

TOWN OF LUNENBURG
PLANNING ADVISORY COMMITTEE
PUBLIC PARTICIPATION MEETING AGENDA

Monday, March 25, 2024 at 6 p.m.

Council Chamber, 120 Townsend Street and Zoom Webinar

Notice: Planning Advisory Committee meetings are held in person at Town Hall. Members of the public can attend meetings in person or participate in this meeting through the Zoom livestream. To livestream this meeting starting at 6 pm, use this Zoom link: <https://us06web.zoom.us/j/81571191453>

1. CALL TO ORDER

2. LAND ACKNOWLEDGEMENT

Acknowledgement of Mi'kma'ki the ancestral and unceded territory of the Mi'kmaq People.

3. APPROVAL OF AGENDA

Draft motion: Moved and seconded that the Committee approve the agenda for the March 25, 2024, meeting as presented.

4. APPROVAL OF MINUTES

Draft motion: Moved and seconded that the Committee approve the minutes of the March 4, 2024, meeting of the Planning Advisory Committee meeting as presented.

5. PUBLIC PARTICIPATION MEETINGS

5.1. Wolff Avenue-Adams Street Parking Amendment

5.2. Redesignating and Rezoning lands along lower Green Street

6. BUSINESS ARISING FROM THE PUBLIC PARTICIPATION MEETINGS

6.1. Wolff Avenue-Adams Street Parking Amendment

Draft Motion: Recommend to Council that they amend the Land Use By-law, following Attachment F of the staff report, to enable up to five on-site parking spaces in front yards in the Medium-Density Residential Zone.

6.2. Redesignating and Rezoning lands along lower Green Street

Draft Motion: Recommend to Council that they amend the Municipal Planning Strategy and Land Use By-law, following Attachments E and F of the staff report, to redesignate PID 60052495, PID 60052503 (rear and front portion), PID 6005251, PID 60052529, PID 60052537, PID 60052552, PID 60487857, PID 60052586, and PID 60052594 to Residential (RES) and rezone them Lower Density Residential (RL).

7. NEW BUSINESS

8. NEXT MEETING - TBD

9. ADJOURNMENT

**PLANNING ADVISORY COMMITTEE MEETING MINUTES
TOWN OF LUNENBURG**

Monday, March 4, 2024 at 6 p.m.

Council Chamber, 120 Townsend St. and Zoom Webinar/YouTube Live



Present	Councillor Susan Sanford (Chair) Irma DaSie, Citizen Representative Alex Greek, Citizen Representative Kush Pathak, Citizen Representative
Also present	Hilary Grant, Community Development Manager Ann Covey, Recording Secretary Trevor Hume, Planner/Development Officer
Absent	Deputy Mayor Stephen Ernst Councillor Ed Halverson Colin Whitcomb (citizen rep)
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.
Welcome of new Committee members	The Chair welcomed new Committee members, Irma DaSie, Alex Greek, and Kush Pathak, who then introduced themselves, as did other Committee and staff members around the table.
Approval of Agenda	Moved and seconded that the Committee approve the agenda for the March 4, 2024 meeting as presented. Motion carried unanimously
Approval of Minutes	Moved and seconded that the Committee approve the minutes of the September 11, 2023 meeting as presented. Motion carried unanimously
New Committee member orientation	Staff reviewed the responsibilities of the Planning Advisory Committee.

Land Use By-law
Amendment
Applications

Staff summarized the information reports in response to two Land Use By-law amendment applications:

- Wolff Avenue – Adams Street parking and redesignating to enable up to five on-site parking spaces in front yards in the medium density residential zone; and to require on-site parking; and
- Rezoning lands along lower Green Street from commercial to residential

Next meeting

Monday, March 25, 2024, Public Information Meeting

Adjournment

There being no further business, the March 4, 2024, Planning Advisory Committee meeting adjourned at 6:35p.m.

Minutes were read and approved.

Subject: Municipal Planning Strategy and Land Use By-law
Amendment Application: Wolff Avenue – Adams Street Parking

From: Department of Community Development

Date: March 4, 2024



Recommendation

N/A This is an information report

Alternatives

N/A This is an information report

Background

The Town received an application to consider two planning amendments:

- 1) Amending the Municipal Planning Strategy and Land Use By-law to require one on-site parking space per dwelling unit in the Wolff Avenue, Adams Street, Whynacht Street and Wood Street area (Salt Meadows Subdivision);
- 2) Amending the Land Use By-law to enable up to five on-site parking spaces in the front yard in the Medium Density Residential (RM) Use Zone with the option of green space parking and

On February 27, 2024, Council directed Staff to:

- 1) Work on a proposed amendment to the Land Use By-law enabling up to five on-site parking spaces in front yards; and
- 2) Work on a proposed amendment to the Land Use By-law and Municipal Planning Strategy to require on-site parking after the completion of the Parking and Traffic Study.

The Traffic and Parking Study RFP closed on March 1. Staff will bring a report on minimum parking requirements to the Planning Advisory Committee once the study is complete. See Attachment J for more information on minimum parking requirements.

The Municipal Government Act requires that Council provide for public input into planning documents, including amendments. Under the Town's Planning Public Participation Program Policy (Sections 4.1 and 4.2), the Town's Planning Advisory Committee must hold a Public Information Meeting before Council can hold a Public Hearing. The Public Information meeting should be at the Planning Advisory Committee's next meeting, tentatively scheduled for March 25, 2024. Either that same meeting or at a subsequent meeting, the Committee should vote and recommend to Council how to proceed regarding the amendment.

Discussion

The applicants are concerned about the safety of their neighbourhood due to traffic and parking, particularly on narrow, residential streets with no sidewalks. Planning Staff and Public Works met with the residents of the Salt Meadows Subdivision regarding their concerns with traffic and the lack of on-site parking, considering two new five-unit apartment complexes at 210 and 216 Whynacht Street. The Traffic Authority is monitoring the area

following Public Works posting "no-parking" signs along the interior loop of the Salt Meadows Subdivision in December 2023.

The Salt Meadows Subdivision is in the "Residential Gentle Area," as shown on the Community Structure Tomorrow Map of the Comprehensive Community Plan (CCP) (Attachment B). Section 2.3 f) of the CCP is most relevant to parking in this area. It supports reduced on-site parking requirements for residential and commercial uses in established residential neighbourhoods (page 25 of CCP). This Section supports CPP's objectives C1, C5 and C6 (Attachment C).

According to Policy 6-19, Council can amend the Land Use By-law if the amendment aligns with the Municipal Planning Strategy and meets specific criteria (reviewed in Attachment A). The Municipal Planning sets the overall planning direction for the Town, including what should and should not be included in the Land Use By-law. The Municipal Government Act Section 220(4)(h) allows municipalities to regulate parking in their Land Use By-laws without Municipal Planning Strategy support.

Staff support increasing the allowable on-site parking spaces in front yards from three to five to partially and more quickly address the issues and concerns raised by residents rather than introducing a minimum parking requirement. Proposed amendments to Part 7.9 of the Land Use By-law are provided in Attachment F. Please note that developing five parking spaces in front yards would still be voluntary and is not required (see Attachment J for more information on minimum parking standards).

Part 7.9.4 (f) of the Land Use By-law limits the maximum number of parking spaces in the front yard to a maximum of three. Yet in the Medium Density Residential (RM) Use Zone, one may construct a maximum of five dwelling units (four units plus one accessory unit) on a lot. An amendment to allow five parking spaces in front yards would enable developers to provide five parking spaces, one parking space per dwelling unit allowed on a lot in the Medium Density Residential (RM) Use Zone, should they choose to do so.

Note that there are no restrictions on the number of parking spaces in the side or rear yards. However, if a developer maximizes their lot coverage, such as at 210 and 216 Whynacht Street, access for a vehicle to the side and rear yards may prove difficult. Please note that an existing provision addressing cases where "existing buildings" prevent the placement of on-site parking spaces in the side and rear yards allows Development Officers to approve more parking spaces in the front yard if a landscaped strip is developed or will remain in place. The issue with 210 and 216 Whynacht Street was that the lot was vacant, and no "existing" building prevented parking at the side or rear of the building, limiting the number of allowable parking spaces in the front yard to three.

The three parking spaces in front yard provision are intended to limit the visual impacts of parking on the public realm and adjoining lands. However, this application indicates some residents would rather see five front yard parking spaces at 210 and 216 Whynacht Street

than risk crowding the street with parked cars. Holding a Public Information Meeting is an opportunity to learn more about public opinion on the proposed amendment.

The proposed amendments would not prohibit the Town of Lunenburg from installing sidewalks in this area in the future. The Town owns right-of-ways that could be used for sidewalks, regardless of whether property owners install additional driveways and parking spaces.

The proposed amendment is not contrary to Provincial Interest Statements and is aligned with the Lunenburg County Accessibility Plan. An analysis can be found in Attachment G.

Strategic Plan Relevance

- Community Structure: Direction regarding how the Town will be structured and how land will be used.
- Housing: Direction to support different types of housing development, tenant structures, and affordability.

Relevant Legislation

The Municipal Government Act
The Comprehensive Community Plan
The Municipal Planning Strategy
The Land Use By-law

Financial

There will be no financial impact to the Town as a direct result of the proposed Land Use By-law amendments.

Communications

A Public Participation Meeting will be advertised in the local newspaper and on the Town's website and social media.

Attachments

- A. Evaluation of Policy 6-19
- B. Community Structure Tomorrow Map
- C. Review of the Comprehensive Community Plan (CCP)
- D. Review of the Municipal Planning Strategy
- E. Review of the Land Use By-law provisions
- F. Amendments to Land Use By-law
- G. Review of the Provincial Policy Statements and the Lunenburg County Accessibility Plan.
- H. Applicant's Application
- I. Salt Meadows Subdivision Plan
- J. Information on Minimum On-Site Parking Requirements

Attachment A

Evaluation of Policy 6-19

Note this review is with regards to Request No. 2

Policy 6-9: Council shall amend the text of the Land Use By-law if the proposed amendment is consistent with this Municipal Planning Strategy and meets the general evaluation criteria for amending the Land Use By-law, as set out in Policy 6-19.

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 proposal is to amend an existing provision, Part 7.9.4 (f) and the increase from three to five is considered to be consistent with the intent of the MUNICIPAL PLANNING STRATEGY.

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

The proposal does not knowingly conflict with any Town or Provincial programs, by-laws, or regulations in effect in the municipality.

- (b) is not premature or inappropriate due to:
the ability of the Town to absorb public costs related to the proposal;
The proposal will not result in any increase in public costs.

impacts on existing drinking water supplies, both private and public;

The proposal is not premature or inappropriate due to impacts on existing drinking water supplies, both private and public.

