

TOWN OF LUNENBURG
PLANNING ADVISORY COMMITTEE
MEETING AGENDA

Monday, July 7, 2025 at 6 p.m.
Council Chamber, 120 Townsend Street

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

Recommendation: That the Committee approve the agenda for the July 7, 2025 meeting as presented.

4. APPROVAL OF MINUTES

Recommendation: That the Committee approve the minutes of the June 2, 2025 meeting of the Planning Advisory Committee meeting as presented.

5. CORRESPONDENCE FOR THE PUBLIC PARTICIPATION MEETINGS

6. PUBLIC PARTICIPATION MEETINGS

7. BUSINESS ARISING FROM THE PUBLIC PARTICIPATION MEETINGS

8. NEW BUSINESS

8.1 An amendment to the Land Use By-law to re-zone PIDs 60703881 & 60703899, Brook Street to permit a 65-unit residential building on the lands.

Recommendation: That the Committee hold a Public Participation Meeting on the proposed rezoning of PIDs 60703881 & 60703899, Brook Street at the next meeting of PAC.

9. NEXT MEETING

The next scheduled meeting (August 4th) falls on a Civic Holiday. The following week, staff are unavailable. The committee will need to select a suitable date and time for the next meeting.

10. ADJOURNMENT

**PLANNING ADVISORY COMMITTEE MINUTES
TOWN OF LUNENBURG**

June 2, 2025 | 6 pm

Lunenburg Town Hall - Council Chamber



| | |
|-------------------------------|---|
| Present | Deputy Mayor Rachel Bailey, Councillors Renea Babineau, Alex Greek, Citizen Representatives Colin Whitcomb, Rachel Martin, and Bill Fleming |
| Also present | Marvin Macdonald, Interim CAO Trevor Hume, Planner and Development Officer Kaylee Jensen, Administrative Assistant Marc Kiely, Community Development Director |
| Call to Order | The Chair called the meeting to order at 6:00 p.m. |
| Land Acknowledgment | The Chair recognized Lunenburg's location on the unceded territory of the Mi'kmaq people. |
| Additions/Deletions to Agenda | <p>The Chair inquired about approval from the Planning Advisory Committee regarding the minutes from the meeting of August 21, 2024 meeting. After a brief discussion on PAC membership continuity as there is only a small overlap of PAC members who were present at the August 21, 2024 meeting, the Committee felt comfortable with a vote on the minutes.</p> <p>Moved and seconded that PAC approve the minutes from the August 21, 2024 meeting.</p> <p style="text-align: right;">Motion carried unanimously</p> |
| Approval of Agenda | <p>Moved and seconded that Council approve the agenda for the June 2, 2025 meeting as presented.</p> <p style="text-align: right;">Motion carried unanimously</p> |
| Approval of Minutes | <p>Moved and seconded that Council approve the May 5, 2025 meeting minutes as presented.</p> <p style="text-align: right;">Motion carried unanimously</p> |
| Rezoning of 280 Montague | A Public Participation Meeting was held under the <i>Planning Public Participation Program Policy</i> . No speakers came forward and no correspondence was received. The PPM was then closed. |

PAC Moved and seconded that PAC make a recommendation to Council regarding the applicant's request to rezone 280 Montague Street-PID 60696663 to allow the rezoning to Medium Density Residential Use.

Motion carried unanimously

Rezoning of Salt Meadows Subdivision

The rezoning of Salt Meadows rezoning was introduced with a report from Staff. Staff identified potential legal issues that they recommended be explored through a legal opinion provided to the CAO from the Municipal Solicitors. The Committee agreed that this should be explored prior to moving farther with review of the rezoning.

Moved and seconded that PAC defer the discussion pending legal advice being sought and communicated to PAC at the next meeting.

Motion carried unanimously

Next Meeting

The next meeting held by the Planning Advisory Committee will be July 7, 2025.

Adjournment

There being no further business, the Planning Advisory Committee meeting adjourned at 7:07 p.m.

Minutes were read and approved.

Subject: PAC - Rezoning of PIDs 60703881 & 60703899, Brook St.
From: Community Development
Date: July 7, 2024



Options

- That PAC hold a Public Participation Meeting for the request to rezone the applicant's Brook Street Properties to allow for a 65-unit residential building on PIDs 60703881 & 60703899.
- Request additional information or clarification.
- Defer this issue to a future date.
- Recommend refusal of the proposed rezoning.

Request Synopsis and Key Evaluation Consideration Overview

- Staff have reviewed plans and materials provided by the applicant regarding servicing, parking & access, traffic, and electrical demand.
- The application is for a rezoning to allow for a 6-storey, 65-unit residential building at the corner of Falkland and Brook Streets.
 - Currently, the front parcel on the corner of Falkland and Brook Streets has a height restriction of 10.5m (34 ft). The second, rear parcel has a height restriction of 19.5m (63 ft).
 - The rezoning is to allow 19.5m across both parcels allowing for the proposed building.
- The project site is comprised of two parcels that will need to be consolidated prior to construction. This is not a factor in the rezoning but does implicate building code in the design as the building will span two parcels and will be treated as two buildings. A single building is not permitted to cross property boundaries.
- There are two components of the requested change: a 'use-zone rezoning' and a 'form-zone rezoning':
 - The parcel adjacent to Falkland Street requires a form zone change to Marine to match the second parcel and allow for the 19.5m (63 ft) height, as it currently allows only 10.5m.
 - Both parcels are requesting a use zone change from Mixed Use Commercial (CM) to General Commercial (CG) which would remove the requirement to provide ground floor commercial space under Section 6.4.8 of the Land Use By-law.
 - Further, CG allows for a similar breadth and type of uses as CM while removing the need for a commercial use in a residential building.
 - CG would still allow for future commercial use.

