - | P | - | - | - | P | - | - | subs. 6.4.1 to 6.4.4 |
| Bed & Breakfast | P | P | P | - | P | - | - | - | P | - | - | subs. 6.4.5 to 6.4.7 |
| Dwelling | 2 | 4 | P | P | P | - | - | - | P | - | - | subs. 6.4.8 |
| Nursing Homes | - | - | P | P | - | - | - | - | - | P | - | |
| Residential Care Facility | - | P | P | P | P | - | - | - | - | P | - | |
| Rooming Houses | - | P | P | P | P | - | - | - | - | - | - | |
| Small Options Home | P | P | P | - | P | - | - | - | P | - | - | |

Subsection 6.4.8

6.4.8. Within the Commercial Mixed Use Zone, dwelling units shall be prohibited on the ground floor within 15 metres (50 feet) of the front lot line. For greater clarity, uses accessory to dwellings, such as residential lobbies and amenity space, may be permitted on the ground floor.

Evaluation: The proposal is consistent with Policy 4-1 for uses permitted within the General Commercial zone. Staff note that the General Commercial Use zone is meant to include a wider range of commercial, institutional and residential use, including larger residential multi-unit developments as detailed in the table of permitted uses in the LUB for that zoning type (Table 6.2), which notes that the number of dwelling units are not limited in number within that zoning type. This means that a development consistent with what would be permitted in the Higher Density Residential zone is also permitted within the General Commercial use zone.

Attachment D – Land Use Bylaw Amendment

MPS Section - 6.5.1 Amending the Land Use By-law & Entering into Development Agreements

Amendments to the Land Use By-law and the entering into of development agreements are processes that require careful thought. As such, Council has established a set of general criteria to consider when evaluating all Land Use By-law amendments and development agreement proposals.

Policy 6-19: Council shall not amend the Land Use By-law or enter into a development agreement unless Council is satisfied the proposal:

- (a) is consistent with the intent of this Municipal Planning Strategy;
The proposed rezoning is considered to be consistent with the intent of the MPS pursuant to Policy 6-10. (see Policy 6-10, Attachment C)
- (b) does not knowingly conflict with any Town or Provincial programs, by-laws, or regulations in effect in the municipality;
Staff do not anticipate any conflict.
- (c) is not premature or inappropriate due to:
 - i. the ability of the Town to absorb public costs related to the proposal;
No public costs are anticipated with the proposed amendments.
 - ii. impacts on existing drinking water supplies, both private and public;
Not expected.
 - iii. the adequacy of central water and sewage services or, where such services are not available, the suitability of the site to accommodate on-site water and sewage services;
Not expected.
 - iv. the creation of excessive traffic hazards or congestion on road, cycling, and pedestrian networks within, adjacent to, or leading to the proposal;
Staff note there may be a need to mitigate any potential parking and traffic concerns, which could include management measures such as signage and increased enforcement by the Town, however, at this stage of the development process and based on the supporting documentation provided by the developer including a traffic study, staff do not feel the proposal would create excessive traffic hazards or congestion on the road.
 - v. the adequacy of fire protection services and equipment;
From the level of detail known at this stage, the proposal is not considered to be premature or inappropriate, although further analysis of fire flow water capacity will be required.
 - vi. the adequacy and proximity of schools and other community facilities;
Not expected.
 - vii. impacts on UNESCO World Heritage Site statements of outstanding value (SOUV);

Staff have done a screening exercise to map any expected impacts to the WHS and its Statement of OUV, and staff are satisfied that the development would be expected to have minimal and no direct negative impacts to the WHS, with consideration given to the WHS buffer zone and wider setting.

- viii. the creation of a new, or worsening of a known, pollution problem in the area, including, but not limited to, soil erosion and siltation of watercourses;
Staff do not feel the proposed redesignation and rezoning will cause any new, or worsening of any known, pollution problems. Further, this property has been cleared for contamination by the Province.
- ix. site-specific climate change risks;
The proposed rezoning will not cause or increase any known site-specific climate change risks.
- x. the potential to create flooding or serious drainage issues, including within the proposal site and in nearby areas;
The rezoning will not cause any known flooding or drainage issues. The site is located inside of the Flood Risk Area shown on the Flood Risk Area Map, Schedule E, of the Land Use By-law. All development will be required to be in compliance with the LUB provisions regarding the Flood Risk area, particularly the requirement to place possible pollutants and sensitive infrastructure above 3.2m CGVD2013.
- xi. impacts on known habitat for species at risk;
The proposed rezoning will not have any impact on known habitat for species at risk.
- xii. impacts on the navigability and environment of Lunenburg Harbour;
The proposed rezoning will not have any impact on navigation or have any impact on Lunenburg's Harbour.
- xiii. the suitability of the site in terms of grades, soil and geological conditions, the location of watercourses and wetlands, and proximity to rights-of-way; and
Staff do not feel the proposal is premature or inappropriate due to the suitability of the site in terms of grades, soil and geological conditions, the location of watercourses and wetlands, and proximity to rights-of-way.
- xiv. land use conflicts that could place limits on existing operational procedures at existing businesses.
Not expected. Related to potential conflicts with the adjacent Marine Industrial zone, this is an existing transitional mixed residential/commercial/marine neighbourhood where those uses are currently in place.

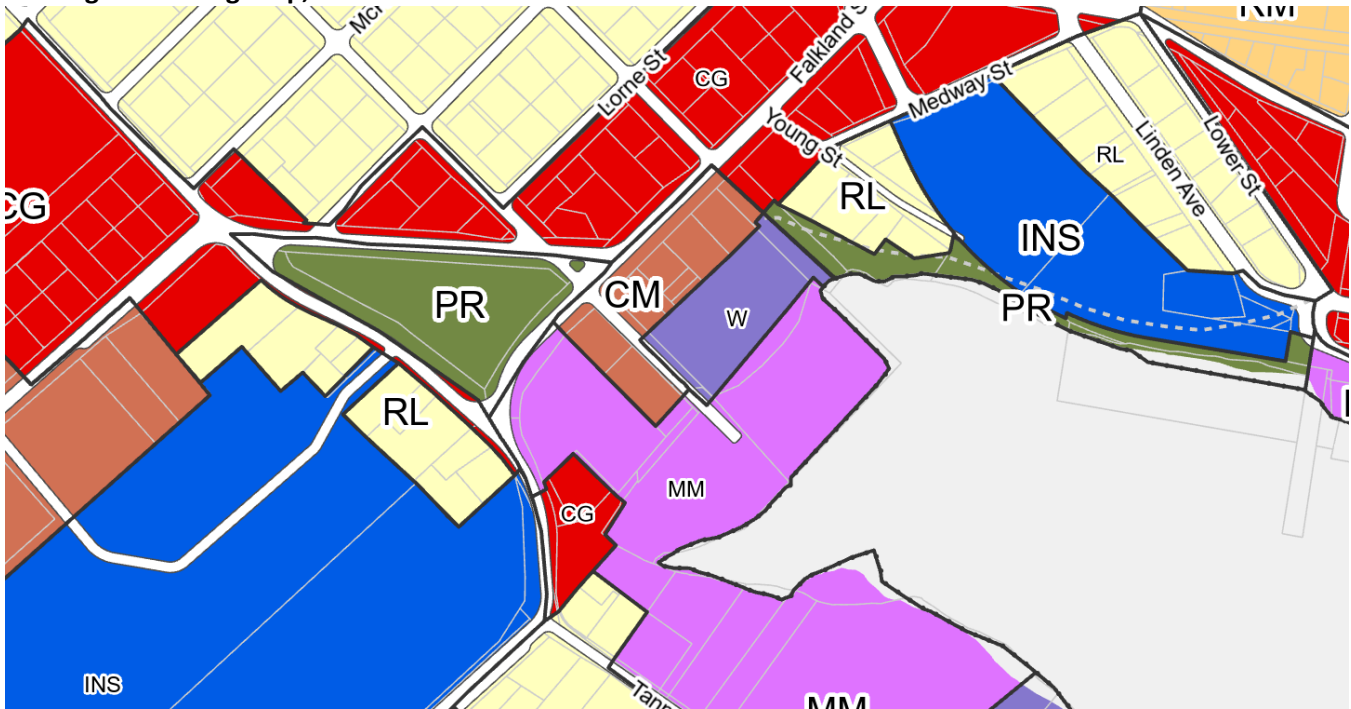
Evaluation: Staff believe the proposed rezoning meets the general criteria for amending the Land Use By-law, set out in Policy 6-19 as reviewed above.

Attachment E

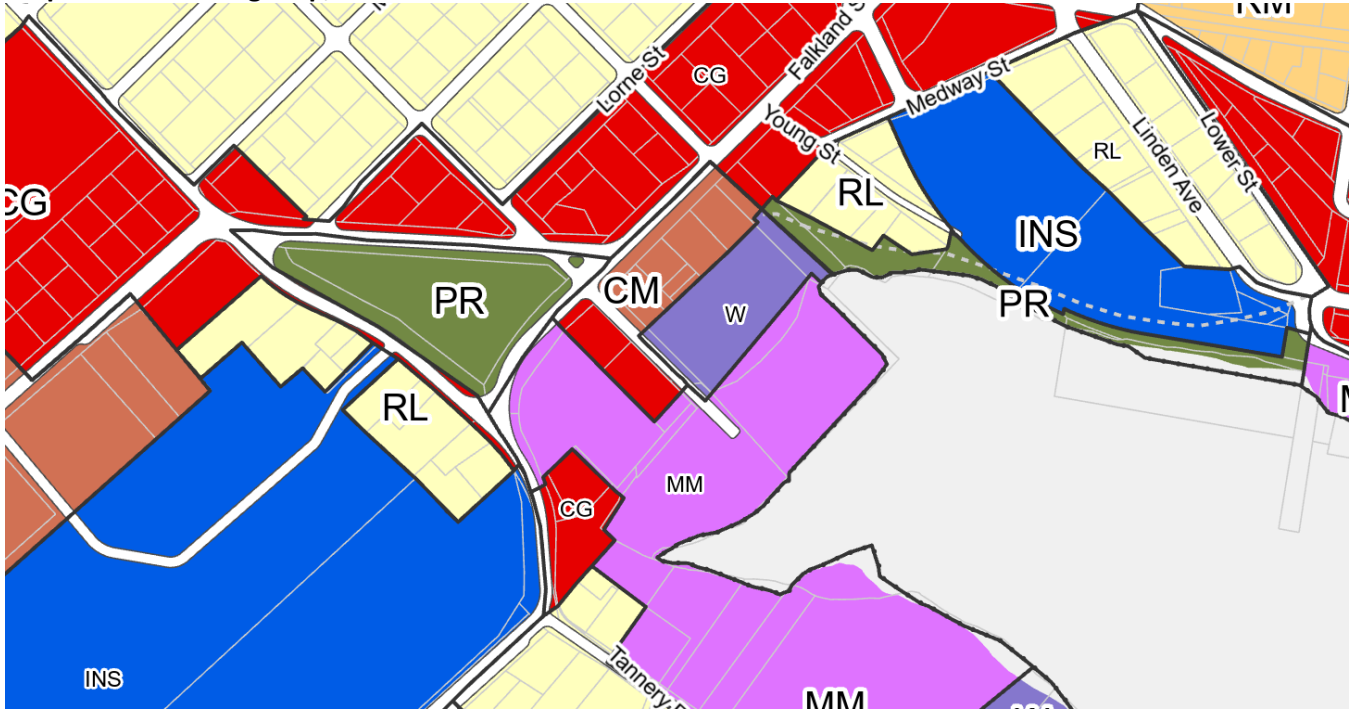
Amendments to Land Use By-law – Use Zone Map, Schedule “C”

| Property: | Application: |
|--|---|
| PID 60703881 & 60703899 – Brook Street | Rezone from Commercial Mixed (CM) Use Zone to General Commercial (GC) Use Zone. Rezone PID 60703881 to Marine Form Zone from Old Town/New Town 1 Form Zone to match PID 60703899 |

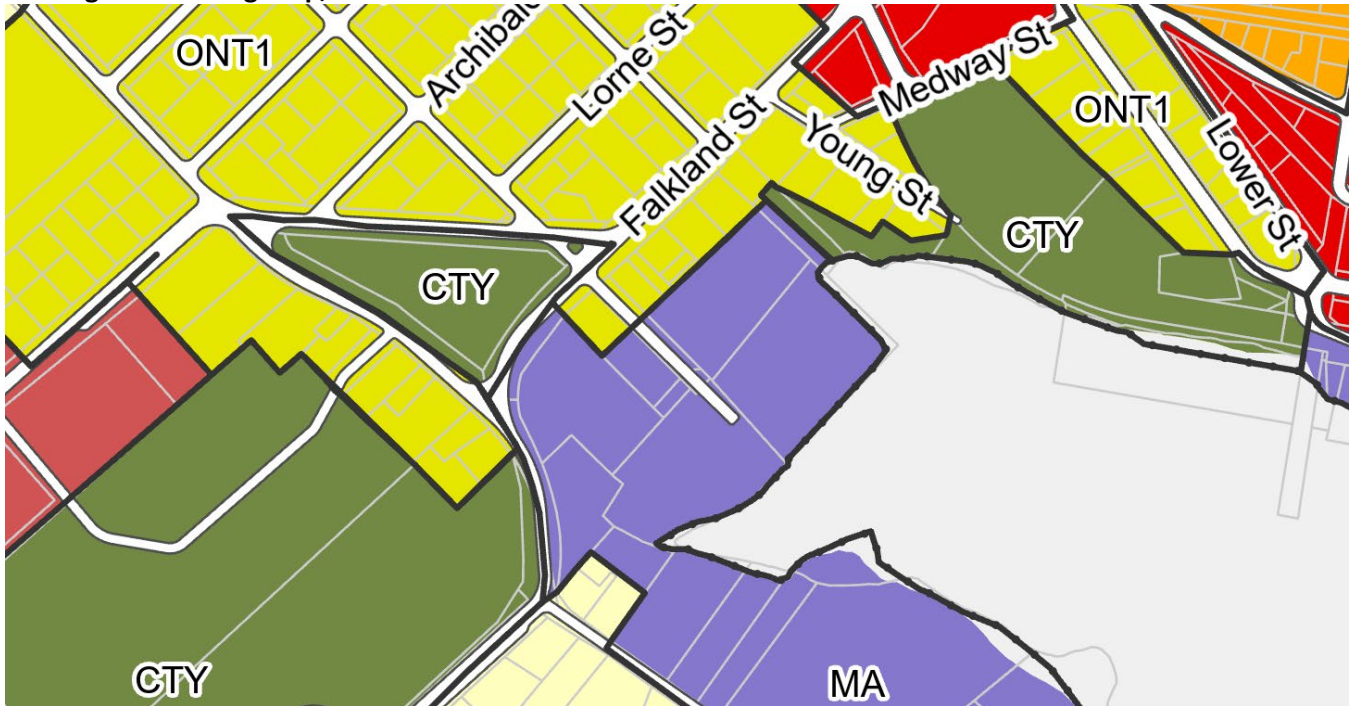
Existing Use Zoning Map, Schedule “C”:



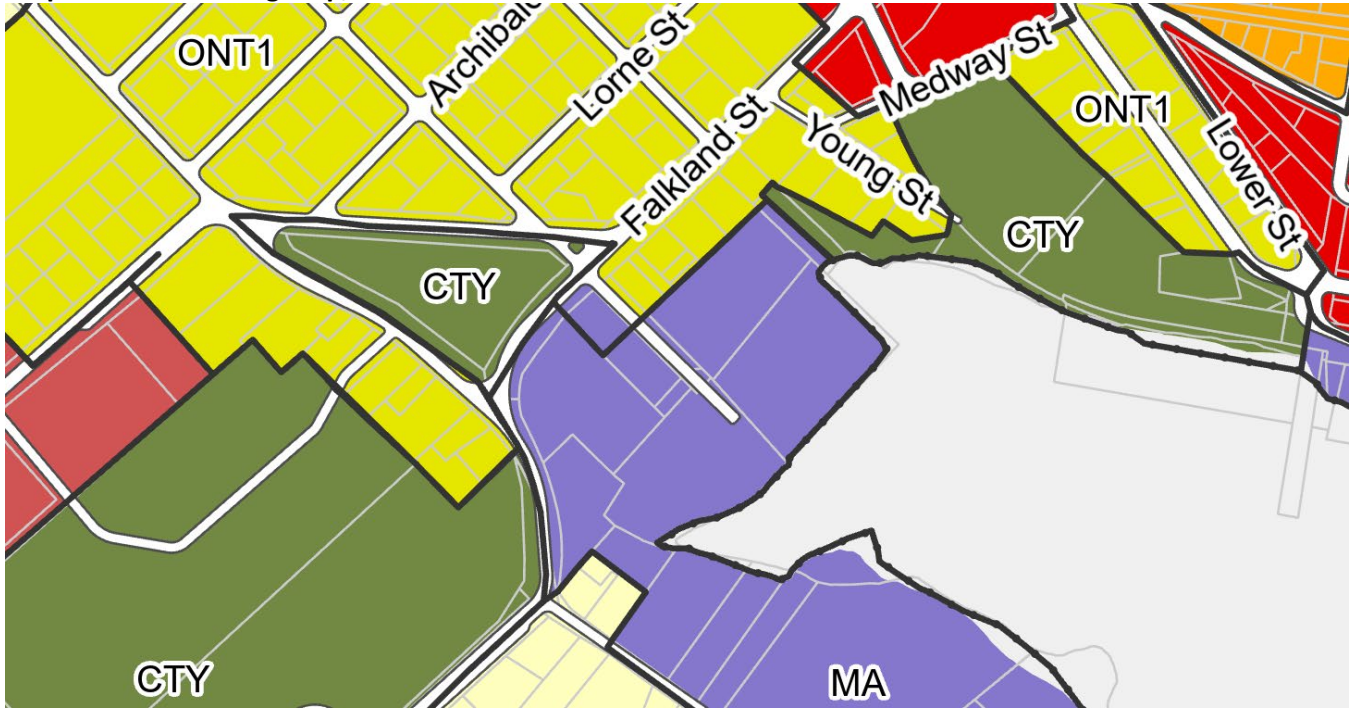
Proposed Use Zoning Map, Schedule "C":



Existing Form Zoning Map, Schedule "D":



Proposed Form Zoning Map, Schedule "D":



Attachment F

Review of Provincial Interest Statements and Lunenburg County Accessibility Plan

| Provincial Interest Statements | |
|--|---|
| <p>Statement 1: Drinking Water</p> <p>Goal: To protect the quality of drinking water within municipal water supply watersheds.</p> | <p>The proposed rezoning of the subject lands will not affect Provincial Interest Statement 1. The quality of Dares Lake Watershed will not be affected by the proposed rezoning.</p> |
| <p>Statement 2: Flood Risk Areas</p> <p>GOAL: To protect public safety and property and to reduce the requirement for flood control works and flood damage restoration in floodplains.</p> | <p>The proposed rezoning will not have a direct impact on the Flood Risk Areas as identified on the Flood Risk Area Map, Schedule E, of the Land Use By-law and will not affect Provincial Interest Statement 2. The lands are located inside of the Flood Risk Area as identified on the Flood Risk Area Map, but appropriate mitigation measures are being proposed, in keeping with the MPS/LUB.</p> |
| <p>Statement 3: Agricultural Land</p> <p>GOAL: To protect agricultural land for the development of a viable and sustainable agriculture and food industry.</p> | <p>The proposed rezoning of the subject lands will not affect Provincial Interest Statement 3.</p> |
| <p>Statement 4: Infrastructure</p> <p>GOAL: To make efficient use of municipal water supply and municipal wastewater disposal systems.</p> | <p>The proposed rezoning will not affect Provincial Interest Statement 4. The proposed amendment is in keeping with Statement 4 with regards to water supply and wastewater disposal.</p> |
| <p>Statement 5: Housing</p> <p>GOAL: To provide housing opportunities to meet the needs of all Nova Scotians.</p> | <p>The purpose of the rezoning request is to permit the creation of approximately 65 dwelling units. As such, the proposed amendment is in keeping with Statement 5.</p> |

| Review amendment through an accessible lens | |
|---|--|
| <p>Review amendment with a focus on equity, diversity, and inclusion.</p> | <p>This amendment is a rezoning of the use of land and will not negatively impact issues pertaining to equity, diversity, and inclusion.</p> |

Attachment G

Marine Form Zone Review

The Marine Form Zone exhibits a range of built forms and architectural expressions. Existing development includes traditional waterfront industrial structures such as warehouses and boatbuilding facilities, as well as residential and mixed-use buildings that contribute to a varied streetscape and skyline. This pattern demonstrates that the Marine Form Zone is not characterized by a singular, homogeneous built form, but by a heterogeneous composition that reflects the layered history and evolving use of the waterfront.

The proposed multi-unit building aligns with this existing diversity in form. The inclusion of a mansard roof reflects established residential typologies already present within the Marine Form Zone.



Figure 1 Tannery Road Streetscape with varied form in residential and industrial/warehouse within Marine Form Zone



Figure 2 Montague Streetscape, Mansard Roof Residential within Marine Form Zone

February 27, 2025

Solterre Design

11 Lincoln Street, Suite 100
Lunenburg, Nova Scotia, B0J 2C0

Attention: Jennifer Corson, M. Arch. NSAA

RE: Foundry Lands Multi-Unit Development – Theoretical Servicing Review

Introduction

Solterre Design is currently proposing a new development at Falkland Street and Brook Street in Lunenburg, Nova Scotia (PID: 60703881 and 60703899). The proposed multi-unit building is expected to contain 65 residential units. DesignPoint understands that Solterre has recently submitted a rezoning request (request number: TL-AM2024-001) to rezone from mixed-use commercial use to general commercial use for these two lots. This request also covers a form zone rezone on PID 60703881 to change the form from Old Town/New Town 1 to Marine.



To consider these rezoning requests, the Town of Lunenburg has requested a preliminary review of the theoretical water, storm, and sanitary flows for the proposed development. This review is based on the latest floor plans provided by Solterre and have been enclosed with this letter.

Water Flows

A preliminary review was completed to determine the theoretical domestic and fire flows for the proposed development. In accordance with the 2021 edition of the Town of Lunenburg Specifications for Subdivision, the following criteria was used to calculate the theoretical water demands for domestic water for the proposed development:

- Average Water Demand of 410 L/capita/day;
- 2.25 people per Multi-Unit Residential Unit;
- Maximum daily demand of 909 L/capita/day;
- Maximum hourly demand of 1364 L/capita/day;

Using the above criteria, the following theoretical domestic water demands were calculated:

| Area of Interest | Res. Units | Tot. Pop. "P" @ 2.25 PPU | Average Water Demand (@ 410 L/capita/day) | Average Water Demand (@ 410 L/capita/day) | Max. Hourly Demand (@ 1364 L/capita/day) | Max. Daily Demand (@ 909 L/capita/day) | Max. Daily Demand (@ 909 L/capita/day) | Max. Hourly Demand (@ 1364 L/capita/day) |
|----------------------|------------|--------------------------|---|---|--|--|--|--|
| | Units | People | (L/day) | (L/min) | (L/day) | (L/min) | (L/day) | (L/min) |
| Proposed Development | 65 | 146 | 59963 | 41.6 | 132941 | 92.3 | 199485 | 138.5 |

The Town of Lunenburg Specifications for Subdivision specifies that the fire flow demands must meet the requirements as set out by the Fire Underwriter’s Survey publication “Water Supply for Public Fire Protection: A Guide to Recommended Practice”. During detailed design of the building structure, the mechanical consultant or sprinkler designer will determine the actual fire flow required based on the applicable construction methods as laid out in the Fire Underwriter’s Survey. Additionally, a hydrant flow test will be completed to establish the available fire flow within the local municipal water system. In the detailed design phase of this project, it will be required that the owner confirm that this required fire flow can be met based on the available flow.

Stormwater Flows

A high-level stormwater management review was completed for the proposed development in accordance with the requirements of the Town of Lunenburg and Nova Scotia Environment and Climate Change (NSECC). A preliminary hydrologic/hydraulic stormwater model was created using HydroCAD to determine the approximate storage volumes required to balance pre- and post-development stormwater flows for the 5, 10, 25, 50, and 100-year storm events. Please see below tables indicating the surface classifications and flow conditions for pre- and post-development.

| PRE-DEVELOPMENT | |
|------------------------|------------------------|
| SURFACE CLASSIFICATION | |
| TYPE | AREA (m ²) |
| ASPHALT | 846 |
| BUILDING | 84 |
| LANDSCAPED | 370 |
| GRAVEL | 337 |

| POST-DEVELOPMENT | |
|------------------------|------------------------|
| SURFACE CLASSIFICATION | |
| TYPE | AREA (m ²) |
| ASPHALT/SIDEWALK | 795 |
| BUILDING | 776 |
| LANDSCAPED | 66 |

| RETURN EVENT | FLOW (L/S) | |
|--------------|------------|------|
| | PRE | POST |
| 1:5YR | 27 | 29 |
| 1:10YR | 32 | 33 |
| 1:25YR | 38 | 39 |
| 1:50YR | 42 | 43 |
| 1:100YR | 46 | 47 |

As we are not dealing with a greenfield, the weighted CN value for this site remains relatively similar for pre- and post-development conditions (93 and 97, respectively). Preliminary storm calculations have indicated that storage will likely not be required to balance pre- and post-development runoff flows.

Wastewater Flows

For the purposes of this letter, we have calculated the theoretical wastewater flows based on 65 residential units. For this floor plan option, there are a total of 33 1-bedroom units, 13 2-bedroom units, 10 3-bedroom units, and 9 bachelor units.

The calculation table enclosed uses the following criteria to determine the theoretical peak wet weather flow for this development. This criteria was obtained from the 2021 edition of Town of Lunenburg Specifications for Subdivisions.

- Wastewater generation rate of 340 L/person/day for residential dwellings;
- 2.25 people per Multi-Unit Residential Unit;
- Inflow and Infiltration allowance of 0.14 L/ha/day;
- Factor of Safety of 1;

Using the criteria above, the resulting theoretical PWWF for this development is approximately **2.4 L/s (210 547 L/day)**. Please note that a downstream wastewater capacity study has not been completed as part of this work.

Closing

Please reach out should you have any questions or should you require any additional information.

Thank you,
DesignPoint Engineering & Surveying Ltd.



Neil Fougere, P.Eng.
Senior Engineer & Principal

Enclosures:
Solterre Floor Plans dated January 8, 2025
Sanitary Calculations

Foundry Lands - Preliminary Sanitary and Water Servicing Review

Thursday, February 27, 2025



| THEORETICAL SANITARY FLOWS | | | | | | | | | | | | | | | | |
|----------------------------|------------|-----------|--------------------------|---------------|---------------------|---------------------|----------------|------------------|------------------|---------------|--------------------------|---------------|---------------|---------------------|------------------|------------------|
| TRIBUTARY AREAS | Total Area | Res Units | Tot. Pop. "P" @ 2.25 PPU | Domestic Load | Average Dry Weather | Average Dry Weather | Harmon Peaking | Peak Dry Weather | Peak Dry Weather | Safety Factor | Peak Dry Weather incl SF | I/I Allowance | I/I Allowance | I/I Loading incl SF | Peak Wet Weather | Peak Wet Weather |
| | (Ha) | Units | People | (L/day) | (L/day) | (L/s) | Factor | (L/day) | (L/s) | | (L/s) | (L/Ha/day) | (L/Ha/s) | (L/s) | (L/s) | (L/day) |
| Proposed Development | 0.16 | 65 | 146 | 340 | 49725 | 0.58 | 4.19 | 208575 | 2.4 | 1 | 2.4 | 12096.00 | 0.14 | 0.02 | 2.4 | 210547.0 |

| THEORETICAL WATER DEMAND | | | | | | | | |
|--------------------------|-----------|--------------------------|---|---|--|--|--|--|
| Area of Interest | Res Units | Tot. Pop. "P" @ 2.25 PPU | Average Water Demand (@ 410 L/capita/day) | Average Water Demand (@ 410 L/capita/day) | Max. Hourly Demand (@ 1364 L/capita/day) | Max. Daily Demand (@ 909 L/capita/day) | Max. Daily Demand (@ 909 L/capita/day) | Max. Hourly Demand (@ 1364 L/capita/day) |
| | Units | People | (L/day) | (L/min) | (L/day) | (L/min) | (L/day) | (L/min) |
| Proposed Development | 65 | 146 | 59963 | 41.6 | 132941 | 92.3 | 199485 | 138.5 |



CONSULTANT:

GENERAL NOTES:

*ALL WORK IS TO CONFORM AT A MINIMUM TO THE NATIONAL BUILDING CODE OF CANADA, LATEST EDITION, AND ALL OTHER APPLICABLE CODES, BYLAWS, AND OTHER LEGAL REQUIREMENTS. ALL AIR SEATING NOTES SHOWN IN RED AND UNDERLINED.

NOT FOR CONSTRUCTION

REVISIONS:

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 11 | | |
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| 9 | | |
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| 3 | | |
| 2 | | |
| 1 | | |

Date: _____ Project: _____

Scale: _____

Drawing By: Derrick Pilon
Drawing Approved By: Jennifer Corson

Client: _____

Project Name: LUNENBURG - MULTI-RESIDENTIAL BUILDING

Project Location: LUNENBURG, NOVA SCOTIA

Drawing: CGVD 2013

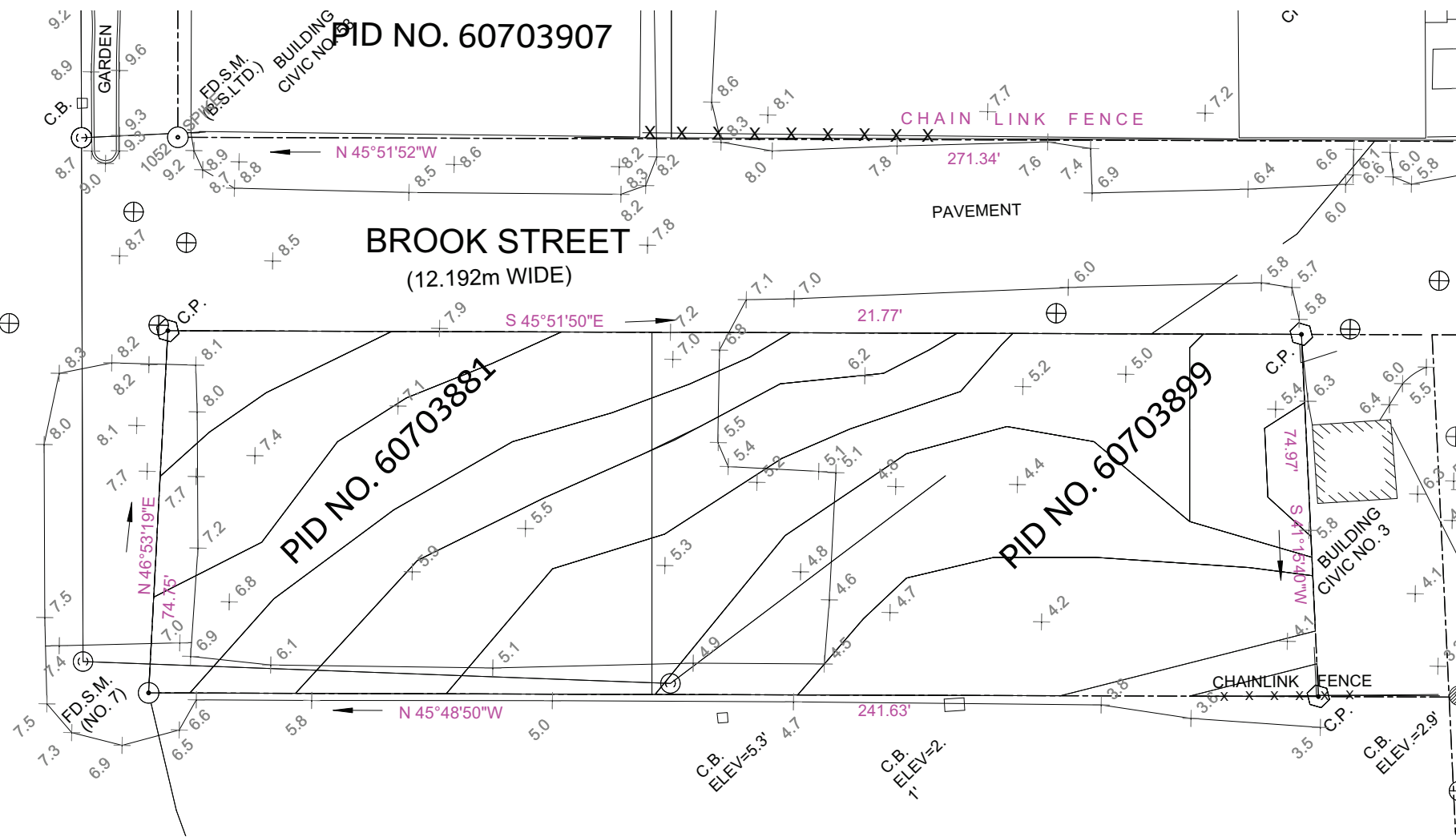
Scale: 3/32" = 1'-0"

Date: 27 February 2025

Project No.: 2299

A100

TO TANNERY ROAD





CONSULTANT:

GENERAL NOTES:

*ALL WORK IS TO CONFORM AT A MINIMUM TO THE NATIONAL BUILDING CODE OF CANADA, LATEST EDITION, AND ALL OTHER APPLICABLE CODES, BYLAWS, AND OTHER LEGAL REQUIREMENTS. ALL AIR SEATING NOTES SHOWN IN RED ARE UNCHANGED.