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.

the creation of excessive traffic hazards or congestion on road, cycling, and pedestrian networks within, adjacent to, or leading to the proposal;

The proposal to enable an increase in the number of on-site parking spaces in the front yard is intended to reduce traffic hazards and congestion on road, cycling, and pedestrian networks. However, it is important to note that it will likely result in the increase of driveway entrances onto a street, as the maximum width of a driveway entrance is 10m (32.8 feet) that may accommodate a maximum of four (4) 2.44m (8 feet) wide parking spaces where the additional 5th parking space would necessitate a second driveway entrance.

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.

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.

impacts on UNESCO World Heritage Site statements of outstanding value;
The UNESCO World Heritage Site is mostly located in the OT1 and OT2 Form Zone which requires a maximum set-back of 4m (13ft) for main buildings which does not provide sufficient depth for a parking space. Also, the Heritage Conservation District By-law requires that in-fill developments be compatible with the established streetscape set-back. The proposed increase from three parking spaces to five parking spaces should not have a significant impact and is not deemed to be premature or inappropriate due to impacts on UNESCO World Heritage Site statements of outstanding value.

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 proposal is not premature or inappropriate due to 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.

site-specific climate change risks;
The proposal is not premature or inappropriate due to site-specific climate change risks. The proposal is a general provision and not tied to a specific site or area.

the potential to create flooding or serious drainage issues, including within the proposal site and in nearby areas;
The proposal is not premature or inappropriate due to the potential to create flooding or serious drainage issues, including within the proposal site and in nearby areas. The proposal is a general provision and not tied to a specific site or area.

impacts on known habitat for species at risk;
The proposal is not premature or inappropriate due to any impacts on known habitat for species at risk.

impacts on the navigability and environment of Lunenburg Harbour;
The proposal is not premature or inappropriate due to any impacts on the navigability and environment of Lunenburg Harbour.

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. The proposal is a general provision and not tied to a specific site or area.

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

The proposal is not premature or inappropriate due to land use conflicts that could place limits on existing operational procedures at existing businesses. The proposal is a general provision and not tied to a specific site or area. The proposal is intended to alleviate the concerns of the neighbourhood and to reduce land use conflicts by enabling the development of additional on-site parking facilities in the front yard.

Attachment B Community Structure Tomorrow Map



Figure 2.2
Community Structure Tomorrow

<ul style="list-style-type: none"> Residential Gentle Density Residential Gentle Density Residential Expansion Revitalized Recreational/Educational Hub Main Street Mixed-Use 	<ul style="list-style-type: none"> Parks & Public Space Public Waterfront Working Waterfront Waste + Sustainable Energy District
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Attachment C
Review of the Comprehensive Community Plan (CCP)

Community Structure Objectives (page 17)

C1 Protect and maintain the Town's character-defining elements.

C-5 Provide a well-connected, intuitive mobility network for residents and visitors.

C-6 Provide a high quality and well-maintained public realm.

2.2 Old Town Core

2.2 I) Continue to support reduced on-site parking requirements for properties in the Old Town Core. (Supports objective C1, C5 and C6) (page 22)

2.3 Residential Gentle Density (Established Residential Neighbourhoods)

2.3 f) Continue to support reduced on-site parking requirements for residential and commercial uses in Established Residential Neighbourhoods. (Supports objectives C1, C5 and C6) (page 25)

2.4 Residential Expansion

2.4i) Support reduced on-site parking requirements for residential and commercial uses in the Residential Expansion areas. (Supports objectives C1, C5 and C6) (page 27)

2.5 Main Street Mixed Use

2.5 j) Permit, but do not require on-site parking for new residential developments. (Supports objectives C5 and C6) (page 29)

2.5 k) Encourage the provision of parking lots to be placed in the rear or side yards of structures. (Supports objectives C5 and C6) (page 29)

Mobility Objective:

M4 Design and implement parking solutions and strategies to meet parking demand. (page 85)

5.4 Parking and Visitor Arrival Strategies

Other Parking Provisions

5.4 p) Allow but do not require on-site parking for new mixed-use developments in certain areas of Town such as Victoria Road. Compact development with residential and commercial space in the same buildings may have negative short-term effects on parking in the vicinity of the development, but will facilitate a car-free lifestyle in the long run. (Supports objective M4) (page 100)

Attachment D

Review of the Municipal Planning Strategy (MUNICIPAL PLANNING STRATEGY)

4.5 Parking

4.5.1 Introduction

The development of new land uses necessitates travel between those uses. While Lunenburg's well-connected blocks and dense development patterns make walking easier than many other Nova Scotian communities, a large proportion of trips are still taken by automobile or bicycle, which ultimately creates a need for parking.

4.5.2 Automobile Parking Requirements

Most land use planning documents in Nova Scotia implement "minimum parking space requirements" for development. The intention is to avoid having uses—particularly commercial uses—offload the cost and burden of providing parking onto the surrounding neighbourhood.

However, much of Lunenburg was designed and built prior to the invention of the automobile. The result is that the older areas of Town were not built with the automobile in mind, and many properties do not have on-site parking. Rather, automobiles typically park on the street or in central parking lots. While parking demand can be high in the summer tourism months, accommodating on-site parking in the older areas of Lunenburg would necessitate the demolition of buildings, which is clearly contrary to good community development. Instead, the Comprehensive Community Plan recognizes that the public provision of parking is a desirable alternative to destroying the building fabric of these areas, and contains recommendations related to improving street parking and off-site parking lots.

Outside of Old Town and New Town, parking demand is typically related to residential, institutional, and industrial uses. These are uses that benefit from being able to establish their own parking requirements; institutional and industrial parking requirements vary widely based on the specific nature of the use and are difficult to accurately capture in regulation, while residential developers have a strong incentive to provide adequate parking to meet the needs of their target market.

The one primary area outside of Old Town and New Town where parking demand is driven by commercial establishments is Victoria Road. However, lots in this area are quite large and Council has no concerns about business owners having to make a trade-off between increasing the commercial floor area and implementing adequate parking to meet their needs; in other words, there is little need to force commercial owners in this area to provide adequate parking to avoid spillover effects in the immediate neighbourhood.

For this variety of reasons, Council has elected to not establish minimum automobile parking requirements in the Land Use By-law.

Attachment E

Review of the Land Use By-law provisions

Surface Parking Areas

- 7.9.4 Surface parking areas for four (4) or more automobiles shall meet the following requirements:
- (a) All parking spaces shall have an unobstructed access on a public street or unobstructed access to a driveway or aisle that leads to a public street.
 - (b) The parking area shall be maintained with a stable surface sufficient to support a vehicle without undue deformation or damage of the surface, such as rutting, and does not allow the raising of dust or loose particles. Acceptable stable parking surfaces include but are not limited to asphalt or concrete paving (pervious or impervious), brick pavers, compacted granular surfaces, and structural landscape systems such as driveable grass or grass grid.
 - (c) Any lights used for illumination of the parking area shall be arranged as to divert the light away from streets, and abutting lots.

For any parking area containing more than six (6) parking spaces, any ingress or egress driveways shall not be closer than 10 metres (32.8 feet) to the centreline of any street intersection.

The maximum continuous length of a parking row shall be 18 parking spaces. Parking rows longer than 18 parking spaces shall be divided into segments not longer than 18 parking spaces by landscaped islands that:

are the full depth of the parking row (5.8 metres min.) and a minimum of 1.8 metres wide; and

contain a minimum of one deciduous tree (50mm caliper) and eight shrubs (min 60cm high) or to meet the requirements of a stormwater island.

Except in the Community Form Zone, only the first three parking spaces shall be permitted to locate in the front yard or flankage yard (combined) and all other spaces shall be located in the side and/or rear yards. Where, in the opinion of the Development Officer, it would be impossible to locate automobile parking in the rear or side yards due to the placement of existing buildings spaces may be located in the front and/or flankage yard to the extent necessary and a landscaped strip shall be provided along the front and/or flankage property line (excepting access points) and the strip shall:

be a minimum depth of 1.5 metres (5 feet);

contain a minimum of one tree (50mm minimum caliper) for every 3 metres of strip length; and
incorporate additional vegetation as may be required by the Development Officer to screen the parked cars without obstructing views.

Attachment F
Amendments to Land Use By-law

- 1) Amendment to the Land Use By-law, thereby renumbering Part 7.9.2. to "7.9.2.A" and inserting a new provision, Part 7.9.2. as outlined below:

" 7.9.2. Vehicle access from a lot to a street shall be subject to approval of the Town Engineer."

- 2) Amendment to the Land Use By-law, thereby deleting Part 7.9.4. (f) on Page 43-44 and substituting therefore "7.9.4. (f) "DELETED"".

- 3) Amendment to the Land Use By-law, thereby inserting a new provision, Part 7.9.7. as outlined below:

"Parking in the Front or Flanking Yard

7.9.7. Except in the Community Form Zone, up to a maximum of five parking spaces shall be permitted to locate in the front or flanking yard (combined) where in the opinion of the Development Officer, it would be impossible to locate automobile parking in the rear or side yards provided a landscaped strip shall be provided along the front and/or flanking property line (excepting access points) and the strip shall:

- (a) be a minimum depth of 1.5 metres (5 feet);
- (b) contain a minimum of one tree (50mm minimum caliper) for every 3 metres (10 Feet) of strip length; and
- (c) not have any vegetation exceeding 1.0 metres (3.2 feet) in height above grade of the abutting street within 1.5 metres (5 feet) of any edge of any driveway.

- 4) Amendment to the Land Use By-law, in particular, the Table of Contents, by inserting under Part 7.9 "Parking and Access Design" a new Part "Parking in the Front and Flanking Yard" following the words "Parking in the Community Form Zone" with the appropriate page number.

Attachment G

Review of Provincial Policy 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 LAND USE BY-LAW amendments will not affect Provincial Interest Statement 1. Enabling the development of two (2) additional parking spaces in the front yard will not affect Provincial Interest Statement 1.</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 LAND USE BY-LAW amendments will not impact 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.</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 LAND USE BY-LAW amendments will not impact 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 LAND USE BY-LAW amendments will not impact Provincial Interest Statement 4.</p>
<p>Statement 5: Housing</p> <p>GOAL: To provide housing opportunities to meet the needs of all Nova Scotians.</p>	<p>The proposed LAND USE BY-LAW amendments will not negatively impact Provincial Interest Statement 5. One could argue that enabling the development of on-site parking in the front yard may help support new housing by providing the ability to create additional on-site parking spaces. It will also support accessibility by providing additional parking spaces closer to the building's entrance.</p>

Review amendment through an accessible lens	

<p>Review amendment with a focus on equity, diversity, and inclusion.</p>	<p>The proposed LAND USE BY-LAW amendments will not negatively impact issues pertaining to equity, diversity, and inclusion. If anything, the proposed amendments would improve equity and inclusion by given the means of enabling five on-site parking spaces to be developed in the front yard closer to the building's entrance.</p>

Town of Lunenburg Planning Application for Land Use By-Law Amendment

PLEASE NOTE THAT ALL INFORMATION PROVIDED IS PUBLIC INFORMATION

APPLICANT INFORMATION	REGISTERED OWNER OF PROPERTY
Name	Name
Company Name	Company Name
Mailing Address <i>LUNENBURG BOJ2CO</i>	Mailing Address
Email	Email
Phone	Phone
Cell	Cell

PLEASE NOTE: If you are not the registered owner of the property, include a letter of authorization from the owner with your application.