MPS Policy Compliance

- The Use zone rezoning is consistent with MPS Policy 6-10 (c) allowing for the rezoning to proceed.
- The Form Zone rezoning is consistent with MPS Policy 6-13 allowing for the rezoning to proceed (see Attachment D).

Parking Considerations

- Staff note that while 16 spaces are shown, only eight (8) on-site parking spaces are proposed for the 65 units in the building with the remainder to be accommodated by public street parking spaces.
 - There is no provision for mandatory on-site parking in the MPS and LUB, however, Staff note the minimal onsite parking provision for the development.
 - The understood intent for the remainder of the development's parking needs is envisioned to be absorbed by the surrounding public street areas, which will increase parking congestion in the area.
 - This may implicate evaluation criteria 6-19 (c) (ix) on traffic and parking congestion, that is: *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, and pedestrian networks within, adjacent to, or leading to the proposal;*
- Staff feel additional rationale and detail on this facet of the development would be helpful to the evaluation. The application package contained a parking lot design, but did not provide details on how the number of parking spaces was determined. In addition, Staff note that the traffic analysis and other materials did not address this issue or its impact on public parking space utilization or demand.

Background

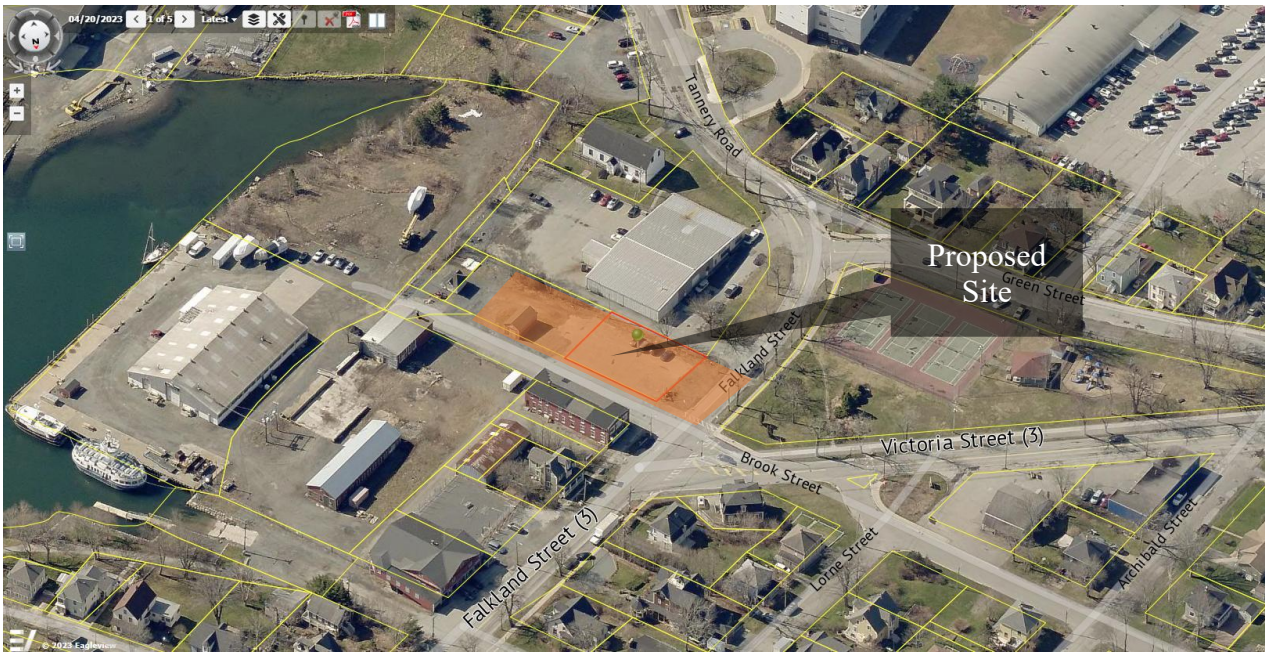


Figure 1 – Site Location

The Request

The intent is to consolidate the two lots into a single lot and construct a multi-unit residential building. Half of the property has the MA form zone, to allow the height permitted on the back half of the property. These parcels were part of the Lunenburg Foundry Plant 1 property, and the proposed form zone is consistent with this, as well as the surrounding properties (also MA).

Lot Consolidation is required as a single building cannot cross property lines under the LUB.

The MPS anticipates this type of scenario in Section 6.3.5 states:

“However, it may be reasonable at times to consider minor adjustments to the Form Zoning Map as the community evolves or if a



Figure 2 – Site Parcels

significant change in use dictates the need for a different—but compatible—form for buildings and the site.” Staff feel that the current request is consistent with this section of the MPS.

The second part of the request is to change the use zone from Commercial Mixed Use (CM) to General Commercial (CG). The reason for requesting the use zone change is to remove the LUB requirement to provide ground floor commercial space under Section 6.4.8 of the Land Use By-law. The applicant wishes this building to be completely dedicated to residential uses at this time, and additional dwelling units can be provided if this commercial space requirement is removed. Further, the applicant LUB Section 6.4.8 mandates that the first 50 feet of the building adjacent to the street must be dedicated to commercial space and no dwelling units are permitted. This requirement is inconsistent with the applicant’s building proposal.