NOT FOR CONSTRUCTION

REVISIONS:

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 11 | | |
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| 2 | | |
| 1 | | |

Date: _____ Project: _____

Drawn By: _____

Checked By: _____

Design Approved By: _____

Client: _____

Project Name: _____

Project Location: _____

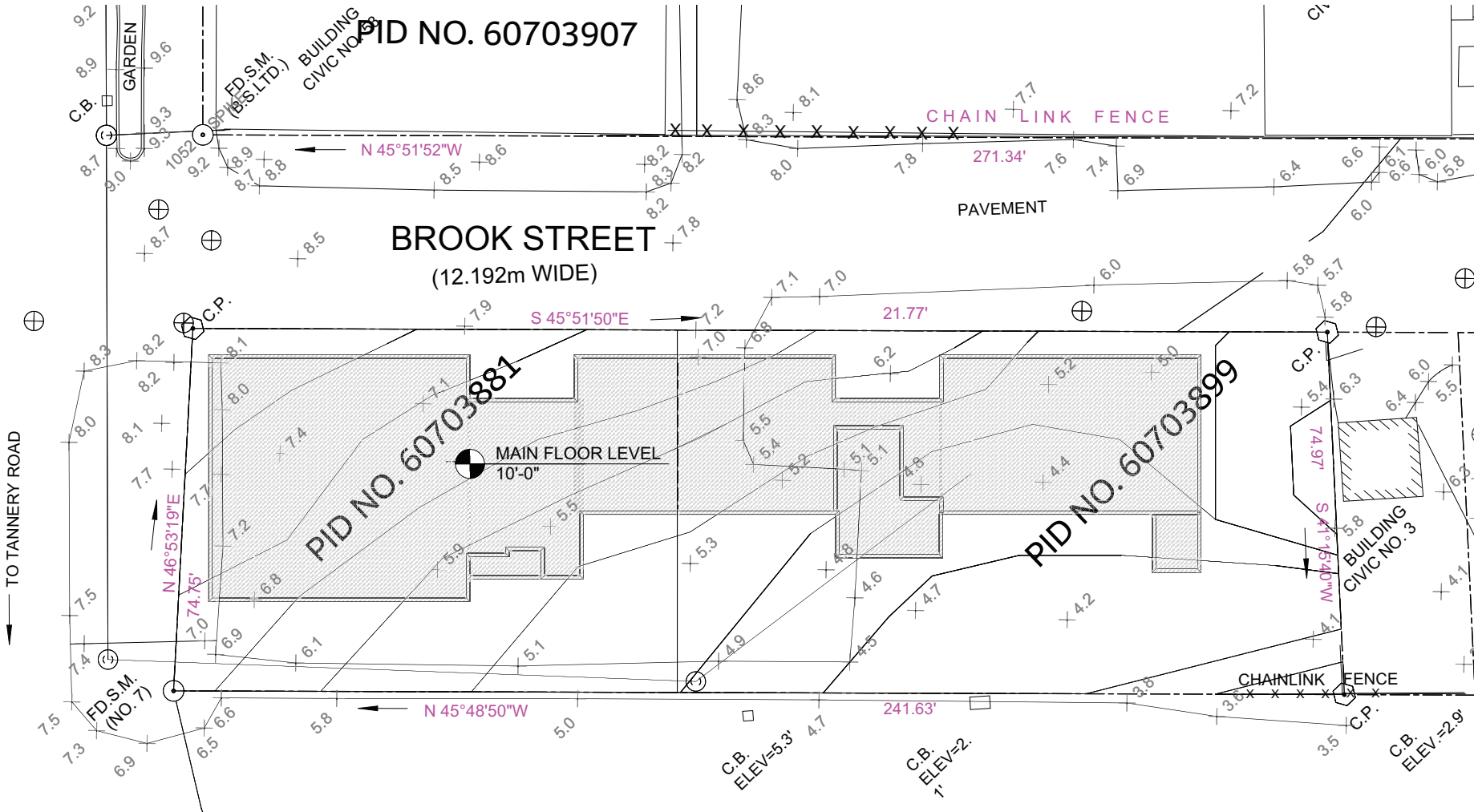
Drawing: _____

Scale: 3/32" = 1'-0"

Date: 27 February 2025

Project No.: 2299

A100



BROOK STREET
(12.192m WIDE)

PID NO. 60703907

PID NO. 60703881

PID NO. 60703899

MAIN FLOOR LEVEL
10'-0"

TO TANNERY ROAD

3 CGVD 2013
Scale: 3/32" = 1'-0"



James J. Copeland, P.Eng., RSP1
GRIFFIN transportation group inc.
30 Bonny View Drive
Fall River, NS B2T 1R2

February 27, 2025

Att: Jennifer Corson, M.Arch., NSAA
Solterre Design
11 Lincoln Street, Suite 100
Lunenburg, NS B0J 2C0

RE: Transportation Impact Statement - Proposed Residential Development - Brook Street

1.0 INTRODUCTION

1.1 – Overview

At the request of *Solterre Design*, the GRIFFIN transportation group inc. (GRIFFIN) has carried out a qualitative Stage 1 Transportation Impact Assessment in support of the planning application being submitted to the Town of Lunenburg (Town) for a new residential multi-unit building on an assembly of properties along Brook Street that include PID #60703899 and #60703881. The subject lands are located in the southeast quadrant of the Falkland Street / Brook-Victoria Street intersection, generally south of the Town's downtown area. The location of these lands is contained in *Figure 1*.

The subject lands are currently vacant with the exception of a small accessory building situated on the civic #9 property. The two properties have an approximate area of about 0.5 acres yet have differing land use zones within the Town of Lunenburg, including:

- PID #60703899 (civic #9): Mixed Use – Marine – LZ 4 (CM-MA-L4)
- PID #60703881: Mixed Use – Old Town_New Town 1 – LZ 4 (CM-ONT1-L4)

This area of the Town is strategically located between the downtown and waterfront areas to the north, and a school and community centre to the south. Thus, there is an opportunity for the Town to enhance the walkability and active transportation connectivity between these two key destinations; however, this will require investments from the Town to provide safe and well-connected facilities to accommodate such travel. This is discussed in more detail later in this letter.

Figure 1: Location of Subject Lands



Source: HRM GIS Maps

1.2 – Terms of Reference

Our qualitative Stage 1 transportation impact assessment of the proposed development is discussed in the following Sections. Since the Town does not have established traffic impact study guidelines, GRIFFIN has completed their work following Nova Scotia Department of Public Works (NSDPW) and Halifax Regional Municipality (HRM) traffic impact and transportation mobility study guidelines. In addition, GRIFFIN has applied the latest guiding principles published by the Institute of Transportation Engineers (ITE), and Transportation Association of Canada (TAC).

2.0 STUDY AREA AND SITE CONTEXT

2.1 – Roadway Layout Overview

The subject lands have direct frontage along two of the Town’s public streets. To the west the property is bounded by Falkland Street. This two-lane, two-way street is generally aligned in a north-south direction and provides a key road connection to/from the Town’s downtown and waterfront areas.

Brook Street forms the north property boundary. It is generally aligned in an east-west direction and also has a two-lane, two-way cross-section. This street terminates immediately east of

Falkland Street and is only about 90m long. There is no formal cul-de-sac at the terminus and there is no concrete curb-and-gutter to delineate the vehicle lanes.

Brook Street intersects with Falkland Street as a four-leg, two-way stop-controlled intersection. Stop-control is on the Brook-Victoria Street legs, while Falkland Street is free-flow. Again, there is no raised concrete curb-and-gutter to delineate the corner radii and no protection for pedestrians and active users. This represents a significant road safety risk for vulnerable road users traversing this intersection.

2.2 – Existing Vehicle Demand

The Town recently commissioned a traffic and parking study in 2024. As part of this work, current peak hour traffic volumes were gathered at key intersection locations. The nearest intersection to the subject property that was included in the Town’s study was the Falkland Street / Dufferin-Lincoln Street intersection. Weekday AM and PM peak period traffic counts were gathered at this intersection, by others, in May 2024 and are considered to be relevant and representative for this qualitative assessment. A summary of the Town’s two-way volumes recorded on Falkland Street northeast of the subject lands is provided in *Table 1*.

Table 1: Observed May 2024 Traffic Volumes – Falkland Street (vph)

| | AM Peak Hour ^A | PM Peak Hour ^A | Daily Volume ^B |
|---|---------------------------|---------------------------|---------------------------|
| Falkland Street Northbound Entering Dufferin Intersection | 334 vph | 268 vph | - |
| Falkland Street Southbound Leaving Dufferin Intersection | 283 vph | 332 vph | - |
| Falkland Street – Two-way Volume | 617 vph | 600 vph | 6,000-6,200 ADT |

A – Volumes documented in Town’s 2025 Traffic and Parking Study.

B – Estimate of average daily traffic (ADT) by GRIFFIN using industry best practices.

The peak travel direction during the morning commuter peak is northbound toward the downtown area, and a similar volume departs the downtown area during the afternoon peak. The Falkland Street corridor appears to experience consistent hourly volumes throughout the weekday peak time periods with balanced peak directional flows¹. The two-way peak travel demand is about 600 vehicles/hour (vph) which is well below the capacity of this two-lane, two-way street – suggesting there is residual capacity to accommodate some additional traffic growth in the future. GRIFFIN used industry best practices to estimate the two-way average daily traffic (ADT) volume along Falkland Street which was determined to be about 6,000-6,200 vehicles.

¹ Falkland Street experiences a similar magnitude of peak directional traffic flow toward the downtown area during weekday morning peak periods as is experienced outbound from the downtown during the afternoon peak period.

2.3 – Other Travel Mode Options

The following is a summary of the current travel mode options other than the commuter vehicle:

- *Sidewalks:* Pedestrians are accommodated via a concrete sidewalk facility along the west side of Falkland Street. A signed and marked crosswalk facilitates pedestrian movement across Falkland Street at the Brook Street intersection but there is no raised curb and gutter or pedestrian refuge on either side of this street – exposing vulnerable road users to significant safety risk.
- *Cycling:* There is no defined cycling facility in the study area. It appears that cyclists traveling through the study area – particularly along the Falkland Street corridor – must mix with vehicle traffic and within the vehicle lanes. This exposes users of small-wheeled devices to a significant degree of safety risk.

Given the level of pedestrian activity throughout the urban parts of the Town – particularly during the summer tourist season – there is a need for the Town to provide convenient and well-connected active transportation facilities to minimize the risk to these vulnerable road users.

3.0 THE PROPOSED DEVELOPMENT

3.1 - Overview

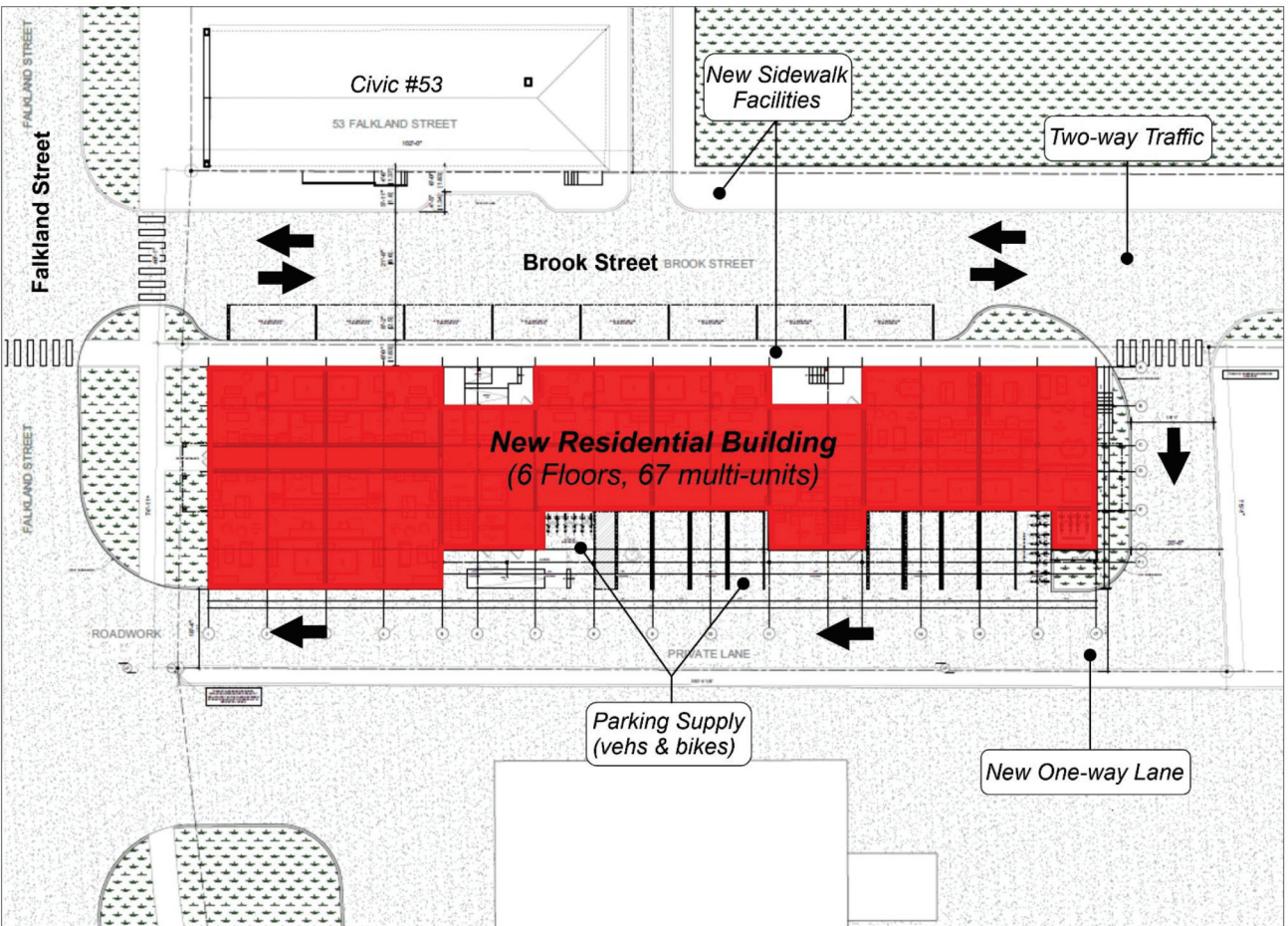
The proponent has plans to assemble two properties along Brook Street, east of Falkland Street, which include PID's #60703899 and #60703881. The combined area of these two properties is about 0.5 acres. The assembled properties are being planned to accommodate a new residential building which will have six floors and contain up to 67 multi-unit, apartment-style units. This will result in a residential density of over 100 units/acre. The proposed concept plan is shown in *Figure 2*.

3.2 – Transportation Access and Connectivity

As shown on the site plan concept sketch, vehicles will be allowed to circulate completely around all faces of the new building. A new street-scape will be implemented along Brook Street that will accommodate two-way vehicle flow, plus one-way circulation along the east and south sides of the building. Thus, residents will only be permitted to drive their vehicle to the site via Brook Street; however, they can depart the site via both Brook Street and the one-way lane.

Pedestrian and walking trips are facilitated via the sidewalk along the north and west sides of the building. Residents can enter/exit the building via multiple access points along the north, south and west sides of the building. Formal crosswalks, accessible crosswalk features, and proper concrete curb and gutters at the Falkland Street / Brook Street intersection are required to be designed and installed following Transportation Association of Canada (TAC) guidelines.

Figure 2: Proposed Site Plan Concept Sketch



Source: Solterre Design / GRIFFIN

3.3 – Proposed Parking

Vehicle parking supply will be provided as part of this new development and the goal of the proponent is to generally meet the spirit of the Town’s Municipal Planning Strategy (MPS). Given the type of land use (multi-unit residential), in a location near the downtown services and amenities, as well as the walkability of this area, it appeared suitable to only offer a minimum vehicle parking supply. This also follows the Institute of Transportation Engineer’s (ITE) Smart Growth principles and guidelines.

The following parking supply is proposed to serve the new residents:

- *Vehicle Parking:* All parking spaces will be provided as surface parking immediately adjacent to the proposed building, including up to 8 parallel spaces on Brook Street and 8 perpendicular spaces along the one-way lane on the south side of the building.
- *Bicycle Parking:* The proponent has plans to provide indoor and outdoor bicycle parking for residents along with supporting infrastructure to accommodate e-bikes and e-scooters.
- *Community Transportation:* The vehicle surface parking supply proposed on the property will include one dedicated space for a community car share vehicle, when in use by residents of the new building. In addition, curb space can be provided for the Lunenburg County Community Wheels on-demand transit service.

Due to the relatively high degree of residential density on this property it is imperative that adequate curb space be managed and reserved for short duration delivery services such as community transit vehicles, parcel delivery (eg. Amazon), food delivery (eg. Door Dash), ride hail services (eg. Uber), and so forth. The preferred location for these short duration parking needs is along Brook Street. The location of the on-street parking spaces should allow for a buffer space both up and downstream of all intersections to provide adequate visibility for drivers and pedestrians at these junctions – as shown conceptually in *Figure 2* as corner curb extensions. Further, regulatory “No Parking” signs should be installed along Falkland Street due to the limited amount of curb space along the east property frontage.

4.0 NEW SITE-GENERATED TRIPS

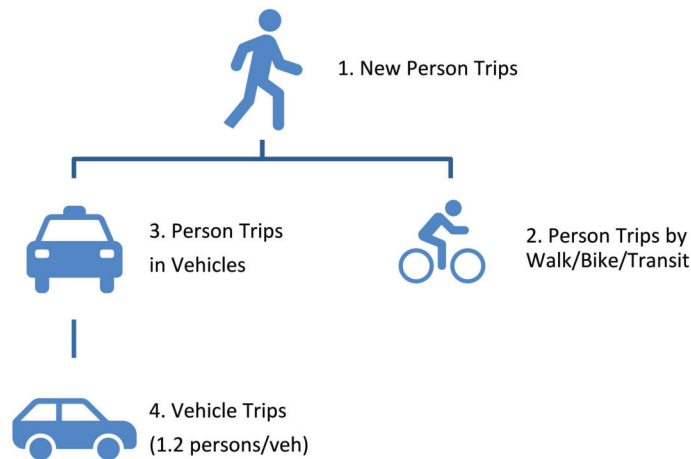
4.1 – Overview

As discussed in the previous Section, the proponent has plans to build a new six-floor residential building which will increase the density of development in this area. The process of determining the number of new trips generated by the proposed development begins with quantifying the number of new person trips expected to move to/from the new building, then identify the number of trips made by each travel mode. For the purposes of this impact assessment, GRIFFIN has focused on two key travel modes including:

- Travel via vehicles, and.
- Travel via walking and biking.

GRIFFIN followed the latest industry best practices and Institute of Transportation Engineers (ITE) recommended guidelines to quantify the amount of total person trips as well as the travel expected by these two modal categories. The process is generally illustrated in *Figure 3*.

Figure 3: Trip Generation Calculation Process



4.2 – New Peak Hour Person Trips

As noted earlier, the proponent has plans to construct a six-floor multi-unit residential building. ITE’s *Trip Generation Manual, 11th Edition* categorizes this building height as a mid-rise building, and their empirical research findings suggest that as the building height increases, the amount of per unit vehicle trips decreases. To provide a more conservative and slightly worst-case assessment; however, GRIFIFN has elected to use the higher trip rates associated with a low-rise residential building. The low-rise residential land use contained in the Trip Generation Manual is described as *Multifamily Housing (Low-Rise) Not Close to Rail Transit – Land Use Code 220*.

Since the proposed development will be in an urban area adjacent to the downtown district, it appeared appropriate to utilize ITE’s published trip rates contained in their Volume 2 document which contains empirical data for urban areas. ITE has assembled a reasonable number of research data gathered across North America to be able to quantify estimates for various modes, including walking, cycling, and vehicle travel.

The detailed person trip generation calculations for a new low-rise residential multi-unit building are provided in *Table 2*.

Table 2: Trip Generation for the Proposed Residential Development – Person Trips

| | Size | Person Trip Rate | New Person Trips / Hour | | |
|-------------------------------------|----------|------------------------|-------------------------|-----------|-----------|
| | | | In | Out | Total |
| AM Peak Hour | | | | | |
| Person Trips: ITE LUC 220 | 67 units | 0.66/unit ^A | 8 (19%) | 36 (81%) | 44 |
| AM Peak - Total Person Trips | | | 8 | 36 | 44 |
| PM Peak Hour | | | | | |
| Person Trips: ITE LUC 220 | 67 units | 0.54/unit ^A | 24 (66%) | 12 (34%) | 36 |
| PM Peak - Total Person Trips | | | 24 | 12 | 36 |

A – ITE’s regression formula used to determine the per unit trip rate.

Based on the results contained in *Table 2*, the proposed development is expected to generate the following new peak hour person trips:

- *Weekday AM Peak Hour:* 44 new person trips/hour (8 inbound and 36 outbound)
- *Weekday PM Peak Hour:* 36 new person trips/hour (24 inbound and 12 outbound)

These person trips are expected to predominantly move via walking, cycling and other small-wheeled devices, commuter cars as drivers and passengers, and ride-share services.

4.3 – Modal Breakdown of Peak Hour Person Trips

A breakdown of the key travel modes occurring during weekday peak hours was then prepared using ITE’s empirical data. As noted earlier, our assessment has only focused on the most common modes of travel, and focused on the amount of peak hour person trips traveling to/from the new development. A breakdown of the estimated demand via the common modes of travel is contained in *Table 3*.

Table 3: Person Trips by Travel Mode

| | Size | Person Trip Rate | New Person Trips / Hour | | |
|---|----------|------------------|-------------------------|-----------|-----------|
| | | | In | Out | Total |
| AM Peak Hour | | | | | |
| Person Trips – By Vehicle: ITE LUC 220 | 67 units | 0.48/unit | 4 (10%) | 28 (90%) | 32 |
| Person Trips – Walk/Bike: | 67 units | 0.18/unit | 4 (33%) | 8 (67%) | 12 |
| AM Peak – Total Person Trips^A | | | 8 | 36 | 44 |
| PM Peak Hour | | | | | |
| Person Trips – By Vehicle: ITE LUC 220 | 67 units | 0.33/unit | 20 (90%) | 2 (10%) | 22 |
| Person Trips – Walk/Bike: | 67 units | 0.21/unit | 4 (29%) | 10 (71%) | 14 |
| PM Peak – Total Person Trips^A | | | 24 | 12 | 36 |

A – Person trip values taken from Table 2.

As shown in *Table 3*, the number of person trips traveling by vehicle were calculated using ITE's published trip rates and typical vehicle occupancy rates. These trips were then subtracted from the total person trips, presented in the previous Section (*Table 2*). The remainder of the person trips were assumed to move to/from the new development via the walking or biking modes of travel since there is currently no public transit service offered in this area of the Municipality.

Based on ITE's empirical data for a low-rise residential development, we can expect about 25% to 35% of the person trips moving to/from the site to be comprised of the walking and biking modes. Thus, a larger portion of the site-generated person trips are expected to travel by vehicle, either as a driver, as a passenger (rideshare), or by hired drivers (i.e. taxi, Uber, etc.). Of course, to help maximize travel by active modes there is a need for the Town to continuously invest in active transportation facilities in the area such as accessible sidewalks and multi-use pathways.

4.4 – New Peak Hour Vehicle Trips

The next step in the trip generation process involved the calculation of the number of new vehicles that will move in/out of the proposed development. GRIFFIN reviewed research data regarding the typical expected vehicle occupancy – or the number of persons that travel within a car during peak commuter times – and applied this information to this study. Generally, commuter vehicles contain an approximate average of 1.2 persons per vehicle during peak times of the day.

Applying a 1.2 persons/vehicle factor to the person trips moving via vehicle (*Table 3*) provides the following new vehicle estimates associated with the new development:

- *Weekday AM Peak Hour*: 27 new vehicle trips/hour (3 inbound and 24 outbound)
- *Weekday PM Peak Hour*: 19 new vehicle trips/hour (17 inbound and 2 outbound)

This volume of new vehicles equates to adding about one new vehicle to the study area roads and intersections every two to three minutes. Therefore, only a minor and limited impact is expected on the operational performance of traffic flow along the Falkland Street corridor.

5.0 CONCLUDING THOUGHTS

The following conclusions were gleaned from the qualitative traffic impact assessment of the proposed redevelopment adjacent to the Falkland Street / Brook Street intersection:

- *The Development*: The proponent has plans to build a new six-floor residential building containing up to 67 multi-unit apartment-style units. The building is proposed to occupy the majority of the subject lands. Brook Street will continue to accommodate two-way traffic flow and will be the main access point for new residents. In addition, the proponent has plans to provide a one-way lane that will circulate the building in a clockwise direction. Thus, a new driveway will connect to Falkland Street near the southwest corner of the

development – accommodating outbound/exiting traffic. The proposed development will increase the residential density of this area and appears to be strategically located within a short walking distance of the downtown businesses and services, as well as the school and community centre. The location and type of development is well suited to promote and encourage active transportation trips with less reliance on single-occupant vehicle trips.

- *New Vehicle Trips:* GRIFFIN has examined the future site-generated person trips moving to/from the proposed development via walking, biking, and vehicle modes. Trip rates contained in ITE's 11th Edition Trip Generation Manual were used to estimate the weekday morning and afternoon site-generated trips. In summary, the proposed new residential development is expected to generate up to **27 new vehicle trips/hour** (3 inbound and 24 outbound) during the weekday morning peak period, and **19 new vehicle trips/hour** (17 inbound and 2 outbound) during the weekday afternoon peak period.

If we examine all person trips, the ITE empirical data suggests that approximately 65-75% of all new site-generated person-trips will travel by vehicle and the remaining 25-35% will move via the walk and bike modes. The relatively low number of vehicle trips generated by the proposed development is expected to only have a minor and acceptable traffic operational impact on the study area streets and adjacent intersections. Thus, no infrastructure or traffic control upgrades are expected to be required within the planning horizon of this study.

- *Active Transportation:* To improve connectivity for active transportation users a continuous sidewalk connection should be provided along the north side of the building to link the building entrances to a new and improved system of sidewalks and/or multi-use pathway(s) (MUP) along the Falkland Street corridor. To improve vulnerable road user safety – and reduce liability for the Town – proper raised curb and gutters with defined corner radii and bulb-outs should be installed at the study area intersections. This work should be part of a broader effort by the Town to implement a safe, secure, well-connected, and clearly marked active transportation route from the school/community centre area to the downtown/waterfront area. It is imperative that the design of all active transportation facilities incorporate accessible features including such things as wide sidewalks (>1.8m) – or a wide MUP in place of a sidewalk – wide curb ramps, tactile warning indicators, curb extensions, and so forth such that public right-of-way accessibility guidelines (PROWAG) are met.
- *New Streetscape and Laneway:* Brook Street and the new one-way lane should be designed to have a human-scale feel and provide good connectivity to active transportation movements to/from the building entrances. A portion of the available curb space along Brook Street should be managed for short duration delivery services such as parcel delivery (eg. Amazon), food delivery (eg. Skip the Dishes), ride hail services (eg.

taxi/Uber), and so forth. In addition, the proponent's geometric design team should work with the Municipality to identify an appropriate design vehicle to ensure the design of the one-way lane can adequately accommodate the turning requirements of this vehicle size. All road design elements should follow the latest TAC geometric design guidelines.

6.0 CLOSING

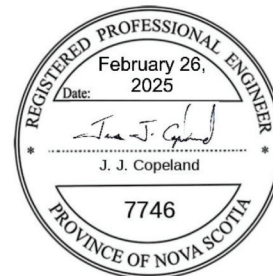
The findings flowing from this qualitative traffic impact statement suggest the change in vehicle trips moving in/out of a new 67-unit residential development along Brook Street is expected to have a minor – and acceptable – level of impact on the traffic flow and operations along the Falkland Street corridor. This conclusion is based on the fact that there is residual capacity at the study area intersections and the assumption that the Town will invest resources into the planning, design, and implementation for improved active transportation facilities (i.e. accessible sidewalks and multi-use pathways) in this area of the Town.

I would be happy to provide you with additional information or clarification regarding these matters and can be reached anytime by phone at (902) 266-9436 or by email at jcopeland@griffininc.ca.

Sincerely,



James J. Copeland, P.Eng., RSP1
Managing Principal – Traffic & Road Safety Engineer
GRIFFIN transportation group inc.





J. Copeland <jcopeland@griffininc.ca>

Friday, March 28, 2025 at 10:23 AM

To: Jennifer Corson; Cc: MacKenzie Fraser

Hi Jennifer,

As you know, GRIFFIN completed a Stage 1 qualitative traffic impact statement assessment letter (dated February 27, 2025) in support of the initial planning application being submitted to the Town of Lunenburg for a proposed residential building on Brook Street. Following NSDPW traffic impact study guidelines and industry best practices, GRIFFIN provided in their letter an estimate of new weekday peak hour movements to/from the new building, including a breakdown of site-generated vehicle trips and pedestrian/bike trips.

The Town has reviewed GRIFFIN's qualitative assessment letter. In a March 18th email from the Town to Solterre, we understand the Town requested additional technical information as it relates to GRIFFIN's qualitative impact assessment. Specifically, the Town requested additional trip generation information in the form of "...average daily volumes..." generated by the new building.

In response to the Town's request for daily mobility demand, we offer the following future full build-out 24-hour site-generated estimates:

| | Vehicle Trips | Ped/Bike Trips |
|-------|---------------|----------------|
| IN | 98 | 68 |
| OUT | 98 | 68 |
| TOTAL | 196 | 136 |

As shown in the Table above, the estimated new site-generated 24-hour vehicle trips could include up to 98 vehicles/day (vpd) inbound and an equal amount traveling outbound from the site. It should be noted that not all of these vehicle trips will be added to Brook Street since the majority of the outbound traffic is estimated to use the one-way private lane to exit the site via Falkland. Thus, GRIFFIN estimates that less than 120 vpd of two-way daily site-generated vehicle traffic would be added to Brook Street.

Further, we understand through discussions with Solterre that there is some flexibility with respect to the exact number of units that could be constructed within the proposed new building. GRIFFIN's traffic impact assessment is based on a higher estimate of 67 units - resulting in a slightly higher and worst-case volume estimate. There is a possibility that only 65 units could be constructed and this will have little to no impact on the new site-generated traffic, and no impact on GRIFFIN's earlier findings and conclusions contained in their February 27th letter. This is due to the fact that the per unit vehicle trip generation rate is less than 0.4 trips/unit during the critical weekday commuter peak hours.

I trust this additional technical information satisfies the Town's request.

Regards,

Jamie

James J. Copeland, P.Eng., RSP1

GRIFFIN transportation group inc.

Halifax, NS

(902) 266-9436 | jcopeland@griffininc.ca | www.griffininc.ca

RE: Updated Owner List for Lunenburg Foundry Lands



McLean, Jesse <Jesse.McLean@novascotia.ca>

To ○ Adam Aulenback; ● MacKenzie Fraser

You responded on February 19, 2025 10:08 AM.

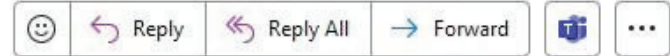
Start your reply all with:

[Thank you for the update.](#)

[Thank you!](#)

[Thank you for letting us know.](#)

[Feedback](#)



Thu 2025-01-30 1:35 PM

Good Afternoon,

I have an update on the following properties (60703907, 60703915, 60055795, 60703923, 60703931, 60703881 and 60703899) all now owned by Solterre Inc. Based on the information provided by Pinchin Ltd. in 2024, the contaminated sites files for these properties are to be closed. I will provide an inspection report shortly that indicates these Properties are no longer considered contaminated sites.

Let me know if you have any questions,

Jesse



Jesse McLean
Officer
Inspection Compliance & Enforcement Division

81 Logan Road
Bridgewater, NS B4V 3T3
902-543-4685
Jesse.McLean@novascotia.ca

Public Input Summary

Rezoning Application – Falkland and Brook Streets, Solterre Development

- Public consultation for the proposed rezoning was conducted through three main channels: written submissions, a Public Participation Meeting held on October 15, 2025, and an independent survey conducted by the developer in October 2025.
- These processes generated substantial community participation, with more than 70 residents attending the meeting, 58 written submissions received (representing 50 unique respondents), and 167 responses to the developer’s independent survey.
- Public feedback reflected a range of views. About one-third of respondents supported the proposal, a majority opposed it, and several provided conditional or mixed comments. The main themes included housing need, building height and scale, heritage compatibility, parking, and consistency with municipal planning policy.

Written Submissions

- A total of 58 written submissions were received, representing 50 individuals or households. Of these, 16 supported the rezoning (32 percent), 29 opposed it (58 percent), and 5 provided conditional or mixed feedback (10 percent).
- Supportive submissions cited the need for more housing in Lunenburg, the project’s sustainable design, and its potential to help meet housing goals identified through Project Lunenburg and the ongoing Plan Review.
- Opposing submissions raised concerns about the proposed six-storey height, compatibility with surrounding residential areas, and the precedent such approval might set. Many argued that the proposal is inconsistent with the intent of the Municipal Planning Strategy and questioned whether applying Marine Form Zone height allowances to a residential use is appropriate.
- Conditional submissions generally acknowledged the housing need but recommended reducing the building’s scale or modifying its design to better reflect neighbourhood character.
- Common topics included parking and traffic capacity, building height and massing, potential effects on heritage viewplanes, and the need to align zoning decisions with the Municipal Planning Strategy. Many respondents agreed that Lunenburg faces an ongoing shortage of attainable housing options, though differed on whether this project is the right approach.

- Overall, written submissions reflected strong engagement and detailed feedback. Most opposition was based on planning and compatibility concerns rather than disagreement with housing objectives.

Public Participation Meeting

- The Public Participation Meeting on October 15, 2025, was attended by approximately 70 people, with approximately 12 speakers. Five speakers supported the proposal, five opposed it, and two offered neutral or conditional comments.
- Supportive speakers emphasized the need for attainable housing, the project's environmental and social goals, and the opportunity for Lunenburg to participate in federally supported housing programs. Some noted the project could demonstrate sustainable development practices if integrated appropriately.
- Speakers opposed to the rezoning focused on the building's height and scale, noting that most residential areas are limited to three storeys. Concerns were raised about precedent, policy consistency, parking pressures, and potential visual impacts on Lunenburg's heritage setting.
- Several participants discussed the relationship between the Municipal Planning Strategy and the Land Use By-law, emphasizing that the MPS provides the overarching policy intent. Some questioned whether the Marine Form Zone was designed for primarily residential use and suggested its application in this case may not reflect the zone's original purpose.
- Comments on heritage and design called for ensuring that any new construction complements Lunenburg's distinctive architectural character and established skyline.