PROPERTY INFORMATION	APPLICATION CHECKLIST
Civic Address <i>LUNENBURG 218 ADAMS ST BOJ2CO</i>	<input type="checkbox"/> Copy of Deed
PID #	<input type="checkbox"/> Survey Plan or Equivalent
Present Use of Property <i>OWNER / RESIDENT</i>	<input checked="" type="checkbox"/> A Letter Explaining the Proposal
Proposed Use of Property	<input checked="" type="checkbox"/> Application and Advertising Fees (\$839.30 + \$700.00)

EXPLANATION OF PROPOSAL AND SIGNATURE

A short explanation of your proposal (please include a detailed letter with a full explanation)

1. PARKING REQUIREMENT → 1 per unit wa out area.
2. PARKING ACCESS + DESIGN → ALLOW CARS TO PARK ANYWHERE ON THE LOT → UP TO 5 IN FRONT FOR MEDIUM DENSITY WITH THE OPTION OF GREENSPACE PARKING
- 3 REIMBURSEMENT OF APPLICATION + ADVERTISING FEES.

By submitting this application I affirm that the facts set forth are true and complete.

Name (pri) _____ Signature: _____ Date: *Aug 22 / 2023*

OFFICE USE ONLY: Type of LUB Application: _____ Date received: _____

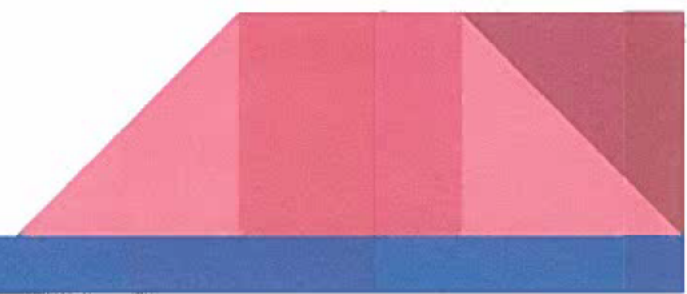
Whynacht Road - video

<https://youtu.be/fhoXsQb2gck>

Whynacht Road with parking concerns

Concerns

- High density units without adequate parking
- * On-street parking will have a serious safety issue for residents of the seniors development and other road users (including children)
- Residents were told new builds would have a maximum of 4 units - these are 5 plexes
 - Any accessory dwelling is to be subservient to the main dwelling. The current 5th unit of the current constructions is not **subservient** to other units, it is identical to 3 of 4 other units. Let's call it what it is in the permit application "5 plex".
- Buildings are to be in keeping with current neighbourhood
 - Single family and 4 unit garden homes
 - Existing residences are single story.
 - Building permit is for single story and yet two upstairs units are in the design.
- * No sidewalks for safety of pedestrians
- * Width of road is not adequate for resident on-street parking
- * Access by municipal and emergency services will be compromised with decreased road width access.
- No green space for residents of new builds.



Pedestrian Safety Concerns



Older walkers face a higher fatality risk

- Less physical agility than younger pedestrians
- Slower moving
- Older walkers face a higher fatality risk
 - Even minor accidents can be traumatic experience for their body - lower resiliency than younger pedestrians
- On street parallel parking
 - May step out from between cars
 - Narrow width of roadway
- Backing vehicles from driveways
 - Limited siteline due to parked cars
 - Elder walkers less attentive to cues of reversing vehicle (hear engine, see back-up lights)
- Winter conditions
 - Intensify concerns
 - Lower sunlight angles
 - Dark clothing

"Older pedestrians face the same dangers as younger pedestrians but they often have less physical agility to cope with those dangers," Cynecki said. "Quite often, their eyesight is not as good. Their reaction time is generally not as good and their mobility is often not as good so sometimes stepping down sidewalk curbs is such a challenge that they look down when they do that rather than looking at traffic. Also, on average, their hearing is not as good so they sometimes have problems in parking lots with not being able to hear cars that are backing out as they are walking by."

Excerpt:

This article was written for the Partnership for a Walkable America by Emily Smith of the University of North Carolina Highway Safety Research Center

No permission is needed to reprint this article in whole or in part.

https://safety.fhwa.dot.gov/ped_bike/docs/streets.pdf

Pedestrian Safety Concerns Elders

Abilities and processes deteriorate with age

- Limited vision & hearing
- Physical movement challenges
 - Use of mobility aids such as walkers and motorized personal mobility devices
- Reduced walking speed - preoccupied with falling and so walk with heads down.
- Loss of balance and the ability to react to trips and falls
- Winter roadway conditions
 - Decreased visibility -poor contrast
 - Lower sunlight angle
 - Glare from ice & snow
 - Tripping or slipping
 - Snowbanks and clearing challenges
- Cognitive & Attention Problems
 - Slower reaction time and decision making
 - Misjudging & misinterpreting vehicular movement
 - Distraction

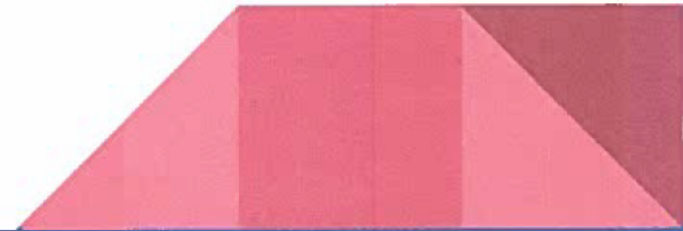
"Walking in a traffic environment can be dangerous for older pedestrians for several reasons, including limited vision and hearing, slower reaction time and decision making, lower levels of attention, and reduced walking speed. Those over age 70 are more likely to be struck by a motor vehicle. Older pedestrians accounted for about 19 percent of pedestrian road traffic deaths in Canada in 2008.⁶⁶ They are more likely to suffer severe or critical trauma as well as mortality if struck as pedestrians than are younger pedestrian victims.⁶⁷ Greater injury severity to older pedestrians is due in part to their greater physical fragility, (e.g., more easily broken bones and more vulnerable brain structures) and longer recovery times from injury."

Countermeasures to Improve Pedestrian Safety in Canada -
CCMTA
August 2013

ISBN 978-0-9878957-4-5

Accessibility & Use

- No sidewalks
- No public transportation
- Distance to local services too far to walk for seniors
- No local mail - must drive to post office



Accessibility & Use

- Street parking will negatively impact municipal service access like garbage collection
- Narrowed streets will hamper access by emergency vehicles - EHS & Fire
- Snow removal - nowhere for the snow to go





Wolff Ave



Adams St.

Enclosing Roads



Whynacht Road



Wood Road

Road Users



Comparison Views



Woods Road

With street parking

- opposite proposed 5 unit buildings
- Does not show proposed 'driveway' entrances
- High Density population
- Lack of green space - road is the only space for play or activity.

Needs:

On-site or designated parking lot beside each set of buildings

Green space - in keeping with current character of community

Woods Road - Parked Vehicle Impact



Coming Soon!!!

**2 Bedroom apartments for seniors
(55 and above)**

High efficiency construction

5 Stainless steel appliances

Heat Pump / Air Conditioner

Snow Removal and Lawn Care included

Dogs and Cats Friendly

For further information, please call...





Salt Meadows
Garden Homes

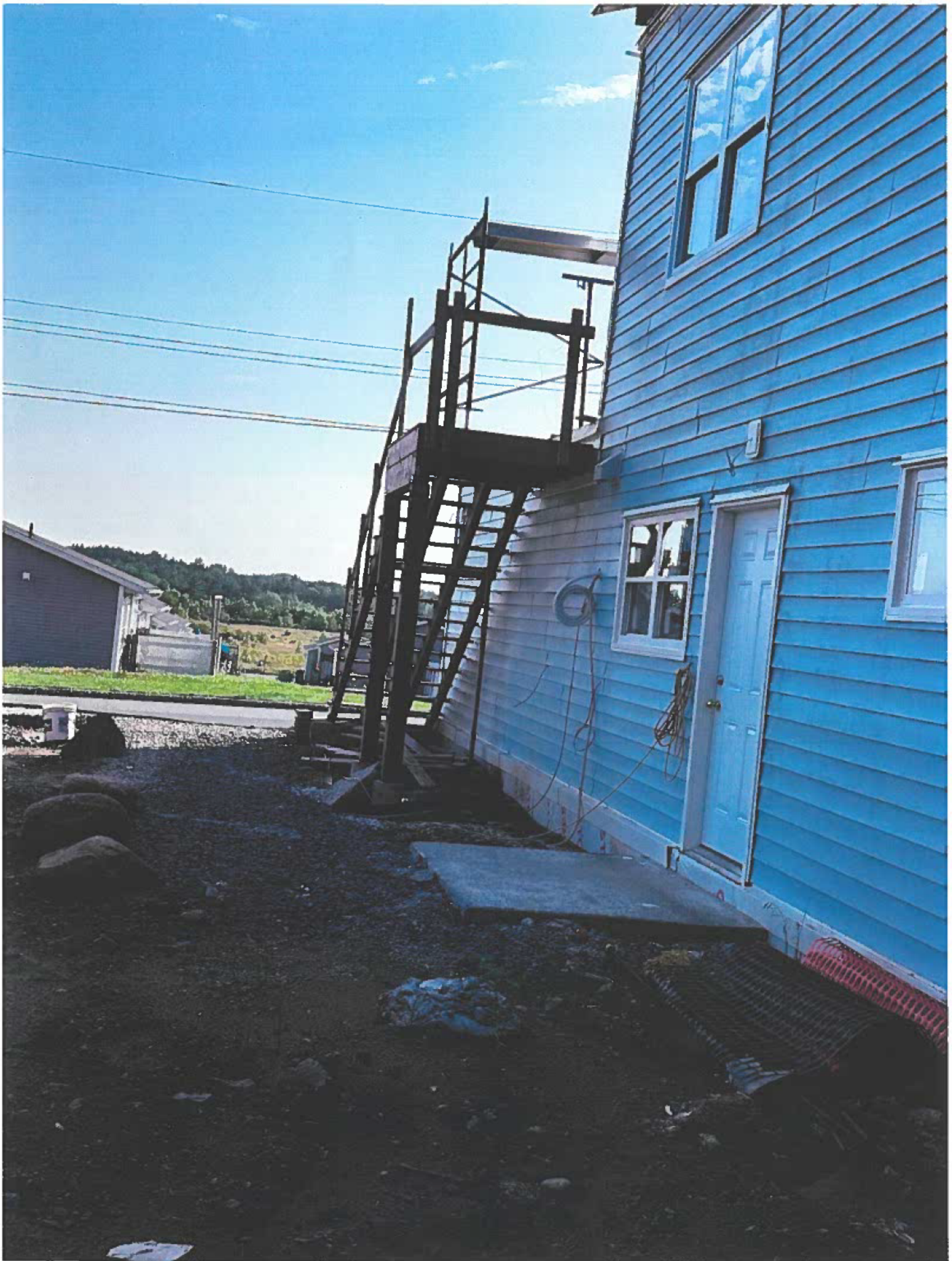
Carefree Senior Living



STONEHURST
DEVELOPMENTS LTD.