As previously noted, the proposed conceptual development provides on-site parking; however, there are only eight parking spaces shown, one of which is accessible. This is a parking ratio of one parking space for every 8.1 dwelling units. Staff are concerned that the actual demand for parking may far exceed what has been shown in the development plans. The MPS makes it clear that the Town does not currently mandate minimum parking space requirements, but it does not state parking is not a requirement for development. This is an important distinction. Section 4.5.1 of the MPS states that “The development of new land uses necessitates travel between those uses.” The MPS goes on to state in Section 4.5.2, that “... residential developers have a strong incentive to provide adequate parking to meet the needs of their target market.” Staff are concerned that this need may not be adequately addressed by the current development proposal.

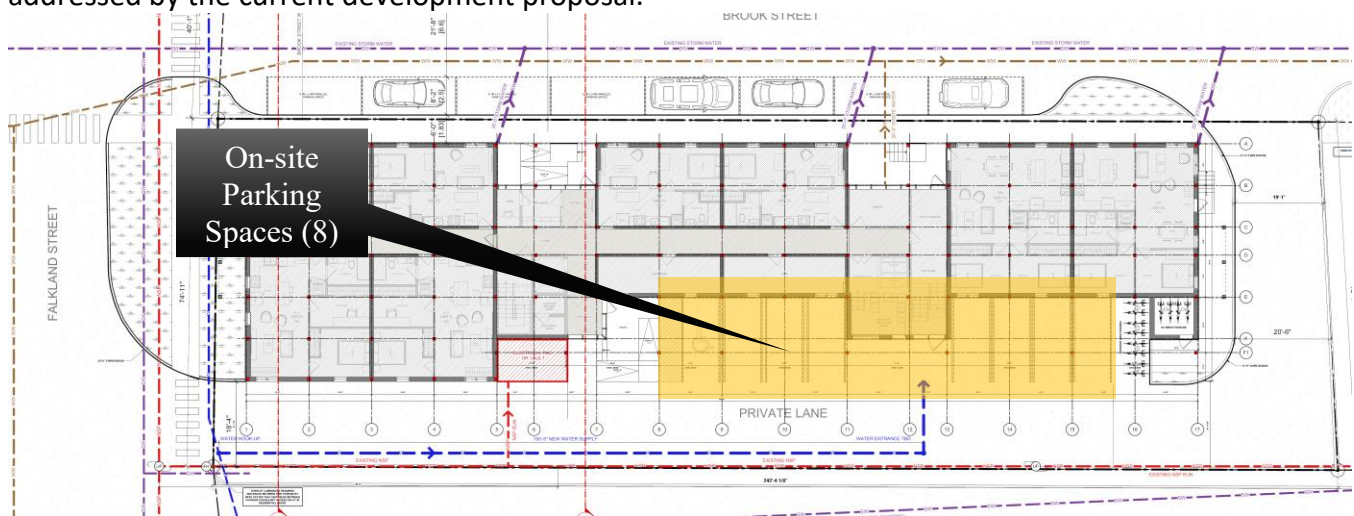


Figure 3- Applicant plan showing parking spaces.

Proposed Mapping Change

The proposed mapping change to the Use Zone Map and Form Zone Map of the LUB can be found in **Attachment C**.

- The proposal is a rezoning only, requiring no text changes to the LUB. The first change is a small mapping change to the Form Zone Map Zone Map in the LUB affecting only PID 60696663 to change from Old Town/New Town 1 to Marine Form.
- The second change is to the Use Zone map to move both parcels from CM to CG.
- MPS Policy 6-10 (**Attachment B**) anticipates requests like this one. This policy identifies three avenues to rezone properties notwithstanding Policy 4-2. Council has recognized that no planning document is perfect and nor can it anticipate every possibility or special case. This application satisfies Policy 6-13, thus enabling the rezoning being requested.
- MPS Policy 6-11 enables 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 meets 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**.

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 impacts to the Town because of the proposed amendment 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 and Supporting Documents
- B. Policy 4-2 & 6-13
- C. Evaluation of Policy 6-10, 6-11 and 6-19
- D. Amendments to the LUB – Use Zone Map and Form Zone Map
- E. Review of Provincial Interest Statements and Lunenburg Accessibility Plan

Attachment A
Applicant Submission Materials

Applicant: Solterre Inc.

Application: Request for Form Zone Change and Rezoning, 60703881 and 60703899, Lunenburg

Date: 19 March 2025

Intent:

- Consolidate 60703899 (9 Brook) and 60703881 (civic address TBC) to form one lot.
- Change 60703881 Form Zone to Marine (MA).
- Change 60703881 and 60703899 to General Commercial (CG).
- Build a new 65-unit multi-unit residential building (MURB).

Proposed Change - Form Zone (60703881):

- The current form zone for 60703881 is Old Town/New Town 1 (ONT1).
- Currently, 60703881 is an empty/vacant lot with no buildings or structures.
- The requested zoning change to Form Zone Marine (MA) would not impact any existing structures.
- This change is specifically aimed at increasing the height allowance from 34 feet to 63 feet, aligning it with adjacent properties at 9 Brook and 73 Falkland.
- The intention is to enhance the site's building capacity, allow for a more cohesive site plan and street scape while accommodating additional housing units.