Developer-Led Community Survey

- In addition to the formal public consultation, Solterre Inc. conducted a voluntary online community survey to gather general perspectives on long-term housing needs in Lunenburg. The survey received 167 complete responses.
- Approximately 85 percent of respondents indicated they were very or somewhat supportive of new long-term housing being developed in the Town. The largest share of participants were residents of Lunenburg or the Municipality of the District of Lunenburg, with a balanced distribution across age groups.
- Key findings included:

- Housing Need: A strong majority expressed that there is an overall shortage of long-term rental housing in Lunenburg, particularly for young families, seniors, and local workers in the service and trades sectors.
- Priorities for New Development: The most frequently cited priorities were affordability (69%), housing for local workers (57%), and housing for seniors (46%), alongside sustainability and energy-efficient design (50%).
- Concerns: The most common concerns related to parking availability (40%), increased traffic (23%), and potential effects on neighbourhood character (32%).
- Openness to Sustainable Living: A majority indicated willingness to use active or shared transportation, including walking, cycling, or community car share programs.
- While the survey broadly supported the need for additional housing, it should be noted that it was conducted by the developer and was not part of the Town's formal statutory engagement process. Nonetheless, the findings provide insight into perceived housing challenges and public priorities for new residential development in Lunenburg

Overall

- Combined feedback from written submissions, the public meeting, and the developer-led survey indicates broad recognition of Lunenburg's housing challenges alongside significant concern about the scale, design, and policy alignment of the proposed development. Approximately one-third of participants in the Town's formal processes supported the rezoning, about three-fifths opposed it, and a smaller proportion offered conditional or mixed views. The developer's independent survey, while not specific to the application, found a high level of general support for increasing long-term housing supply in Lunenburg.
- The issues most frequently raised across all sources related to building height and massing, parking adequacy, and consistency with the Municipal Planning Strategy and Marine Form Zone intent.
- Overall, public input reflects a high level of community interest, a shared understanding of the need for more housing, and divergent opinions on whether this particular proposal represents an appropriate response within Lunenburg's planning and heritage context.

Marc Kiely

From: Purcell Family <[REDACTED]>
Sent: October 20, 2025 9:06 AM
To: Jamie Myra; Permits; Rachel Bailey; Renea Babineau; Debbie Dauphinee; Gale Fullerton; Alex Greek; Alison Strachan
Subject: Public Participation Feedback – Opposition to Rezoning Requests

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Members of the Town Council,

I would like this email to be included in the official feedback for the public participation meeting regarding the proposed rezoning requests for the development on Brook Street (PIDs 60703881 & 60703899).

I am writing to express my opposition to this development and to urge Council to deny the rezoning requests.

I first came to Lunenburg in 1950 from Halifax with my late husband, Joseph Purcell. As young artists, we were drawn here by the town's beauty and sense of community. We felt, very quickly, that this was a place worth protecting, and over the years, as a community, we have done just that, preserving what makes this place extraordinary.

Over the decades, I've watched other cities, including Halifax, my hometown, trade their charm and heritage for "quick" developments that benefit developers over communities. Historic stone buildings have been demolished, replaced by towers, and much of the city's character has been lost. Lunenburg has always chosen another path, valuing authenticity, heritage, and community. That's what draws people here.

This proposed development goes against those values. Positioned at the town's forefront with prime ocean views, it's a multi-storey structure out of scale with its surroundings. It would block waterfront views for a privileged few while permanently altering the town's identity.

The proposal is also misleading. The 16 "affordable" units would only remain so for ten or (15?) years before reverting to market rates, offering no lasting benefit. And the presentation materials use bird's-eye renderings that disguise the building's true height and impact on views.

In practical terms, there's nowhere near enough parking. Nearly every household today has one or more vehicles, plus visitors and caregivers. The area is already congested during school drop-off and pick-up times, overwhelmed in tourist season, and restricted in winter by snow-removal bans. This project would only worsen those conditions. Its parking exits would feed directly into a complex intersection heavily used by young student walkers, creating serious safety concerns while nearby residential streets would become congested with spill over parkers.

Please protect what makes Lunenburg special. Deny the rezoning requests and uphold the values our town has worked so hard to maintain.

Sincerely,

Tela Purcell,
130 Broad Street.

Marc Kiely

From: Mike Tanner [REDACTED] >
Sent: October 20, 2025 7:27 AM
To: Marc Kiely
Subject: Proposed Housing Development

CAUTION: THIS IS AN EXTERNAL MAIL

Dear madam or sir:

As Lunenburg is considered to be the most attractive historic town in Canada, the housing proposal at the site of the former foundry would be yet another heinous monstrosity to blight the town's waterfront. While the irritation of mass tourism may be a necessary evil, we need not encourage adding to the melee.

Needless to say, I am vehemently opposed to this harebrained plan for ugly housing. Keep it out of town.

Respectfully,
Mike Tanner
Needless to say

Marc Kiely

From: Izzie Collier <[REDACTED]>
Sent: October 21, 2025 10:28 PM
To: Community Development
Subject: Fwd: Support for Falkland and Brook proposal and amendments

CAUTION: THIS IS AN EXTERNAL MAIL

Good evening,

I am writing to voice my support for Solterre Design's proposed project at Falkland and Brook. I am a resident of MODL, living just outside the Town boundary and am in the 25-44 age demographic. I am well aware of how difficult it is to find affordable, reliable rental housing in the Town and know that this has been a limiting factor for many people of my age group who would like to live and work in Lunenburg and eventually purchase a home but cannot find any suitable rental properties in the interim.

I attended the public meeting on October 15th and also wanted to reiterate how essential it is for projects such as this to be able to access critical funding through CMHC. It was stated during the meeting how CMHC funding is essential for ensuring affordability, however in order to meet Solterre's important sustainability goals for this project, funding becomes even more critical. Building to a high performance standard requires more upfront cost for construction materials in order to reduce costs in the long term for tenants through reduced energy demands. Without access to essential funding sources, the project cannot realistically meet its targets for both sustainability and affordability, which work best when addressed in tandem. I believe the amendments being sought by Solterre are reasonable and should be approved by Council. There will always be tradeoffs with new development but providing affordable, climate resilient housing for those who need it should be prioritized.

Thank you for considering my feedback.

Sincerely,
Izzie Collier

Marc Kiely

From: Clay Corson <[REDACTED]>
Sent: October 21, 2025 9:28 PM
To: Community Development
Subject: Proposed foundry development

CAUTION: THIS IS AN EXTERNAL MAIL

I am writing to express my strong support for the foundry lands development by Solterre. As a 20 something resident of Lunenburg and MODL, I feel unrepresented by much of the opinions shared at town hall, and I can speak to the lack of housing availability.

My roommates, who were skilled workers coming to Lunenburg (one architect, one engineer) reached out to 10+ apartments with no response until they found room and board with me.

Not only is housing unavailable, it is also at rates far beyond what is feasible for most young people. With studios going from \$1600+/month, you would need to make at least \$65,000/year to stay within the 30% of income rule of thumb, far beyond what most people my age are making.

I think one answer to this is to provide more housing, and make more federal funding for housing available to the town, both of which the proposed development would do.

There will always be naysayers, but the developer has expressed a strong effort to collaborate with the town to address issues and meet a clear need for housing.

David Steele
110 Broad Street
Lunenburg NS B0J2C0

Town of Lunenburg
Permits Department

Regarding the proposed rezoning of the property at 9 Brook Street at the intersection of Falkland and Brook Streets.

I am opposed to this zoning amendment and the proposed building. My wife and I moved to Lunenburg 3 years ago because we like it as it is. I purchased a home, and I pay considerable property taxes.

I have attended two public meetings and have seen the proposed design change from a building appearing like a characterless brick to what appears to be, in keeping with the working waterfront theme of Lunenburg, a container ship. This proposal is not in keeping with the character of the neighbourhood and the building as proposed will dwarf all surrounding buildings.

The proposal is touted by the developer to meet the housing needs of the community. However, in reviewing the proposal as displayed on the information package provided at the October 15th information session I have several concerns.

A developer is motivated by profit as is every business. The developer is not proposing this out of philanthropic aspirations, but to make a profit. Likely millions of dollars. In my opinion the developer profit should not come at expense and inconvenience to the town or the citizens. The town should not settle with an inferior design but be strong and dictate the location and type of development the community wants and not be manipulated by the developer.

The information package provided by the developer states employers are buying up housing to house staff. These are market forces finding a solution without community involvement. On the same page the developer states in 2022 there was a demand for 65 units and in 2027 there will be a demand for 120 units. Reading the Town of Lunenburg Housing Needs Report, it is noted the developer fails to state the report says the 2027 number is a forecast and an estimation. Since the publication of that report the economic conditions have changed considerably.

The developer states the location is walkable, however walking 1.4 km (round trip) from the grocery store with two bags of groceries and a small child in the winter is not a reality. Practically, since there is no public transit, a private vehicle is necessary, and it is not reasonable to assume everyone is mobile especially the occupants of the accessible units.

The developer boasts of in-unit amenities such as architectural design, I hope so. Further units will be flooded with natural light. According to the rendering the 10 ground level units as proposed will all have cars parked directly outside the units. This will be a nuisance and a very negative feature. It is likely occupants of the ground level units will experience noise, and fumes from the adjacent vehicles at all hours as many of the potential tenants mentioned, and their type of employment is shiftwork with irregular, early or late hours. It is probable none of the ground floor units will open their curtains

or windows with cars parked outside the units. This is not good design nor healthy. The location of the parking on site directly adjacent to residential windows is poor, unsafe and unhealthy.

Current design dictates under-building or underground parking separated from occupied units by fire and fume proof barriers. It is likely the ground level units will be the non – market rent units. Further, safety may be an issue for the ground level units with easy access to the windows from the adjacent street. It does not appear there are sidewalks proposed along Brook Street bringing the vehicles directly adjacent to the building allowing for no noise or fume buffer. The parking as proposed on site is unsafe and inadequate. Assigning 10 spaces to a car share is a bit ambitious.

The amenities the developer takes credit for are very basic and at best a minimum requirement. Exterior amenities include garbage disposal, a raised garden bed and the developer seems to be taking credit for an existing crosswalk.

The renderings in the information package are clearly manipulated to distort the scale of the proposal. The page with the form request setbacks shows the building across the street at Falkland and Brook as 34' feet in height which is the same as the proposal as it fronts on Falkland. This is incorrect and misleading. The height of this existing building is measured at 23' to the overhang on Brook Street and allowing a generous 4' to the peak the height is a maximum of 27' not 34' like the proposal. The rear portion of the proposal is 63' or 2.33 times as high as this building and the front portion at 34' is 25% higher.

The developer has stated that the need for affordable housing is the motivating factor. It is questionable that the 18 units on levels 3 – 6 will have “affordable” rents. The units facing the ocean will have high rents. Higher than most rentals in Lunenburg. They will have ocean views and will be away from the parking and street noise. Good management on behalf of the developer will dictate rents at the upper level of the rental range in the community. This is contrasted with the ground level units which face the parking areas and will experience nuisance and street noise.

In conclusion I object to this zoning change for the following reasons.

The building size is out of context with the neighbourhood.

The parking as proposed is inadequate, dangerous, unhealthy and insufficient in number.

The rents will not/can not be affordable based on the cost of the proposal and the number of units with a superior ocean facing location.

Cost/value as reported by the developer = \$28,000,000.

Capitalized at 4% = a net income of \$1,120,000.

35% operating expense (insurance, taxes, maintenance, management+ financing) \$603,077

The gross rental income is estimated at \$1,723,077 (\$1,120,000 + \$603,077)

Estimated Gross income /unit (50 units) $\$1,723,077/50 = \$34,462/12 \text{ months} = \$2,872$ average rent per month for 50 units to support a cost of \$28,000,000.

In my view the developer has provided an information package with misleading information and proposes a development not suited to the community.

Thanks for the opportunity to voice my opinion.

David Steele
902-204-2967
Davidsteeleapp@gmail.com

Marc Kiely

From: Michael Huskilson <michael@ABCO.ca>
Sent: October 14, 2025 10:00 PM
To: Community Development
Subject: Response to Falkland & Brook Development Presentation

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Town Council,

After speaking with Jennifer Corson, I feel compelled to provide the context related generally toward housing development in Lunenburg, especially affordable housing development.

As a proud local business rooted in Lunenburg, we at ABCO care deeply about the long-term vitality of this community. Our team currently employs 63 people, yet only about 5% of them live within the town itself.

Over the next 12 months, we plan to add up to seven more employees, but one of the most significant challenges we face in recruitment is the lack of available and affordable housing. Many skilled workers would love to live here but simply can't find a place to call home.

If we maintain our growth path, we will look to further develop our presence as a working waterfront and believe that our ability to do that should not change with any proposed changes in bylaws to the Marine Industrial Zone characteristics.

We believe Lunenburg deserves to grow thoughtfully and sustainably, with new and denser housing options that can support local workers, families, and businesses. Strengthening the town's housing supply means strengthening its working waterfront, its economy, and the vibrant community life that makes Lunenburg so special.

At ABCO, we want to see a future where more people who build their careers here can also build their lives here.

Sincerely,



Michael Huskilson
Managing Director
Phone : (647) 518-3879
Email : michael@abco.ca
81 Tannery Rd. Lunenburg, NS B0J 2C0
www.abco.ca

This email, including any attachments, is considered confidential and may be privileged. Any unauthorized disclosure, copying or use of this email is prohibited. If you are not the intended recipient, please notify the sender and delete the communication and its attachments without reading it or forwarding it.

Marc Kiely

From: Heidi Robertson [REDACTED]
Sent: October 15, 2025 11:44 AM
To: Rachel Bailey; Jamie Myra; Renea Babineau; ddauphanie@townoflunenburg.ca; gfullerton@townoflueneburg.ca; Alex Greek; Alison Strachan; Permits
Subject: Proposed Solterre Development

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS IS AN EXTERNAL MAIL

We wish to oppose the Solterre development proposal on Falkland St. as it stands. With a proposal such as this, adequate off street parking must be provided on site and not in the surrounding neighbourhood. This would have a negative impact on the surrounding residents and affect their quality of life.

We would ask Council to take this into consideration before considering the application.

Thank you for your consideration

Heidi and Dan McHale
129 Creighton St

Marc Kiely

From: Samuel Huntington [REDACTED]
Sent: October 3, 2025 2:25 PM
To: Community Development
Subject: Multi Unit Apartment Proposal

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Sir:

As a seasonal resident of Lunenburg County, I spent the winter's of 2023/2024 and 2024/2025 there, I've had a chance to observe the area with a degree of objectivity that many others may not have and it's also given me the chance to live amongst the natives, as there have been very few tourists. I've made some observations.

The geography of the area is very problematic for day-to- day living. Getting anywhere in a timely manner involves planning ahead of time. Due to all of the winding roads and limited ferry service. Fortunately, the corridor between Bridgewater and Lunenburg works pretty well. It's been nice to see that Bridgewater has taken some of the necessary steps to expand. Obviously, they have more space to work with there. The situation in Lunenburg seems in some way more difficult because the town is overly dependent on tourism. I think the community should make a concerted effort to upgrade and to promote the existing apartment options to entice seasonal workers and families with children. I also think that if there were better apartment options that it could help to open up more single family homes that have been neglected and fallen into disrepair. The community needs to make a concerted effort to bring more young and able bodied people into the community.

Samuel C. Huntington

Marc Kiely

From: John Crace [REDACTED]
Sent: October 4, 2025 12:12 PM
To: Community Development
Subject: Solterre Proposal

CAUTION: THIS IS AN EXTERNAL MAIL

As a resident of Mahone Bay, in the Municipality of the District of Lunenburg, and a frequent visitor to the Town of Lunenburg I am fully supportive of this project. Once completed I fully expect this project will demonstrate exceptional value as a source of aesthetically pleasing, environmentally friendly, and energy efficient housing and serve as a model for future development in Lunenburg and elsewhere.

John Crace
29 Hiltz Hill Road, Mahone Bay.
B0J2E0

Marc Kiely

From: Terrie Zweep [REDACTED]
Sent: October 4, 2025 12:56 PM
To: Community Development
Subject: Affordable Housing

CAUTION: THIS IS AN EXTERNAL MAIL

I am responding to the survey initiated by Solterra Design by following through to make my concerns known to you.

I am a senior on a fixed income with a dog. In the past I personally have owned my own home in Ontario, Bridgewater, Brooklyn and jointly in Oakland. However, because of the marriage split and the real estate jump in home prices, I am now unable to be a homeowner again. Therefore, I am fortunate to rent an apartment which took me over a year to secure because I have a well behaved senior dog and the cost of a rental. This apartment that I live in now is actually beyond my budget and I need to sacrifice good food, entertainment, social events, car repairs and more which impacts my quality of life.

Presently I own a share with Mahone Bay Community Land Co-operative with hopes of affordable housing within the near future.

In the past I owned businesses and also a summer employee for local seasonal businesses. I have been a volunteer with the Lunenburg Folk Festival, a sponsor also when I owned a business. Docfest, Wooden Boat, Mahone Bay Printmakers, Shambhala Meditation, pickleball, badminton, Multicultural Creative Creations, dog park, various yoga classes, Tai Chi, some of my prior involvements contributing to the pro active vibrancy of this beautiful place where I choose to live.

I see affordable housing as a 30 to 33 percent rent of my gross income to continue to be a community member who uses the services of this friendly town and surrounding area.

I worked my entire life as a dental assistant, returned to school in Toronto to study Massage Therapy, opened my own business and later when my repetitive strain issues complicated my practice I opened a successful retail shop. I raised my son on my income from the age of 6 years old after my husband and I divorced.

In closing I wish to say that I am aware of many female seniors who have pulled their weight providing for themselves financially until Covid collapsed our bank accounts that left us struggling to stay in our community that we socialized, were of service and continue to be of service in some sort of capacity.

Thank you for taking the time to read.

Best
Terrie Zweep

Marc Kiely

From: Shelah J Allen [REDACTED]
Sent: October 5, 2025 11:40 AM
To: Community Development
Subject: Brook St Development Plan

CAUTION: THIS IS AN EXTERNAL MAIL

As a citizen of Lunenburg, I am thrilled that there is a reputable, celebrated firm of the quality of Solterre willing to create much-needed housing in Lunenburg, housing which supports sustainability as a vibrant community by providing shelter for workers, volunteers, business patrons, activity participants, and tax payers, people of all ages and income levels, the people who create the community life in a municipal unit. Their past projects and current proposal are a testament to their suitability to lead this development in a way which will benefit Lunenburg well into the future.

The job of local government is to ensure the viability of the Town, including fiscal, safety, services, and lifestyle considerations. Finding excellent partners in meeting these challenges, people like the Solterre team, is key.

Thank you for your work in ensuring that the public services which support safe and complementary private housing development are in place. Now, let's get on with this wonderful opportunity.

Sincerely,
Shelah

Shelah J. Allen
Lunenburg, NS

Marc Kiely

From: Teresa Quilty [REDACTED]
Sent: October 6, 2025 10:32 AM
To: Community Development
Subject: support for proposed housing development

CAUTION: THIS IS AN EXTERNAL MAIL

Hello Town of Lunenburg Council and Staff,

I am supportive of the proposed housing development by Solterre Design and encourage Council members to approve the project, required rezoning and development agreements.

Here are just a few of my many reasons:

- Lunenburg needs housing - the kind of long-term and affordable housing proposed by this project. There are many surveys and research to confirm this.
- The proposal has been amended to respond to concerns brought forward by the Town, research, and the community. It's a very good design for the location and our needs.
- The Town needs to rebuild confidence and trust: if we continue to block good and needed projects, developers will no longer come and the town will continue to stagnate. There will always be some people who don't want any change but we need our leaders to do what is best for the long term interests of the community.

Please include this message on the public record.

Respectfully,

--

Teresa Quilty
45 McDonald St.
Lunenburg, N.S.
902-523-5205

I live in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People

Dear Mayor, Council, and Town Staff,

I want to start by saying that I'm writing this letter not in my professional capacity with Solterre Inc., but as an individual who cares deeply about this community.

It is easy to believe that Lunenburg should not change. After all, it feels idyllic here — quiet, familiar, and safe, rich in history and tradition. That sense of place is something many of us cherish. But it's also a reality built, in part, on privilege and the comfort of things remaining the same. The truth is, Lunenburg *has* changed, and it continues to change rapidly.

In the not-so-distant past, a young person could reasonably expect to find work and buy a home — perhaps even close to where they grew up. Today, housing is increasingly out of reach for many working families, and even renting has become a challenge. The town risks losing the very people who make it vibrant and alive.

So where will locals go? What will happen to our town if this trend continues? A significant portion of Lunenburg's homes are now used seasonally rather than year-round. When a large part of the town sits empty for months at a time, it risks becoming a place of vacant houses rather than a community of living, working people.

For Lunenburg to thrive, we need to ensure it remains a place where families, workers, and young people can afford to live and build their futures. This means:

- Creating more housing options that meet the needs of people who live and work here year-round.
- Encouraging development that balances heritage with growth, so the town remains both beautiful and livable.
- Recognizing that protecting the “character” of Lunenburg must include protecting its *people*, not just its buildings.
- Considering the long-term impacts of seasonal ownership on the vibrancy, resilience, and sustainability of our community.

If development continues to be blocked, then we must also be willing to explore other solutions — such as adjusting tax structures or policies for non-permanent residents — to ensure that those who live and work here are not priced out. Growth will happen one way or another; the question is whether we shape it thoughtfully or resist it until it's too late.

I urge you to think not only about the town we are preserving, but also about the future we are creating.

Lunenburg deserves to be more than a postcard — it deserves to remain a home.

Sincerely,

MacKenzie Fraser

To: permits@townoflunenburg.ca, communitydev@townoflunenburg.ca

Support for Use Zone and Form Zones changes for PIDs 60703881 & 60703899

Introduction

The need for housing in the Town of Lunenburg is evident. In the next seven years, 170 units are required to meet projections as published in the Municipal Housing Needs Report. Obtaining move-in-ready housing can be a lengthy process, considering the approval and construction stages.

Housing construction requires three components: an available building site, a willing developer, and a return on investment that makes the project viable. There are other properties for sale in town (PID 60590007 and 60053600), but a lack of interested developers. With the Brook and Falkland properties, the town has the opportunity to provide much-needed housing with the benefit of a significant number of affordable units.

Use Zone changes CM to CG

I support changing the Use Zone from Mixed-Use Commercial to General Commercial. There are very few properties zoned CM in town, while many are zoned CG, including several in the Falkland area. There has been significant discussion revolving around parking for this development. Removing the requirement for commercial use on the first floor will alleviate parking challenges, as vehicular movement would be more frequent with certain types of business use. Additionally, this change will maximize housing.

Form Zone changes PID 60703881, from Old Town/New Town 1 to Marine Form

I support the Form zone change for the property fronting Falkland to the Marine Form. For the two properties to be developed with a single building, the form zone must be consistent. Setbacks required for the ONT1 might limit the viability of the development.

Conclusion

While the precise building form and parking requirements are outside the scope of the rezoning decision, I applaud Solterre Design's most recent preliminary version in addressing parking issues and building scale at Falkland. Given the firm's experience, I do not doubt that the residential building will be highly energy-efficient while maintaining a visual reference to the adjacent architectural styles. I support the zoning changes.

Regards,
Michelle Nokken
160 Prince Street, Lunenburg

Marc Kiely

From: Kerry Riley [REDACTED]
Sent: October 9, 2025 5:04 PM
To: Permits
Cc: Jamie Myra; Rachel Bailey; Renea Babineau; Debbie Dauphinee; Gale Fullerton; Alex Greek; Alison Strachan
Subject: BROOK STREET REZONING REQUEST

CAUTION: THIS IS AN EXTERNAL MAIL

COUNCIL AND STAFF:

I have read the Comprehensive Community Plan, Municipal Planning Strategy and the Land Use Bylaw. Well thought out development proposals need to follow the intentions laid out in the current CCP, MPS and LUB.

I believe the Solterre request for rezoning their two PIDs is inconsistent with the MPS and it flies in the face of what the community expressed in the CCP.

The area is zoned Commercial Mixed Use and should remain so in order to add to the vitality and connectedness laid out in the MPS and LUB. Mixed use was the intent and should remain so.

Your obligation is written in MPS Section 6.3.5

AMENDING THE FORM ZONE MAP OF THE LAND USE BYLAW:

"The initial placement of the Form Zones on the Form Zoning Map was conducted with much thought and as a reflection of the desired community structure identified in the CCP. ANY WHOLESALE CHANGES TO THIS STRUCTURE SHOULD ONLY BE CONSIDERED THROUGH A REVIEW OF THE CCP AND BY EXTENSION THIS MPS."

You must ask if a change is acceptable for the location and that it could not be accommodated within the confines of the existing land use map DOWNTOWN COMMERCIAL & WATERFRONT. Solterre can pursue a housing proposal accommodated by the existing MPS/LUB. So there is no need for a rezoning change.

How the project is financed should not weigh into council's decision to change zoning. Yes, the proponent has explained that they would like CMHC financing for the development proposal and that would allow for 16 "affordable" rental units. According to CMHC rules this would only be for a 10 year period. The developer then has the right to convert rental units to market value or whatever price the developer/owner warrants, especially for higher valued "harbour views". The developer has not said they would commit to extending this 10 year period or even to keeping all units as rentals.

This proposal would create high density living with inherent problems of enough parking, traffic congestion and street realignment. This is compounded by a recent concept proposal for the adjacent Old Foundry project (Brad Boutilier) which proposes up to 118 residential units plus a commercial

component following what is indeed allowed in their existing zoning. Council should be considering the impact that both these proposals would create: a small village locked in on one side by the waterfront.

I bring your attention to the MPS GENERAL EVALUATION CRITERIA

Section 6.5 Policy 6-19:

"Council shall not amend the LUB or enter into a development agreement unless satisfied the proposal meets 16 criteria including:

- *the creation of excessive hazards or congestion on road, cycling and pedestrian networks within, adjacent and leading to the proposal.*
- *the ability of the town to absorb public costs related to proposal (roads, sidewalks, insurance, liability)*
- *site specific climate change risks"*

Yes, this piece of land is in a flood risk zone but more importantly it is in an area of rising sea levels as pointed out in your Municipal Climate Change Action Plan. Flood risk mitigation is written into the LUB but unfortunately I see nothing in regard to the tangible impact of rising sea levels. Can the town even be sure that a foundation of a 3 and 6 storey building built on a flood plain is sufficient to support it? Liability for construction mishaps or any subsequent damage would shift to the Municipality that approved it. (Insurance Bureau of Canada).

As an aside, I think that any future review of the MPS/LUB needs to take heed of your existing or updated MCCAP. As well, these properties requesting rezoning lie in the buffer zone of the World Heritage Site and as such externally commissioned Heritage Impact Studies need to be part of a robust development policy within a revamped LUB.

I believe rezoning should not be allowed.

Kerry Riley
94 Creighton St
Lunenburg NS

identity of the community and are the basis of the tourism industry, which provides employment, income, and tax revenue in the Town.



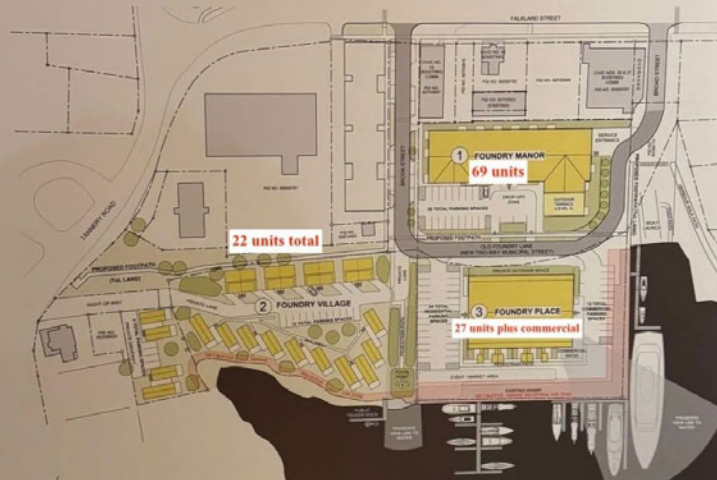
OLD FOUNDRY DEVELOPMENT CONCEPT DESIGN

PROJECT HIGHLIGHTS

- 1 **FOUNDRY MANOR**
69 RESIDENTIAL UNITS
- 2 **FOUNDRY VILLAGE**
22 RESIDENTIAL UNITS
- 3 **FOUNDRY PLACE**
27 RESIDENTIAL UNITS

PUBLIC AMENITIES

- 118 NEW HOUSING UNITS
- MIX OF UNIT TYPES CREATES OPPORTUNITY FOR DIVERSE COMMUNITY
- MAINTAIN HISTORICAL WORKING WATERFRONT STRUCTURES
- UPGRADE PUBLIC MARINA AND BOARDWALK
- NEW COMMERCIAL WATERFRONT AMENITIES
- NEW PUBLIC WATERFRONT PARK
- NEW CONTINUOUS PUBLIC FOOTPATH FROM OLD TOWN TO SCHOOL AND TANNERY ROAD
- PRESERVATION OF BROOK STREET VIEW LINE AND ACCESS TO WATER



Re: Concerns Regarding Proposed Development at Falkland & Brook

Date: October 10, 2025

To: Town of Lunenburg Planners and Town Council
communitydev@townoflunenburg.ca

Dear Planning Staff and Members of Town Council,

I am writing as the President of Falkland Street Investments Limited, the current beneficial owner of the commercial property located at 69 & 73 Falkland Street (the West Nova Fuels office) which is adjacent to the proposed residential development at the corner of Falkland and Brook Streets.

The building on our property currently is utilized approximately 50% as office space and 50% as warehouse space. Both the building and back yard have been used for commercial/industrial purposes since the mid-1960s. Although the warehouse space is not currently rented to a third party, it remains an active part of our commercial operation and could be rented for commercial or industrial purposes in the future. The last tenant in that space was the ABB turbocharger service shop.

I would like to start by sharing that I am supportive of development within the Town and I appreciate efforts to increase the availability of housing. Finding appropriate housing has been an issue that several of our employees have faced when accepting roles with our business and relocating to the area. Finally, I applaud Solterre Design for their work and effort on this project. It is a challenge to be the first development of this nature in the Town and I admire their effort and dedication to lead through the development process with the best of intentions to help build a strong, livable future for Lunenburg and its residents.

I have met with Solterre Design several times as they have developed their plans and I am generally supportive of the proposed Brook and Falkland development. However, I do have some specific concerns that I would appreciate being addressed as part of the review and approval process.

1. Parking and Access Concerns

The development plans indicate a parking ratio of 0.5 spaces per 1 unit which will be primarily located at the rear of their building, along the edge of our property. Additional parking is planned on the far side of the Foundry Building as well as along Brook Street in front of the building. I am concerned that in a small town without public transportation, more parking space will be required for tenants and their guests. Many services that residents need are not within reasonable walking distance. Also, I anticipate much of the

Brook Street parking in front of the building will be required for short-term visitors and for pickup/drop-off of tenants without vehicles. I am concerned that overflow parking may move to the Community Centre and/or Tennis Court parking areas as street parking along Falkland Street, Green Street, and Tannery Road are not viable options. As a result, I am concerned that guests or short-term parking will overflow into our yard, which already happens from time to time for certain Bluenose Academy and Community Centre functions.

I ask that Council and Town Planners review the parking requirements closely and require sufficient parking to align with any studies, reports, or intelligence which shows the parking habits and requirements of other similar developments in Nova Scotia, particularly in small towns in Nova Scotia.

2. Stormwater Management

Our property is at a lower elevation than the proposed development site. I am concerned that any grade changes or impervious surface additions may change the area stormwater runoff directing more toward our building or back yard. It is my understanding that Solterre plan to improve the site drainage, including directing all water runoff from the roof of the building into stormwater drains. It has been our experience that during significant rain events, particularly when they occur during high tides, that stormwater drains either drain slowly or backup. In fact, we have regular backing up of the stormwater drain in the back corner (near the Town's Pump Building). I respectfully request that the development team provide a stormwater plan demonstrating that drainage will be adequately managed, and that no surface water from the streets or back up stormwater will be diverted onto our lot.

3. Construction Phase Impacts

I am confident that construction impacts can be managed appropriately, but please consider including clear expectations around site access, contractor parking, dust control, and construction noise mitigation. Our business operations require access to the rear yard at all hours, and this access must not be impeded by construction activities.

4. Ongoing Commercial Use

Our commercial operations, and those of future tenants, may involve 24 hour a day operation, including oil and propane truck movements, industrial repairs, lighting of the yard, and other potential noise or odour sources. If approved, future residents of the Falkland and Brook development should be aware of the nature of this neighbouring use, and we request that the Town avoid approving any terms which could later create restrictions on our operations due to resident complaints.

Thank you for the opportunity to comment on this proposal. I would be pleased to speak further or participate in a site meeting if helpful. I support thoughtful development and hope my comments are considered as constructive to the approval process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Graham Eisenhauer', with a long horizontal flourish extending to the right.

Graham Eisenhauer
President
Falkland Street Investments Limited
graham@aglgroupp.ca
902-634-3835

Marc Kiely

From: Gary Jackson [REDACTED]
Sent: October 11, 2025 10:39 AM
To: Permits
Subject: Development at the bottom of Brook St.

CAUTION: THIS IS AN EXTERNAL MAIL

Before anything is started on this site, soil samples need to be taken to determine if any toxins are present that could be released thru dust into the surrounding neighbourhood and school yard.

The chemicals in the ocean when the boat ramp was built showed that the area was contaminated.

Normally when apts. are constructed parking is available and includes guest parking as well on site. Relying on street parking in once quiet neighbourhoods, will result in noisy, unsafe and congested streets. You can't have parking on both sides of most of the streets and still expect two way traffic. It will be more dangerous for all pedestrians especially children coming and going to school. What happens to these cars in winter when there is a parking ban for plows to clear the streets, will they all be ticketed and towed?

I still have concerns about waste water and now fresh water. I hear some rumors of trying to double the population, we might have been out of fresh water by now this year if that was the case.

To those you want to change a nice UNESCO town into a Halifax with tall buildings and traffic and noise problems, I suggest you move there and leave us to the town we have and appreciate.

Gary and Jean Jackson

Marc Kiely

From: Wendy MacKenzie [REDACTED]
Sent: October 11, 2025 7:55 PM
To: Permits
Subject: Fwd: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: THIS IS AN EXTERNAL MAIL

Hello,

In light of Solterre Inc. submitting a revised proposal for a 3- and 6-storey multi-unit residential building with 48-52 apartments, including 16 affordable units, shared amenities, and about 50 parking spaces at Brook St., I wish to include thoughts below that I have already shared with you on August 13th.

Our opinion remains that rezoning of PIDs 60703881 & 60703899 should not be granted. Yes, there has been a small reduction in the size of the project but it is not enough to remove the many valid concerns of Lunenburgers such as a greater amount of garbage in the area increasing problems with rodents.

Parking, congestion and safety as already stated are especially big worries. The "...about 50 parking spaces..." is of little comfort as my guess is that this number provided includes a car share previously presented as supposedly being equivalent to 15 spots.

Kindly confirm receipt of this email as well as the contents of my email submitted to you on August 13th.