Inquiries: 902-229-3354







TOWN OF LUNENBURG

(902) 634-4410

RECEIPT

Duplicate Copy

In Account with:

Property:

Aug 22, 2023

Page 1 of 1

Invoice Description	Source	Balance Owing	Payment Amount	Discount/ Adjustment	Currently Owing
2023 TOWN Misc Receivables - Principal	THIBC001	839.30	839.30	0.00	0.00
		<u>839.30</u>	<u>839.30</u>	<u>0.00</u>	<u>0.00</u>

Pay Code: Interac payment: 839.30 | Issued By (CB02):

LAND USE BY-LAW AMENDMENT

Tendered Amount \$839.30
Change: \$0.00

TOWN OF LUNENBURG

(902) 634-4410

RECEIPT

Duplicate Copy

In Account with:

Property:

Aug 22, 2023

Page 1 of 1

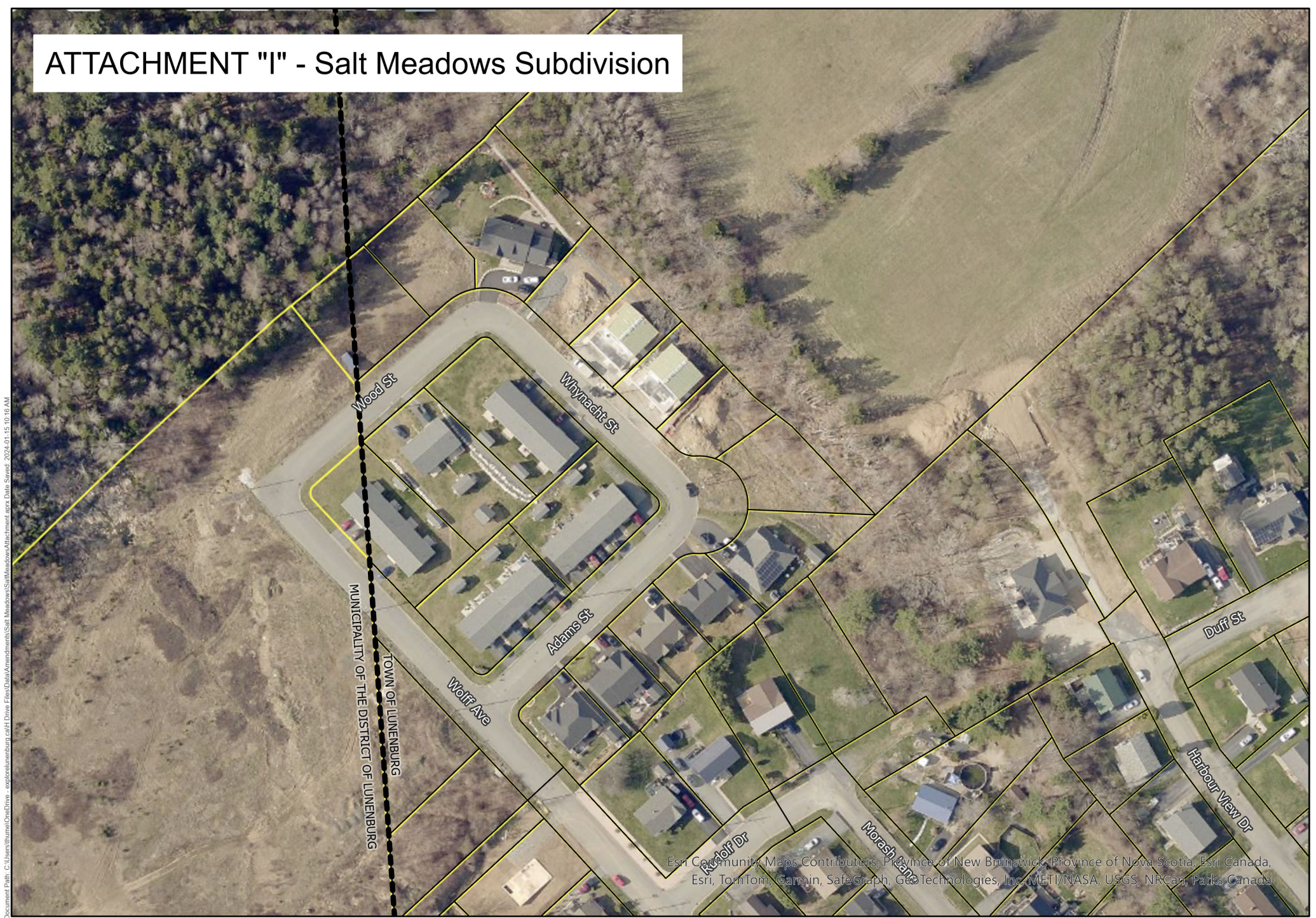
Invoice Description	Source	Balance Owing	Payment Amount	Discount/ Adjustment	Currently Owing
2023 PLANNING DEPOSITS - Principal	THIBC001	0.00	700.00	0.00	-700.00
		<u>0.00</u>	<u>700.00</u>	<u>0.00</u>	<u>-700.00</u>

Pay Code: Interac payment: 700.00 | Issued By (CB02):

THANK YOU FOR YOUR PAYMENT!

Tendered Amount \$700.00
Change: \$0.00

ATTACHMENT "I" - Salt Meadows Subdivision



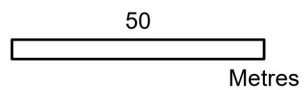
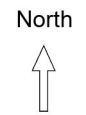
Esri Community Maps Contributors, Province of New Brunswick, Province of Nova Scotia, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NRCan, Parks Canada

Document Path: C:\Users\chimes\OneDrive - exponenlunenburg.ca\OneDrive Files/Data\Amendments\Salt Meadows\Salt Meadows\Attachment.afx Data Source: 2024-01-15 10:16 AM



Maps are for graphical purposes only. They do not represent a legal survey. While every effort has been made to ensure that these data are accurate and reliable within the limits of the current state of the art, The Town of Lunenburg cannot assume liability for any damages caused by any errors or omissions in the data. Users of our maps and other analysis products are solely responsible for interpretations made from these products.

TOWN OF LUNENBURG Salt Meadows Subdivision



Attachment J

Information on Minimum On-Site Parking Requirements

According to [2014](#) and [2016](#) academic studies, Minimum parking requirements can:

- **Increase Construction Costs**: Providing and maintaining parking spaces can be expensive. Construction costs associated with building parking structures or allocating land for parking can significantly add to a housing development's overall cost.
- **Reduce Housing Density**: Minimum parking requirements may lead to a reduction in the overall housing density in an area, as developers may need to allocate more space for parking. This, in turn, can limit the number of housing units built on a given piece of land, potentially raising the cost per unit.
- **Increase Unaffordability**: The additional costs associated with meeting parking requirements can be passed on to homebuyers or renters, making housing less affordable, particularly for lower-income individuals or families.
- **Mismatch Transportation Trends**: In areas with a high prevalence of walking and cycling, strict parking requirements may not align with the community's needs. In such cases, the requirements may be perceived as unnecessary and can contribute to increased housing costs without corresponding benefits.

However, minimum parking requirements may have some benefits.

- **Traffic Management**: By ensuring a minimum number of parking spaces, these requirements aim to prevent on-street parking congestion, reduce traffic, and enhance overall traffic management in the surrounding area. Adequate parking can contribute to smoother traffic flow and reduce the likelihood of traffic-related issues.
- **Accessibility**: Minimum parking requirements are often intended to ensure that businesses and residential areas remain accessible to individuals with personal vehicles. This can be important in areas where public transportation options may be limited, and thus car ownership is a common mode of transportation.
- **Safety and Security**: Well-lit and properly designed parking areas can contribute to the safety and security of both vehicles and pedestrians. This can be especially relevant in areas where crime prevention is a concern.

The elimination of minimum required on-site parking spaces has happened mainly in dense, compact, walkable neighbourhoods close to public transit. While areas of Lunenburg are relatively dense, Lunenburg has no public transportation. Some may argue that you need a vehicle if you live in Lunenburg. The Planning Advisory Committee should recognize that if on-site parking is not made available, there will be spillage onto the public street. This spillage may create conditions where people feel unsafe, particularly along narrow roadways without sidewalks.

On the other hand, Lunenburg has a severe housing affordability problem, as indicated in the Town's [Municipal Housing Needs Report](#). The MUNICIPAL PLANNING STRATEGY and LAND USE BY-LAW are new documents that have not been implemented long enough to achieve the desired results of increasing housing and other developments towards making Lunenburg more affordable.

The Town's elimination of minimum on-site parking requirements was introduced through Project Lunenburg, the Comprehensive Community Plan adopted in 2020, and the Municipal Planning Strategy and Land Use By-law adopted in 2021. The Municipal Planning Strategy notes:

"Outside of Old Town and New Town, parking demand is typically related to residential, institutional, and industrial uses benefit from being able to establish their own parking requirements; institutional and industrial parking requirements vary widely based on the specific nature of the use and are difficult to accurately capture in regulation, while residential developers have a strong incentive to provide adequate parking to meet the needs of their target market. ... For this variety of reasons, Council has elected to not establish minimum automobile parking requirements in the Land Use By-law." (Page 28 of Municipal Planning Strategy - Attachment D).