Proposed Change – Rezoning (60703881 and 60703899):

- The current zoning for 60703881 and 60703899 is Commercial Mixed Use (CM).
- This change is specifically aimed at allowing dwelling units to be permitted on the ground floor, without the required 20-foot setback to residential. This site is particularly long and narrow and wouldn't allow for any ground floor residential without this amendment.

- The intention is to enhance the building housing capacity by allowing ground floor residential units, create a cohesive site plan and street scape.

Impact on Development:

- Lunenburg's Old Town is highlighted as a dense, mixed-use area that supports a range of opportunities and services within walking distance.
- 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.
- Historically there was a multi-unit residential building facing Falkland Street (on the Foundry lands) which exceeded the current 34-foot height limit.
- Economic benefits are anticipated, such as higher tax revenues due to increased housing density and improved service provision.

Housing Market Considerations:

- There's recognition of housing availability, variety and affordability challenges in Lunenburg. All types of housing for all market demographics are needed.
- Changing market trends and demographics may drive demand for alternative housing models, including multi-unit dwellings, and smaller homes.
- The proposal responds to these trends by increasing housing supply and diversifying housing types available in Lunenburg.

Barriers to Development:

- Factors such as servicing, topography, and land use regulations are acknowledged as barriers to developing underutilized land in Lunenburg.
- The proposal suggests that zoning changes could help overcome some of these barriers, making development on a former industrial site more economically viable.

In summary, the request to change the Form Zone from ONT1 to MA at 60703881 in Lunenburg aims to facilitate a taller building and increased housing density. The request to change the zoning from CM to CG at 60703899 and 60703881 aims to facilitate ground floor residential units and increased housing density. The rationale includes adjacent lot form zoning, economic benefits, improvements in housing affordability, and responding to evolving housing needs and market demands.

FALKLAND & BROOK STREET

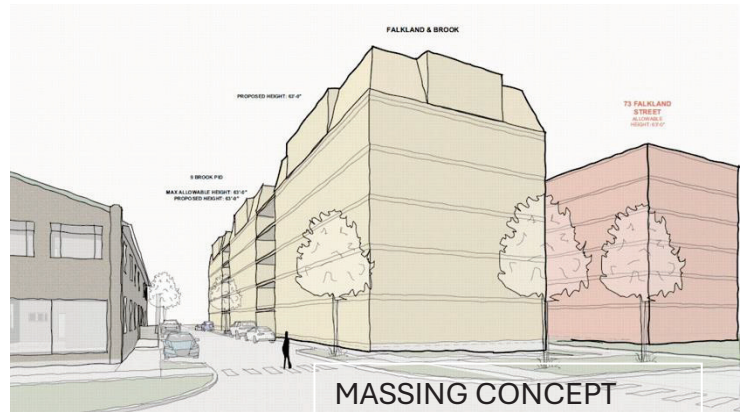
New multi-unit residential building

Applicant: **Solterre Inc.** with

Solterre Design

3008 Oxford Street, Unit 202
Halifax, Nova Scotia B3L 2W5
(902) 492-1215

www.solterre.com



Location: Lunenburg, Nova Scotia

Type of Project: 6-storey multi-unit residential building

Purpose: Addressing Lunenburg's need for affordable housing

Design Features:

- Sensitivity to Lunenburg's historic architecture and streetscape
- 65 units designed to meet diverse housing demands

Accessibility and Infrastructure:

- Central, walkable location with access to major amenities (school, daycare, parks, waterfront, Old Town) and services (grocery shopping, restaurants, community centre, library).
- Bordered by serviced streets for easy connection to utilities (water, sewer, stormwater, hydro, power).
- Sidewalks along two sides, street parking, and rear off-street parking.

Residential Layout:

- Accessible units on all levels
- Upper floors accessible via elevator and stairwells
- Mix of unit types: bachelor, one, 2- and 3-bedrooms
- Unit sizes range from 240 sq ft to 1180 sq ft
- Shared indoor amenities including fitness room, library and meeting room
- Shared outdoor common amenities including garden area, bike storage, benches and common balconies

Community Focus:

- Mixed-income, multi-generational housing
- Addresses Lunenburg's housing affordability challenges and demographic diversity
- Aims to cater to various household needs and enhance housing diversity

Location Benefits:

- Proximity to amenities enhances community appeal
- Contributes to a vibrant, walkable community environment

Impact and Vision:

- Expands housing options and revitalizes underutilized urban space
- Supports Lunenburg's sustainable growth and community well-being goals

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

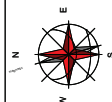
Enclosures:
Solterre Floor Plans dated January 8, 2025
Sanitary Calculations

Foundry Lands - Preliminary Sanitary and Water Servicing Review
 Thursday, February 27, 2025



| THEORETICAL SANITARY FLOWS | | | | | | | | | | | | | | | | |
|----------------------------|--------------------|-----------|-----------------------------|--------------------------|-----------------------------------|---------------------------------|-----------------------------|--------------------------------|------------------------------|------------------|---|-----------------------------|------------------------|------------------------------------|--------------------------------|-----------------|
| TRIBUTARY AREAS | Total Area (Ha) | Res Units | Tot. Pop. "P" @ 2.25 PPU | Domestic Load (L/day) | Average Dry Weather (L/day) | Average Dry Weather (L/s) | Harmon Peaking Factor | Peak Dry Weather (L/day) | Peak Dry Weather (L/s) | Safety Factor | Peak Dry Weather incl SF (L/s) | III Allowance (L/Ha/day) | III Allowance (L/s) | III Loading incl.SF (L/s) | Peak Wet Weather (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) | Max. Hourly Demand (@ 1364 L/capita/day) | Max. Daily Demand (@ 809 L/capita/day) | Max. Hourly Demand (@ 1364 L/capita/day) |
| Proposed Development | 65 | 146 | 59963 | 132941 | 92.3 | 199485 |
| | | | 41.6 | 138.5 | | |



CONDUIT

GENERAL NOTES

1. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 10TH EDITION, 2018, AS AMENDED BY THE 2019 SUPPLEMENT, 1ST EDITION, 2019, AND THE 2020 SUPPLEMENT, 1ST EDITION, 2020.