Thank you,
Wendy (Whynacht) MacKenzie

----- Forwarded message -----

From: **Wendy MacKenzie** [REDACTED]
Date: Wed, Aug 13, 2025 at 12:18 PM
Subject: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899
To: <permits@townoflunenburg.ca>

Good day,

My family home is situated in Lunenburg on lower Green Street. I am writing to express some concern with the proposed 6 storey 65 unit fully residential development for Falkland Street and Brook Street.

I am pleased to have read that some preliminary studies were conducted in relation to the town's current ability to support a residential dwelling of this magnitude. Before such a project is greenlighted, I believe extreme care must be taken to ensure that its existence will not negatively impact its immediate and surrounding neighbourhoods in any manner including the quality of services and essential utilities available and/or received by established town residents.

For sure, parking and traffic are particularly worrisome. I feel strongly that the developer should be required to provide adequate parking spaces on its own property for tenants and at least some of their guests. It seems logical to me, at a minimum, parking capacity for the building should be closely matched to the number of its inhabitants.

There has been an improvement over the initial number of eight parking spaces to twenty-two; however, this still glaringly falls short of the number that one would expect to be required for a 65 unit building with apartments that may range in size from bachelor to 3-bedroom. Also, in my opinion, the car share recently presented as being equivalent to fifteen spots seems greatly exaggerated.

Although a residence may be in a central, walkable location with access to major amenities and services, this does not mean that people will not still own a vehicle or that they will necessarily walk and most definitely it does not mean that they will refrain from travelling beyond walkable distances that requires their need for transportation.

Few "households" operate with only one vehicle these days out of necessity or convenience.

The significant number of tenants in the proposed residence will surely generate a steady flow of regular visitors, and even more so given its prime location.

The proposed development borders on the very busy main thoroughfare that connects old town to new town and what is the path highly used for entry to and exit from Lunenburg by residents and tourists alike.

There is a major influx of traffic and street parking is already beyond congested on our street and surrounding whenever events are being held in close proximity of this proposed development. The situation is tolerable for short duration events but not daily living. We fear inadequate capacity for tenant vehicles as well as some accommodation made for their guests onsite of the proposed development will even worsen the situation when these many events are being held and may result in congestion being a continual occurrence in our vicinity.

The presence of more parked cars on our streets can obstruct vision of other cars, persons, and pets and may interfere with line of sight at intersections and pedestrian crossings and complicate the efforts of emergency personnel. Additionally, many parked cars do nothing to enhance the visual appeal or the liveability and enjoyment of a neighbourhood.

Please give serious consideration to all public feedback received and to all concerns brought forward at the July 29th Public Participation Meeting regarding the proposed residential development at Falkland Street and Brook Street.

Thank you,

Wendy (Whynacht) MacKenzie

Marc Kiely

From: Irma Da Sie [REDACTED]
Sent: October 12, 2025 6:21 PM
To: Permits
Cc: Jamie Myra; Rachel Bailey; Renea Babineau; Alex Greek; Alison Strachan; Debbie Dauphinee; Gale Fullerton
Subject: Objection to the Proposed Rezoning at Brook & Falkland Streets
Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Mayor and Council,

I am writing to object to the proposed rezoning of the two lots at Brook & Falkland Streets that are partly within the Marine Form Zone. While residential use may be permitted on these properties, applying the Marine Form Zone's 63-foot height allowance to a residential apartment building is inconsistent with the intent of the Municipal Planning Strategy (MPS) and therefore must be rejected.

The MPS states: *"The Marine Form Zone is intended to maintain the distinct character of a working waterfront with its fishing, shipbuilding, and interpretive tourism operations."* The 63-foot height limit was established to accommodate marine-related structures, not residential buildings.

All other residential & commercial areas in the Town Centre are restricted to a maximum height of 34 feet (except in limited outlying areas), reflecting the MPS's commitment to preserving the Town's character and scale.

This language makes it clear that the Marine Form Zone was **never intended** to regulate residential development, but rather to protect the working character of the waterfront. Applying its generous height allowance to a residential apartment building directly contradicts that intent.

The MPS and Land Use By-law (LUB), both legal documents, are not equal in authority. The MPS sets the policy direction for all development, while the LUB serves only to implement that intent. **The LUB must conform to the MPS - it cannot override or contradict it.**

Under the MGA (Section 217)., *"A municipality shall not act in a manner that is inconsistent with a municipal planning strategy"*. Consequently, when uncertainty or conflict arises, the MPS governs.

Even though residential use is permitted on the site, the form and scale of **any new building must remain consistent with the intent of the MPS**. Allowing a six-storey apartment building here, solely because a portion of the property lies within the Marine Form Zone, would create a **serious and indefensible precedent** for future development, undermining both the integrity of the MPS and public confidence in its fair and consistent application.

For this reason, I urge Council (& staff) to recognize that this proposed 6 storey residential building is **not "as-of-right"**. It **does not conform to the MPS** and, in my view, it **cannot be lawfully approved** under the Marine Form Zone. Any contrary decision would likely be vulnerable to appeal by the NS Utility & Review Board for acting in contravention of its governing policy framework.

Regarding Parking:

To remain consistent with the intent of the MPS, with the realities of life in Lunenburg, and with common practices in comparable NS towns, a new apartment building should provide a **minimum of one on-site parking space per unit, plus**

0.2 visitor spaces per unit. This reasonable and community-appropriate standard ensures that new development carries its fair share of responsibility for infrastructure impact and prevents overflow parking into neighbouring streets.

Thank you for your consideration.

Irma Da Sie

Retired Architect N.S.A.A.

18 Blockhouse Hill Road, PO. Box 1563

Lunenburg, NS B0J 2C0

Tel: 902.298.1556

Marc Kiely

From: Mark Creaser [REDACTED]
Sent: October 12, 2025 10:02 AM
To: Community Development
Subject: Jennifer C. Development Plan

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS IS AN EXTERNAL MAIL

Good morning-

While there is no question that additional housing is needed, I don't believe it should be imposed in a way that doesn't respect the character and practical needs of the community. The proposed building design resembles something you might see in Berlin, rather than in Lunenburg, and in my view, it does not fit the town's aesthetic or context.

Additionally, my concern is that the project seems to be a bit forced. It's clear that the current proposal does not provide sufficient parking to support the development, and relying on surrounding community spaces is not a sustainable solution. Any project of this scale should be designed to fully support itself, including adequate on-site parking.

Thank you kindly and best of luck,

Mark Creaser
87 Townsend Street

Marc Kiely

From: stephen richards [REDACTED]
Sent: October 12, 2025 6:38 PM
To: Permits
Subject: PPM - Rezoning of property on Brook st

CAUTION: THIS IS AN EXTERNAL MAIL

To Mayor & council of Lunenburg,

While agreeing with the need for housing in our community, I believe that this plan of building a 6 story structure in our marine zone is not appropriate. I feel it will negatively impact the town skyline. Being a sailor with a boat in the harbour, I realize how important that skyline is visually.

If Solterre still wishes to build a 6 storey building, there are plenty of other appropriate locations outside of old town, on Victoria Road for example.

The other conflict I have is that I foresee problems with parking & conflict amongst the citizens over this issue.

Respectfully,

Stephen Richards
106 Pelham

Marc Kiely

From: Mitch Dickey [REDACTED]
Sent: October 13, 2025 2:03 PM
To: Permits
Subject: Solterre proposal

CAUTION: THIS IS AN EXTERNAL MAIL

Hello,

I am an area resident, have reviewed the proposal from Solterre and fully support it. The Town desperately needs to expand its housing stock, in all forms including higher density, low rise buildings as are proposed here. I'd say that 6 floors is the maximum the town should consider in any location. Here at the bottom end of Brook Street is a perfect location for a stepped 6 floor building. The shape of the parcels, orientation of the building with short faces toward the harbour and Falkland Street, the lack of abutting low density housing, and the presence of other large footprint buildings indicate the site is an excellent fit. This building will not be overly intrusive visually, it will blend in with other large buildings in this end of the harbour..

I've heard a lot of comments about traffic created by 52 units and the impacts that would have. But given that the site is already zoned commercial, and that most commercial uses create more traffic per 1000 sq ft of floor area than residential uses, it is a non-issue. The proposed use will create less traffic than would even a moderate commercial or harbour-oriented use.

Any developer that takes the time and expends the huge effort to deal with the Province or CMHC to include affordable housing, certainly deserves a favourable reception. While there are different definitions of what is affordable, the inclusion of 16 affordable units of any type represents a very large and positive contribution to the community and social fabric of the Town.

Please give this proposal the support that it deserves. It will be a very positive infill development for the Town.

Yours truly,

Mitch Dickey
Heckmans Island

Marc Kiely

From: Patricia Randall [REDACTED]
Sent: October 13, 2025 7:23 PM
To: Permits
Subject: Development on Brook Street/ Foundry property

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Mayor Myra and Town Councillors,

I am writing as a lifelong citizen of the town of Lunenburg to express my opposition to the proposed apartment/residential development on the Lunenburg Foundry property. I realize we need affordable housing in our town(which I am sure this will not be). However, a proposed development that does not include adequate parking for all tenants is not only irresponsible but unsafe. This property is in a school zone which is already busy enough. However, to assume these tenants will park on the street in front of other residential properties is unacceptable. Any proposed housing initiatives should be required to include parking for all tenants. Furthermore, this seems unfair to the clients and employees of Compassionate Connections who operate a thriving clinic that is a welcome addition to our community. I certainly hope that council unanimously rejects this development and any future developments that does not include parking on the premises. Please vote NO to this ridiculous and poorly thought out plan!

Kindest Regards,
Patricia Randall
224 Harbour View Drive
Lunenburg

Marc Kiely

From: george case [REDACTED]
Sent: October 14, 2025 7:04 AM
To: Permits
Subject: Brook Street Development

CAUTION: THIS IS AN EXTERNAL MAIL

I wish to express my opinions on the development proposed for the old foundry site at the end of Brook Street. Parking is an issue throughout the town of Lunenburg. I cannot support any project that does not adequately provide parking that would be required on-site without flowing out into neighboring streets. For the developer to suggest that residents in Lunenburg would not desire to have a car is a complete fallacy. Nearly every person in Lunenburg is dependent upon at least weekly trips into Bridgewater or into Halifax and there are no current adequate public transit links. I am also concerned about the height of the building. In their renderings. They show it in comparison to a fictitious building that could be built on the old foundry site. That is, as I said a fictitious building it does not exist and if it was to be built it would have to go through some sort of approval process. The town and all its residents are quite proud to see that view from the harbor of our historic waterfront and the castle on the hill representing the town. I don't think we need six story buildings becoming the new Lunenburg skyline. Those are my opinions and I seriously hope you take them under consideration. Signed george@ 45 Victoria Road

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From: Wendy Wade [REDACTED]
Sent: October 14, 2025 10:17 AM
To: Permits
Subject: Land Use Objection

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Planning Department,

Subject: Objection to Proposed Rezoning of Parcels PID 60703881 and PID 60703881

I am a resident on Lorne Street with my family having been owners of my property for in excess of 100 years. I am writing to formally object to the proposed rezoning of parcels PID 60703881 and PID 60703881. I am concerned that the proposed development will adversely affect the community's character, heritage, and overall livability.

My specific concerns are as follows:

1. **Building Height**: The proposed structure's height exceeds the guidelines outlined in the Town of Lunenburg's land use by-laws, which could obscure sightlines, overshadow neighboring properties, and diminish the historic skyline that contributes to the town's unique charm.
2. **Limited Parking**: The plans appear to provide insufficient parking to accommodate the influx of new residents and visitors, risking on-street parking overflow and reducing overall accessibility.
3. **Increased Traffic Congestion**: The development is likely to lead to significant increases in traffic volumes, which may exacerbate existing congestion, impede emergency response times, and reduce pedestrian safety within the area.
4. **Strain on Infrastructure**: Local infrastructure— including water, sewage, and public utilities—may be inadequate to support the additional demand, potentially leading to service outages and increased maintenance costs for the community.
5. **Negative Impact on Character, Heritage, and Livability**: The proposed development threatens to disrupt the historic character of the neighborhood, which is a key aspect of Lunenburg's identity and appeal. It may also diminish the quality of life for current residents by increasing noise, congestion, and altering the aesthetic landscape.

In view of these concerns, I respectfully request that the Town of Lunenburg uphold its land use by-laws and heritage protections, and reconsider the rezoning proposal in favor of developments that respect and preserve the town's unique character.

Thank you for your attention to this matter. I trust that the town will consider the community's concerns seriously to ensure the preservation of Lunenburg's architectural heritage and high quality of life.

Sincerely,
Micheal Betts and Wendy Wade

Marc Kiely

From: Edward Dickson [REDACTED]
Sent: October 15, 2025 8:49 AM
To: Permits
Cc: Jamie Myra; Rachel Bailey; Renea Babineau; Debbie Dauphinee; Gale Fullerton; Alex Greek; Alison Strachan
Subject: Solterre rezoning & Development Request - Falkland Street

CAUTION: THIS IS AN EXTERNAL MAIL

We would urge council to reject this proposed development and the rezoning request.

While the new proposal is better than the one originally presented to planning it still falls far short of providing adequate parking for the number of units. A common accepted range for parking for new developments is 1 - 2 parking spaces per unit. This idea that tenants will bike or use car share for their daily transit requirements is not true. The fact is people still do drive cars especially in an environment with limited public transit options. A couple occupying a single unit is likely to have 2 cars.

It is unfair to local residents to have to shoulder the burden of the spillover parking demands onto the side streets, and ringing the tennis courts.

We also feel there is too much density in the proposal which will be a negative for a key entryway into Lunenburg. The Brook / Falkland intersection is already the primary route for most daily traffic all while school children navigate their way to school.

We are pro development of the property but it needs to be the proper development that meets the needs of the town residents also.

Sincerely,

Edward & Kim Dickson
42 Falkland Street, Lunenburg



REZONING

NOW IS NOT THE TIME



- THE HEART OF LUNENBURG IS ITS WATERFRONT
- IF THE HEART IS NOT HEALTHY THEN NEITHER IS THE INDIVIDUAL



TOWN PLANNING...MUST BE FOLK PLANNING. THIS MEANS THAT ITS TASK IS...TO FIND THE RIGHT PLACES FOR EACH SORT OF PEOPLE; PLACES WHERE THEY WILL REALLY FLOURISH – PATRICK GEDDES

“Council shall not amend the Land Use By-law or enter into a development agreement unless...satisfied the proposal does not allow: the creation of excessive traffic hazards or congestion”

- CRITERIA 6-19(C)(IX)



- SOME DAMAGE, ONCE DONE, CANNOT BE UNDONE
- PLEASE VOTE NO







To the Mayor and Council, Town of Lunenburg:

Please do not rezone PIDs 60703881 and 60703899 NOT from Mixed Used Commercial to General Commercial.

There are many good reasons why the zoning of this area should not be changed.

1. **Parking and Congestion**

This proposed rezoning has the potential to destroy the character and heritage of this part of Lunenburg, and with it the quality of life of the residents of this neighbourhood. The original proposal was to support a 6 storey, 65 unit apartment building. In that iteration, there would have been 22 on-site parking spots, including a spot that the Developer claimed would count as 15 as it would be dedicated to a shared automobile. After numerous members of the community spoke and voiced opposition, the Developer withdrew that proposal and submitted a slightly modified version, with up to 52 units and 29 on-site parking spots. ***Brook Street, upon which the Developer claims 11 spots are available, is a public street. Cars cannot park overnight there in the winter.*** This time the Developer is stating that 1 shared automobile spot will count as 10. She has provided no reason for why this number is reduced from her previous statement. The Developer has argued that it is a “walking community” and that the cars will not be needed. There is no evidence of this being the case in this community. ***It is also important to remember that the Developer will have no control over how many cars the residents choose to have.*** If there are 2 cars per household (and this is likely a conservative estimate), ***this will result in at least 108 vehicles having to find parking spaces in the surrounding streets.*** It would be like having a combination of the Craft and Folk Art Festivals 365 days per year. It would mean that many of the elderly residents of this neighbourhood would have difficulty getting into and out of their homes, and would no longer be able to have visitors, because those visitors would have no place to park. Children and families who travel in to use the tennis courts or Victoria Park would be denied access to these recreational facilities. Many of the elderly residents of this neighbourhood, my parents included, take incredible joy in watching the children play in the park. If you approve this rezoning, all they would have to look out upon is parked cars and congested traffic. Appendix A shows a typical view of the Victoria Street park. It looks beautiful and inviting. Appendix B shows that same view, this time congested with traffic. You were elected to represent the people of Lunenburg. Is that what you want your constituents to have to look out on all day? You only have to go to Whynacht Street to see how inadequate parking can destroy a neighbourhood. The residents of the neighbourhoods affected by this rezoning, many of whom have made incredible sacrifices of time and effort to improve and benefit this community, deserve so much better than this. I have heard people say that Solterre’s second proposal is “more reasonable” with respect to parking. I

would argue that it is not more reasonable. It is slightly less inadequate, but inadequate is still inadequate.

In his summary to Council, Marc Kiely, Director of Community Development notes: ‘...*the level of onsite parking provision for the development will **likely** put increased pressure on the surrounding public street areas....*’ The report goes on to emphasise that “**Evaluation criteria 6-19 (c) (ix) states: Council shall not amend the Land Use By-law or enter into a development agreement unless Council is satisfied the proposal does not allow: the creation of excessive traffic hazards or congestion on road, cycling, or pedestrian networks within, adjacent to, or leading to the proposal.**” It is clear that this criteria is not met. The only choice that is consistent with the town’s own policy is to vote no to the rezoning.

2. **Obstructed View Planes**

This building will be higher than anything else in the area. As it is a rectangular structure, it will block views of the harbour from adjoining streets and also throw nearby buildings into shade most of the day. Appendix 3 shows a beautiful sunrise that can be seen and enjoyed by many people living in that neighbourhood and entering that area from Victoria Road or Green Street. If this proposed development goes through that will be gone forever.

3. **Impact on the Working Waterfront**

The working waterfront embodies the heart and soul of Lunenburg. It is a large part of who we are, and from where we have come. There has been no assessment of the impact that this rezoning would have on our working waterfront. Once our waterfront is gone, it is gone forever and we are never going to get it back.

4. **Lunenburg’s housing needs require more accurate quantification**

The Developer quotes the Town of Lunenburg Municipal Housing Needs Report; which states that there was a shortfall of about 65 housing units. However, that same report states that upwards of 52 units may have been used as short-term rentals. It also states that of 1 242 dwellings in Lunenburg, 13%, or 161 dwellings, were only occupied part of the year, or used as short-term rentals. It can be argued that Lunenburg does not have a housing problem, we have a short-term rental problem. These figures need to be taken into account in order to make an accurate assessment of housing needs in Lunenburg, and innovative solutions sought that do not involve increased strain on parking and congestion.

Furthermore, since that 2023 report there have been new housing starts, including several units being built on Pelham and Montague streets. Presumably these new units will fill some of the housing needs. Without precise quantification of the need, rezoning should not be allowed.

5. **Not enough detail has been provided about the development**

There are many questions that have not been answered by the developer:

- Exactly how many units will be in this development?
- What will be the composition of those units (i.e. 3 bedroom vs 2 bedroom vs 1 bedroom vs studio)
- *What are the anticipated rents?* (It is impossible to form an opinion as to the affordability of a unit, or its suitability to this area, without knowing what will be charged for rent)
- *If “affordable” units are provided using government grants and tax incentives, what is the minimum period of time that these units must be rent controlled?*

At a bare minimum these questions should be answered.

6. **These lots could be developed for housing right now**

It appears that there is a misconception that this rezoning is required to build housing on those lots, and as a consequence, any person who is against rezoning this area is also against housing developments. This is not true. The Developer has stated in her presentations that the reason for the rezoning request is so that they may take advantage of federal and provincial funding. However, if they wished to build on a smaller scale, they could have begun development already. The preceding arguments show that a smaller scale development is much more appropriate for this area in the centre of a residential area and on our working waterfront. Perhaps the Developer could consider a smaller scale development that would conform to the present zoning, and be a better fit for the surrounding neighbourhood

Affordable housing is a worthy goal, but it must be done with proper municipal planning. Good municipal planning creates healthy and harmonious communities that improve the lives of their residents. Bad municipal planning creates congestion, over-crowding, disharmony, and distress. Please think hard about your constituents, the residents of this neighbourhood, and make the choice that will guide this community forward to a healthy and prosperous future.

Thank you for your consideration. Please vote no.

Heather Smith Langille

Marc Kiely

From: Paul Nopper
Sent: October 15, 2025 9:38 AM
To: Alison Strachan; Lucy Newton; Permits; Jamie Myra; Rachel Bailey; Renea Babineau; Debbie Dauphinee; Gale Fullerton; Alex Greek
Subject: Re: Feedback Regarding Tonight's Public Hearing – Concerns About Safety Near School Zone

Good Morning Lucy

Thank you for your email regarding the proposed Foundry Development. A copy of your letter has been added to our PPM correspondence for Council and will be provided as part of our report.

Have a great day

Paul Nopper, H.BSc. (he/him)

Chief Administrative Officer

Town of Lunenburg

119 Cumberland Street, PO Box 129

Lunenburg, NS Canada B0J 2C0

T: (902) 634-4410, ext.228

C: (902) 521-4200

pnopper@townoflunenburg.ca
www.townoflunenburg.ca

Please be aware that any communications made to the Town of Lunenburg will become records that are subject to the freedom of information and protection of privacy provisions contained in Part XX of the Municipal Government Act. Depending on the nature of the information and the subject matter, such communications may become part of the public record. If you are sending confidential business information or personal information, please mark it as such.

The Town of Lunenburg is located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People. We are all Treaty people.

From: Alison Strachan <astrachan@townoflunenburg.ca>

Sent: Wednesday, October 15, 2025 9:35 AM

To: Lucy Newton <[REDACTED]>; Permits <permits@townoflunenburg.ca>; Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau

<rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreeek@townoflunenburg.ca>
Cc: Paul Nopper <pnopper@townoflunenburg.ca>
Subject: Re: Feedback Regarding Tonight's Public Hearing – Concerns About Safety Near School Zone

Lucy,

Thank you for your thoughtful and thorough concerns along with good questions about this proposal. Hearing from the public is important for all of us as we move through this process and invaluable in our decision-making.

Alison

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From: Lucy Newton [REDACTED]
Sent: Wednesday, October 15, 2025 7:53:11 AM
To: Permits <permits@townoflunenburg.ca>; Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreeek@townoflunenburg.ca>; Alison Strachan <astrachan@townoflunenburg.ca>
Subject: Feedback Regarding Tonight's Public Hearing – Concerns About Safety Near School Zone

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Members of the Town Council,

I realize this email comes close to tonight's public hearing, but I hope you will still consider my feedback before making a decision on the proposed development Brook Street (PIDs 60703881 & 60703899).

I am opposed to the development for several reasons, but my main concern is the safety of children in an already congested school zone. The proposed project is just doorsteps away from a busy elementary school that is already over capacity. The area is extremely busy during school drop-off and pick-up times, not only in front of the school but also behind it and along all nearby side streets. The development does not include sufficient parking, which will inevitably lead to more vehicles parking along these streets and in other informal locations. This will only worsen the congestion and create further safety risks for children and families.

In addition, vehicles entering and exiting the new development will add even more traffic to an already complex intersection near the school. This corner is already challenging to navigate safely, and additional traffic would significantly increase the risk to pedestrians and young students walking to and from school.

If this development does go forward, I would like clarification on who will be responsible for redesigning and funding the necessary changes to make this intersection safe for all. Will this come at the expense of local taxpayers, or will the developer be required to contribute to the cost of improving traffic and pedestrian safety infrastructure?

I have already been in contact with the school about the dangers of the surrounding intersections, areas that are busy, lack proper crossing lights or guards, and are becoming increasingly unsafe as the school population continues to grow beyond capacity.

I ask that Council carefully consider these safety implications before approving any rezoning or new development in this area.

Thank you for your time and consideration.
Sincerely,
Lucy Newton
217 Lincoln Street, Lunenburg

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Rezoning of Brook/Falkland Street
Date: October 20, 2025 11:16:20 AM

From: Ben Smith [REDACTED]
Sent: October-17-25 5:21 PM
To: Permits <permits@townoflunenburg.ca>
Subject: Rezoning of Brook/Falkland Street

CAUTION: THIS IS AN EXTERNAL MAIL

Hello,

Please add my name to the list of those opposed to the rezoning of Brook and Falkland Street. I have reviewed the proposed development and there is not nearly enough parking for the size of the development. It is clear that if this area is rezoned and the development proceeds that the residents will be parking on our street, at the tennis courts, and in the park where the children play. It will be a tragedy when children and families cannot go to the park because there are too many cars parked there. It would also be a horrible tragedy if one of those children were injured because of the increased traffic that this development would bring to this area. Roxie and I love to sit and watch the children enjoy the park, and we would feel very sad for them if this was taken away. I believe that the purpose of municipal planning is to allow citizens to have recreational opportunities.

I also cannot see how any housing built on the waterfront can be affordable for most families. Homes with waterfront views have always commanded a premium price, so I do not believe that rezoning this area would achieve the stated objective.

Sincerely,

Ben Smith
27 Green Street

Marc Kiely

From: Heidi Robertson [REDACTED]
Sent: October 17, 2025 11:20 AM
To: Jamie Myra
Subject: Falkland Development

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS IS AN EXTERNAL MAIL

Good morning.

I attended the Oct 16th meeting. I was surprised by the number of people in favour of this development.

I am not against development and not against development in that area. However the scope and size of this proposal is concerning. The impact on the neighbourhood will be horrendous. The parking problems will be astronomical.

When the size of the development was compared to the buildings recently constructed in Bridgewater (near Walmart), I have to say I was shocked and concerned. Too big. Too much.

As far as affordable housing - there will be a small percentage deemed affordable. Otherwise hospitality workers and young families will not be able to afford to live there. Is this truly affordable housing? Or will these units become second homes to wealthy people summering in Lunenburg.

I think Ms Da Sie raised some concerning points that need to be looked at. She has obviously looked at this closely.

I know this is a difficult decision to make. I know housing is an issue in Lunenburg. I don't think this is the solution. I also don't see how you can inflict this development on the residents of the area.

Thank you
Heidi Robertson (McHale)
129 Creighton

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Development
Date: October 20, 2025 11:21:53 AM

From: Peter Zwicker [REDACTED]
Sent: Friday, October 17, 2025 3:41 PM
To: CAO Town of Lunenburg <cao@townoflunenburg.ca>
Cc: jamiemyra@eastlink.ca <jamiemyra@eastlink.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Alexander Greek <alex.greek@exitinterlake.com>; Alison Strachan <astrachan@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>
Subject: Development

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Paul Nopper;

After I attended the PPM on Wednesday night at Lunenburg Town Hall I felt compelled to write and offer comments on the proposal by Solterre Developments for an apartment complex at the foot of Brook on Falkland. I was surprised to learn that a six story building would be allowed in town yet alone at one of the busiest intersections in town. It would appear that changes have been made by a previous Council that would allow residential densification on the former Lunenburg Foundry lands.

I am left in amazement that such tall building could be built in harbour view plane in Lunenburg. Moreover , and above my concerns for this project, I am concerned that this proposed development paves the way for further development on the former Foundry lands that will forever change the fabric of Lunenburg. Its location and the nature of these developments will forever change the dynamic of our historic community and all that we are now known for. I fear that not only will traffic patterns be impacted, but the inherent risks of population density and its impact on the existing services within Lunenburg , in particular policing.

While I am aware that my concerns are not those asked for from the PPM , I wanted to respond. Lunenburg is 2300 people, a quiet and quaint community. People have chosen to move here or remain here because of what it is, not necessarily of what it could become. Once the horse is out of the barn, how do you get it back in. Council's responsibility is to the residents of Lunenburg and not developers from outside of the community. There are enough small towns in Canada, but there is only one Lunenburg.

Previous Council in its infinite wisdom or perhaps lack thereof had a vision of the

community that I believe really didn't meld with its constituents. This Council now has the opportunity to bring some sanity back to development in Lunenburg. We shouldn't be trying to compete with Bridgewater or Cookville in building of high density buildings. They offer little aesthetic value to Lunenburg. Lunenburg is unique and we shouldn't be looking to fit into the mold of other communities. We are known for what we are.

We have seen Lunenburg evolve from the fishing capital of Canada to a true tourism icon. We are 2300 people on 4 square km. Yes the population in the past has been higher, but to think that the waterfront of the community and its view could be changed for the sake of high density residential development is beyond comprehension. I am not against housing, not against growing the population base and certainly not against apartment living. I am against the location. We have other lands that I believe would be more suited including behind Centennial Ave, behind Composites and even Blockhouse hill.

I urge Council to be slow and methodical in their consideration of this request and not make a knee jerk reaction to satisfy the pressure being exerted by the developers.

I am pleased that Council is taking the time to consult with the community although I was led to understand that the developer wanted to circumvent this process.

Also in addition to my concern over the development, I am concerned by the external interest, influence and impact of those who do not even reside in Lunenburg yet want to provide direction to Lunenburg. Going back to the original days of the CCP, the renaming of Cornwallis Street, Blockhouse Hill and now the Foundry lands far too many people are participating the Town processes. Decisions need to be made in the interests of the community and its residents not those who do not live here or may want to move here in the future.

I do hope that staff and Council takes the input of those who are not stakeholders; meaning they don't live in Lunenburg or don't pay taxes to the Town of Lunenburg.

Peter Zwicker
96 Broad Street
Lunenburg, NS

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Development
Date: October 20, 2025 12:23:34 PM

----- Original Message -----

On Wednesday, 10/15/25 at 11:49 Robin Joost [REDACTED] wrote:

My name is Robin PG Joost. I am owner and operator of a small Heritage and Devepment company. I have lived and worked in lunenburg for the past 20 plus years.

I am in favour of this development.

As this development addresses a need and is located in a non heritage zone. They have a proven track record. They are a local company and sustainability minded.

For me having 1/3 of the build dedicated to a more affordable income bracket is pivotal. The people who work in town need a place to live as well.

One of my biggest fears is that blocking this will stall any future developments in that area.

There will never be a perfect development but for me this one checks most of the boxes.

Thank you for your time.

Regards.

Robin PG Joost
139 Green Str
Lunenburg N.S

(902)521-1111

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Rezoning of Brook Street
Date: October 20, 2025 11:31:03 AM

From: Roxie Smith [REDACTED]
Sent: Friday, October 17, 2025 8:56:42 PM
To: Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>; Alison Strachan <astrachan@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; CAO Town of Lunenburg <cao@townoflunenburg.ca>
Subject: Rezoning of Brook Street

CAUTION: THIS IS AN EXTERNAL MAIL

> Dear Jamie, Rachel, Renea, Debbie, Gale, Alex, and Alison
>
> I am writing to ask you to think about the children of Lunenburg and vote no to the rezoning of Brook Street.
>
> I have heard that a Developer from Halifax wants to rezone that area so that she can get a grant from the government to build a large building on that site. The fact that she needs a grant is not Lunenburg's problem. She says that she will access the grant, build some affordable apartments, and she will have to keep them affordable for 10 years. After that she can do whatever she wants to do with them. Do you really think that she will keep the rent low after that? In my experience volunteering, you will do what you have to do to qualify for a grant, and then you will do whatever you think is best for your organization .
>
> The biggest problem with this rezoning is that the Developer has almost no parking. That parking lot is already full with her employees and other 2 businesses . The tenants will end up parking in front of the park and tennis courts and the children will not be able to get to the park to play. There is also a risk to them from all of the cars and congestion on the street. Would you like to be responsible for a child being hit by a car?
>
> There is not enough space on that lot for that development, and that area was never meant to be zoned that way .
>
> Please do what is right for the town and don't let this go any further.
>
> Sincerely
>
> Roxie Smith

Marc Kiely

From: Roxie Smith [REDACTED]
Sent: October 17, 2025 8:43 PM
To: Permits
Subject: Rezoning of Brooklyn Street

CAUTION: THIS IS AN EXTERNAL MAIL

Hello

I am writing to ask our Council to think about the children of Lunenburg and vote no to the rezoning of Brook Street.

I have heard that a Developer from Halifax wants to rezone that area so that she can get a grant from the government to build a large building on that site. The fact that she needs a grant is not Lunenburg's problem. She says that she will access the grant, build some affordable apartments, and she will have to keep them affordable for 10 years. After that she can do whatever she wants to do with them. Does anybody really think that she will keep the rent low after that? In my experience volunteering, you will do what you have to do to qualify for a grant, and then you will do whatever you think is best for your organization .

The biggest problem with this rezoning is that the Developer has almost no parking. That parking lot is already full with her employees and other 2 businesses . The tenants will end up parking in front of the park and tennis courts and the children will not be able to get to the park to play. There is also a risk to them from all of the cars and congestion on the street. Would you like to be responsible for a child being hit by a car?

There is not enough space on that lot for that development, and that area was never meant to be zoned that way .

Please do what is right for the town and don't let this go any further.

Sincerely

Roxie Smith

Marc Kiely

From: Paul Nopper
Sent: October 17, 2025 12:39 PM
To: Marc Kiely; Kayla Byrne
Subject: Fw: Solterre's proposed development

See below

Get [Outlook for iOS](#)

From: Alison Strachan <astrachan@townoflunenburg.ca>
Sent: Friday, October 17, 2025 11:40:38 AM
To: Susan Kashansk [REDACTED] Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>
Cc: Paul Nopper <pnopper@townoflunenburg.ca>
Subject: Re: Solterre's proposed development

Thank you, Sue. Your input remains important to this process.

I am copying my reply to you to our CAO, Paul Nopper, to ensure Planning Staff receive your concerns.

Again, thank you.

Kind regards,

Alison Strachan

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From: Susan Kashanski [REDACTED]
Sent: Friday, October 17, 2025 10:29:47 AM
To: Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>; Alison Strachan <astrachan@townoflunenburg.ca>
Subject: Solterre's proposed development

CAUTION: THIS IS AN EXTERNAL MAIL

Mayor Myra and Members of Council,

I attended the October 15th public participation hearing about Solterre's request for the changes to the Town's zoning and use of the two PIDs off Falkland Street. That evening, there was lots of support for Ms.

Corson's proposal, which on paper, sounds good in many respects. However, I continue to have several concerns about the zoning-change request and about the project in general.

Change of zoning: If council approves the request and the changes are made to the zoning for those two PIDs, is council prepared for any future owner of the properties to have the new rights that would then be attached to those properties? Although Solterre has invested a fair amount of time on this proposal, there is no assurance that Ms. Corson will be the ultimate owner or developer of those lots. If CMHC funding fails to come through or the project ceases to make financial sense for Solterre at some point before construction starts, there is nothing to prevent Ms. Corson from selling the two properties with their new form and use regulations. Council needs to feel completely comfortable that any changes made to the zoning of that area make sense to the general town plan no matter who owns the properties.