The Land Use By-law does not establish minimum parking requirements. The number of parking spaces is at the owner's discretion. Requiring minimum on-site parking would require amending both the Municipal Planning Strategy and Land Use By-law. Current Land Use By-law provisions dealing with vehicle parking are outlined in Attachment E.

If Council chooses to amend the Municipal Planning Strategy and Land Use By-law to require minimum on-site parking, Staff recommend a comprehensive approach, as it could have implications across the Land Use By-law. A separate report is recommended because of the extent of Municipal Planning Strategy and Land Use Planning amendments this change of direction may incite. Council directed Staff to explore this further after a Traffic and Parking Study is completed.

Subject: Municipal Planning Strategy and Land Use By-law Amendment
Application: Redesignation and rezoning of lands along lower
Green Street

From: Department of Community Development

Date: March 4, 2024



Recommendation

N/A This is an information report.

Alternatives

N/A This is an information report.

Background

On October 24, 2023, Council received a presentation requesting that residential properties on Green Street rezoned from Residential (R) to General Commercial (CG) under the 2021 Land Use By-law be reverted to residential zoning. The residents are concerned that General Commercial Zoning will cause the loss of the historic residential flavour of their neighbourhood. The application notes that this area has always been residential, with heritage homes built between 1887 and 1923. They argue that commercial enterprise on Green Street could lower property values, destroy the neighbourhood's aesthetics, and disrupt residents, especially seniors, from enjoying their homes (see submission in Attachment A).

Staff emailed property owners to ask their opinion on rezoning their properties. Ten property owners want to see their homes rezoned Residential (R), while three want to remain General Commercial (CG).

The property owners willing participants in the requested Municipal Planning Strategy and Land Use By-law amendment are:

- 27 Green Street
- 23 Green Street
- 21 Green Street
- 11 Green Street
- 6 Tannery Road
- 8 Tannery Road

However, three property owners wish to maintain their General Commercial (CG) Use zoning:

- PID 60052487 – 45 Victoria Road
- PID 60052560 – 3 Green Street; and
- PID 60052578 – 2-4 Tannery Road

On February 27, 2024, Council directed Staff to work on an amendment to the Land Use By-law to redesignate PID 60052495, PID 60052503 (rear and front portion), PID 6005251, PID 60052529, PID 60052537, PID 60052552, PID 60487857, PID 60052586, and PID 60052594 to Residential (RES) and rezone them Lower Density Residential (RL).

The Municipal Government Act requires Council to provide public input into planning documents, including amendments. Under the Town's Planning Public Participation Program Policy (Sections 4.1 and 4.2), the Town's Planning Advisory Committee must hold a Public Information Meeting before Council can hold a Public Hearing. The Public Information meeting should be at the Planning Advisory Committee's next meeting, tentatively scheduled for March 25, 2024. Either that same meeting or at a subsequent meeting, the Committee should vote and recommend to Council how to proceed regarding the amendment.

Discussion

Council approved a Comprehensive Community Plan (CCP) in 2020 that designates Victoria Road coming into Town following Falkland Street to Lincoln Street as "Main Street Mixed Use" (Community Structure Tomorrow Map Page 20). The idea is to encourage this corridor's development into a mixed-use commercial-residential zone. In 2021, lands along Victoria Road near Green Street and Falkland Street were rezoned from Residential (R) to General Commercial (CG) Use under a new Municipal Planning Strategy and Land Use By-law. Tannery and Green Street were also included in the CG Use Zone because otherwise, they would have been a very small strip of residential properties surrounded by commercial, industrial, and institutional zoning. General Commercial Use (GC) zoning of these properties may contribute to developing the mixed-use commercial-residential corridor.

Policy 4.1 (e) of the Municipal Planning Strategy provide context as to the development of the General Commercial (CG) Use Zone as outlined below:

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:

- (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.

Rezoning a historic residential street from General Commercial Use (CG) to Residential (R) could have several impacts:

- Preservation of Historical Character: Residential zoning may help preserve the neighbourhood's historic character by preventing commercial development that could alter the area's architectural and aesthetic qualities or 'feel.' However, it would not guarantee any architectural preservation of the streetscape, only its continued residential use.

- Community Cohesion: Residential zones often have a sense of community and neighbourhood cohesion, as they typically have fewer residents and lower traffic levels.
- Reduced Noise and Traffic: Converting to residential zoning may reduce noise and traffic levels, contributing to a more peaceful and tranquil living environment.
- Economic Impact: Rezoning to Residential may limit potential economic opportunities for the community, such as local businesses and commercial developments that could contribute to the local economy.
- Loss of Mixed-Use Benefits: Mixed residential commercial zoning allows for diverse land uses, fostering a more dynamic and vibrant community. It can also decrease the walkability of communities by limiting convenient access to commercial services. Rezoning to Residential would result in the loss of these mixed-use benefits on these specific lots.

45 Victoria Road is situated at the corner of Victoria Road and Green Street. Properties along and across Victoria Road will remain in a "commercial" use zone (the Commercial General (CG) Use Zone (across) and the Commercial Mixed Use (CM) Use Zone (down the road towards Tim Horton's)). From this perspective, the retention of this particular property in the General Commercial (CG) zone is considered compatible with the existing zoning within the general area.

3 Green Street and 2-4 Tannery Road intersect with Green Street, Tannery Road, and Falkland Street near West Nova Fuels. From this perspective, the retention of these properties in the General Commercial (CG) Zone is considered compatible with the existing zoning within the general area, particularly across Tannery Road and along Falkland Street. However, good planning practice would also suggest the Planning Advisory Committee consider recommending rezoning to "residential" as the properties are part of the historic residential streetscape of Green Street.

There is some disagreement on how the use of zoning impacts property values. Some studies suggest that low-density residential areas may experience higher property values, which could benefit homeowners in the rezoned areas. On the other hand, a wider range of use options can be seen as an advantage to buyers and increase property values. An assessment of the effect of rezoning on property values is beyond Staff expertise.

Granting individual rezoning requests can create a patchwork of zoning designations because it encourages a piecemeal approach to development, driven by individual property owners' interests rather than a holistic strategy considering the broader community impact. This fragmented approach can result in a lack of cohesive land use planning, with adjacent parcels governed by different regulations, making it difficult to implement consistent and coherent policies. Zoning fragmentation can hinder the efficient provision of public services, requiring resources to be allocated based on a shifting landscape of zoning designations. To mitigate these challenges, a careful balance must be struck between accommodating property owner requests and maintaining a cohesive urban planning framework.

Staff recommend amending the Municipal Planning Strategy and Land Use By-law in keeping with the table above because historically, the lower Green Street area has been residential with a row of historic homes that enhances the residential streetscape and history of the area. The Lower Density Residential Use Zone may help minimize potential impacts from commercial development for residents, such as increased traffic.

Staff struggled with omitting 4 Tannery Road and 3 Green Street from the proposed rezoning to Lower Density Residential (RL) as these homes also have a role to play in preserving the street's residential flavour. However, given the closeness of the General Commercial (CG), Marine Industrial (MM) and Institutional (INST) Use Zones, this end of Green Street/Tannery Road is already a mixed bag of uses, and it was felt to be appropriate to maintain the existing General Commercial (CG) use Zone for select properties following owner wishes. The Planning Advisory Committee may wish to recommend proceeding with redesignating and rezoning 4 Tannery Road and 3 Green Street to Lower Density Residential (RL) without the support of the property owners. Regarding 45 Victoria Road, Staff feel it is appropriate to maintain the existing General Commercial (CG) Use Zone in line with other commercial uses along Victoria Road.

Proposed Amendments

Proposed amendments to the Municipal Planning Strategy are outlined in Attachment E and proposed amendments to the Land Use By-law are outlined in Attachment F.

The proposal requires an amendment to the Municipal Planning Strategy to redesignate lands under the Future Land Use Map, as well as an amendment to the Land Use By-law to rezone the lands pursuant to the Use Zone Map. Two of the properties are split pursuant to the Future Land Use Designation and one of the properties is split pursuant to the Use Zone Map. It is recommended that these splits be removed so that each lot is in one (1) designation and one (1) Use Zone.

Policy 4-2 (Attachment B) of the Municipal Planning Strategy outlines which Land Use Zones are enabled under which Land Use Designations. The recommended redesignation and rezoning are consistent with Policy 4-2.

Policy 6-22 (Attachment C) enables Council to amend the Municipal Planning Strategy, including the Future Land Use Map when a proposed Land Use By-law map amendment conflicts with the Municipal Planning Strategy and there are valid reasons for the Land Use By-law amendment. Most of the lands along Lower Green Street (with the exception of 45 Victoria Road and PID 60052495) are currently located in the Downtown Commercial (DOWN) designation, and as such, a proposed rezoning to residential would be contrary to Policy 4-2 as the Downtown Commercial Land Use Designation does not permit residential Use Zones. Therefore, it is necessary to amend the Future Land Use Map to enable the rezoning to residential to occur.

Policy 6-10 and Policy 6-11 of the Municipal Planning Strategy enables Council to consider an amendment to the Use Zoning Map, Schedule C, of the Land Use By-law if the proposed amendment is consistent with this Municipal Planning Strategy and meets the general evaluation criteria for

amending the Land Use By-law, as set out in Policy 6-10, 6-11 and 6-19 are reviewed in Attachment D.

Any amendment to the Land Use By-law should be evaluated pursuant to the Statements of Provincial Interest. The proposed amendments are considered not to be contrary to any Provincial Interest Statements as shown in Attachment G. Attachment G also reviews the amendments with regards to the Lunenburg County Accessibility Plan.

As mentioned, the Comprehensive Community Plan (CCP) identified Victoria Road coming into Town following Falkland Street to Lincoln Street as "Main Street Mixed-Use" area on the Community Structure Tomorrow Map (Page 20 of the CCP). The intent was to encourage the development of this corridor as a mixed-use commercial-residential zone. The proposed redesignation and rezoning of the subject lands will not change this intent. The Victoria Road, Falkland Street and Lincoln Street approaches will retain this "Main Street Mixed-Use" flavour and no amendment to the CCP is deemed necessary at this time.

Strategic Plan Relevance

- *Community Structure*: Direction regarding how the town will be structured and how land will be used.
- *Heritage*: Direction to protect and enhance existing heritage assets and to support a wider cultural narrative.

Relevant Legislation

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

Financial

There are no direct financial impact to the Town as a result of the proposed amendments since advertising costs are borne by the applicant.

Communications

A Public Participation Meeting as well as a Public Hearing will be advertised in the local newspaper and on the Town's website and social media.