NOT FOR CONSTRUCTION

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Drawn By: Derrick Pilon

Checked By: Jennifer Corson

Date: 27 February 2025

Project Name: LUNENBURG - MULTIRESIDENTIAL BUILDING

Project Location: LUNENBURG, NOVA SCOTIA

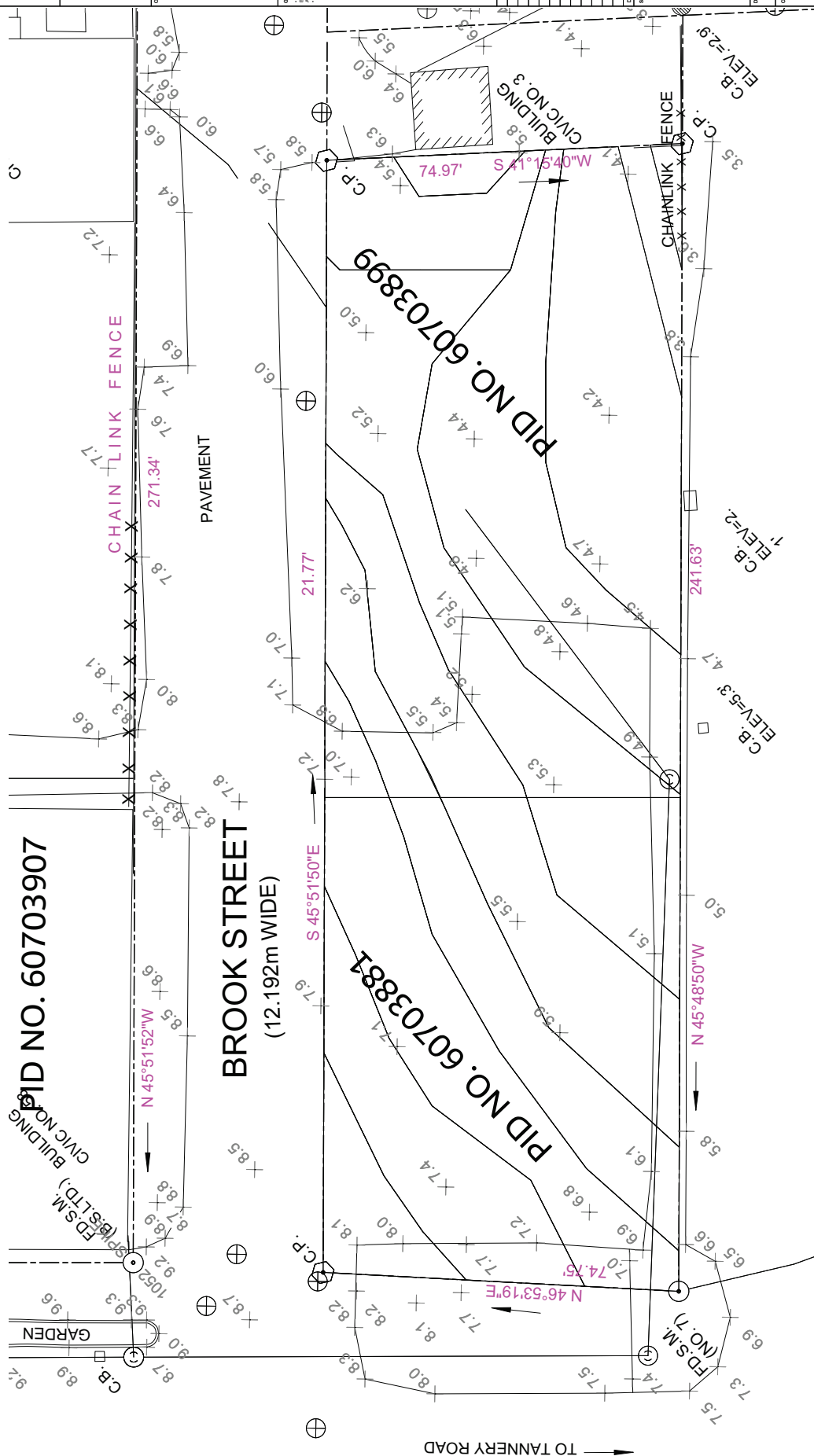
Project No: CGVD 2013

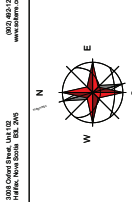
Scale: 3/32" = 1'-0"