Parking and accuracy of drawings and documents supplied to Council: A lot of the support for the project seems to be based on trust for Ms. Corson and Solterre. I hope that trust is well placed. In reviewing the updated drawings for the planned developed I noticed that the new parking spaces indicated on the drawings appear to be non-functional spaces. It seems that, in order to address the very real concern about parking, graphics indicating parking spaces have simply been dropped into the previous drawings for the project. However, if the drawings are to scale, the 23 spaces on the Falkland and Brook property and the 6 at 51 Falkland appear to be fictitious. Standard 90° parking spaces require approximately 36' in length overall to allow for an average car to enter and exit safely. There are several pages in the documents from the most recent PAC meeting (page 11, for example) which have images or drawings that seem to indicate a lack of the required space for 90° parking. It would need to be confirmed that these new spaces are actually viable. If they are not, if they are pure fiction, which raises red flags for me.

Thank you for your time working on this and other council projects.

Respectfully,

Sue Kashanski

shk@eastlink.ca

(902) 634-4616

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Falkland Development
Date: October 20, 2025 11:16:39 AM

----- Forwarded message -----

From: Heidi Robertson [REDACTED]
Date: Sat, Oct 18, 2025 at 9:45 AM
Subject: Falkland Development
To: <jmyra@townoflunenburg.ca>, <rbailey@townoflunenburg.ca>, <rbabineau@townoflunenburg.ca>, <agreek@townoflunenburg.ca>, <ddauphanie@townoflunenburg.ca>, <astrachan@townoflunenburg.ca>

A short follow up to my email.

I think it is important to note that those who spoke or are in favour of this proposed development all commented that parking is an issue. None could propose a viable solution.

Thanks

Heidi Robertson (McHale)

Marc Kiely

From: alice drechou [REDACTED]
Sent: October 19, 2025 9:28 PM
To: Permits
Subject: Rezoning Project

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Mr Myra and dear councillors,

I am against this rezoning project, even if I am conscious that we need a lot more affordable habitations in Lunenburg.

But, in my opinion, to grant the possibility to build a 6 storeys building at this strategic place would definitely put Lunenburg's Unesco designation in danger, and ruin the beautiful sight of the harbour, for which so many travellers come every year, and which is unique to Lunenburg. 3 storeys should be enough for this project and have less impact on the landscape.

So my position is to answer by the negative to this demand of rezoning in this area.

Thanks for your consideration,

Alice Drechou

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Support for Proposed Rezoning - PIDs 60703881 & 60703899, Brook Street
Date: October 20, 2025 11:33:05 AM

From: Patricia Nicoll [REDACTED]
Sent: Sunday, October 19, 2025 11:57 AM
To: CAO Town of Lunenburg <cao@townoflunenburg.ca>
Cc: Community Development <communitydev@townoflunenburg.ca>; Kayla Byrne <kbyrne@townoflunenburg.ca>
Subject: Support for Proposed Rezoning - PIDs 60703881 & 60703899, Brook Street

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Mr. Nopper:

We are writing to express our support for the rezoning request from Solterre (PIDs 60703881 & 60703899, Brook Street) so they may proceed with their development plans.

If Lunenburg hopes to attract younger people and accommodate our aging population we need more new affordable and accessible housing. The development proposal by Solterre for a 3- and 6-storey multi-unit residential building with up to 52 apartments, including 16 affordable units, shared amenities and 50 parking spaces appears to be well-designed to meet our current and future needs.

We note that Solterre has been very responsive to community input and concerns, for example, around the issue of parking.

With the availability of federal government support, now is the time to move forward with new affordable housing. Solterre has already spent at least 18 months to get their development plans to this stage. If they are refused permission to proceed this will significantly delay and likely end the opportunity to get this type of well-designed housing built in our community any time soon. This would be very disappointing for anyone who would like to live in Lunenburg but is priced out or cannot find suitable housing due to scarcity. We cannot keep talking about the need for affordable housing but fail to take any steps to actually get there.

Solterre is a respected architectural firm with a commitment to the Lunenburg community. We would encourage Lunenburg Town Council to allow them to proceed to the next stage of their development.

Sincerely,

Patricia Nicoll and Barry Sullivan

172 Pelham St., Lunenburg

Marc Kiely

From: Philip and Vicki [REDACTED]
Sent: October 19, 2025 10:14 AM
To: Permits
Subject: Solterre's Proposed Development on the former Lunenburg Foundry Property
Attachments: DSCN0007Wolfville Apartment Building.JPG; DSCN0008.JPG

Importance: High

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Sir/Madam:

Both Philip and I would like to express our opinions on the proposed development on the former Lunenburg Foundry Property as presented by Solterre the other evening in Council Chambers. We live at 107 Green Street.

- Firstly there should be no rezoning or changes of by-laws to allow Solterre to do what they have proposed as this would start a precedent for others to do the same thing;
- The concept for the apartment building is too large for the area;
- The ratio of apartments to parking areas is ridiculous, requiring tenants to park elsewhere causing congestion along our streets;
- The building is not pleasing to the eye and does not fit in with Lunenburg's famous landscape/architecture;
- The Town of Lunenburg web site says that:

"The Town pledges to operate on the guiding principles of inclusion, adaptable and incremental change, collaborative relationships, environmental protection, living heritage, contemporary excellence, spatial cohesion, HARBOURFRONT GUARDIANSHIP, and placemaking."

- Bigger is NOT always better!

Attached is a photo of an apartment building (located in Wolfville, NS) that is MUCH more pleasing to the eye, not so overbearing in size and would possibly fit into Lunenburg's architectural landscape better than Solterre's proposal.

In conclusion WE ARE "NOT" IN FAVOUR of Solterre's proposed development on the former Lunenburg Foundry lands.

Yours truly,

Vicki Mossman-Conrad and Philip Conrad



Virus-free www.avg.com





From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: FW: Solterre's Proposed Development on the former Lunenburg Foundry Property
Date: October 20, 2025 11:32:35 AM

From: Philip and Vicki [REDACTED]
Sent: Sunday, October 19, 2025 10:19 AM
To: CAO Town of Lunenburg <cao@townoflunenburg.ca>
Subject: Solterre's Proposed Development on the former Lunenburg Foundry Property

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Sir/Madam:

Both Philip and I would like to express our opinions on the proposed development on the former Lunenburg Foundry Property as presented by Solterre the other evening in Council Chambers. We live at 107 Green Street.

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In conclusion WE ARE “NOT” IN FAVOUR of Solterre's proposed development on the former Lunenburg Foundry lands.

Yours truly,

Vicki Mossman-Conrad and Philip Conrad



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From: [Rose Smith](#)
To: [Permits](#)
Subject: Rezoning of Brook Street
Date: October-20-25 9:24:41 PM

CAUTION: THIS IS AN EXTERNAL MAIL

Hello,

I would like to add my voice to those opposed to the rezoning of Brook and Falkland Streets for the Solterre development. That building would be too high, would block everyone's view of the harbour, and would stick out like a sore thumb.

More importantly, there is not nearly enough parking. We have enough problems in town with cars parked all over the place. It would be very irresponsible of you to add to it by allowing a Developer to build such a big building with almost no parking spaces. Cars would be everywhere and it would be a huge mess.

Sincerely,

R Smith

From: [Elaine Steele](#)
To: [Permits](#)
Subject: Rezoning request Brook St. Solterre Developments
Date: October-20-25 3:35:27 PM

CAUTION: THIS IS AN EXTERNAL MAIL

To staff and council:

I am writing to express my opposition to the proposed rezoning of the properties in question. Having attended the recent public information meeting (Oct. 15), several concerns became apparent to me. They are:

1. Parking-although the developer has worked some magic with their numbers in order to come up with a 1:1 parking ratio, in reality there would be no such thing. Even if there were, let's face it-that ratio is too low. My main concern with this is the number of vehicles that will use the neighbouring streets to park. Street parking in a quiet residential neighborhood is undesirable, from a safety standpoint as well as being an inconvenience (noise, encroachment and reduced property values).
2. Increased traffic-as a resident of the "New Town" area, I can assure you that access to "Old Town" by car is becoming increasingly difficult, due to the current configuration of traffic flow. Our town enjoyed a very busy tourist season this year, and one of the indicators of this is the increased volume of traffic. A development of the size as proposed will further contribute to congestion.
3. Change of zoning-this is most worrisome to me. The "thin edge of the wedge" is what comes to mind here. The waterfront is crucial to the identity of our town, and it would be tragic to see it developed beyond all recognition. Solterre owns a lot of land in this area of our waterfront now. If they succeed in having the zoning of the property in question changed in their favour, a precedent will be set. What will stop them (or anyone who purchases their undeveloped properties in future), from further development? Schools, emergency services, utilities, traffic flow and Fishermen's Memorial Hospital will all be further impacted.

Finally, I want to say that I recognize that we do need housing. I do, however, question the developer's conclusions regarding the amount of housing needed. I understand that it is in the developers best interests to promote an urgency for their project, however, I think the town must remain cautionary in our approach to this request.

Thank you for taking the time to consider my concerns.

Elaine Steele
110 Broad St. Lunenburg
902-204-1075

Sent from my iPad

From: [Kayla Byrne](#)
To: [Kayla Byrne](#)
Subject: RE: New apartment building at the foundry
Date: October 20, 2025 11:09:53 AM

From: Marita Tanner [REDACTED]
Sent: October-17-25 5:04 PM
To: Permits <Permits@townoflunenburg.ca>
Subject: New apartment building at the foundry

CAUTION: THIS IS AN EXTERNAL MAIL

Thank you but no thank you.

We do not have the infrastructure and the traffic is already too much for us.

This town is living from tourism and not from rental apartments.

Plus we do not have enough employment for all those new people.

Kindly Marita

From: [Jacques-Pierre Amée](#)
To: [Permits](#)
Subject: Rezoning project
Date: October-20-25 9:14:46 PM

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Mr Myra and dear councillors,

Even though there is a need to find more "affordable" housing in Lunenburg, I am not in favor of this rezoning project.

Granting the possibility to build a 6-story building in this strategic location would almost certainly jeopardize Lunenburg's Unesco designation - so precious to everyone here, in every way.

3 storeys should be enough for this project : if these future buildings will have a view of the bay, of the sea, all of us (residents, travelers, tourists) will have a view of these same buildings.

I therefore recommend the rejection of this demand of this rezoning request in this area.

Thanks for your consideration -

Jacques-Pierre Drechou-Dit-Amée

October 21, 2025

Town of Lunenburg

RE: Brooks Street Proposed Rezoning

Dear Planning Committee and Town Council:

Lunenburg, Nova Scotia is considered one of the prettiest small towns in all of Canada. Its physical beauty is only part of what makes this Town great. I do mean great. For better or worse, the old foundry property is one of last pieces of property that will help decide what this town looks like going forward. While we are confronted by the national housing crisis in the media on a daily basis, we cannot rely on the media or antidotal stories in making our decisions. This is a Lunenburg issue. From my perspective, the proposed development comes down to two questions: 1) do we, as a community, want, and need, a high density apartment building on this particular parcel of land on our famed and historic waterfront; and 2) what precedent does the requested approval create for the remainder of the foundry property and adjacent and surrounding properties.


We, as a Town, need to look at the foundry property as an opportunity that will shape this town's future for generations to come. There will be no do overs. To start with the approval of a six story apartment building (perhaps the largest single housing development in the history of Lunenburg) without an overall comprehensive plan for this section of waterfront is simply irresponsible. If you can put 50 units on this strip of land, what about the remainder? Does denying the next parcel the same rights become an actionable claim against the town? Lawyer questions, I know. While I am confident the Town's professional staff, consultants, Planning Committee and Town Council will consider the myriad of questions underlying the two questions set forth above, the onus must be placed on the developer. The Developer is asking us for a zoning modification. We must remain clear headed. I have spent my career advising developers and contractors on large multifamily developments. Solterre, Inc. is not some savior who is coming to solve Lunenburg's "housing shortage". They are not to be thanked. They are to be scrutinized. Solterre, Inc. is a developer who will make millions of dollars. At public hearings, we keep hearing that the Project is not financially feasible without the requested density and without government funding assistance. So be it. Back to the drawing board. Why would we put the future of this Town in the hands of such a precarious proposition?

To say the Project will create \$225,000.00 in additional gross tax revenue is to tell us nothing. What are the cost impacts for services, schools, healthcare? How many new teachers will we need to hire? Where are the tenants going to work? I don't know the answers. Based upon Solterre, Inc.'s perception of the driving requirements of a typical Lunenburger, they likely have no clue either. They are the one asking something from us. If they can't provide all the answers, they can build to the current use and zoning. That is the property they purchased.

Solterre tells us it will create \$28,000,000 in construction revenue for the local community. I think not. They obviously haven't tried to hire a trades person in these parts lately. I am unfamiliar with any local framing, plumbing and electrical companies with the crews available to knock out 50 units. Are there industries which will benefit? Of course. How many of those industries are actually based out of the Town of Lunenburg?

In short, if there is any question as to what is to be built or what the impacts to the community will be, the answer must be no. Frankly, the prototype is less than attractive and does not fit into our historic waterfront motif. Regardless, this Project sets the stage for the barrage of developers which will surely follow. While I am a relatively new resident, my family roots date to 1753. I'm not saying no to housing on the foundry property. I am saying no to the proposed development in its current form and, most importantly, I am saying no to any changes in zoning without an overall comprehensive plan for the area. Sometimes it is best to do nothing. Thank you.

Howard M. Allen



300 Pelham Street

Lunenburg, Nova Scotia B0J 2C0

From: [Mandai Mohan](#)
To: [Permits](#)
Subject: Solterre Falkland Brooke
Date: October-21-25 3:56:51 PM

CAUTION: THIS IS AN EXTERNAL MAIL

To whom it may concern,

Please accept this letter in support of rezoning to accommodate Solterre's plans for the Falkland and Book housing development. We are residents of Second Peninsula and very fond of Lunenburg. We are grateful to have a sustainably minded and community conscious developer such as Solterre. With their design, it will help Lunenburg to avoid becoming like Venice: a popular tourist town where locals are not able to live affordably. No thank you.

Sincerely,
Mandai Mohan
78 Three Pastures Road,
Second Peninsula

From: [Samuel Perrier-Daigle](#)
To: [Permits](#)
Subject: PPM Rezoning Request (Solterre)
Date: October-21-25 9:05:31 PM

CAUTION: THIS IS AN EXTERNAL MAIL

Good day,

I'm writing to voice my opinion as a person newly living within walking distance of town, I have been living within MODL for the past 3 years and have lived in Nova-Scotia my entire life.

I really miss the old charm of Halifax and am saddened in seeing the way developers build atrocious skyscrapers or contemporary homes that have had no foresight in efficiency or environmental/community impact. I would love to be a part of a town that will grow in a way that keeps its dignity and charm alive while giving others the chance to live in a place they can feel at home in.

Looking at the building in question I can see a way of helping many more live and give so much to the beautiful town of Lunenburg. These units will help those that may want to continue living within town who don't have the help of family members (perhaps who have the area left due to lack of housing.) Perhaps there are those in need of a place to live while working at one of the many important businesses within town. There are many reason to find yourself wanting to stay or move to Lunenburg, as a growing province and growing community I believe more hosing is desperately needed.

As a builder I see many projects that do not honor the aesthetic of the town, in contrast when looking at the Solterre building I see a lot of the same housing aesthetics inspired from the town. For example the mansard roof with the dormers that hint to a bump but the simplicity with no overuse of cladding details make it a respectably nice design. There also looks to be a decent setback for the taller side of the building that will not feel towering to those walking on the sidewalk.

I'm privileged have worked hard in order to own a house within walking limits of town, even then there are so many thousands of dollars and so much of my time that I have spent on simple maintenance/upkeep. I know that there are many that don't have the funds or desire to maintain their ageing hundred year old homes(some of witch have strict bylaw and UNESCO designation.).

In summation, I believe that the town of Lunenburg needs more housing. It needs places for people to move while having space for those who want to continue raising a family and surrounded by the existing support systems they have fostered over the years in the town of Lunenburg . The proposed building seems like a strong viable option using land that has already been leveled and primed to build, the building itself has a non offensive façade with material that will fit with the surrounding buildings.

Please consider the amendment,

Samuel Perrier-Daigle

October 20, 2025

Mayor Jamie Myra
Deputy Mayor Rachel Bailey

Councillors:

Renea Babineau
Debbie Dauphinee
Gale Fullerton
Alex Greek
Alison Strachan

RE: Public Participation Meeting: Rezoning Request (Brook St.)

Via email

Your Worship, Mayor of Lunenburg, Deputy Mayor & Councillors:

I urge you to deny the Applicant's request to rezone PIDs 60703881 & 60703899 located at Brook and Falkland Streets, justifying your denial with the following findings:

1. The Applicant has not demonstrated any hardship with respect to its ability to develop its two parcels as they are currently use and form zoned.
 - a. The applicant purchased the property knowing that the parcels were zoned Commercial, Mixed-Use.
 - b. The Applicant's request to rezone is based solely upon a specific source of project financing, which requires a specific use on the first floor as well as
 - c. The Applicant has not claimed that this source is the only financing available, thus precluding development in accordance with the current zoning, only that this source of financing precludes development of a mixed-use building.

Additionally, in reviewing the request in the context of the pertinent planning documents and the adopted policies therein, the Council has an obligation to deny the Application, to wit:

2. The Comprehensive Community Plan states that *The Working Waterfront area in Lunenburg is intended to provide adequate space for the continuation of marine industrial uses* (CCP, 2.6 Working Waterfront, pg 30), and the CCP further specifies the goals of:

a) Support[ing] the Working Waterfront in remaining the backbone of Lunenburg's economy and safeguard[ing] its vitality";

b) *Develop the Working Waterfront area in keeping with the goals established in the (2019) Lunenburg Waterfront Master Plan;*

c) *Limit uses to those directly associated with marine industries;*

and under “Built Form”:

e) *Evaluate new development to ensure it is in keeping with the character of the Working Waterfront area.*

3. The goals, objectives, and policies identified in the CCP are embedded in the *Municipal Planning Strategy*:

a. **2.2.2 A Working Waterfront, page 7:** *... many of these waterfront industries have operational needs that can be hard to accommodate if other types of development are allowed to intrude. This can include trucking access, storage and laydown space, **and the ability to freely make noise or emit odours.** It is, therefore, essential that Lunenburg’s waterfront be recognized as a “working waterfront” and that certain protections be given to enable these activities to continue. (Emphasis added); and further explicated in subsections:*

b. **4.2.2 Use Zones, Policy 4-1(d), page 17:** *The Commercial Mixed Use (CM) Zone, **Policy 4-1(f)** The Waterfront Use (W) Zone, and **Policy 4-1(g)** The Industrial Use (M) Zone; and*

c. **5.1.1 Form Zones, Policy 5-1(c), page 30:** *The Old Town/New Town 1 Form Zone, **Policy 5-1(g)** The Marine Form Zone which “is intended to maintain the distinct character of a working waterfront with its fishing, shipbuilding, and interpretive tourism operations.”*

4. These policies are administered in accordance with **6.5.1 Amending the Land Use By-law & Entering into Development Agreements, Policy 6-19, page 45:** *Council shall not amend the Land Use By-law or enter into a development agreement unless Council is satisfied the proposal:*

(a) *is consistent with the intent of this Municipal Planning Strategy;*

(b) *does not knowingly conflict with any Town or Provincial programs, by-laws, or regulations in effect in the municipality;*

(c) *is not premature or inappropriate due to:*

vii. *impacts on UNESCO World Heritage Site statements of outstanding value;*

xii. *impacts on the navigability and **environment** of Lunenburg Harbour (Emphasis added);*

xiv. land use conflicts that could place limits on existing operational procedures at existing businesses.

The two parcels for which rezoning is requested are surrounded by larger parcels zoned for Waterfront and Marine Industrial. This request is premature simply because it puts the cart before the horse, thus burdening the Town with potential unintended consequences that could unduly adversely affect the vision of a “Working Waterfront.” By resetting the precedent-setting project for the redevelopment of the Foundry, entrepreneurs may be dissuaded from investing in marine-related commercial opportunities, and subsequent developers may come to the Town with requests for similar relief.

In short, the tail is wagging the dog, and Council should not be deterred from its intention to revisit the 2020-2021 planning documents before making any zoning adjustments or amendments. The Foundry redevelopment is an extraordinary opportunity to encourage a master-planned waterfront redevelopment. There appears to be no coordination with this application to effect such an outcome. Rather, it is driven by the source financing, nothing more.

Respectfully submitted,



Townsend H. Anderson
55 Townsend St.

From: [Kayla Byrne](#)
To: [Kaylee Jensen](#)
Cc: [Marc Kiely](#)
Subject: FW: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899
Date: October-21-25 2:10:14 PM

Hi Kaylee, can you please save!

From: Paul Nopper <pnopper@townoflunenburg.ca>
Sent: October 21, 2025 10:58 AM
To: Alison Strachan <astrachan@townoflunenburg.ca>; Wendy MacKenzie
[REDACTED]; Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>
Cc: Marc Kiely <mkiely@townoflunenburg.ca>; Kayla Byrne <kbyrne@townoflunenburg.ca>
Subject: Re: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

Good Morning Wendy

Thank you for your comments regarding the proposed Foundry Development. A copy of your comments have been added to the those collected to date and will be provided to Council as part of their review and decision-making processes.

Have a great day

Paul Nopper, H.BSc. (he/him)

Chief Administrative Officer

Town of Lunenburg

119 Cumberland Street, PO Box 129

Lunenburg, NS Canada B0J 2C0

T: (902) 634-4410, ext.228

C: (902) 521-4200

pnopper@townoflunenburg.ca

www.townoflunenburg.ca

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The Town of Lunenburg is located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People. We are all Treaty people.

From: Alison Strachan <astrachan@townoflunenburg.ca>
Sent: Tuesday, October 21, 2025 10:09 AM
To: Wendy MacKenzie [REDACTED] Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>
Cc: CAO Town of Lunenburg <CAO@townoflunenburg.ca>
Subject: Re: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

Thank you, Wendy. Your thoughtful comments are important to have in hand as public input. Staff will be summarizing all public comments for us to review comprehensively before any next steps are acted upon.

Kind regards,

Alison Strachan

Get [Outlook for iOS](#)

From: Wendy MacKenzie [REDACTED]
Sent: Monday, October 20, 2025 7:32:02 PM
To: Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <rbailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>; Alison Strachan <astrachan@townoflunenburg.ca>
Cc: CAO Town of Lunenburg <CAO@townoflunenburg.ca>
Subject: Fwd: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

CAUTION: THIS IS AN EXTERNAL MAIL

To Lunenburg Mayor Jamie Myra and Town Council:

Good evening,

I provided written communication to permits@townoflunenburg.ca on October 11th and August 13th ahead of the October 15th Public Participation Meeting regarding the Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899. I have decided that I wish to also share those communications with you directly. I appreciate you taking the time to give them a read.

Thank you,

Wendy (Whynacht) MacKenzie

----- Forwarded message -----

From: **Wendy MacKenzie** <[REDACTED]>

Date: Sat, Oct 11, 2025 at 7:54 PM

Subject: Fwd: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

To: <permits@townoflunenburg.ca>

Hello,

In light of Solterre Inc. submitting a revised proposal for a 3- and 6-storey multi-unit residential building with 48-52 apartments, including 16 affordable units, shared amenities, and about 50 parking spaces at Brook St., I wish to include thoughts below that I have already shared with you on August 13th.

Our opinion remains that rezoning of PIDs 60703881 & 60703899 should not be granted. Yes, there has been a small reduction in the size of the project but it is not enough to remove the many valid concerns of Lunenburgers such as a greater amount of garbage in the area increasing problems with rodents.

Parking, congestion and safety as already stated are especially big worries. The "...about 50 parking spaces..." is of little comfort as my guess is that this number provided includes a car share previously presented as supposedly being equivalent to 15 spots.

Kindly confirm receipt of this email as well as the contents of my email submitted to you on August 13th.

Thank you,

Wendy (Whynacht) MacKenzie

----- Forwarded message -----

From: **Wendy MacKenzie** [REDACTED]

Date: Wed, Aug 13, 2025 at 12:18 PM

Subject: Proposed Residential Development - Lunenburg - Falkland St. and Brook St. - PID: 60703881 and 60703899

To: <permits@townoflunenburg.ca>

Good day,

My family home is situated in Lunenburg on lower Green Street. I am writing to express some concern with the proposed 6 storey 65 unit fully residential development for Falkland Street and Brook Street.

I am pleased to have read that some preliminary studies were conducted in relation to the town's current ability to support a residential dwelling of this magnitude. Before such a project is greenlighted, I believe extreme care must be taken to ensure that its existence will not negatively impact its immediate and surrounding neighbourhoods in any manner including the quality of services and essential utilities available and/or received by established town residents.

For sure, parking and traffic are particularly worrisome. I feel strongly that the developer should be required to provide adequate parking spaces on its own property for tenants and at least some of their guests. It seems logical to me, at a minimum, parking capacity for the building should be closely matched to the number of its inhabitants.

There has been an improvement over the initial number of eight parking spaces to twenty-two; however, this still glaringly falls short of the number that one would expect to be required for a 65 unit building with apartments that may range in size from bachelor to 3-bedroom. Also, in my opinion, the car share recently presented as being equivalent to fifteen spots seems greatly exaggerated.

Although a residence may be in a central, walkable location with access to major amenities and services, this does not mean that people will not still own a vehicle or that they will necessarily walk and most definitely it does not mean that they

will refrain from travelling beyond walkable distances that requires their need for transportation.

Few "households" operate with only one vehicle these days out of necessity or convenience.

The significant number of tenants in the proposed residence will surely generate a steady flow of regular visitors, and even more so given its prime location.

The proposed development borders on the very busy main thoroughfare that connects old town to new town and what is the path highly used for entry to and exit from Lunenburg by residents and tourists alike.

There is a major influx of traffic and street parking is already beyond congested on our street and surrounding whenever events are being held in close proximity of this proposed development. The situation is tolerable for short duration events but not daily living. We fear inadequate capacity for tenant vehicles as well as some accommodation made for their guests onsite of the proposed development will even worsen the situation when these many events are being held and may result in congestion being a continual occurrence in our vicinity.

The presence of more parked cars on our streets can obstruct vision of other cars, persons, and pets and may interfere with line of sight at intersections and pedestrian crossings and complicate the efforts of emergency personnel. Additionally, many parked cars do nothing to enhance the visual appeal or the liveability and enjoyment of a neighbourhood.

Please give serious consideration to all public feedback received and to all concerns brought forward at the July 29th Public Participation Meeting regarding the proposed residential development at Falkland Street and Brook Street.

Thank you,

Wendy (Whynacht) MacKenzie

From: [Heather Langille](#)
To: [Permits](#)
Subject: Public Participation Meeting of October 15
Date: October-20-25 7:25:10 PM

CAUTION: THIS IS AN EXTERNAL MAIL

To the Mayor and Council, Town of Lunenburg:

This email is in follow up to my presentation at the Public Participation Meeting of 15 October.

At that meeting the applicant, Ms. Jennifer Corson of Solterre, presented “data” from a survey that her firm had distributed via social media. I request that the results of that survey be struck from any minutes of that meeting, and not distributed to the Mayor and Council. The survey was designed and distributed by the applicant, and is therefore prima facie biased. It was not conducted in a scientific manner; the questions were subjective and leading, and there was no mechanism in place to ensure that respondents were from the target group, i.e., citizens of Lunenburg. There was also no mechanism to ensure that a single respondent did not respond multiple times. No useful information is provided by this survey and no relevant conclusions may be drawn from it.

Here is a summary of my presentation, for clarity:

1. **Nothing is stopping the Developer from building “as-of-right”**
 - i. there is a misconception that this rezoning is required to build housing on those lots, and as a consequence, any person who is against rezoning this area is also against housing developments. This is not true.
 - ii. the Developer has stated numerous times that the reason for the rezoning request is so that they may get money through federal and provincial funding, as well as tax relief from the town

2. **Lunenburg’s housing needs require more accurate quantification**
 - i. The Developer quoted the Town of Lunenburg Municipal Housing Needs Report; which stated that 23% of respondents considered leaving the community due to housing issues, 62% of respondents live in housing in need of repairs, 90% of respondents do not feel they could find an alternative, and that there was a shortfall of about 65 housing units in 2022, with a shortfall of 70 units projected by 2027. However,
 - There were only 40 respondents in that survey.
 - that same report states that upwards of 52 units were used as short-term rentals.
 - of 1 242 dwellings in Lunenburg, 13%, or 161 dwellings, were only occupied part of the year, (either seasonal visitors or short-term rentals).
 - ***Lunenburg does not have a housing problem, we have an occupancy problem.***
 - We need an accurate assessment of housing needs in Lunenburg.
 - We need to find innovative solutions that do not involve increased

congestion and strain on parking.

- Since that 2023 report there have been new housing starts, including several units being built on Pelham and Montague streets. These new units will fill some of the housing needs.

3. Not enough detail has been provided about the development

There are many questions that have not been answered by the developer:

- i. Exactly how many units will be in this development?
- ii. What will be the composition of those units (i.e. 3 bedroom vs 2 bedroom vs 1 bedroom vs studio)
 - Preliminary calculations indicate that there could likely be about 200+ occupants of that building
- iii. Which units will be designated as “affordable”?
 - In the absence of further details, presumably the 240 square foot units will be designated as affordable. The Developer has suggested that Continuing Care Assistants at Harbour View Haven would occupy these affordable units. Their salary is about \$43 000 per year. With the definition of affordable housing being 30% of salary, these 240 square foot units will be rented at \$13 000 per year, or \$1100 per month
- iv. ***What will the rent be in this building?***
 - Rent for a 1 bedroom apartment in Elation Suites in Bridgewater is over \$2000 per month. The Wheelhouse is \$1800 per month for a 1 bedroom, but it is highly subsidised. With estimated building costs of this project, a 1 bedroom with a harbour view will likely cost between \$3000 to \$4000 per month. Assuming a 25% housing to salary ratio, a household salary of \$144 000 to \$192 000 per year will be required to live here. This will not be a housing option for young people, most families, or seniors.
- v. ***The Developer has already stated that they will only be required to provide rent-controlled units for 10 years***
 - What will happen after that?
 - This is a short-term solution for a very small number of people. It is not sustainable

4. Parking and Congestion

- i. The vast majority of participants in favour of this proposal pointed out parking as a problem.
- ii. The Developer states that there are 50 available parking spots: 29 on-site, 11 on Brook Street, and 1 for shared transportation, which would count as 10 spots.
 - ***Brook Street, upon which the Developer claims 11 spots are available, is a public street. Cars cannot park overnight there in the winter, or during snow storms.***
 - ***1 does not equal 10***
 - The building site is also the site of 2 businesses. There are staff and customers that already park there, and most days there are 20 cars already in the yard. Therefore, there are not 29 new

parking spots, there are only 9. 9 parking spots for a potential of 200 people is far too few.

▪ The Developer has argued that it is a “walking community” and that the cars will not be needed. There is no public transportation in Lunenburg. People still need cars to go to appointments, the grocery store, etc.

▪ ***The Developer will have no control over how many cars the residents choose to have.*** If there are 2 cars per household (and this is likely a conservative estimate), ***this would result in approximately 108 vehicles having to find parking spaces in the surrounding streets.*** It would be like having a combination of the Craft and Folk Art Festivals 365 days per year. It would mean that many of the elderly residents of this neighbourhood would have difficulty getting into and out of their homes, and would no longer be able to have visitors, because those visitors would have no place to park. Children and families who travel in to use the tennis courts or Victoria Park would be denied access to these recreational facilities.

▪ You only have to go to Whynacht Street to see how inadequate parking can destroy a neighbourhood. Solterre’s second proposal is not “more reasonable” with respect to parking. It is very slightly less inadequate, but inadequate is still inadequate.

5. Rezoning this area would be in violation of the Municipal Planning Strategy (MPS) and therefore the Municipal Government Act (MGA)

i. The MPS states “The Marine Form Zone is intended to maintain the distinct character of a working waterfront”. The 63-foot height limit was established to accommodate marine-related structures, not residential buildings.

ii. All other residential & commercial areas in the Town Centre are restricted to a maximum height of 34 feet (except in limited outlying areas), reflecting the MPS’s commitment to preserving the Town’s character and scale.

iii. This language makes it clear that the Marine Form Zone was **never intended** to regulate residential development, but rather to protect the working character of the waterfront. Applying its generous height allowance to a residential apartment building directly contradicts that intent.

iv. In summary to Council, Marc Kiely, Director of Community Development notes: ‘...*the level of onsite parking provision for the development will **likely** put increased pressure on the surrounding public street areas....*’ The report goes on to emphasise that **“Evaluation criteria 6-19 (c) (ix) [of the MPS] states: Council shall not amend the Land Use By-law or enter into a development agreement unless Council is satisfied the proposal does not allow: the creation of excessive traffic hazards or congestion on road, cycling, or pedestrian networks within, adjacent to, or leading to the proposal.”**

v. It is clear to everyone, including advocates for the development, that criteria 6-19 (c) (ix) is not met. Therefore the only legal option is to vote no to rezoning.

Respectfully,

Heather Langille

From: [Kayla Byrne](#)
To: [Kaylee Jensen](#)
Cc: [Marc Kiely](#)
Subject: FW: Opposition to Proposed Development - Brook Street (PID 60703881 & 60703899)
Date: October-21-25 2:10:36 PM

X3 thanks!

From: Paul Nopper <pnopper@townoflunenburg.ca>
Sent: October 21, 2025 10:52 AM
To: Alison Strachan <astrachan@townoflunenburg.ca>; Mark Bishop [REDACTED]
Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <RBailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>
Cc: Marc Kiely <mkiely@townoflunenburg.ca>; Kayla Byrne <kbyrne@townoflunenburg.ca>
Subject: Re: Opposition to Proposed Development - Brook Street (PID 60703881 & 60703899)

Good Morning Mark

Thank you for submitting comments regarding the proposed Foundry Development. A copy of your correspondence has been added to our public collection of responses and will be provided to Council in their decision-making processes.

Have a great day

Paul Nopper, H.BSc. (he/him)

Chief Administrative Officer

Town of Lunenburg

119 Cumberland Street, PO Box 129

Lunenburg, NS Canada B0J 2C0

T: (902) 634-4410, ext.228

C: (902) 521-4200

pnopper@townoflunenburg.ca
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record. If you are sending confidential business information or personal information, please mark it as such.