Attachments

- A. Applicant's Submission
- B. Policy 4-2
- C. Policy 6-22
- D. Evaluation of Policy 6-10, 6-11 and 6-19
- E. Amendments to the Municipal Planning Strategy – Future Land Use Map
- F. Amendments to the Land Use By-law – Use Zone Map
- G. Review of Provincial Interest Statements and Lunenburg Accessibility Plan

ATTACHMENT A

6 November 2023

Mr. Arthur MacDonald
Director of Community Development
Town of Lunenburg
119 Cumberland Street
P.O. Box 129
Lunenburg, Nova Scotia B0J 2C0

Dear Mr. MacDonald:

Thank you for your email of 30 October inviting my parents and their neighbours to request rezoning of the lower part of Green Street and for waiving the fee for such application.

As I and my neighbours have pointed out to you in email correspondence, this portion of the street had been zoned as Residential for decades. It is not, nor has it ever been, a commercial area. It is an intact residential streetscape of heritage homes built between 1887 and 1923. My brothers and I were the 4th generation of our family to live in our home.

These long-term homeowners have always taken great pride in their properties and this is reflected in how well the residential streetscape is maintained. This area of Green Street serves as a backdrop to the park, keeps a sense of neighbourhood feel to the park and its activities, and is also the "first taste" of heritage properties for the many numbers of visitors who arrive in Lunenburg via the Bridgewater and Blockhouse entrances to the Town. A commercial enterprise on that section of the street would destroy the aesthetic integrity of that area.

The change in zoning was done without proper consultation of the long-time residents of the area and they had no knowledge of, or input into the process. In fact, it was a surprise to them and their adult children to learn that their neighbourhood had been rezoned as General Commercial. Furthermore, the decision to rezone this neighbourhood could have very negative repercussions for the inhabitants of the area. A commercial enterprise on that part of the street has the potential to lower property values for the adjacent homes. Additionally, the establishment of a commercial enterprise in that area would almost certainly disrupt the quiet enjoyment of their homes for these citizens, most of whom are in their twilight years.

Please find attached signed applications for municipal planning amendment completed by the homeowners involved.

Yours truly, 

Town of Lunenburg Planning Application for a Municipal Planning Strategy Amendment

PLEASE NOTE THAT ALL INFORMATION PROVIDED IS PUBLIC INFORMATION

APPLICANT INFORMATION	REGISTERED OWNER OF PROPERTY
Name	Name
Company Name	Company Name
Mailing Address <i>BOJ 200 LUNENBURG N.S.</i>	Mailing Address <i>BOJ 200 LUNENBURG N.S.</i>
Email	Email
Phone	Phone
Cell	Cell

PLEASE NOTE: If you are not the registered owner of the property, include a letter of authorization from the owner with your application.

PROPERTY INFORMATION	APPLICATION CHECKLIST
Civic Address	<input type="checkbox"/> Copy of Deed <input type="checkbox"/> Survey Plan or Equivalent <input type="checkbox"/> A Letter Explaining the Proposal <input type="checkbox"/> Application and Advertising Fees \$ 1,539.30 (\$839.30 + \$700.00)
PID #	
Present Use of Property <i>Residence (private)</i>	
Proposed Use of Property <i>Private Residence</i>	

EXPLANATION OF PROPOSAL AND SIGNATURE

A short explanation of your proposal (please include a detailed letter with a full explanation)

WE ARE REQUESTING THAT THE ZONING FOR THIS PROPERTY BE CHANGED BACK TO RESIDENTIAL FROM COMMERCIAL

By submitting this application I affirm that the facts set forth are true and complete.

Name (printed): _____ Signature: _____ Date: *NOV. 5 2023*

OFFICE USE ONLY: Type of Application:

Date received:

Town of Lunenburg Planning Application for a Municipal Planning Strategy Amendment

PLEASE NOTE THAT ALL INFORMATION PROVIDED IS PUBLIC INFORMATION

APPLICANT INFORMATION	REGISTERED OWNER OF PROPERTY
Name	Name
Company Name	Company Name
Mailing Address	Mailing Address
Email	E
Phone	P
Cell	Cell

PLEASE NOTE: If you are not the registered owner of the property, include a letter of authorization from the owner with your application.

PROPERTY INFORMATION	APPLICATION CHECKLIST
Civic Address	<input type="checkbox"/> Copy of Deed <input type="checkbox"/> Survey Plan or Equivalent <input type="checkbox"/> A Letter Explaining the Proposal <input type="checkbox"/> Application and Advertising Fees \$ 1,539.30 (\$839.30 + \$700.00)
PID #	
Present Use of Property <i>private Residence</i>	
Proposed Use of Property <i>private Residence</i>	

EXPLANATION OF PROPOSAL AND SIGNATURE

A short explanation of your proposal (please include a detailed letter with a full explanation)

Please see attached letter by

By submitting this application I affirm that the facts set forth are true and complete.

Name (printed) _____ Signature: _____ Date: *5 Nov. 2023*

OFFICE USE ONLY: Type of Application:

Date received:

5 Nov. 2023

Town of Lunenburg Planning Application for a Municipal Planning Strategy Amendment

PLEASE NOTE THAT ALL INFORMATION PROVIDED IS PUBLIC INFORMATION

APPLICANT INFORMATION	REGISTERED OWNER OF PROPERTY
Name	Name
Company Name	Company Name
Mailing Address	Mailing Address
Email	Email
Phone	Phone
Cell	Cell

PLEASE NOTE: If you are not the registered owner of the property, include a letter of authorization from the owner with your application.

PROPERTY INFORMATION	APPLICATION CHECKLIST
Civic Address	<input type="checkbox"/> Copy of Deed <input type="checkbox"/> Survey Plan or Equivalent <input type="checkbox"/> A Letter Explaining the Proposal <input type="checkbox"/> Application and Advertising Fees \$ 1,539.30 (\$839.30 + \$700.00)
PID #	
Present Use of Property <i>Residential</i>	
Proposed Use of Property <i>Residential</i>	

EXPLANATION OF PROPOSAL AND SIGNATURE

A short explanation of your proposal (please include a detailed letter with a full explanation)

Please see attached letter

By submitting this application I affirm that the facts set forth are true and complete.

Name (printed) _____ Signature: _____ Date: *6 Nov 2023*

OFFICE USE ONLY: Type of Application:

Date received:

6 Nov 2023

Town of Lunenburg Planning Application for a Municipal Planning Strategy Amendment

PLEASE NOTE THAT ALL INFORMATION PROVIDED IS PUBLIC INFORMATION

APPLICANT INFORMATION	REGISTERED OWNER OF PROPERTY
Name	Name
Company Name	Company Name
Mailing Address	Mailing Address
Email	Email
Phone	Phone
Cell	Cell

PLEASE NOTE: If you are not the registered owner of the property, include a letter of authorization from the owner with your application.

PROPERTY INFORMATION	APPLICATION CHECKLIST
Civic Address	<input type="checkbox"/> Copy of Deed <input type="checkbox"/> Survey Plan or Equivalent <input type="checkbox"/> A Letter Explaining the Proposal <input type="checkbox"/> Application and Advertising Fees \$ 1,539.30 (\$839.30 + \$700.00)
PID #	
Present Use of Property <i>private garden</i>	
Proposed Use of Property <i>private garden</i>	

EXPLANATION OF PROPOSAL AND SIGNATURE

A short explanation of your proposal (please include a detailed letter with a full explanation)

Please see attached letter

By submitting this application I affirm that the facts set forth are true and complete.

Name (printed) _____ Signature: _____ Date: *6 Nov 2023*

OFFICE USE ONLY: Type of Application:

Date received:

6 Nov 2023

Attachment B
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:

Lower Density Residential Use (RL) Zone
Medium Density Residential Use (RM) Zone
Higher Density Residential Use (RH) Zone
Rural Use (RUR) Zone
Institutional Use (INS) Zone
Parks and Recreation Use (PR) Zone

(b) The Main Street Land Use Designation permits:

Commercial Mixed Use (CM) Zone
Institutional Use (INS) Zone
Parks and Recreation Use (PR) Zone

(c) Downtown Commercial Land Use Designation permits:

General Commercial Use (CG) Zone
Institutional Use (INS) Zone
Parks and Recreation Use (PR) Zone

(d) Waterfront Designation permits:

Waterfront Use (W) Zone
Marine Industrial Use (MM) Zone
Parks and Recreation Use (PR) Zone

(e) Industrial Designation permits:

Industrial Use (M) Zone
Institutional Use (INS) Zone
Parks and Recreation Use (PR) Zone
Parks and Institutional Designation permits:
Institutional Use (INS) Zone
Parks and Recreation Use (PR) Zone

Attachment C

Policy 6-22

6.6.2 Municipal Planning Strategy Amendments

This Municipal Planning Strategy may be amended from time to time; it is not necessary to wait for a formal review. The amendment process involves such things as public participation, notification of the adjacent municipality and the Provincial Director of Planning, newspaper notices of the intention to amend, a public hearing, and review by the Province. The specific process is set out in the *Municipal Government Act*. Council may initiate an amendment arising from an internally-identified need, or from a request from a member of the public. However, Council is under no obligation to approve a Plan amendment unless the current Plan conflicts with the *Municipal Government Act*.

Policy 6-22: Council shall consider an amendment to this Municipal Planning Strategy, including as necessary Schedule 'A', the Future Land Use Map, when:

- (a) any policy intent is to be changed;
- (b) a proposed amendment to the maps or text of the Land Use By-law or Subdivision By-law is in conflict with this Plan and there are valid reasons for the amendment;
- (c) incorporation of a detailed secondary area strategy into this Plan is desired; or
- (d) this Municipal Planning Strategy is found to be inconsistent with the *Municipal Government Act* or the Statements of Provincial Interest.

Note: The proposed map amendment to the Use Zone map of the LUB would have been in conflict with the MPS without an amendment to the Future Land Use Map of the MPS. Therefore, the proposed amendment to the MPS is in keeping with Policy 6-22(b) of the MPS.

Attachment D
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: Once the amendment to the Future Land Use Map of the MPS becomes effective (and the amendments may run concurrently) the proposed Use Zone will be enabled by this Plan in keeping with Policy 6-10(a). The proposed MPS amendment to the Future Land Use Map is in keeping with Policy 6-22(b).

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: Once the Future Land Use Map of the MPS is amended the proposed Use Zones would be considered consistent with the description of the Use Zone in Policy 4-2. In addition, the proposed rezoning meet 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;
Please note that an amendment to the MPS is required. The proposal will be considered consistent with the intent of the MPS once the Future Land Use Map has been amended. Once amended the proposed rezoning will be considered to be consistent with the intent of the MPS, in particular Policy 4-2.
- (b) does not knowingly conflict with any Town or Provincial programs, by-laws, or regulations in effect in the municipality;
The proposal 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:
 - the ability of the Town to absorb public costs related to the proposal;
The proposal is not considered premature or inappropriate due to the ability of the Town to absorb public costs related to the proposal. No public costs are anticipated with the proposed amendments.
 - impacts on existing drinking water supplies, both private and public;
The proposal is not premature or inappropriate due to impacts on existing drinking water supplies, both private and public. No new development proposals are anticipated at this time.