Date: 27 February 2025

Sheet No: 2289

A100





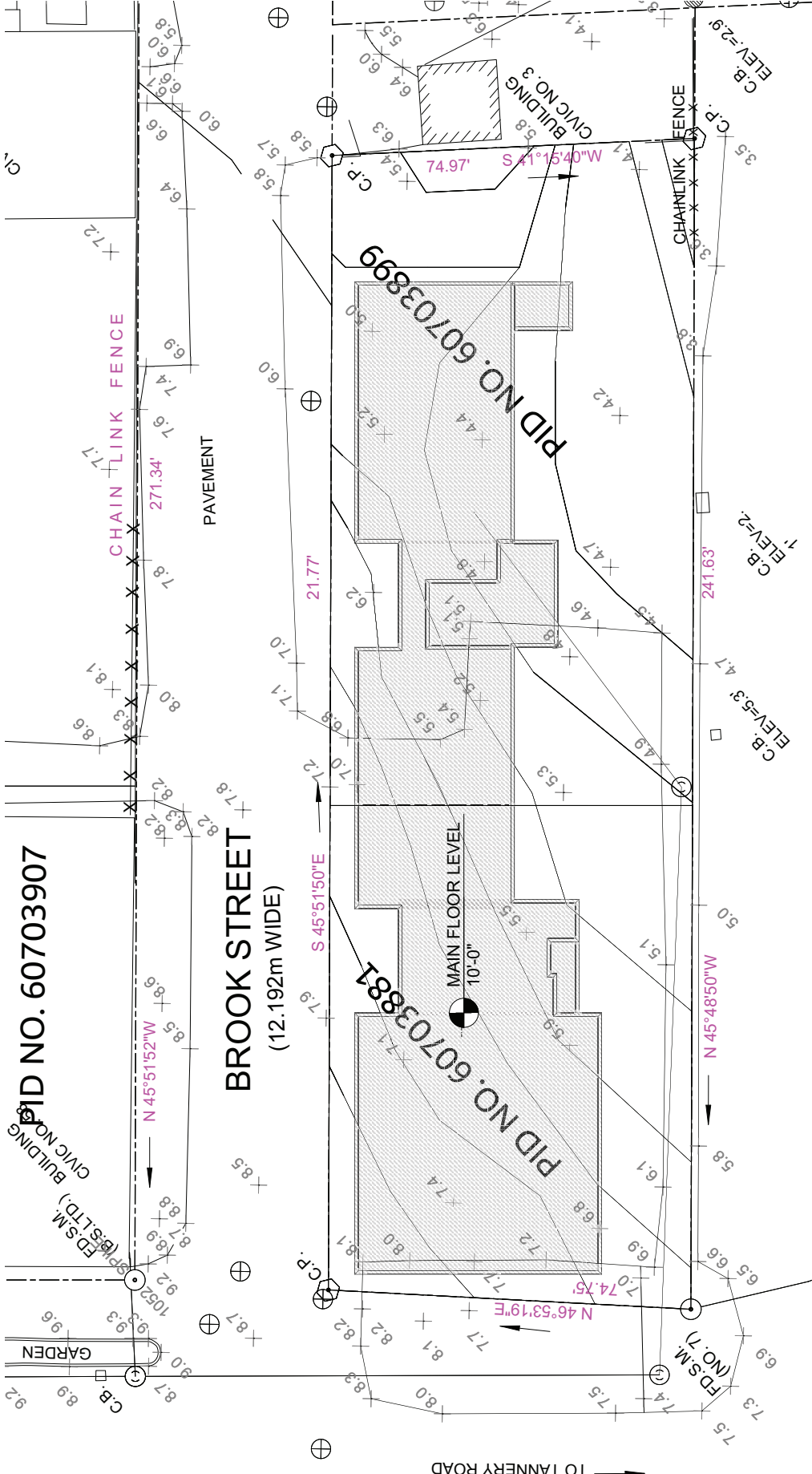
CONSUANT

GENERAL NOTES:
 ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE (CNBC) AND THE LATEST EDITIONS OF THE CANADIAN NATIONAL ELECTRICAL CODE (CNELC).
NOT FOR CONSTRUCTION

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Prepared By: Derrick Pilon
 Checked By: Jennifer Corson

Project Name: LUNENBURG - MULTIRESIDENTIAL BUILDING
 Project Location: LUNENBURG, NOVA SCOTIA
 Drawing No: CGVD 2013
 Date: 27 February 2025
 Project No: 2289
A100