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From: Alison Strachan <astrachan@townoflunenburg.ca>
Sent: Tuesday, October 21, 2025 10:14 AM
To: Mark Bishop [REDACTED]; Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <RBailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>
Cc: CAO Town of Lunenburg <cao@townoflunenburg.ca>
Subject: Re: Opposition to Proposed Development - Brook Street (PID 60703881 & 60703899)

Thank you, Mark, for your thoughtful comments.

I am copying the Town CAO, Paul Nopper, to insure that your input is included in the summary of public input that Staff is currently working on.

Kind regards,

Alison Strachan

Get [Outlook for iOS](#)

From: Mark Bishop [REDACTED]
Sent: Tuesday, October 21, 2025 9:50:37 AM
To: Jamie Myra <jmyra@townoflunenburg.ca>; Rachel Bailey <RBailey@townoflunenburg.ca>; Renea Babineau <rbabineau@townoflunenburg.ca>; Debbie Dauphinee <ddauphinee@townoflunenburg.ca>; Gale Fullerton <gfullerton@townoflunenburg.ca>; Alex Greek <agreek@townoflunenburg.ca>; Alison Strachan <astrachan@townoflunenburg.ca>
Subject: Opposition to Proposed Development - Brook Street (PID 60703881 & 60703899)

CAUTION: THIS IS AN EXTERNAL MAIL

Dear Members of Council,

I am opposed to the development, as designed by Solterre.

My primary concerns are for the safety of the children in an already busy school zone, and the added congestion in the area.

This intersection already sees traffic from the school, skating rink, curling club, tennis courts, playground, pool, skate park, & fields. It is also the main route through town with a left turn towards Old Town that will be directly impacted.

I feel that adding 50 more housing units (which will no doubt result in 50-100 extra cars) is too big for the area to handle. It will also directly impact walking routes to and from the school.

I also feel that Solterre's presentation is misleading for the following reasons:

- Page 3 - 30% Affordable Units - I believe there is a 10 year limit on these units, after which they will become market rate. I also believe the reality is a lot of these units will be high end rentals & Air BnB's.

- Page 7 - The presented view was mocked up using a drone from high in the air. This makes the building seem much smaller than it actually is. From ground level it will block the entire area and be an eyesore on the town.

- Page 9 - Parking - They conclude with a 1:1 Parking Ratio, but this includes 11 spots on Brook and a fictional 10 "Carshare" spots that are not shown.

Thank you,

Mark Bishop

217 Lincoln Street

From: [John & Gail SMITH](#)
To: [Permits](#)
Subject: Rezoning of Brook and Falkland Street
Date: October-21-25 9:24:46 AM

CAUTION: THIS IS AN EXTERNAL MAIL

Just a quick comment from one of the silent majority.

The Town is in desperate need of housing. It's location and size should have no bearing on the decision so long as the development meets the Towns requirements.

Do not be held ransom to a few vocal people.

Thanks for the opportunity to comment.
Take care John Smith
233 Pelham St.. Lunenburg

From: [joanne tingle](#)
To: [Permits](#); [CAO Town of Lunenburg](#); [Jamie Myra](#)
Subject: Rezoning
Date: October-22-25 8:25:59 AM

CAUTION: THIS IS AN EXTERNAL MAIL

Good morning!

For the record I'm against the rezoning of Brook & Falkland streets. I am not in support of the Solterre six story apartment building project. I truly believe this will have a negative impact on the residents in our area.

I'm all for housing and I do believe most people in this town are in support of development, let's just not make the wrong decision and push changes through to allow this to happen in the wrong location.

Thank you!

Joanne Tingle

Sent from my iPhone

From: [Stephen Engel](#)
To: cao@townoflunenburg.ca; [Permits](#)
Subject: Solterre Proposal feedback
Date: October-22-25 11:11:19 AM

CAUTION: THIS IS AN EXTERNAL MAIL

The proposed plan for the six story building raises the following points from my point of view as a homeowner living only 300 meters from the building site:

1. Why does the proposal include wasting space in the building for Weight and Yoga rooms when the community already has these facilities only 300 meters away in the community centre, allotting these spaces will take away from apartment space and provide resident only access that is unnecessary.
2. If the building is targeted for local health care workers , people new to the country, seniors etc, why are they proposing three bedroom units when they could increase the capacity with studio and one bedroom units instead of the three bedroom units.
3. I had lived in the Fort Lauderdale beach area of Florida for approximately twenty years where I have see the public beach areas transformed from family areas with plenty of parking to beaches lined with tall buildings with no public parking that block out the sun on the beach and restrict public access to the beach,only to have been profitable for developers but basically destroyed the waterfront for local residents. Now there is no way to get that public beach back after the buildings are built. I mention this because it is my fear that this proposed property will not only reduce access to the lunenburg waterfront and also set the precedent for more developers to "steal" public waterfront.
4. While I do see the opportunity to build up the waterfront with an area more attractive than what we currently have, the possibility of a a two story building containing only studio and one bedroom units would seem more attractive. It seems to me that if we must build a five or six story building there should be better places to build in the county rather than selfishly manipulating our waterfront.

Thank you for allowing me the opportunity to share a few of my concerns.

Stephen Engel
20 Lorne Street.

From: [Ashley Lipinski](#)
To: [Permits](#)
Subject: Opposition to Solterre Inc. Proposal for PIDs 60703881 and 60703899
Date: October-26-25 9:14:46 PM

CAUTION: THIS IS AN EXTERNAL MAIL

Hello,

I live in Lunenburg and am writing in opposition to the Solterre proposal for PIDs 60703881 and 60703899.

I have reviewed Solterre's proposal for development at these sites and do not think it is appropriate for the existing neighbourhood. Both the size (six stories!) and the proposed density are not consistent with this neighbourhood of one and two-story single-family homes and structures. Allowing such a large structure in this area will fundamentally change the character and feel of the neighbourhood.

Further, the density of the project is too much for the neighbourhood. The proposal is for 48-52 residential units, which, based on the proposed size of the units, means about 100 additional adult residents. Households in towns like Lunenburg typically have one car per adult resident, meaning that this building will add 100 cars, however, the proposal only calls for 50 parking spots! The result of this will be that the nearby residential streets will be used to park the 50 remaining cars, which will cause unreasonable crowding and inconvenience for the residents of the existing homes in this area. Further, the existing roads do not have the capacity to handle all of this extra traffic. Widening the roads to accommodate the building yet again would cause irreparable harm to the area surrounding the building.

Best regards,

Ashley Lipinski
389 Lincoln

Marc Kiely

From: Charles Melanson <[REDACTED]>
Sent: October 30, 2025 12:50 PM
To: communitydev@townoflunenburg.ca; Permits; Jamie Myra; Laura LeGresley; Marc Kiely; Charles Melanson
Subject: Objection to Proposed Condominium Development : Brook and Falkland Development

CAUTION: THIS IS AN EXTERNAL MAIL

Sir / Madam,

Dear Members of the Town Council and Planning Committees,

I am writing to express my concerns regarding the proposed development known as *Brook and Falkland* by Solterre Inc. Having reviewed the plans, I am deeply concerned that the proposed design is architecturally inappropriate for the area and inconsistent with the historic character that defines Lunenburg.

The proposed structure does not reflect the established design language of the surrounding heritage neighborhood. Instead, it introduces incompatible architectural elements that conflict with and diminish the value of adjacent heritage properties. Such a design would significantly disrupt the visual harmony and cultural integrity that are central to Lunenburg's identity.

Lunenburg's designation as a UNESCO World Heritage Site recognizes its architectural and cultural heritage, and new developments should respect and enhance—rather than undermine—this distinction. Approving the project in its current form risks setting a precedent that could erode the very qualities the designation seeks to protect.

I respectfully urge the Town Council and associated Boards and Committees to require a comprehensive design review and mandate revisions ensuring that the project aligns with established local architectural standards and the historic context of the area. Thoughtful development and progress can and should coexist with a respect for our community's heritage and visual landscape.

Thank you for considering this objection. I would appreciate being kept informed of any public hearings or meetings regarding this proposal.

Sincerely,

Charles Melanson

902 514 5338

20KPRYYZ@GMAIL.com

Marc Kiely

From: Colin Whitcomb [REDACTED]
Sent: October 31, 2025 9:50 AM
To: Jamie Myra; Rachel Bailey; Renea Babineau; Debbie Dauphinee; Gale Fullerton; Alex Greek; Alison Strachan
Cc: Kayla Byrne; Marc Kiely; Paul Nopper
Subject: Solterre Project; Foundry Lands; Lunenburg, NS

CAUTION: THIS IS AN EXTERNAL MAIL

Your Worship & Members of Council:

I am writing to express my support for the proposed development of a 4 -6 storey apartment building on the "Foundry Lands" in Lunenburg by Solterre Group. I have owned property in Lunenburg for over a decade and have been a permanent and primary resident of the Town for the past 5. In my professional life, I worked for over 30 years in the commercial real estate development business and in community economic development across the Atlantic Region and have led teams in the development of residential, office, retail and parking facilities during my career. For approximately 5 years I served on the Parking Advisory Committee to HRM and for the past 12 years, I have instructed a course on Land Development Economics in the Faculty of Architecture and Planning at Dalhousie University in Halifax.

Commercial real estate development such as what is being proposed by Solterre in Lunenburg is a risky and challenging business. For a project to be viable, numerous circumstances need to align to enable the developer to proceed. Issues of design, engineering, site conditions, construction, financing, leasing and property management need to be considered and overcome for a project to be viable. These processes need to be managed over a long time horizon - at least 5 years - that is subject to constant change: national, provincial and local economic conditions, interest rates, weather, labour shortages, political interest groups, viruses, etc, . Even with all the best planning and organization by the developer, a project is still at risk if the development environment is not supportive.

Lunenburg is facing a significant shortage of housing but has seen no significant residential developments come to fruition in recent years. As mentioned, the numerous challenges and risks mentioned above play a role in that as does the fact that capital is mobile: developers (large and small) will choose to invest where they see the best opportunity. Local opposition by citizens and unclear political leadership supports uncertainty and thus has contributed to a lack of local action by developers in Lunenburg.

The proposed development by Solterre Group presents a rare opportunity for the Town of Lunenburg to embrace. The developer is one of the rare few who are willing to develop in Lunenburg and have been trying to work with the community and regulatory environment to get to the next stage in the development process. They are now at a critical stage and are asking for minor considerations to enable their project to proceed to a more detailed design phase. The request for additional residential space on the ground floor should be accepted without pause. The impacts on traffic and parking will be minor and become normalized over time. If the Town is concerned about parking, then they should try to become

part of the solution; help the developer find some of the off street parking stalls and, if necessary, lease them to the developer to alleviate the concern.

Lunenburg needs housing. Lunenburg needs affordable housing. Lunenburg needs added tax revenue. Lunenburg needs to create a welcoming environment to the development community. I encourage you to take a long term vision and support the development proposed by Solterre on the Foundry lands.

Thank you,

Colin Whitcomb
York Street, Lunenburg, NS

Long-Term Housing
in the Town of
Lunenburg, Nova Scotia
SURVEY RESULTS

Oct 21, 2025

Preamble

In October 2025, Solterre Inc. conducted a community survey. The object of this survey was to better understand the demographic of local needs and perspectives related to long-term rental housing within the Town of Lunenburg.

This survey data may be used by the developer looking to invest in a long-term housing project in the Town of Lunenburg. With this the developer can ensure that the proposed development has the best chance of success and may adapt the development to the communities needs.

This shared information collected can help guide future planning and initiatives aimed at ensuring that housing in Lunenburg meets the needs of people at all stages of life and income levels. This short report outlines the collected survey responses. All responses were kept confidential, and the findings have been summarized to reflect the collective voice of the community.

Basic Survey Insights

The survey was designed using the online survey platform "SurveyMonkey.com". The following tables and charts are a direct unedited export with the exception of "Question 1" which asked respondents to provide an email for spam prevention.

- Survey was opened October 2 and was closed October 14 for a total of 12 days.
- Total Responses: 167
- Completion Rate: 100% (The amount of survey takers that submitted their responses)
- Typical Time to Complete: 3m:44s
- Question 8 was skipped 3 times.
- Question 9 was skipped 3 times
- Question 10 was skipped 1 time
- The survey was disseminated using a variety of techniques. Such as follows:
 - Online at the website www.plant1properties.com
 - Link to Survey emailed to community members
 - QR Link shared on community social media sites (Facebook, & Instagram)
 - Physical paper posters placed around the community with QR code.

Conclusions

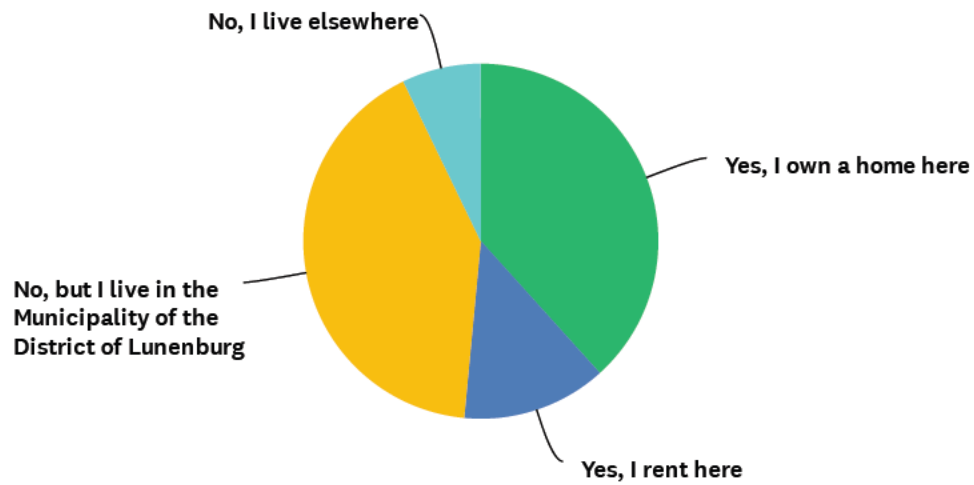
The goals of the survey were met reflecting a balance of responses from different age groups with over half of the respondents residing in the Town. There is room for improvement and questions may be asked differently in the future. Having ranked questions, or the clarifications to "check all that apply" might help provide more freedom of answers. A better breakdown of those who "rent" verses "own" in MODL would have provided more insight to those who drive to work. Finally, question 8's wording created some confusion and had no direct comparison to a broader context.

There are also other questions that could have been asked such as "do you work in the ToL?" or "would you choose to live in the ToL if given the opportunity?". We might also consider having a general feedback question to provide general comments over the whole survey experience.

The results provide a better understanding of community members concerns regarding long-term housing. Ultimately, the vast majority of those surveyed were strongly in favour of needing more long-term housing supporting Solterre's goal in developing the Falkland & Brook housing project.

Q2 Do you live in the Town of Lunenburg?

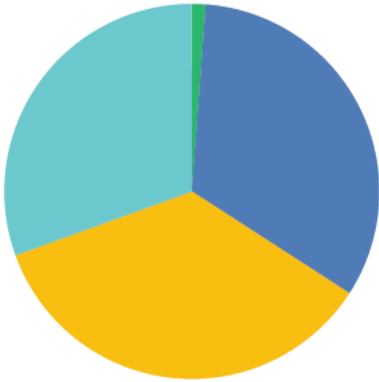
Answered: 167 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| Yes, I own a home here | 38.32% | 64 |
| Yes, I rent here | 13.17% | 22 |
| No, but I live in the Municipality of the District of Lunenburg | 41.32% | 69 |
| No, I live elsewhere | 7.19% | 12 |
| TOTAL | | 167 |

Q3 What is your age group?

Answered: 167 Skipped: 0

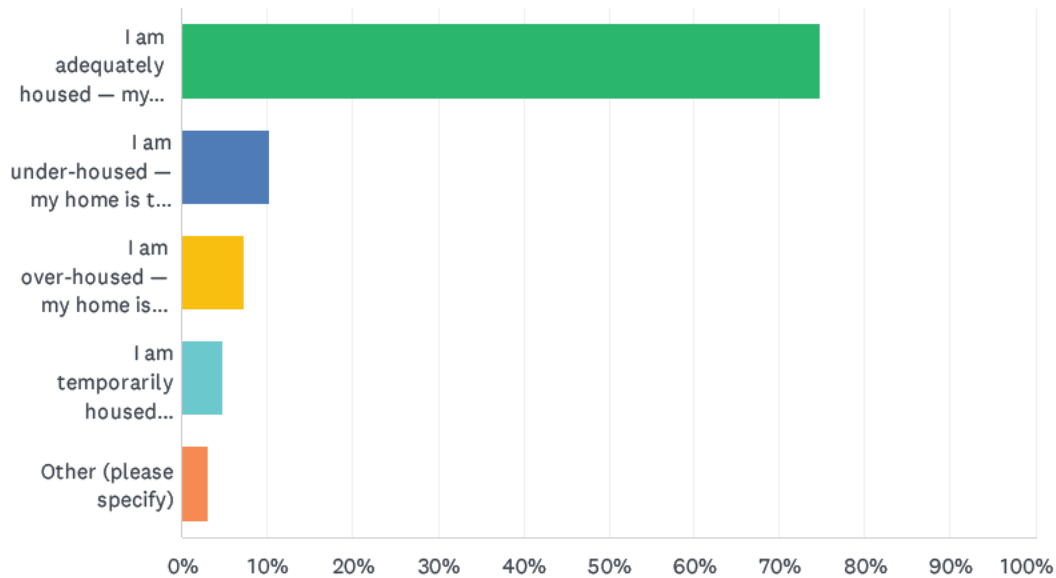


Under 25 25-44 45-64 65+

| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Under 25 | 1.20% | 2 |
| 25-44 | 32.93% | 55 |
| 45-64 | 35.33% | 59 |
| 65+ | 30.54% | 51 |
| TOTAL | | 167 |

Q4 Which of the following best describes your current housing situation?

Answered: 167 Skipped: 0

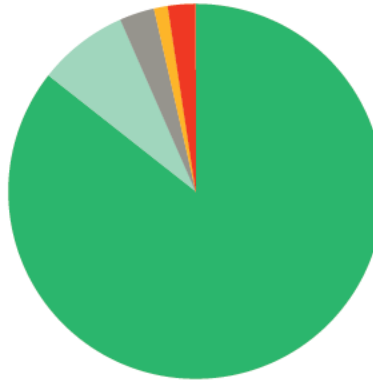


| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| I am adequately housed — my current home meets my household's needs | 74.85% | 125 |
| I am under-housed — my home is too small, crowded, or doesn't meet my household's needs | 10.18% | 17 |
| I am over-housed — my home is larger than I need or can maintain | 7.19% | 12 |
| I am temporarily housed (short-term, unstable, or transitional arrangement) | 4.79% | 8 |
| Other (please specify) | 2.99% | 5 |
| TOTAL | | 167 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|--------------------|
| 1 | Own business and housing units in Lunenburg and feel we can manage with existing or grow outside town where more space. | 10/10/2025 3:58 PM |
| 2 | I live in an old rented apartment with serious insulation problems, which raises the cost of electricity in the winter. | 10/5/2025 9:23 PM |
| 3 | Retired recently ...have seasonal cottage outside town but would like to maintain apt or condo in Lunenburg if/when decide to downsize | 10/4/2025 8:47 PM |
| 4 | I rent seasonally, and it can be difficult to find credible options for 4-6 months at a time. | 10/3/2025 2:08 PM |
| 5 | I am adequately housed now, but if my husband dies before me, i will be overhoused | 10/3/2025 1:17 PM |

Q5 How supportive are you of new long-term housing being developed in Lunenburg?

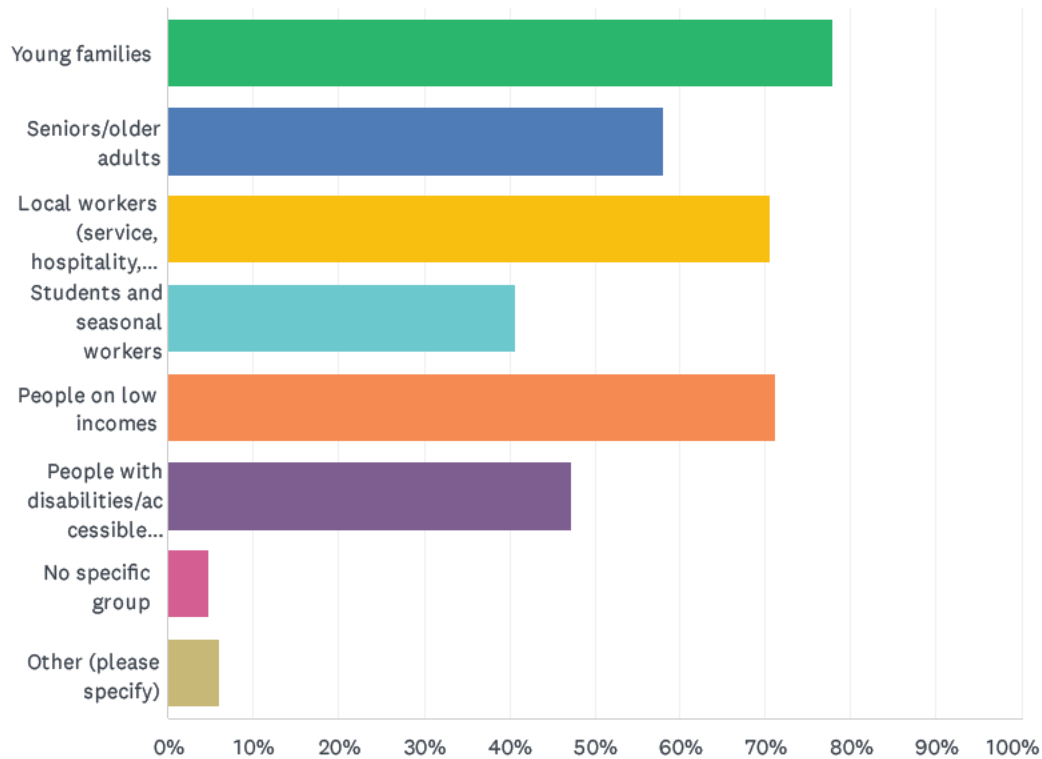
Answered: 167 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|------------|
| Very Supportive | 85.63% | 143 |
| Somewhat Supportive | 7.78% | 13 |
| Neutral | 2.99% | 5 |
| Somewhat Opposed | 1.20% | 2 |
| Strongly Opposed | 2.40% | 4 |
| TOTAL | | 167 |

Q6 Which population groups do you feel most need housing in Lunenburg? Select all that apply.

Answered: 167 Skipped: 0



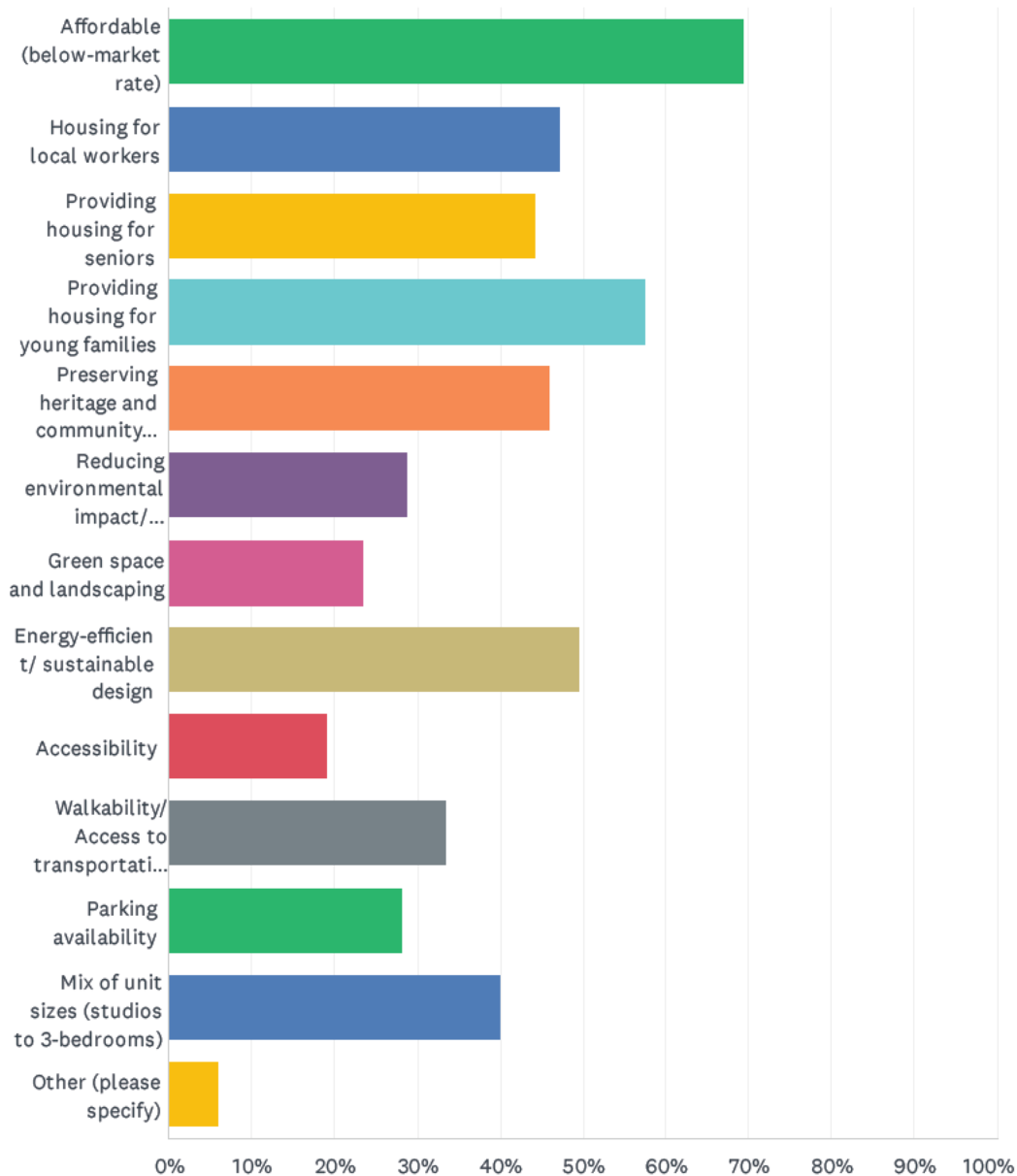
| ANSWER CHOICES | RESPONSES |
|---|------------|
| Young families | 77.84% 130 |
| Seniors/older adults | 58.08% 97 |
| Local workers (service, hospitality, trades) | 70.66% 118 |
| Students and seasonal workers | 40.72% 68 |
| People on low incomes | 71.26% 119 |
| People with disabilities/accessible housing needs | 47.31% 79 |
| No specific group | 4.79% 8 |
| Other (please specify) | 5.99% 10 |
| Total Respondents: 167 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|-------------------|
| 1 | I understand that there is a shortage of suitable housing impacting all of these groups, but don't feel I have enough insight into the issue to prioritize as between them | 10/8/2025 1:29 PM |
| 2 | Minority groups, POC, single income residents. | 10/6/2025 3:30 PM |

| | | |
|----|---|--------------------|
| 3 | I am afraid I do not have much insight into the demographics of Lunenburg, particularly around need. My choices here reflect only my personal experiences around people I know who are searching for housing in Lunenburg, not my perception of the value of ensuring housing for all the groups listed above. I would welcome any information around these needs to help inform my perception. | 10/6/2025 12:32 PM |
| 4 | as above, especially singles/small households | 10/6/2025 10:17 AM |
| 5 | Working poor | 10/5/2025 6:33 PM |
| 6 | Housing is needed for all groups | 10/5/2025 9:15 AM |
| 7 | Anyone wanting to move here who isn't very well off; there are few options for anyone other than those of means or who have received excellent return selling property elsewhere. We need a middle-aged, middle class as well; people who might still be working part time but have the time and energy to contribute to building the community eg energetic volunteers, part-time non-seasonal workers. | 10/5/2025 8:06 AM |
| 8 | Immigrants moving to work here | 10/4/2025 10:43 PM |
| 9 | I choose this as seniors ..retirement age group look to downsize and decrease maintenance etc. Plans to travel and see family. If appropriate and lovely housing for this group then family homes would come to the market for younger families to settle in the town. Unfortunately ...low income and affordable housing is needed in every community ,but the reality of affordable housing does not exist and I think very difficult to provide in the area you are hoping to develop. Lunenburg really needs apartments ,condos ,etc . We are a historic town but there is room for modern buildings as well if built thoughtfully and well designed. . | 10/4/2025 8:47 PM |
| 10 | Housing prices for families are HIGH and rental prices for seniors/older adults and young couple/singles are HIGH | 10/3/2025 12:28 PM |

Q7 Which of the following are your top five (5) priorities for a new long-term housing project in Lunenburg? (Select up to 5)

Answered: 167 Skipped: 0

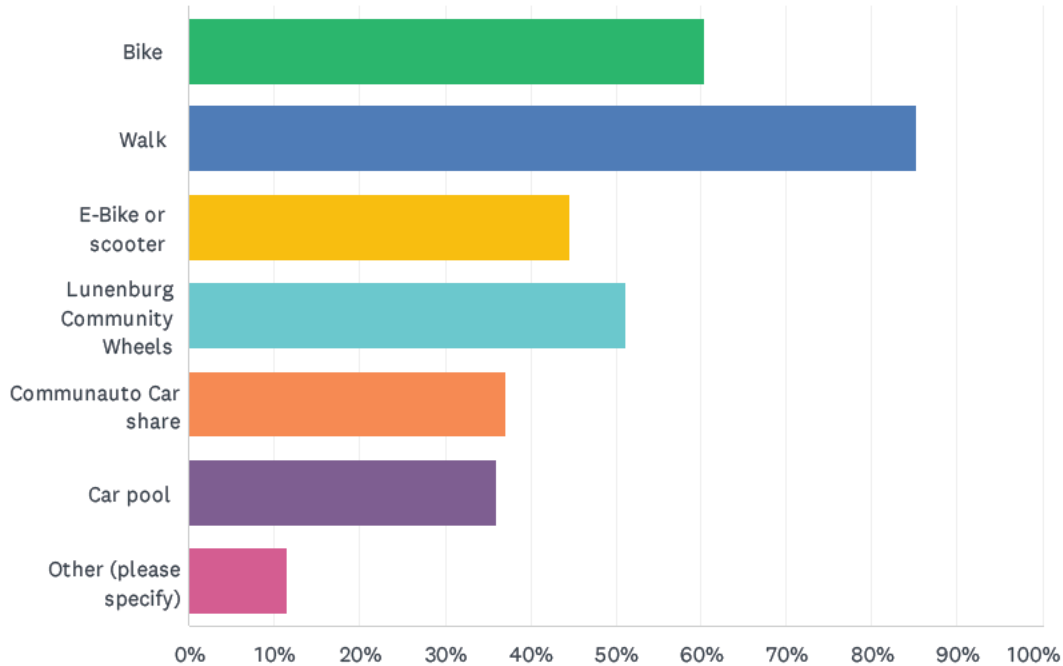


| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Affordable (below-market rate) | 69.46% | 116 |
| Housing for local workers | 47.31% | 79 |
| Providing housing for seniors | 44.31% | 74 |
| Providing housing for young families | 57.49% | 96 |
| Preserving heritage and community character | 46.11% | 77 |
| Reducing environmental impact/ sustainability | 28.74% | 48 |
| Green space and landscaping | 23.35% | 39 |
| Energy-efficient/ sustainable design | 49.70% | 83 |
| Accessibility | 19.16% | 32 |
| Walkability/ Access to transportation options | 33.53% | 56 |
| Parking availability | 28.14% | 47 |
| Mix of unit sizes (studios to 3-bedrooms) | 40.12% | 67 |
| Other (please specify) | 5.99% | 10 |
| Total Respondents: 167 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | need working families in town - housing for them | 10/10/2025 3:58 PM |
| 2 | suitable housing for various groups experiencing a housing shortage (note re this survey question - it is difficult to prioritize between groups to benefit on the one hand, and 'universal' characteristics like sustainability on the other) | 10/8/2025 1:29 PM |
| 3 | 5 priorities are not sufficient. All of the above is necessary and I am not willing to sacrifice e.g. Green space, parking, walkability, accessibility and sustainable design for the essential first 5 points. | 10/8/2025 12:19 PM |
| 4 | They should have enough to park one car | 10/6/2025 6:24 PM |
| 5 | Low income people and families | 10/6/2025 5:04 PM |
| 6 | BY getting seniors into condos, you will free up houses for families | 10/6/2025 2:48 PM |
| 7 | Please note that I also strongly believe affordability and housing accessibility is very important, but we need to start setting an environmentally sustainable precedent for new buildings and ensure that this is not at the expense of what makes Lunenburg special. | 10/6/2025 12:32 PM |
| 8 | affordable must also mean efficient & sustainable | 10/6/2025 10:17 AM |
| 9 | Many of the tenants looking to rent from me are looking for a place that is pet friendly | 10/5/2025 7:20 PM |
| 10 | Accessible housing for older adults who would like to downsize. | 10/3/2025 2:08 PM |

Q8 How open are you to green modes of transportation; which of the following options would you consider? (Select all that apply)

Answered: 164 Skipped: 3



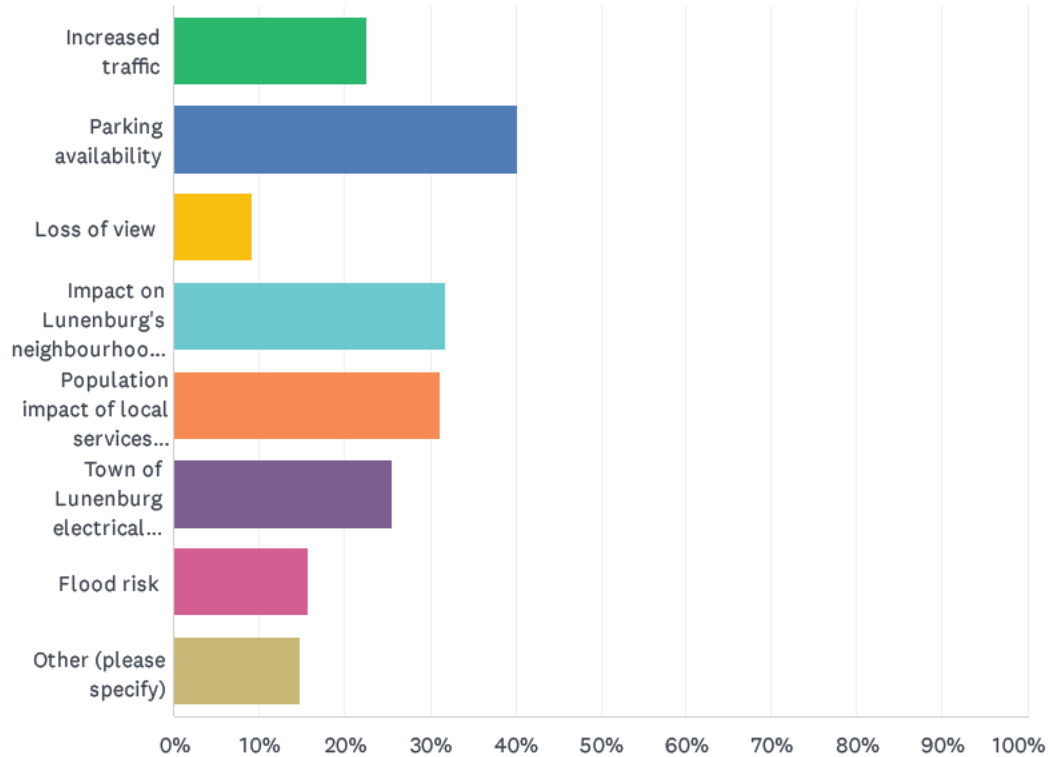
| ANSWER CHOICES | RESPONSES |
|----------------------------|------------|
| Bike | 60.37% 99 |
| Walk | 85.37% 140 |
| E-Bike or scooter | 44.51% 73 |
| Lunenburg Community Wheels | 51.22% 84 |
| Communauto Car share | 37.20% 61 |
| Car pool | 35.98% 59 |
| Other (please specify) | 11.59% 19 |
| Total Respondents: 164 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|--------------------|
| 1 | Public buses | 10/14/2025 8:32 AM |
| 2 | dont consider green modes. | 10/10/2025 3:58 PM |
| 3 | Electric car | 10/8/2025 8:49 PM |
| 4 | Electric car | 10/8/2025 8:40 PM |
| 5 | Above ONLY in town. I am not only in Lunenburg, car is essential. Daily travel to other places | 10/8/2025 12:19 PM |
| 6 | E-bike/e-scooter if only parkable in designnated areas hidden away/screened from picturesque | 10/6/2025 6:24 PM |

| | scenes | |
|----|---|--------------------|
| 7 | MY OWN CAR | 10/6/2025 6:08 PM |
| 8 | Electric bus service to Bridgewater, Halifax etc. | 10/6/2025 12:32 PM |
| 9 | many could benefit from flexible micro-solutions like sharing | 10/6/2025 10:17 AM |
| 10 | Could have golf carts in town | 10/5/2025 7:20 PM |
| 11 | Train, LRT, bus, BRT, canoe, skateboard | 10/4/2025 10:44 PM |
| 12 | Car | 10/4/2025 9:44 PM |
| 13 | This is a poorly phrased question - do you mean for possibly residents or for me? | 10/4/2025 7:53 PM |
| 14 | None of the above. I am a 'senior' and have my own car and would be incapable or unwilling to use any of the above choices. | 10/4/2025 7:22 PM |
| 15 | Drive | 10/4/2025 6:35 PM |
| 16 | none of the above | 10/4/2025 6:16 PM |
| 17 | None of the above | 10/4/2025 6:06 PM |
| 18 | Something equivalent to a daily shuttle service into Bridgewater might be useful. | 10/3/2025 2:08 PM |
| 19 | None of the above | 10/3/2025 1:40 PM |

Q9 Select two (2) of your top concerns about the potential impacts of the project. (Select up to 2).