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. There is a 375mm water line and a 200mm sewer line available along this section of Green Street. No new development proposals are anticipated at this time.

the creation of excessive traffic hazards or congestion on road, cycling, and pedestrian networks within, adjacent to, or leading to the proposal;

The proposal is not premature or inappropriate due to the creation of excessive traffic hazards or congestion on road, cycling, and pedestrian networks within, adjacent to, or leading to the proposal. The proposed redesignation and rezoning are considered a less intensive use of land and will have less of an impact than development proposals permitted as-of-right under the current General Commercial (CG) Use Zone.

the adequacy of fire protection services and equipment;

There is a 375mm water line available along this section of Green Street. The proposal is not premature or inappropriate due to the adequacy of fire protection services and equipment.

the adequacy and proximity of schools and other community facilities;

The area is adjacent to the Bluenose Academy and the Town Recreational Complex. The proposal is not premature or inappropriate due to the adequacy and proximity of schools and other community facilities.

impacts on UNESCO World Heritage Site statements of outstanding value;

The development is in New Town, a significant distance away from Old Town Lunenburg WHS. In this regard the amendments will not have, or impose, any impact on the WHS or its Statements of Outstanding Universal Values (OUV's).

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 redesignation and rezoning will not cause any new, or worsening of any known, pollution problems.

site-specific climate change risks;

The proposed redesignation and rezoning will not cause or increase any known site-specific climate change risks. The dwellings are existing, and no development is being contemplated at this time.

the potential to create flooding or serious drainage issues, including within the proposal site and in nearby areas;

The proposed redesignation and rezoning will not cause any known flooding or drainage issues. The site is located outside of the Flood Risk Area shown on the Flood Risk Area Map, Schedule E, of the Land Use By-law. The dwellings are existing, and no development is being contemplated at this time.

impacts on known habitat for species at risk;

The proposed redesignation and rezoning will not have any impact on known habitat.

impacts on the navigability and environment of Lunenburg Harbour;

The proposed redesignation and rezoning will not have any impact on navigation or have any impact on Lunenburg's Harbour. The dwellings are existing, and no development is being contemplated at this time.

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. The dwellings are existing, and no development is being contemplated at this time.

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

The proposal is not premature or inappropriate due to land use conflicts that could place limits on existing operational procedures at existing businesses. The proposed redesignation and rezoning are considered a type of "downzoning" from "commercial" to "residential". As a result, the proposal should have less land use conflicts. In addition, the dwellings are existing, and no development is being contemplated at this time.

Attachment E

Amendments to Municipal Planning Strategy – Future Land Use Map, Schedule "A"

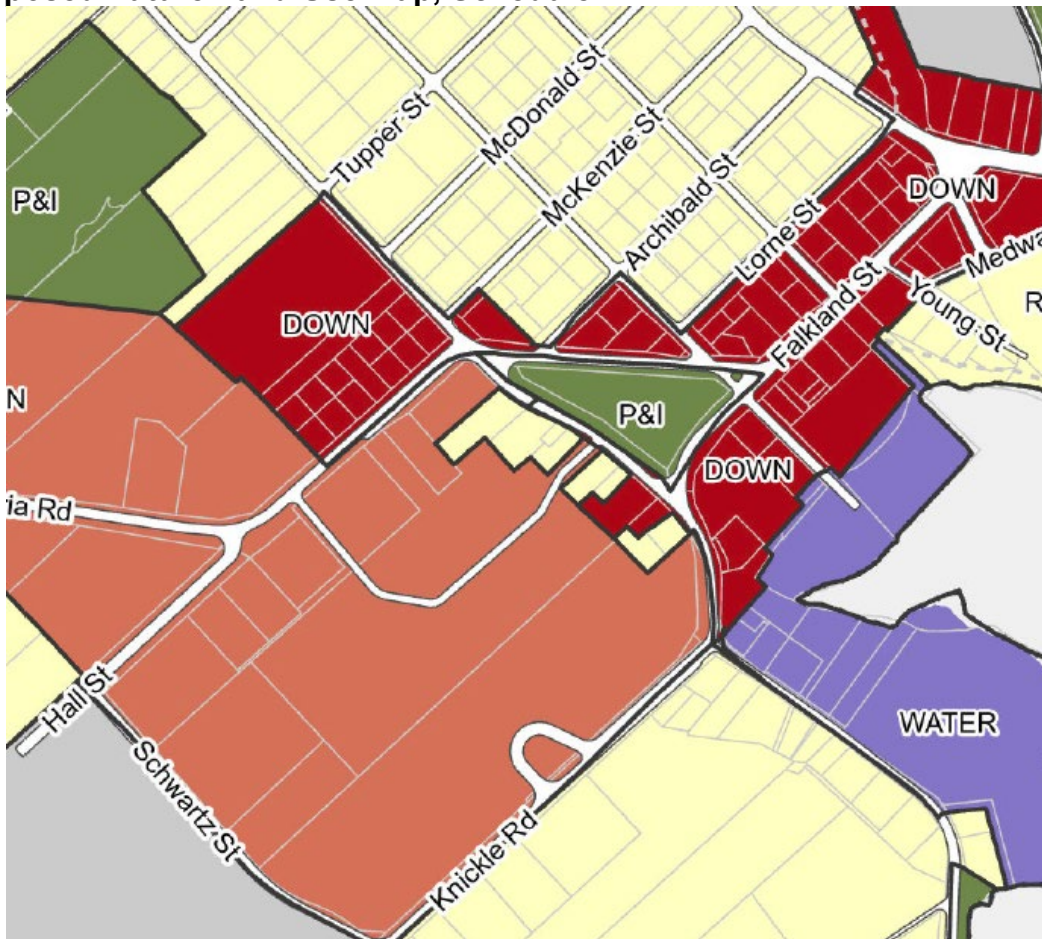
- 1) An amendment to the Municipal Planning Strategy, in particular the Future Land Use Map, Schedule "A", thereby redesignating the lands as per table and maps shown below:

Property:	Application:
PID 60052495 – 27 Green Street (Vacant lot)	Redesignate from Main Street (MAIN) to Residential (RES).
PID 60052503 – 27 Green Street (Rear portion of the lot)	Redesignate from Main Street (MAIN) to Residential (RES).
PID 60052503 – 27 Green Street (Front portion of the lot)	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60052511 – 23 Green Street	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60052529 – 21 Green Street	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60052552 - 11 Green Street	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60487857 – 11 Green Street (vacant lot)	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60052586 – 6 Tannery Road	Redesignate from Downtown Commercial (DOWN) to Residential (RES).
PID 60052594 – 8 Tannery Road	Redesignate from Downtown Commercial (DOWN) to Residential (RES).

Existing Future Land Use Map, Schedule "A":



Proposed Future Land Use Map, Schedule "A":



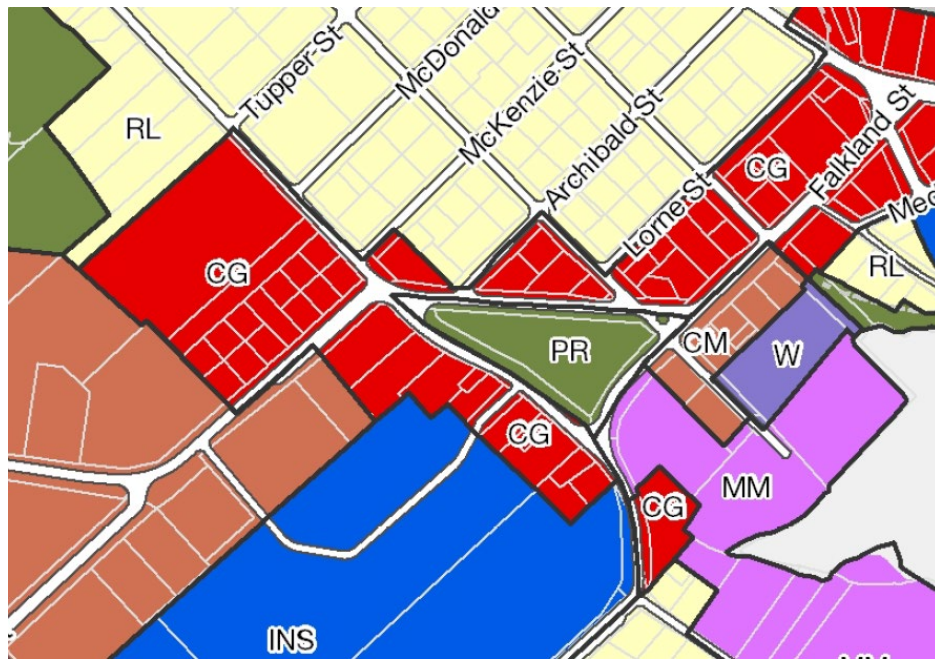
Attachment F

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

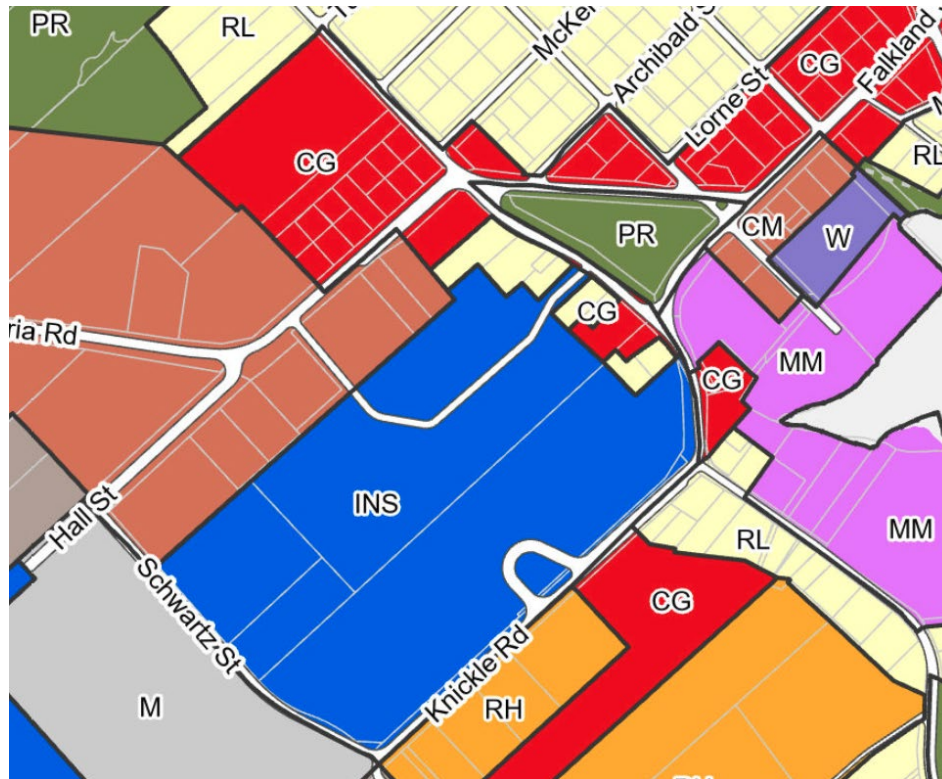
- 1) An amendment to the Land Use By-law, in particular the Use Zoning Map, Schedule "C", thereby rezoning the lands as per table and maps shown below:

Property:	Application:
PID 60052495 – 27 Green Street (Vacant lot)	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052503 – 27 Green Street (Rear portion of the lot)	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052503 – 27 Green Street (Front portion of the lot)	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052511 – 23 Green Street	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052529 – 21 Green Street	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052552 - 11 Green Street	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60487857 – 11 Green Street (vacant lot)	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052586 – 6 Tannery Road	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.
PID 60052594 – 8 Tannery Road	Rezone from General Commercial (CG) Use Zone to Lower Density Residential (RL) Use Zone.