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

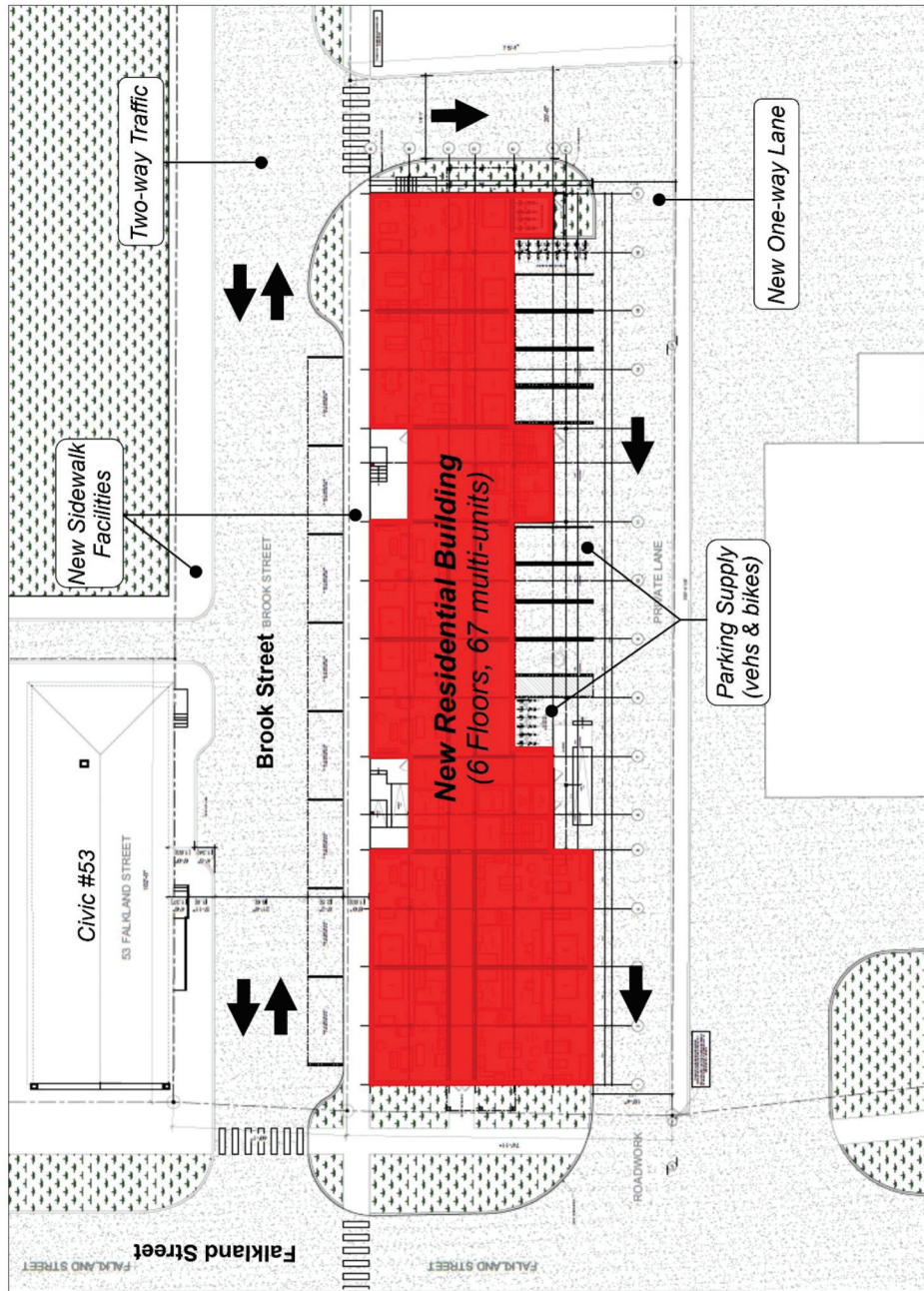
The proponent has plans to assemble two properties along Brook Street, east of Falkland Street, which include PID's #60703899 and #60703881. The combined area of these two properties is about 0.5 acres. The assembled properties are being planned to accommodate a new residential building which will have 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

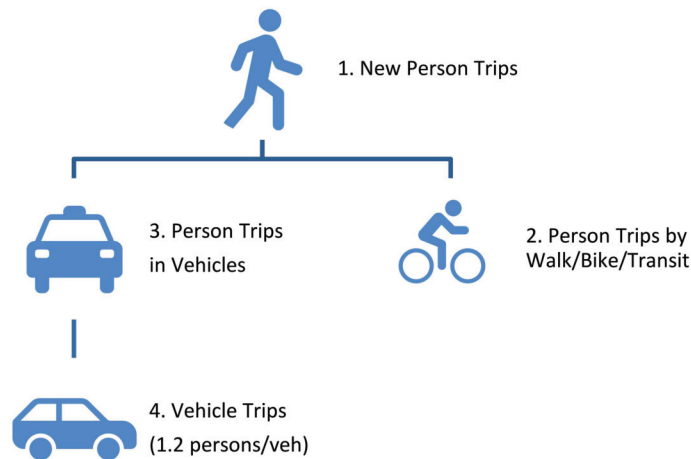
4.1 – Overview

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

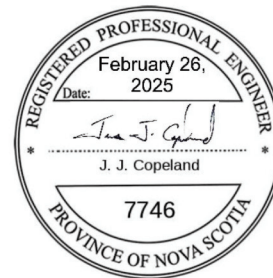
The findings flowing from this qualitative traffic impact statement suggest the change in vehicle trips moving in/out of a new 67-unit residential development along Brook Street is expected to have a minor – and acceptable – level of impact on the traffic flow and operations along the Falkland Street 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