Answered: 164 Skipped: 3



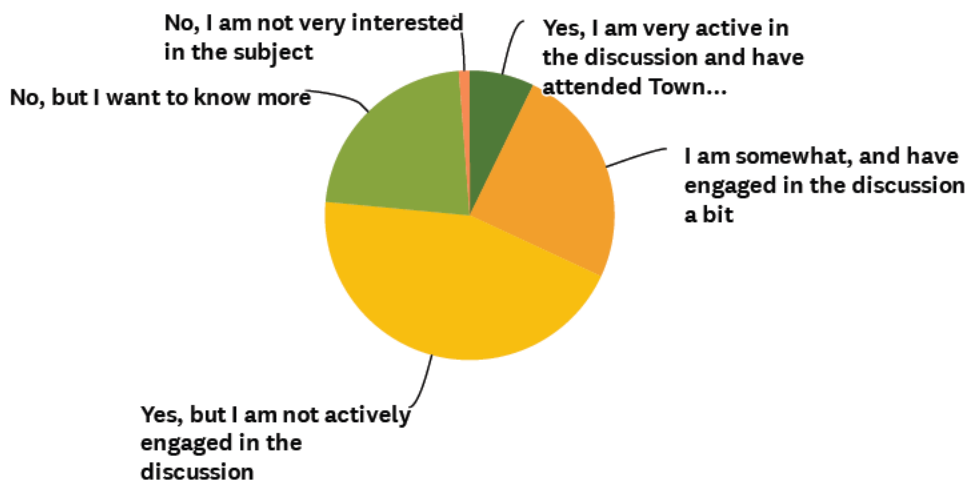
| ANSWER CHOICES | RESPONSES |
|---|-----------|
| Increased traffic | 22.56% 37 |
| Parking availability | 40.24% 66 |
| Loss of view | 9.15% 15 |
| Impact on Lunenburg's neighbourhood character | 31.71% 52 |
| Population impact of local services (school, hospital etc.) | 31.10% 51 |
| Town of Lunenburg electrical capacity | 25.61% 42 |
| Flood risk | 15.85% 26 |
| Other (please specify) | 14.63% 24 |
| Total Respondents: 164 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|--------------------|
| 1 | Impact on infrastructure in general. | 10/14/2025 9:02 AM |
| 2 | I have no concerns- no having a safe, affordable home has bigger impacts than any of these. | 10/14/2025 8:32 AM |
| 3 | Working waterfront and lots of work in the area- housing must understand work must go on- | 10/10/2025 3:58 PM |

| | | |
|----|---|--------------------|
| | noise/smell/traffic etc. | |
| 4 | Best if it is a mixed income community | 10/10/2025 2:55 PM |
| 5 | None of the above | 10/8/2025 4:51 PM |
| 6 | None | 10/6/2025 6:24 PM |
| 7 | No concerns. The town has the perfect place on Blockhouse Hill there was an option where no one would lose their view and would bring in much needed tax dollars. If the town doesn't soon allow developers in the town there will be no offers and then what. People cannot keep saying they are not opposed to development and complain about every offer that has come in. Nobody was given a written guarantee when they bought their house things would never change. The people that say they are not against development have been against every developer so far. It's time to bring this town into the 20th century and stop letting the people who already have a home be so selfish. | 10/6/2025 6:08 PM |
| 8 | Not concerned about any of these | 10/6/2025 5:04 PM |
| 9 | My only concern is that we need affordable housing that means affordable to people in minimum wage and no more gentrification | 10/6/2025 1:22 PM |
| 10 | sewer processing | 10/6/2025 12:35 PM |
| 11 | ToL water and sewer capacity | 10/6/2025 10:17 AM |
| 12 | No concerns | 10/6/2025 5:59 AM |
| 13 | Sewer | 10/5/2025 7:52 PM |
| 14 | Over ambitious design & lack of hard data for needs assessment, needs versus want issue | 10/5/2025 6:33 PM |
| 15 | Can our current sewage system handle it? | 10/5/2025 12:58 PM |
| 16 | No concerns so far | 10/4/2025 10:44 PM |
| 17 | We need to build on blockhouse hill. | 10/4/2025 10:44 PM |
| 18 | No concerns | 10/4/2025 9:36 PM |
| 19 | It says to choose two but I am concerned about all of the above. | 10/4/2025 7:22 PM |
| 20 | That the units will not be affordable and that the units will be leased by people who will use them as short term rentals. | 10/4/2025 7:17 PM |
| 21 | None | 10/4/2025 6:49 PM |
| 22 | Public access to waterfront, parkland, trees | 10/4/2025 10:43 AM |
| 23 | I don't know enough to have concerns | 10/3/2025 1:17 PM |
| 24 | I have no concerns, we desperately need housing. | 10/3/2025 12:59 PM |

Q10 Are you aware of new housing project proposals in the Town of Lunenburg?

Answered: 166 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Yes, I am very active in the discussion and have attended Town Council meetings on the matter | 7.23% | 12 |
| I am somewhat, and have engaged in the discussion a bit | 24.70% | 41 |
| Yes, but I am not actively engaged in the discussion | 44.58% | 74 |
| No, but I want to know more | 22.29% | 37 |
| No, I am not very interested in the subject | 1.20% | 2 |
| TOTAL | | 166 |

Solterre Design

South Office

53 Falkland St, Suite 102
(Brook St. Entrance)
E'se'katik / Lunenburg, NS B0J 2C0

E info@solterre.com

W solterre.com

T (902) 492-1215

Subject: LUB Amendment: Rezoning of the Salt Meadows Subdivision – 2nd Reading
From: Marc Kiely, Director of Community Development
Date: September 24, 2025 – PPM
October 14, 2025 – 1st reading
November 3, 2025 – Public Hearing
November 12, 2025 – 2nd (final) reading



Recommendation

That Council approve second and final reading of an amendment to the Land Use Bylaw to rezone to Lower Density Residential Use the Salt Meadows subdivision, which includes all lots within the Town's boundaries on Wood Street, Whynacht Street and Adams Street, and also includes PID 60731452 (off Rudolf Drive/Morash Lane).

Synopsis

- Council requested that Staff initiate the process for consideration to rezone Salt Meadows in response to resident concerns raised regarding the density of development and associated issues such as traffic congestion and parking.
- This neighbourhood has an existing lot fabric that was subdivided under a previous subdivision by-law and land use-by-law, and it is felt that the currently allowed density (4 dwelling units plus an accessory dwelling unit) exceeds what the lot fabric can support or was intended to support.
- The rezoning to lower density residential use would limit future development of dwelling units to 2 per lot plus an accessory unit, bringing the Salt Meadows subdivision in line with the character of the rest of the neighbourhood.
- Planning Advisory Committee met on October 6, 2025 and recommended the rezoning procedure continue to first reading by Council.
- Council gave first reading to the proposed amendment at its October 14, 2025 meeting.
- A Public Hearing was held at the Nov. 3, 2025 Committee of the Whole meeting. No public submissions or comments were received.

Background

Current Planning Context

The MPS and Land-Use Bylaw (LUB) designate the subdivision as 'Residential' and 'medium density residential use' (RM), respectively. The remainder of the subdivided area northwest of Centennial Avenue is zoned 'lower density Residential' (RL). There is a portion of RM accessed from Harbour View Drive that is not part of the Salt Meadows subdivision area and is not being proposed to be rezoned.

The RM zoning is described in Policy 4-1 of the MPS, which states that it is intended to enable dwellings up to 4 units, B&B's with up to 6 units, home-based businesses, rooming houses, residential care facilities, and neighbourhood amenities, such as parks and trails.

The RL zone, under the same policy, is described similarly, but is intended to enable dwellings up to 2 units, with rooming houses and residential care facilities removed.

Staff believe the RL zone, as described, is consistent with the existing character and lot fabric of the neighbourhood.

Discussion

When the current LUB was adopted, the lot fabric was already established under a previous subdivision by-law:

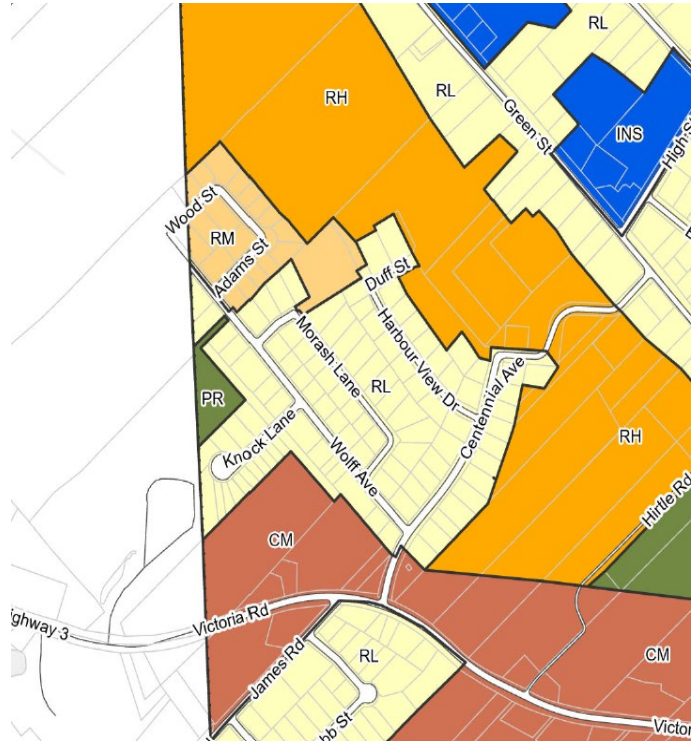


Figure 1 – Context Map showing the current Use Zoning of the area

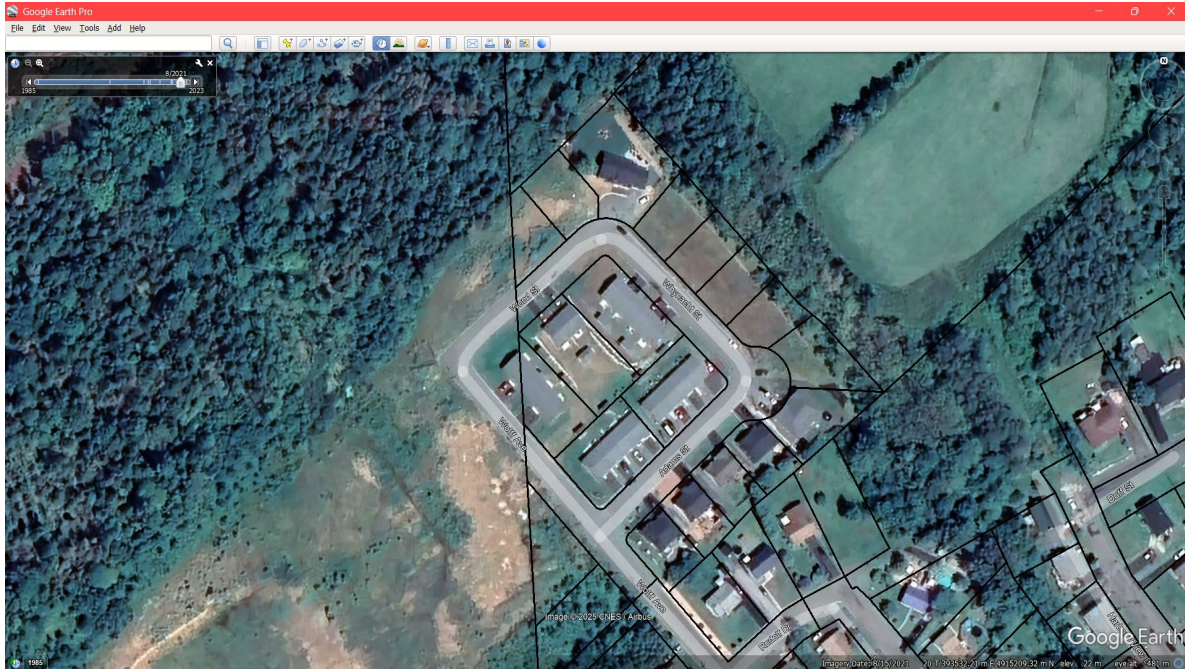


Figure 2 – Google Earth Image from August 2021.

Since that time, two additional multi-unit buildings have been constructed on the existing fabric. These dwellings contain 4 dwelling units, plus an accessory unit each.

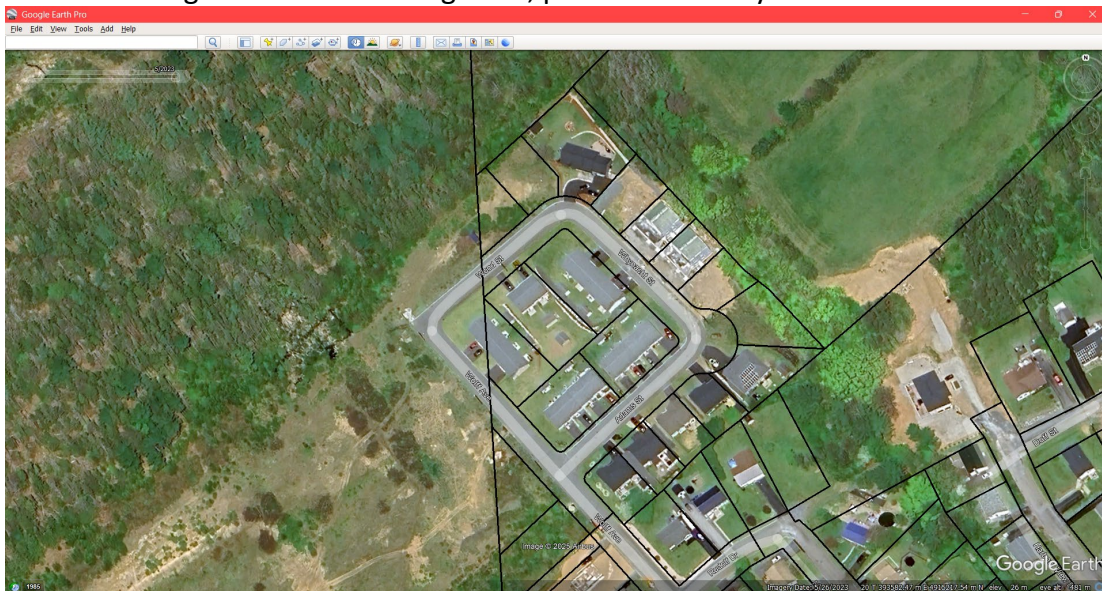


Figure 3 – Google Earth Image showing current build-out (May 2023)

Staff acknowledge that the density in this area was likely set too high at medium density.

This neighbourhood has previously been identified as a gentle growth area (infill development), which, at the time, was intended to address future housing needs. Staff note that reducing the density of this area will reduce the number of homes that can potentially be made available in the future, in this area of town.

Proposed Mapping Change

The proposed mapping change to the Use Zone Map of the LUB can be found in Attachment C. The proposal is a rezoning only, requiring no text changes to the LUB.

Policy 6-10 (Attachment B) anticipates requests like this one. This policy identifies three avenues to rezone properties notwithstanding Policy 4-2. This application satisfies Policy 6-10.

Policy 6-11 of the MPS allows Council to consider an amendment to the Use Zoning Map, Schedule C, of the Land Use By-law (LUB) if the proposed amendment is consistent with this MPS and the general evaluation criteria for amending the LUB, as set out in Policy 6-19. Policy 6-10, 6-11 and 6-19 are reviewed in Attachment D.

Public Feedback Summary

A Public Participation Meeting was held on September 24, 2025, to gather input on the proposed rezoning. Five residents provided verbal feedback during the meeting, and two written submissions were received.

Verbal feedback from the Public Participation Meeting reflected strong neighbourhood support for the proposed rezoning. Residents emphasized that the subdivision was designed and serviced for low-density residential use, and that the current Medium Density Residential zoning permits development that exceeds what the area's infrastructure and lot fabric can reasonably accommodate.

Written submissions received following the meeting expanded on these themes and added further context:

- One submission reinforced concerns about infrastructure limitations, highlighting increased traffic volumes, electrical load, drainage issues, and the impact of construction debris on nearby streets.
- The other submission reflected a development perspective, acknowledging the need to balance resident concerns with broader housing and growth objectives. It emphasized the value of clearer planning processes and collaboration between the Town and the development community to achieve sustainable, appropriately scaled growth.

Overall, the feedback received demonstrates broad support for the proposed rezoning to Lower Density Residential.

Relevant Legislation

The *Municipal Government Act* (MGA) outlines the required process for amendments to the Land Use By-law.

Financial

The Town has initiated this process, and all costs relating to the rezoning are to be borne by the Town.

Attachments

- A. Policy 4-2
- B. Evaluation of Policy 6-10, 6-11 and 6-19
- C. Amendments to the LUB – Use Zone Map
- D. Review of Provincial Interest Statements and Lunenburg Accessibility Plan

Attachment A

MPS Policy 4-2

Policy 4-2: Council shall establish, on the Future Land Use Map, a series of Land Use Designations to guide the evolution of Use Zone placement over time. The Designations and the Use Zones permitted for consideration in each Designation are as follows:

(a) The Residential Land Use Designation permits:

- i. Lower Density Residential Use (RL) Zone
- ii. Medium Density Residential Use (RM) Zone
- iii. Higher Density Residential Use (RH) Zone
- iv. Rural Use (RUR) Zone
- v. Institutional Use (INS) Zone
- vi. Parks and Recreation Use (PR) Zone

(b) The Main Street Land Use Designation permits:

- i. Commercial Mixed Use (CM) Zone
- ii. Institutional Use (INS) Zone
- iii. Parks and Recreation Use (PR) Zone

(c) Downtown Commercial Land Use Designation permits:

- i. General Commercial Use (CG) Zone
- ii. Institutional Use (INS) Zone
- iii. Parks and Recreation Use (PR) Zone

(d) Waterfront Designation permits:

- i. Waterfront Use (W) Zone
- ii. Marine Industrial Use (MM) Zone
- iii. Parks and Recreation Use (PR) Zone

(e) Industrial Designation permits:

- i. Industrial Use (M) Zone
- ii. Institutional Use (INS) Zone
- iii. Parks and Recreation Use (PR) Zone

(f) Parks and Institutional Designation permits:

- i. Institutional Use (INS) Zone
- ii. Parks and Recreation Use (PR) Zone

Attachment B

Evaluation of Policy 6-10, 6-11 and 6-19

6.3.3 Amending the Text and Use Zoning Map of the Land Use By-law

Council recognizes it cannot foresee all possible types of development that might be acceptable in the Town in general, or on a specific piece of land. As such, there will be times when the Land Use By-law needs to be amended to accommodate a new development trend or specific development proposal.

Council also recognizes that it is possible to inadvertently make mapping errors in preparing the maps that accompanying this Plan and the Land Use By-law. Such errors may be in conflict with the policies in this Plan. Where such errors are discovered, Council may consider correcting them through amendments to the Use Zoning Map of the Land Use By-law.

Policy 6-10: Council shall consider amendments to the Use Zoning Map of the Land Use By-law when the proposed map amendment is not specifically prohibited within this Plan and at least one of the following three conditions is true:

- (a) the proposed Use Zone is enabled by this Plan for use within the same Future Land Use Map designation;
- (b) a non-conforming use appears to have been created by an inadvertent administrative oversight in the Municipal Planning Strategy and Land Use By-law preparation process, resulting in a property being zoned inconsistent with stated policies in this Plan; or
- (c) notwithstanding the Use Zones permitted within a Future Land Use designation, the land to be rezoned is under 1,000 square metres in area and is abutting a Future Land Use Map designation that permits the proposed Use Zone. For clarity, land that abuts a right-of-way, such as a street, is considered to be abutting the designation on the other side of the right-of-way.

Evaluation: The proposed Use Zone Change will be enabled by this Plan in keeping with Policy 6-10(a).

Policy 6-11: Council shall not amend the Use Zoning Map of the Land Use By-law unless Council is satisfied that:

- (a) the proposal is consistent with the description of the Use Zone in Policy 4-1 and any specific policies, if any, directing where it is appropriate to place the proposed Use Zone; and

- (b) the proposed Use Zone and the uses it permits meet the general criteria for amending the Land Use By-law, set out in Policy 6-19.

Evaluation: The proposed rezoning meets the general criteria for amending the Land Use By-law, set out in Policy 6-19 as reviewed below:

6.5.1 Amending the Land Use By-law & Entering into Development Agreements

Amendments to the Land Use By-law and the entering into of development agreements are processes that require careful thought. As such, Council has established a set of general criteria to consider when evaluating all Land Use By-law amendments and development agreement proposals.

Policy 6-19: Council shall not amend the Land Use By-law or enter into a development agreement unless Council is satisfied the proposal:

- (a) is consistent with the intent of this Municipal Planning Strategy;
The proposed rezoning is considered to be consistent with the intent of the MPS pursuant to Policy 6-10 (a).
- (b) does not knowingly conflict with any Town or Provincial programs, by-laws, or regulations in effect in the municipality;
Staff do not believe the amendment is in any conflict with the above.
- (c) is not premature or inappropriate due to:
 - i. the ability of the Town to absorb public costs related to the proposal;
No public costs are anticipated with the proposed amendments.
 - ii. impacts on existing drinking water supplies, both private and public;
No new development proposals are anticipated at this time.
 - iii. the adequacy of central water and sewage services or, where such services are not available, the suitability of the site to accommodate on-site water and sewage services;
The proposal is not premature or inappropriate due to the adequacy of central water and sewage services.
 - iv. the creation of excessive traffic hazards or congestion on road, cycling, and pedestrian networks within, adjacent to, or leading to the proposal;
The proposed rezoning is considered a less intensive use of land and will have less of an impact than development proposals permitted as-of-right under the current Medium Density Residential (RM) use zone.
 - v. the adequacy of fire protection services and equipment;
The proposal is not premature or inappropriate due to the adequacy of fire protection services and equipment.

- vi. the adequacy and proximity of schools and other community facilities;
The proposal is not premature or inappropriate due to the adequacy and proximity of schools and other community facilities.
- vii. impacts on UNESCO World Heritage Site statements of outstanding value;
The rezoning is reasonably expected to have negligible impact on the Statements of OUV.
- viii. the creation of a new, or worsening of a known, pollution problem in the area, including, but not limited to, soil erosion and siltation of watercourses;
The proposed rezoning will not cause any new, or worsening of any known, pollution problems.
- ix. site-specific climate change risks;
The proposed rezoning will not cause or increase any known site-specific climate change risks.
- x. the potential to create flooding or serious drainage issues, including within the proposal site and in nearby areas;
The rezoning will not cause any known flooding or drainage issues.
- xi. impacts on known habitat for species at risk;
The proposed rezoning will not have any impact on known habitat.
- xii. impacts on the navigability and environment of Lunenburg Harbour;
The proposed rezoning will not have any impact on navigation or have any impact on Lunenburg's Harbour.
- xiii. the suitability of the site in terms of grades, soil and geological conditions, the location of watercourses and wetlands, and proximity to rights-of-way; and
The proposal is not premature or inappropriate due to the suitability of the site in terms of grades, soil and geological conditions, the location of watercourses and wetlands, and proximity to rights-of-way.
- xiv. land use conflicts that could place limits on existing operational procedures at existing businesses.
The proposed rezoning are considered a type of "downzoning" from "Medium Density Residential" to "Lower Density Residential". As a result, the proposal should have less land use conflicts through a lower development density.

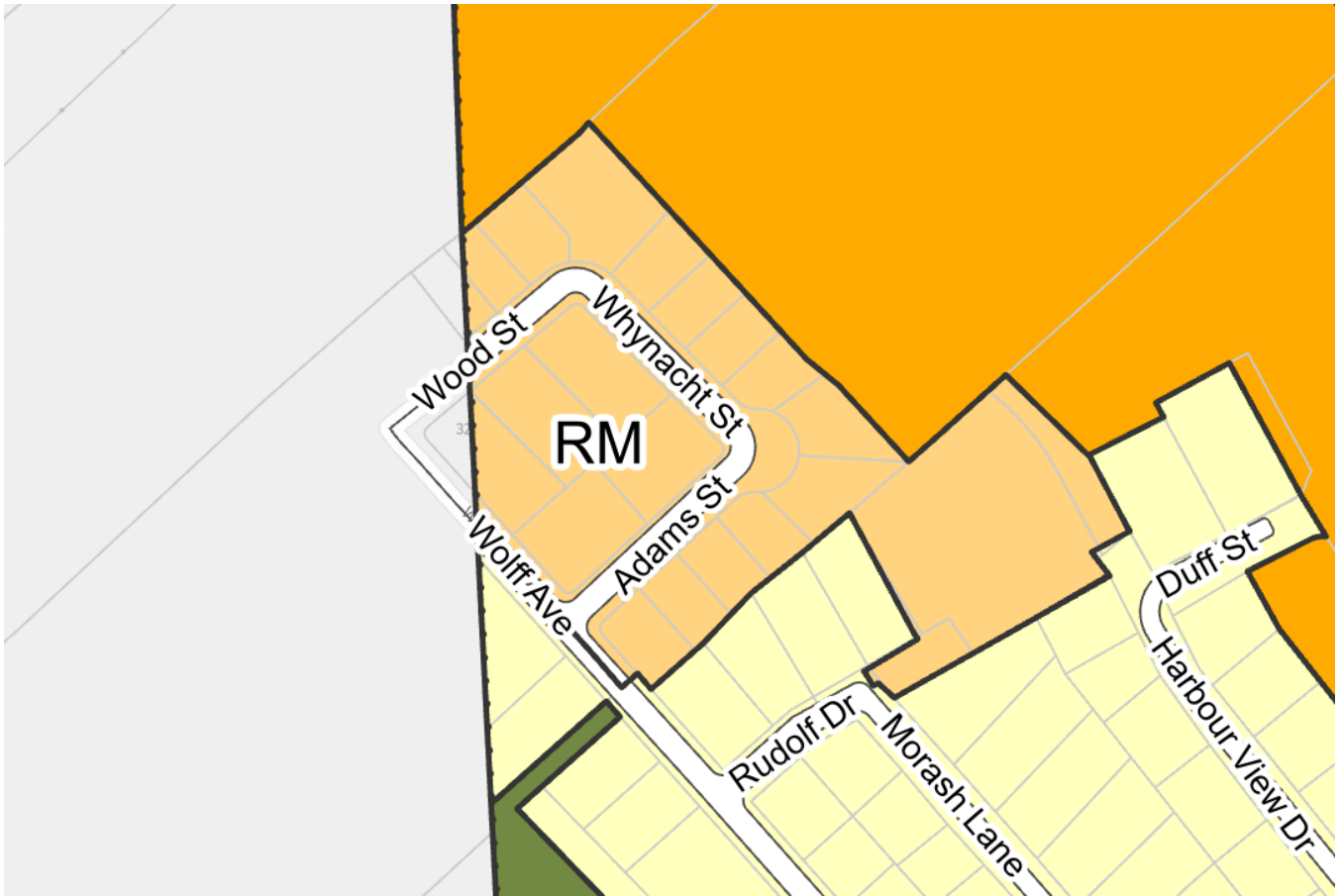
Attachment C

Amendments to Land Use By-law – Use Zone Map, Schedule “C”

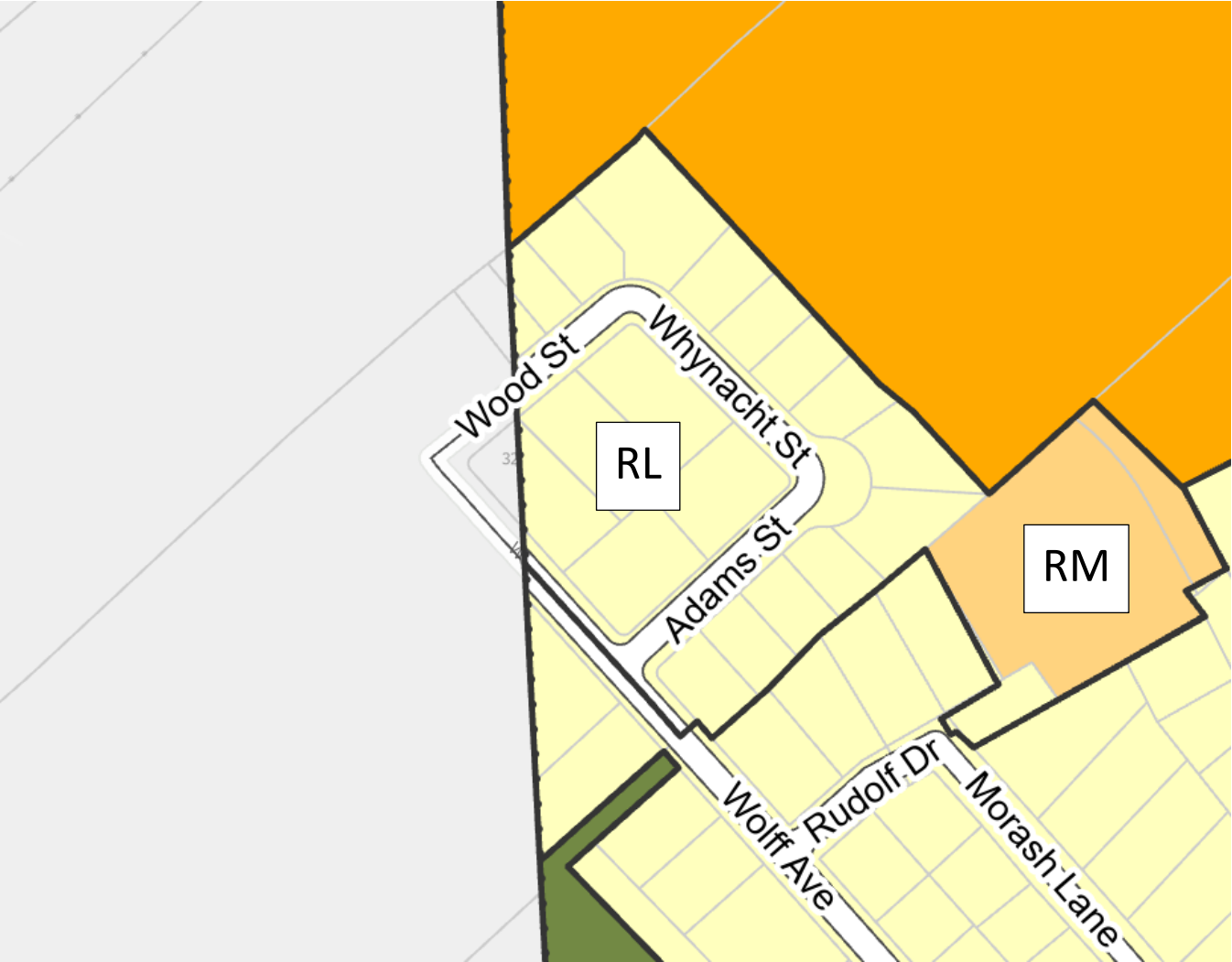
- 1) An amendment to the Land Use By-law, in particular the Use Zoning Map, Schedule “C”, thereby rezoning the lands as per table and maps shown below:

| Property: | Application: |
|-----------------------------------|---|
| All of Salt Meadows Neighbourhood | Rezone from the Medium Density Residential (RM) Use Zone to the Lower Density Residential (RL) Use Zone |

Existing Use Zoning Map, Schedule “C”:



Proposed Use Zoning Map, Schedule "C":



Attachment D

Review of Provincial Interest Statements and Lunenburg County Accessibility Plan

| Provincial Interest Statements | |
|--|---|
| <p>Statement 1: Drinking Water</p> <p>Goal: To protect the quality of drinking water within municipal water supply watersheds.</p> | <p>The proposed rezoning of the subject lands will not affect Provincial Interest Statement 1. The quality of Dares Lake Watershed will not be affected by the proposed rezoning.</p> |
| <p>Statement 2: Flood Risk Areas</p> <p>GOAL: To protect public safety and property and to reduce the requirement for flood control works and flood damage restoration in floodplains.</p> | <p>The proposed rezoning will not have a direct impact on the Flood Risk Areas as identified on the Flood Risk Area Map, Schedule E, of the Land Use By-law and will not affect Provincial Interest Statement 2. The lands are located outside of the Flood Risk Area as identified on the Flood Risk Area Map.</p> |
| <p>Statement 3: Agricultural Land</p> <p>GOAL: To protect agricultural land for the development of a viable and sustainable agriculture and food industry.</p> | <p>The proposed rezoning of the subject lands will not affect Provincial Interest Statement 3.</p> |
| <p>Statement 4: Infrastructure</p> <p>GOAL: To make efficient use of municipal water supply and municipal wastewater disposal systems.</p> | <p>The proposed rezoning will not affect Provincial Interest Statement 4. The rezoning to “residential” is considered a less intensified use of land and should have less of an impact on Town infrastructure, with regards to water supply and wastewater disposal.</p> |
| <p>Statement 5: Housing</p> <p>GOAL: To provide housing opportunities to meet the needs of all Nova Scotians.</p> | <p>The rezoning is to reduce future residential housing density, potentially limiting future housing opportunities in this specific area.</p> |
| Review amendment through an accessible lens | |
| <p>Review amendment with a focus on equity, diversity, and inclusion.</p> | <p>This amendment is a rezoning of the density of land.</p> |

Subject: Circular Materials – Service Model Decision

From: Tyson Joyce, P.Eng., PMP, Director of Public Works/
Town Engineer

Date: November 3, 2025



Recommendation

That Council select the Circular Materials Opt-In Service Model to comply with Extended Producer Responsibility legislation, and accept Circular Materials’ compensation offer dated June 3, 2025, conditional upon satisfactory resolution of contract negotiations between Circular Materials and the Town of Lunenburg.