Existing Use Zoning Map, Schedule "C":



Proposed Use Zoning Map, Schedule "C":



Attachment G

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 redesignation and 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 amendments.</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 redesignation and 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 redesignation and 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 redesignation and rezoning will not affect Provincial Interest Statement 4. The redesignation and 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 proposed redesignation and rezoning are intended to reflect the existing uses and the "residential" flavour of this historic streetscape. Though one could argue that by removing the existing designation and zoning you are removing the possibility for the market to dictate the potential number of dwellings, as the General Commercial (CG) Use Zone permits unlimited number of dwellings. However, the proposed redesignation and rezoning will not affect any existing planned residential expansions. No development is being contemplated at this time. Each lot in the Lower Density</p>

	<p>Residential (RL) Use Zone may development up to three (3) dwellings per lot (two (2) main dwellings and one (1) accessory dwelling). The intensification of dwelling units in this area may still occur. In light of the above, the proposed redesignation and rezoning is considered to be not contrary to Provincial 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 redesignation and rezoning of the use of land and will not negatively impact issues pertaining to equity, diversity, and inclusion. One could argue that addressing the needs and wishes of the community to revert back to "residential" zoning provides a sense of fairness and inclusion in their ability to be heard and respected by Council and the community.</p>

New telecommunications tower to aid cell coverage, first responder radio use in Greenfield

By KEITH CORCORAN
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GREENFIELD — The volunteer fire department servicing this rural area of Queens County welcomes the future prospect of a telecommunications tower in the community expected to make for sharper and more reliable radio messaging.

“Public safety is really going to improve when the tower comes,” Moyal Conrad, Greenfield’s fire chief, said in a phone interview.

In recent weeks, the province pledged \$3.3 million to build four new trunked mobile radio towers (TMR) to expand radio coverage for first responders. One of those towers is bound for Greenfield.

The new tower is also expected to result in improved cellular service capacity in the area. It’s anticipated the new structure will be in place this year with the TMR aspect in effect in 2025, said Matthew Boyle, who leads the public safety field communications (PSFC) team for the province.

“One of the challenges with that particular area is that there wasn’t an existing tower to place services on and that’s where we’re at today; needing the tower to build that service,” he said in a phone interview.

Over the years, government received complaints about limited cell coverage and reduced ability to use TMRs in the Greenfield area. Conrad lists himself among the unhappy. Following wildfire incidents in Queens County, Department of Natural Resources and Renewables also stated thing needed improvement, Boyle indicated.

“All we get is ‘bonks’ here on our portables,” said Conrad and it usually means he has to transmit and receive communications from a fixed or mobile station. PSFC describes “bonks” as the sound emitting from the radio when multiple users are trying to transmit at the same time or if the radio lost contact with the system.

Bell Mobility controls the province’s TMR network, which is shared by public safety groups and government agencies. The network has many tower sites across Nova Scotia.

“Today, it’s not a no-coverage area (in Greenfield) but it’s a weak coverage area,” Boyle said of current TMR capacity. “Having the tower should resolve this issue across much of that area that is of concern today.”

At the time of the interview, Boyle said tower design work was taking place, in terms of height, as was an examination of land options, all in partnership with Bell.

Conrad said he’s had to make some adjustments to improve VHF radio coverage for the department, which is a separate system from TMR, but hopes VHF repeater capacity can be added to the new tower once it’s installed.

Boyle didn’t know how much the new tower would cost. The last such installation, in Pictou County in 2021 and equipped with TMR in 2022, was a \$1.2 million expense.

PSFC will continue responding to concerns and requests from TMR users, Boyle added.

“It’s really about making sure first responders are able to do their jobs as effectively as possible,” he said. “It’s also about supporting government department so that the entire community has the service it needs.”

PCs retreat on school board pledge, tote alternative ‘local voice’ education policy

By KEITH CORCORAN
keith.corcoran@lighthouseNOW.ca
X@LHNOWnews

BRIDGEWATER — Government officials have scheduled the first round of public meetings for the South Shore Regional Centre for Education (SSRCE) area. The meetings are billed as one of the efforts to capture the attention of local families now that the Tories have shelved the idea of reinstating elected school boards.

Meetings at the Grade 5 to 9 Hebbville Academy school (March 6) and South Queens Middle School in Liverpool (May 15) will be hosted by SSRCE staff and involves student achievement, student well-being, and capital planning as topics. Go to <https://ssrce.ca> to learn more or to RSVP.

The SSRCE website states that at least three such public engagement sessions will take place during the school year.

In recent weeks, Nova Scotia’s Department of Education and Early Childhood Development announced public school advisory council’s (SACs) would get more parent, guardian and community representation and a chance at \$10,000 innovation subsidies, SAC chairpersons access to an annual conference to discuss policy and school issues, in addition to other changes.

The department and Lunenburg West Progressive Conservative (PC) MLA and education minister Becky Druhan frame the moves as strengthening local voice and boosting transparency in the public school system.

Reference to or mention of “school board” is absent from the province’s commitments, despite the 2021 election campaign promise that a “PC government will return school boards.”

In a phone interview, Druhan said she followed her 2021 mandate letter, a document which reads differently than the party’s campaign commitment.

The content of the September 2021 ministerial mandate letter tasked her with gathering information “to determine



FILE PHOTO

Lunenburg West MLA and cabinet minister Becky Druhan, pictured, speaks at an unrelated news conference in Bridgewater in November.

a governance model for P-12 education that allows for increased local voice in education policy ...”

“People wanted a better understanding of what was happening in the (public school) system and a clear path for input and influence on these things,” Druhan told LighthouseNOW, indicating that school boards were not what most people, who were consulted and provided feedback, wanted.

“We’re fulfilling the promise around creating a governance structure that meets Nova Scotian’s needs around local voice in decision-making.”

“The actions we’re taking are really in response to that.”

Druhan’s party campaigned during the 2021 provincial election on a pledge to resurrect school boards, a governance mechanism ended by the then-Liberal government in 2018.

Continued on page 8

Lunenburg, N.S.

TIDE TABLE

Wednesday, March 13		
low	0.75 ft	5:37 AM
high	6.2 ft	11:15 AM
low	0.72 ft	5:46 PM
high	6.56 ft	11:41 PM
Thursday, March 14		
low	0.89 ft	6:32 AM
high	5.84 ft	12:05 PM
low	1.18 ft	6:41 PM
Friday, March 15		
high	6.2 ft	12:25 AM
low	1.08 ft	7:31 AM
high	5.41 ft	12:55 PM
low	1.64 ft	7:43 PM
Saturday, March 16		
high	5.74 ft	1:12 AM
low	1.28 ft	8:33 AM
high	4.99 ft	1:50 PM
low	2.03 ft	8:49 PM
Sunday, March 17		
high	5.32 ft	2:06 AM
low	1.48 ft	9:36 AM
high	4.66 ft	2:56 PM
low	2.26 ft	9:57 PM
Monday, March 18		
high	4.95 ft	3:12 AM
low	1.61 ft	10:38 AM
high	4.53 ft	4:23 PM
low	2.4 ft	11:03 PM
Tuesday, March 19		
high	4.86 ft	4:36 AM
low	1.67 ft	11:40 AM
high	4.66 ft	5:48 PM
Wednesday, March 20		
low	2.33 ft	12:06 AM
high	4.99 ft	5:51 AM
low	1.61 ft	12:37 PM
high	4.92 ft	6:43 PM

Level of accuracy may be affected by weather patterns and circumstances.

TOWN OF LUNENBURG
PUBLIC INFORMATION MEETING

A public information meeting will be held by the Town of Lunenburg’s Planning Advisory Committee in Council Chambers, Town Hall, 120 Townsend Street at **6:00 pm on Monday, March 25, 2024.**

This meeting is an opportunity for you to share your thoughts on the following amendments:

- Amend the Town’s Municipal Planning Strategy and Land Use By-law to redesignate properties on Green Street [PID 60052495, PID 60052503 (rear and front portion), PID 6005251, PID 60052529, PID 60052537, PID 60052552, PID 60487857, PID 60052586, and PID 60052594] to Residential (RES) and rezone them Lower Density Residential (RL).
- Amend the Land Use By-law to enable up to five on-site parking spaces in front yards in the Medium Density Residential Zone.

More information, including maps, is available in the March 25, 2024 Planning Advisory Committee Agenda Package that will be available here: <https://townoflunenburg.ca/committee-meetings/planning-advisory-committee.html>

There are many ways you can submit feedback to the Committee. You can email permits@townoflunenburg.ca or mail comments to 119 Cumberland Street, P.O. Box 129, Lunenburg, Nova Scotia, Canada B0J 2C0. Please remember that written comments become part of the public record. For written comments to be included in the Committee meeting agenda, please submit them by 8:00 am on March 19.

You can also present in person on March 25. There is no need to sign up in advance to speak. A signup sheet will be available in Council Chambers on March 25; anyone can sign up to present. We hope to see you there!

Hon. Susan Corkum-Greek
MLA for Lunenburg

97 Kaulbach Street, Suite 201
Lunenburg, NS, B0J 2C0

By appointment in New Germany

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