Alternatives

- That Council selects Circular Materials Opt-Out Service Model to comply with the Extended Producer Responsibility Legislation, therefore rejecting Circular Materials compensation offer dated June 3, 2025.

Background

Circular Materials is a producer responsibility organization that will be responsible for implementing and managing the new Extended Producer Responsibility (EPR) system for packaging and paper in Nova Scotia. The *Extended Producer Responsibility for Packaging, Paper Products and Packaging-Like Products Regulations* under *Section 102 of the Environmental Act* came into effect on August 1, 2023, with an implementation date for the program of December 1, 2025, for Nova Scotia.

ERP is a policy approach in which producers/businesses that supply packaging and paper are financially responsible and accountable for those materials (paper, rigid plastic, flexible plastic, glass and metal) over their full life cycle, including the end-of-life management and recycling them for re-use. Excluded from the program are pressurized gas/hazardous products, products designed for the containment of waste, packaging used to contain or transport refillable beer containers or books.

Municipalities within Nova Scotia have the option of two transitional operation models for recycling programs. A summary table of the responsibilities is below:

| | Opt-In Service Model | Opt-Out Service Model |
|--------------|---|---|
| Collection | Town of Lunenburg will continue managing current recycling collection contract. | Circular Materials will manage collection and post-collection responsibilities for the recycling program. |
| Compensation | Payment provided by Circular Materials to Town of Lunenburg based on a cost per stop. | Circular Materials will negotiate directly with a collection service provider and administer the |

| | | |
|-----------------------|--|---|
| | | collection contract. |
| Customer Service | Town of Lunenburg will manage customer service under current contract. | The collection service provider will be responsible for customer service, with escalated inquiries managed by Circular Materials. |
| Promotion & Education | Town of Lunenburg will continue to manage P&E with support from Circular Materials, and a top-up will be provided for P&E and contract administration. | Circular Materials will directly lead P&E in collaboration with the Town of Lunenburg. |

The EPR program involving Circular Materials is intended to only apply to residential recycling collection and industrial, commercial and institutional (ICI) customers are not included within the program and the Town will need to continue to provide these services.

Discussion

Staff have been engaging with Circular Materials over the previous months to gain an understanding of the different options within their service model and find the best fit for the Town of Lunenburg. There have also been negotiations with Circular Materials on rates, and coordination with our Curbside Waste Collection Contractor (GE Environmental) is required.

For the Opt-In Service Model, Circular Materials' final offer to the Town of Lunenburg (received June 3, 2025) is \$4.95 per stop per month for residential pickup and the Promotion and Education component at \$1.50 per stop per month. In the Financial section of this Staff Report, there are projected costs and compensation based on 1,531 total stops and reducing the compensation to 1,320 for residential stops. Circular Materials will deduct \$65 per stop per year to cover the post-collection handling and processing costs they incur.

Circular Materials responsibility from December 1, 2025, shall necessitate blue bag materials delivery to the Whynott's Settlement facility rather than Kaizer Meadows. All other curbside collection items from the Town of Lunenburg shall continue to be taken to Kaizer Meadows Landfill for disposal.

Based on the details received and negotiations to date, Staff's recommendation to Council is that the Town of Lunenburg Opt-In to the program and receive the income associated with this choice, contingent on the Agreement between ourselves and Circular Materials being negotiated satisfactorily.

Whilst Opt-Out is an available option removing the Town's responsibility for residential recyclable materials, we would still remain responsible for collection and processing of ICI recyclables. With a much lower number of stops, this would not be able to be performed as efficiently as prior and would be more expensive per pickup stop. In addition, it may introduce added complexity to the level of servicing in Town, and create an issue for Residents. For instance, Circular Materials would be responsible for the collection of Residential blue bags and the Town would be responsible for the non-

residential blue bag pickups (in accordance with the Solid Waste Management Bylaw). There are instances where Residential and Commercial uses happen in the same building, which may lead to confusion. There are also likely to be additional complications to our existing and new Agreement with the Curbside Waste Collection Contractor where this covers a portion of their designated work, if they cannot work efficiently as intended. Through Opting-In, it allows the Town to be compensated for servicing that it currently is having to pay directly for, meaning these monies can be reallocated to other needs. It should be noted that our neighboring municipalities have all decided to Opt-In to the Program.

As stated earlier, the EPM Legislation comes into effect on December 1, 2025, and the Agreement with Circular Materials would expire at the end of Fiscal 2029/30 (March 31, 2030).

Strategic Plan Relevance

Curbside Waste Management Operations form part of the Servicing and Facilities Strategic Objectives of the Town’s Comprehensive Community Plan; improving current policies and procedures to ensure consistency and adaptability.

Financial

To provide an indication of where opting in would place the Town financially based on the Circular Materials offer, below is a table summarizing the existing Contract costs and projected revenue

| Year | Estimated Cost from Curbside Collection Contract | Estimated Decrease in Cost for Opt-In Option | New Estimated Cost for Curbside Collection |
|---------|--|--|--|
| 2025/26 | \$ 32,233.66 | \$ 23,806.83 | \$ 8,426.83 |
| 2026/27 | \$ 72,446.92 | \$ 71,420.50 | \$ 1,026.42 |
| 2027/28 | \$ 74,540.64 | \$ 73,484.55 | \$ 1,056.08 |
| 2028/29 | \$ 76,694.86 | \$ 75,608.26 | \$ 1,086.60 |
| 2029/30 | \$ 78,911.34 | \$ 77,793.33 | \$ 1,118.01 |

*based on Agreements with GE Environmental and total costs carried in those documents for all (including ICI) pickups.

**based on residential pickups at 1,320 stops as included in the Circular Materials offer.

*** 2025/26 finances are for a four-month period only.

****standard indexation of 2.89% for CPI and other escalation factors included.

The count that Circular Materials has provided for ICI locations is 211, and this shall need to be verified in due course but there are opportunities to add or subtract stops once the Circular Materials program commences. The Town would remain financially responsible for the pickups from those ICI locations, whether performed in collection in combination or separated from the residential pickup.

Opting out would reduce the Town's overall Curbside Collection Contract cost but leave us without the compensation component from Circular Materials and still leave us responsible for the costs of the less efficient ICI pickup. Staff estimate these costs to be of the order of \$40,000 per full year, which is much more than outlined in the table.

Subject: Proposed Snow Removal Policy Update
From: Lisa Kendall, P.Eng., Municipal Engineer
Date: October 29, 2025



Recommendation

That Council approve the updated Snow Removal Policy as presented.

Alternatives

- Provide further edits to the policy
- Defer policy conversations to a future COTW meeting

Background

At the September 2, 2025 Committee of the Whole meeting, staff brought forward a request to amend the Town's Snow Removal Policy to clarify that the Town does not include the snow removal for private roadways.

That said, the Town of Lunenburg Public Works crew currently salts, sands, and plows two private roads and related driveways within Lunenburg; Buenavista Court, and Knickle Road Extension. We plow, salt, or sand these private roads and driveways whenever requested via a call in by the homeowners on these roadways. We do not salt or sand at the same time as plowing; Plowing is separately requested by the private road owners. This service is typically carried out after we have completed plowing and/or salting Town streets or other Town-owned property. The Town has been plowing these two private roads prior to 2009.

Although the Town has maintained these private roads for decades, this practice does not align with current municipal best practices or the Town's Snow Removal Policy, which generally limits service to public streets and staff recommended discontinuing this service.

On October 14, 2025 Council approved a one-year extension for Public Works to provide salting, sanding, and snow removal services for Buena Vista Court and Knickle Road Extension during the 2025-2026 winter season. This temporary arrangement will automatically end on April 30, 2026, unless Council renews it.

Outside of this one-year extension, staff continue to recommend updating the Snow Removal Policy for clarity. As the proposed amendments have been presented to Council on multiple occasions since September, staff confirm that the MGA requirement for at least seven days' notice to Council members on any new or amended policies has been satisfied.

Discussion

The proposed amendments to the Snow Removal Policy are minor in nature and are intended to enhance clarity regarding the Town's snow removal responsibilities. Specifically, the amendments reaffirm that the Town of Lunenburg does not provide snow removal services for private roadways or private driveways.

The changes are highlighted in yellow in the attached policy for Council's reference.

It should be noted that the temporary arrangement to provide snow removal, salting, and sanding services for Buena Vista Court and Knickle Road Extension during the 2025–2026 winter season was approved separately by Council and operates as its own agreement. This arrangement is not part of the Snow Removal Policy. Any future extension would be considered through a separate service agreement or Council motion.

Strategic Plan Relevance

Snow Removal Operations form part of the Servicing and Facilities Strategic Objectives of the Town's Comprehensive Community Plan; improving current policies and procedures to ensure consistency and adaptability.

Financial

The Town of Lunenburg Charge Out Rate for Nov. 1, 2025 to Oct. 31, 2026 for plowing, salting or sanding private roads, is \$303.00 per call out. Depending on the day of the week and the time of the call out, Staff could be paid upwards of \$308.32 per call out. Also, the wear and tear on equipment, etc. are not quantifiable, but are important to note.

Attachments

Snow Removal Policy with Amendments



Snow Removal Policy

Date adopted by Council: November 14, 2023

Date amended by Council: TBD

1. POLICY STATEMENT

The Town of Lunenburg will provide snow clearing services for all municipal streets, sidewalks, and Town-owned or Town-managed parking lots. The Town does not take responsibility for snow removal on any privately owned roads, driveways, or walkways.

2. PURPOSE

This policy aims to define the responsibilities and objectives of the Town in the clearing of snow in the Town of Lunenburg.

3. APPLICABILITY

This policy applies to snow removal for streets, sidewalks and Town-owned or managed parking lots within the Town of Lunenburg.

4. GENERAL

Snow clearing operations are influenced by numerous variables that impact the practical implementation of any policies associated with them. These variables include, but are not limited to, the rate and volume of snowfall, temperature, wind speed, time of day, and staffing. Considering these variables, there will be times when the priorities or standards set by the Public Works Department related to this Policy will have to be adjusted by the management staff of the Public Works Department.

5. PRIORITIES AND STANDARDS *(this section has been slightly altered to change sentence flow, but not the intent of the previous section)*

The Public Works Department will establish operational procedures that set priorities and standards for snow clearing. These procedures will guide how staff allocate resources during winter operations.

When setting priorities, the Department will:

- Give the highest priority to matters that affect the safety and security of the public and Town staff.
- Prioritize high-use areas over low-use areas within the Town.

Priority levels will be assigned to all Town streets, with higher priority given to streets that:

- Have high traffic volumes.
- Provide access and egress for emergency services.

- Provide access to critical institutional uses.

In setting standards, the Department will ensure reasonable safety and accessibility for the public and staff during winter conditions.

6. AUTHORITIES AND EXPENDITURES

Any vehicle parked on a street that interferes with or obstructs snow removal or winter maintenance operations may be towed at the owner's expense, as directed by the Public Works Department. Public Works Department staff will reasonably try to find the vehicle's owner and instruct them to move it before having the vehicle towed.

When deemed necessary by the Public Works Department, the Town's Traffic Authority may enforce temporary parking bans between November 15 and April 15 each year.

Expenditures for snow clearing are under the authority of the Director of Public Works, who will endeavour to ensure expenditures are within approved budgets. In extreme conditions and when the safety of the public and staff requires it, the Director may make expenditures that will exceed the approved budgets. The Director will notify the Chief Administrative Officer immediately of any such expenditure.

7. COMMUNICATIONS

The Town will use various communication channels, including the Town's website and social media platforms, to share timely information regarding snow removal operations. Temporary street signage may be placed in affected areas, indicating the date and time of snow removal operations.

8. DAMAGE TO PRIVATE PROPERTY

At the discretion of the Director of Public Works, the Town will repair or cause any damage to private property to be repaired, which can be demonstrated to be a result of the Town's clearing of snow from streets and sidewalks. Claims for damaged property must be submitted in writing, addressed to the attention of the Director of Public Works, no later than June 30 for damage sustained during the preceding winter.

9. PRIVATE DRIVEWAYS AND PRIVATE ROADWAYS

~~In clearing snow from streets and sidewalks by the Town, private driveways may be filled with snow due to plowing before or after the property owner/occupant has cleared their driveway. The Town does not take responsibility for removing snow from private driveways or walkways when this occurs.~~

The Town does not take responsibility for removing snow from private driveways, walkways, or private roadways.

Private roadways are defined as roads not owned, maintained, or managed by the Town of Lunenburg. The Town will not provide regular snow removal, salting, or sanding on such roadways, except as authorized by Council through a separate service agreement or Council motion.

10. ROLES AND RESPONSIBILITIES

Council: Council will approve an annual budget to clear snow and ice from the streets, sidewalks and public places within the Town of Lunenburg.

Chief Administrative Officer (CAO): The CAO will designate roles for staff to administer this policy and administrative or operational procedures.

TOWN OF LUNENBURG

Clerk's Annotation for Official Policy Book

Policy: Snow Removal Policy

Date of Notice to Council: October 24, 2023

Date of Adoption: November 14, 2023

I certify that this Policy was adopted by Council as indicated above.

Municipal Clerk

Date: November 15, 2023

Subject: Livestreaming and Recording Meetings
 From: Kayla Byrne, Municipal Clerk
 Date: Oct. 7, 2025 – COTW Discussion
 Nov. 3, 2025 – COTW/ Notice
 Nov. 12, 2024 – Decision



Recommendation

That Council approve the Meeting Recording and Livestreaming Policy.

Alternatives

- Propose edits to the draft policy.
- Defer making a decision.

Background

At its Aug. 19, 2025, meeting, Council made a motion directing staff to prepare a report for reviewing the Town’s current practices for livestreaming and recording Council and committee meetings, identifying which types of meetings should be livestreamed, and including a scan of livestreaming practices in other Nova Scotia municipalities.

Oct. 7 COTW: This report was presented at the Oct. 7 COTW meeting, and at that meeting a motion was made to direct staff to prepare a policy on live streaming and archiving meetings based on the recommendations outlined in the staff report.

Nov. 3 COTW: The draft policy was presented at the Nov. 3 COTW meeting. Council provided direction to remove reference to audio-recordings being available upon request for meetings that are not archived. This change has been made in the attached draft and highlighted in yellow. All other aspects remain unchanged from when the draft was presented.

Discussion

The proposed policy sets the following meeting rules:

| Meeting type | Livestreamed | Archived on YouTube |
|--|--------------|---------------------|
| Regular Council & COTW | Yes | Yes |
| Public Hearings *a part of Council or COTW meetings | Yes | Yes |
| Special & Additional Council Meetings | Yes | Yes |
| Planning-related intro presentations *a part of Council or COTW meetings | Yes | Yes |

| | | |
|--|-----|--|
| Advisory Committees of Council | No | No |
| Public Participation Meetings (PPMs) | Yes | No *The presentation will mimic the intro presentation – a recording of which is available. Those providing input have expressed discomfort with being published on YouTube. |
| Working Groups / Task Forces *These are staff led and are not public meetings | No | No |

Legislative Requirements

There is no requirement to livestream meetings or to make audio/video recordings of them.

Financial

There is no direct financial impact. However, livestreaming evening meetings typically requires an additional staff person to operate audio/visual equipment.

Attachments

- Draft policy

Meeting Recording and Livestreaming Policy

Date adopted by Council: TBD



1. POLICY STATEMENT

The Town of Lunenburg recognizes the importance of transparency and accessibility in local governance. Livestreaming, recording, and archiving will be applied in a manner that balances public access and comfort with operational capacity and legislative requirements.

2. PURPOSE

The purpose of this policy is to establish consistent procedures for the livestreaming, recording, and archiving of Council, Committee, and public meetings of the Town of Lunenburg.

3. SCOPE

This policy applies to all meetings of Council, its Committees, and any other public meetings organized or hosted by the Town of Lunenburg.

4. DEFINITIONS

Archiving means making a recording publicly available after a meeting concludes through a publicly accessible format or platform (such as the Town's website, YouTube channel, or an equivalent service).

Livestream means the real-time broadcast of a meeting through an online platform or technology determined by the Town to best meet its operational needs.

Public Hearing means a meeting held in accordance with the *Municipal Government Act* to receive public input on a proposed bylaw or bylaw amendment, planning document, or any other matter for which a hearing is required by legislation.

Public Participation Meeting (PPM) means a meeting held for the purpose of gathering public input on planning matters, including but not limited to those required under the *Municipal Government Act*, or other meetings of a similar nature convened by Council or staff to support community engagement.

Recording means the capture of audio and/or video of a meeting for documentation purposes.

Working Group or Task Force means a time-limited, staff-led body created to provide expertise, input, or feedback on a defined municipal project or initiative.

5. RULES BY MEETING TYPE

5.1 Regular Council Meetings: Regular Council meetings will be livestreamed, recorded, and archived on a publicly accessible platform.

5.2 Committee of the Whole Meetings: Committee of the Whole meetings will be livestreamed, recorded, and archived on a publicly accessible platform in the same manner as regular Council meetings.

5.3 Public Hearings: All Public Hearings will be held as part of a regular or Committee of the Whole meeting of Council – they will follow the same livestreaming, recording, and archiving rules that apply to those meetings.

5.4 Special and Additional Meetings of Council: When Council calls a special or additional meeting, the meeting will follow the same livestreaming, recording, and archiving rules that apply to regular Council and Committee of the Whole meetings.

5.5 Advisory Committees of Council: Advisory Committee meetings will not be livestreamed or publicly archived. To support accurate minute-taking, these meetings may be audio-recorded by staff. ~~Audio recordings are retained for administrative purposes and are available to the public upon request.~~

5.6 Planning-related presentations: All planning-related presentations required to be considered by Council under provincial or municipal legislation, including development applications or proposed amendments to the *Municipal Planning Strategy (MPS)*, *Land Use By-law (LUB)*, or other related planning documents as defined by the *Municipal Government Act*, will be held as part of a regular or Committee of the Whole meeting of Council.

These presentations are intended to capture the applicant's proposal and staff overview before public input and will follow the same livestreaming, recording, and archiving rules that apply to Council and Committee of the Whole meetings.

5.7 Public Participation Meetings (PPMs): Public Participation Meetings will be livestreamed, but will not be archived. To ensure the accurate capture of public input, these meetings may also be audio recorded by staff. ~~Audio recordings are retained for administrative purposes and are available to the public upon request.~~

If Council or staff choose to host a Public Participation Meeting or Public Information Session outside of or in addition to the Town's planning public engagement program, the meeting will follow the same livestreaming, recording, and archiving rules outlined in this section.

5.8 Working Groups and Task Forces: Working Groups and Task Forces are not public meetings and will not be livestreamed, recorded, or publicly archived.

Official public updates on the progress or outcomes of Working Groups and Task Forces may be shared through reports or presentations to Council, or through public meeting summaries published via the Town's official communication channels.

6. OTHER OR UNSPECIFIED MEETING TYPES

Meetings that are similar in structure, purpose, or public function to those identified in this policy will follow the same livestreaming, recording, and archiving rules that apply to the most comparable meeting type.

Where a meeting does not clearly align with any of the meeting types described in this policy, the Chief Administrative Officer, in consultation with Council, will determine the appropriate approach to livestreaming, recording, and archiving.

7. VIRTUAL PUBLIC PARTICIPATION

For any public meeting, regardless of whether it is livestreamed or archived, members of the public may request to participate virtually.

Virtual participation is intended for individuals who wish to speak or present during a meeting (such as part of Public Input, a Public Hearing, or a Presentation). Members of the public do not need to register to observe a meeting through the livestream.

Members of the public may register to participate virtually by contacting staff up to the day before the meeting, in accordance with the Town's established procedures for public participation. Staff will provide appropriate access details to confirmed participants before the meeting.

8. EXCEPTIONS TO STANDARD LIVESTREAMING AND ARCHIVING RULES

Through a motion of Council, or if time does not allow, by call of the Mayor in consultation with the Deputy Mayor and the Chief Administrative Officer, Council may decide to apply, suspend, or modify the standard livestreaming, recording, or archiving rules for a specific meeting or portion of a meeting.

Decisions to vary these rules shall consider the following parameters:

- The subject matter is expected to generate significant community attention or affect a large number of residents.

- Livestreaming, recording, or archiving would enhance public understanding of the matter.

If a motion is provided at a Council meeting, public notice will be given in accordance with the Town's standard meeting notice procedures.

If the Mayor exercises this discretion on short notice, all members of Council will be notified as soon as practicable, and the public will be informed with as much notice as possible through the Town's website, social media platforms, and any other appropriate communication channels.

9. MEETING LOCATION, TECHNICAL LIMITATIONS, AND OFFICIAL RECORDS

Meetings outlined in this policy are typically held in the Town of Lunenburg Council Chambers at Town Hall.

Should Council choose to hold any type of public meeting outside of Council Chambers, the ability to livestream, record, and archive the meeting will depend on the technical capacity of the selected venue.

When livestreaming or recording is not feasible, the official record of all meetings will be the approved minutes. For meetings that do not typically have formal minutes, the public record may consist of a summary of discussions or be compiled within a staff report to Council to ensure key points and outcomes are documented.

10. POLICY PRECEDENCE

The rules outlined in this policy shall supersede any livestreaming, recording, or archiving provisions contained in other Town of Lunenburg policies, administrative procedures, committee Terms of Reference, or related municipal documents.

Where discrepancies arise, the provisions of this policy shall apply unless otherwise directed by Council through formal resolution.

Subject: Planning Advisory Committee Appointment
From: Kayla Byrne, Municipal Clerk
Date: November 12, 2025



Recommendation

That Council reappoint Colin Whitcomb to the Planning Advisory Committee as a resident representative for an additional one-year term, ending December 1, 2026, thereby completing a standard two-year term.

Alternatives

- Readvertise and seek additional applicants

Background

Per [Council’s Committee Policy](#), resident appointments to advisory committees are typically for two-year terms. Colin Whitcomb was originally eligible to be reappointed for a two-year term last year but requested to serve only one year, which Council accommodated. He has now expressed interest in completing the remainder of the standard two-year term. Staff see no issues with this request to ensure continuity of the committee’s current work.

The current PAC member list is as follows:

| Member | Appointed | Term Expires | Eligible for reappointment |
|-------------------|--|---------------------------------------|------------------------------------|
| Colin Whitcomb | 22-June-2021 <i>*Reappointed for a one-year term on Dec. 10, 2024</i> | Dec. 2025 | No <i>*not after two-year term</i> |
| Michelle Marchand | Sept. 9, 2025 | Oct 2027 | Yes |
| Rachel Martin | Dec. 10, 2024 | Dec. 2026 | Yes |
| Bill Fleming | Dec. 10, 2024 | Dec. 2027 <i>(three-year term)</i> | Yes |
| Councillors | | | |
| Bailey | Reviewed annually | | |
| Dauphinee | Reviewed annually | | |
| Babineau | Reviewed annually | | |

Relevant Legislation

[Council's Committee Policy](#)

Financial

Committee and external Board citizen members may receive an annual honorarium as set out in Town Policy and/or budget.

Attachments

N/A

Town of Lunenburg Motion Action List

PRIORITY A = Action within 3 months (Sept. 2025 – Dec. 2025)

PRIORITY B = Action within 6 months (Sept. 2025 – March 2026)

PRIORITY C = Longer-term (Beyond March 2026)

| MOTION ACTION LIST | | | | | |
|---------------------------|----------------|---|-----------------------|---|---|
| TITLE | REQUESTED DATE | COUNCIL MOTION OR DESCRIPTION | RESPONSIBLE | TARGET DATE | STATUS & UPDATES |
| PRIORITY A | | | | | |
| Marketing Levy By-law | 2024 | Draft a Marketing Levy By-law. | Municipal Clerk | <p>PRIORITY A (in progress)</p> <p>By-law in place by April 2026</p> | <p>Initial notice sent to operators on Sept. 10</p> <p>Brief survey expected to be sent to operators in November.</p> |
| Short Term Housing Report | April 1, 2025 | <p>Bring back a report on what amendments might look like to the MPS and LUB, including options to:</p> <ul style="list-style-type: none"> • Restrict short-term rentals to primary residences; • Restrict short-term rentals to commercial-use zones; • Evaluate the merits of a short-term rental business licensing by-law. | Community Development | <p>PRIORITY A</p> <p>Work in tandem with Marketing Levy</p> | |

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| MPS Amendments: DAs on Town Land | Original motion: July 16, 2024 Updated motion: Jan. 7, 2025 COTW | Original motion: Amend the Municipal Planning Strategy, allowing development agreements with potential purchasers of the lower slopes of Blockhouse Hill. Jan. 7, 2025 COTW motion: Refer the proposed amendments to the Municipal Planning Strategy (MPS), as outlined in Attachment A, to Council for consideration, enabling the use of development agreements on lands throughout the Town. | Community Development | PRIORITY A | This is a milestone that needs to be achieved for HAF agreement. |
| LUB Amendments: Main Street Form Zone & on-site parking | 2024 /2025 | Form Zone: Prepare a report with recommendations for revising the Land-Use By-law's Main Street Form Zone requirements, with the aim of encouraging more varied development within this zone Parking: Original (Feb. 27, 2024) : That Council direct staff to work on a proposed amendment to the Land Use By-law (LUB) to enable up to five on-site parking spaces in front yards. Expanded Jan. 28, 2025: That staff to expand their review beyond the motion passed on February 27, 2024, which directed staff to work on a proposed amendment to the Land Use By-law (LUB) to enable up to five on-site parking spaces in front yards, and further explore additional options to address parking challenges in the Salt Meadow subdivision and the apartment buildings in that neighbourhood. | Community Development | PRIORITY A | As a part of comprehensive MPS/ LUB Review – Work expected to start in Jan. 2026 |
| LUB Amendment: Zoning change Salt Meadows Subdivision | Feb. 11, 2025 | That staff begin the planning process to consider amending the Land Use By-law to change the zoning of the Salt Meadow subdivision from Medium Density to Low Density, consistent with the intent and configuration of the original property development plan. | Community Development | PRIORITY A (in progress) Nov. 2025 | 2 nd reading scheduled for Nov. 12 |

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| Housing Market Study | Jan. 14, 2025 | Collaborate with MODL on commissioning a comprehensive housing market study to provide updated housing market information and address known data gaps that will support affordable housing within the region. | Community Development | PRIORITY A (in progress) | In early November, a draft report was provided for staff review. |
| Livestreaming of meetings | Aug. 19, 2025 | Prepare a report for reviewing the Town's current practices for livestreaming Council and committee meetings, identifies which types of meetings should be livestreamed, and includes a scan of livestreaming practices in other Nova Scotia municipalities. | Municipal Clerk | PRIORITY A Nov. 2025 Draft Policy to be presented | Policy scheduled for approval on Nov. 12 |
| Reducing Speed Limits | April 15, 2025 | Prepare a report on reducing speed limits from 50 km/h to 40 km/h on Linden Avenue, Pelham Street, and Creighton Street, based on available traffic study data and exploring the possibility of including adjoining streets, in an application to the Province for a speed limit reduction; and that a recommendation of a town-wide reduction may result if appropriate and cost-effective. Bring back a report exploring the installation of four-way stop signs at the intersections of Creighton Street with Prince Street and Creighton Street with Cornwallis Street. | Public Works | PRIORITY A (in progress) | Comments received from Provincial Traffic Authority. Aiming to have a follow up report for December COTW meeting. |
| Policy Amendments: Snow Removal Policy | Sept. 22, 2025 | Oct.14. 2025: One-year extension with two private was approved, but as of April 30, 2026 this agreement will terminate. The policy will still be updated to make it clear the Town does not service private roads. | Public Works | PRIORITY A | Updated Policy scheduled for approval on Nov. 12. |
| PRIORITY B | | | | | |
| Community Grants Policy Amendment | Aug. 19, 2025 | Review and propose any possible edits to the policy. Sept. 2, 2025: Council indicated a desire to have a Grants Committee. | Communications & Events Coordinator Municipal Clerk | PRIORITY B Early in 2026; align | |

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| | | | | with the budget cycle) | |
| Paid Parking Infrastructure | May 28, 2024 | Prepare a report on paid parking infrastructure, which accepts various payment options for consideration in conjunction with the 2025/26 budget deliberations. | Public Works Finance | PRIORITY B Early in 2026; align with the budget cycle) | |
| Cornwallis Street Renaming | Dec. 10, 2024 | Cease work on the renaming of Cornwallis Street subject to Council re-evaluation. | Municipal Clerk Community Development | PRIORITY B | |
| Washrooms at Lunenburg Academy | Initial Direction: March 4, 2025 COTW | Staff presented an information report on this on June 24, 2025. No motion was made, but a general consensus to revisit the idea of portable washrooms in the Spring of 2026. | Public Works | PRIORITY B Early in 2026; align with the budget cycle) | |
| Buffer Zone & Rescinding a Motion | April 15, 2025 | Review and report back on the UNESCO World Heritage context for development in the Old Town buffer zone, including the 1994 nomination documents and recommendations from Zzap Architecture related to Upper King Street. Following receipt of the report, Council will reconsider its November 28, 2023 motion declaring the Upper King Street lands as surplus. | Community Development | PRIORITY B | |
| Banner Installation and possible program | July 15, 2025 | Explore options for banner installation, taking into consideration the current requests, including potential logistics, responsibilities, and costs, and how similar requests may be accommodated in the future. | Public Works Municipal Clerk | PRIORITY B | |
| Review Hack & Trolley By-law | Aug. 19, 2025 | Review the Hack and Trolley By-law, taking into account regulations from other jurisdictions with similar climates and tourism activities | Municipal Clerk By-law Enforcement | PRIORITY B (Spring 2026) | |

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| Wastewater Treatment and Harbour Water Quality | Aug. 19, 2025 | <p>Prepare a report on the Town's wastewater treatment system and its relationship to harbour water quality, including:</p> <ul style="list-style-type: none"> • An overview of whether and how untreated or partially treated sewage may enter the Front or Back Harbour; • A plain-language summary of the current treatment system upgrades and their anticipated impact on effluent quality; and <p>Contextual information to support public understanding of the Town's wastewater practices.</p> | Public Works | PRIORITY B | Staff Report delivered to Council at October 28 Meeting. No subsequent direction provided from Council. |
| Lunenburg Academy Roof | Aug. 19, 2025 | Defer the Lunenburg Academy Roof Repairs Project, with the intention of Staff keeping the same scope for the 2026/27 Town Capital Budget and proceeding with the tender process as soon as possible. | Public Works Community Development Finance | PRIORITY B Early in 2026; align with the budget cycle) | |
| Traffic and Parking Budget Considerations | March 4, 2025 COTW | <p>Staff to bring forward cost estimates for the following initiatives as part of the 2025/26 budget deliberations:</p> <ul style="list-style-type: none"> • Reconfiguration of the Community Centre parking lot • Accessible parking considerations • Paid parking options <i>*if this is too much perhaps this considered in a different year per Council discussion</i> • Consistent signage improvements | Public Works Community Development Finance | PRIORITY B Early in 2026; align with the budget cycle) | First two items addressed in July 15, 2025 staff report. Other items to come at a future meeting |
| PRIORITY C | | | | | |
| NSUARB application to amend Regulation 5.14 | April 23, 2024 | Amend Electric Utility Regulations to include energy storage alongside renewable low-impact generators, limited to devices with a capacity of 27kW or less. | Finance | PRIORITY C | This was a request from ABCO contingent on |

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| | | | | Requires ABCO to follow-up with Town | ABCO paying for the amendments, but no follow-up has been received yet. |
| Parking & Traffic Study Recommendation | Jan. 28, 2025 | Work towards collaborating with the Municipality of the District of Lunenburg and the local MLA to work towards the recommendation identified in the Parking and Traffic Study regarding safety improvements at the intersection of Route 332 and Trunk 3. | CAO Public Works | PRIORITY C | |
| Laurie Fisher Art Project | April 22, 2025 | Explore how the town could work with Eric Croft to explore options for maintaining and restoring the Laurie Fisher Fish Rehabilitation Project. | Staff TBD | PRIORITY C | |
| Election signs on public lands | May 13, 2025 | Prepare a local rule governing the placement of election signs on public lands, specifically parklands, within the Town of Lunenburg. | Municipal Clerk | PRIORITY C Prior to next election cycle | |