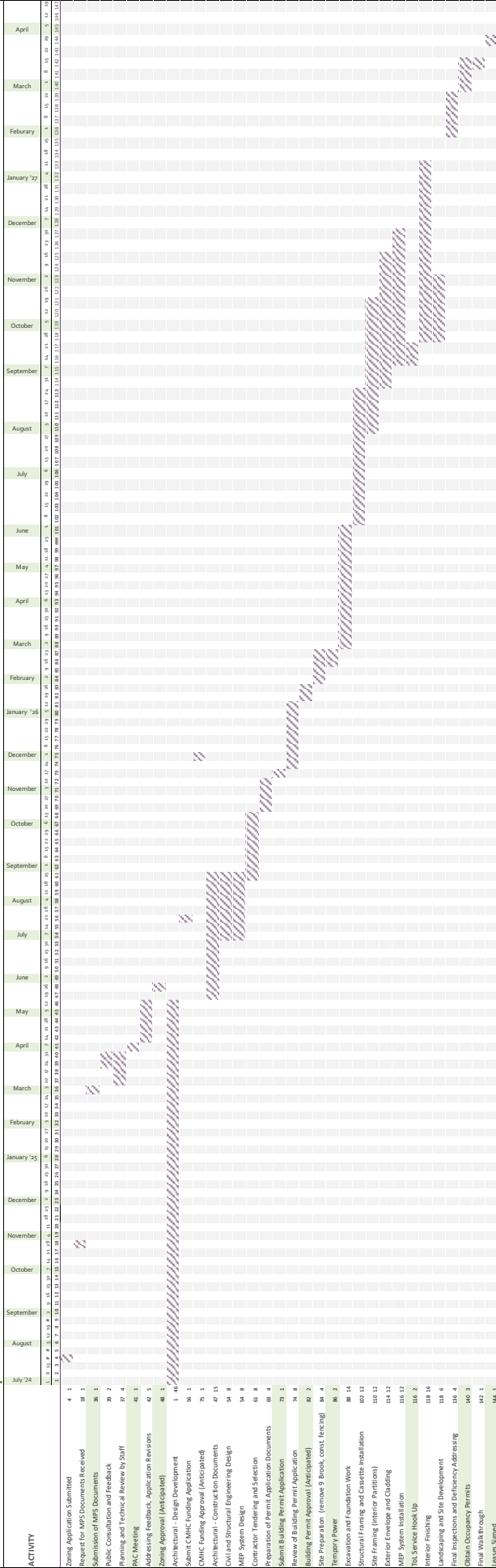
James J. Copeland, P.Eng., RSP1

GRIFFIN transportation group inc.

Halifax, NS

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

Falkland & Brook Development Schedule



Key Dates

| Anticipated Dates | |
|--|------------------|
| Submission of MPS Documents | March 3 2025 |
| PAC Meeting | April 7 2025 |
| Zoning Approval (Anticipated) | May 26 2025 |
| Submit Building Permit Application | November 17 2025 |
| Building Permit Approval (Anticipated) | January 19 2026 |
| Temporary Power | February 26 2026 |
| Toilet Service Hook Up | September 7 2026 |
| Obtain Occupancy Permits | March 1 2027 |
| Leases Signed | March 29 2027 |

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

☺ Reply ↩ Reply All ↩ Forward → 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



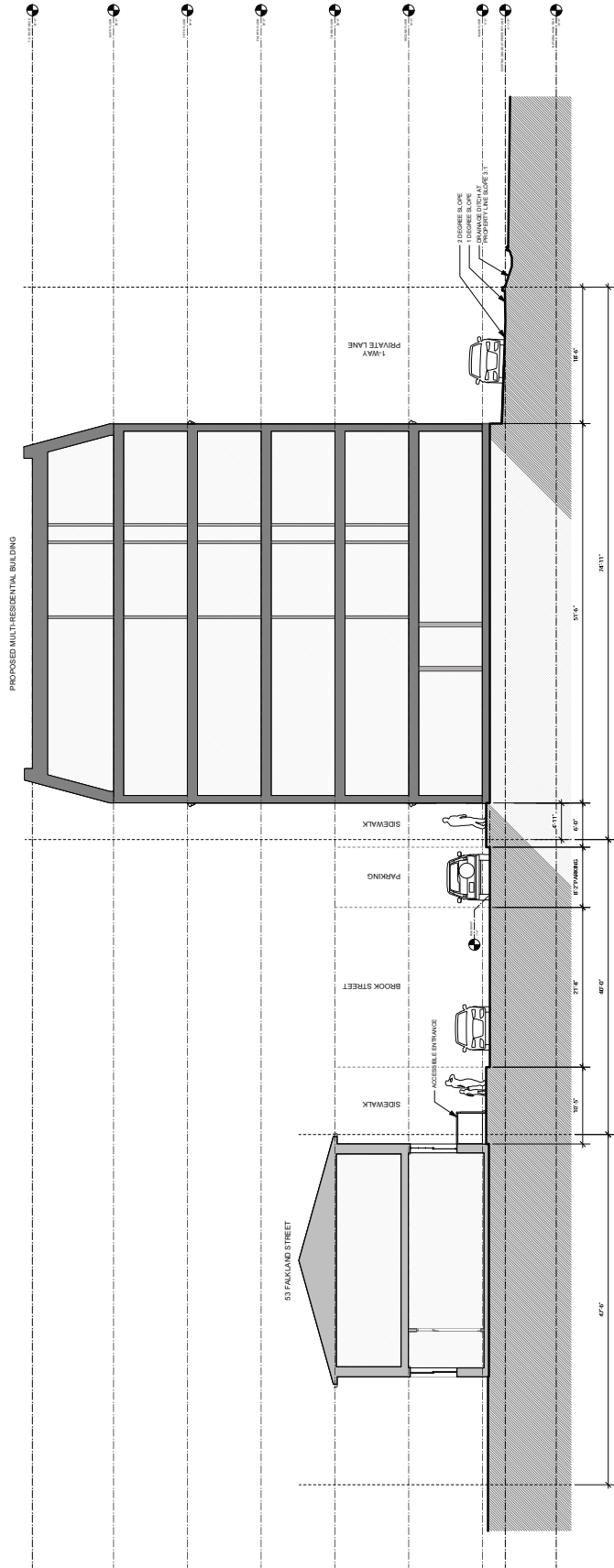
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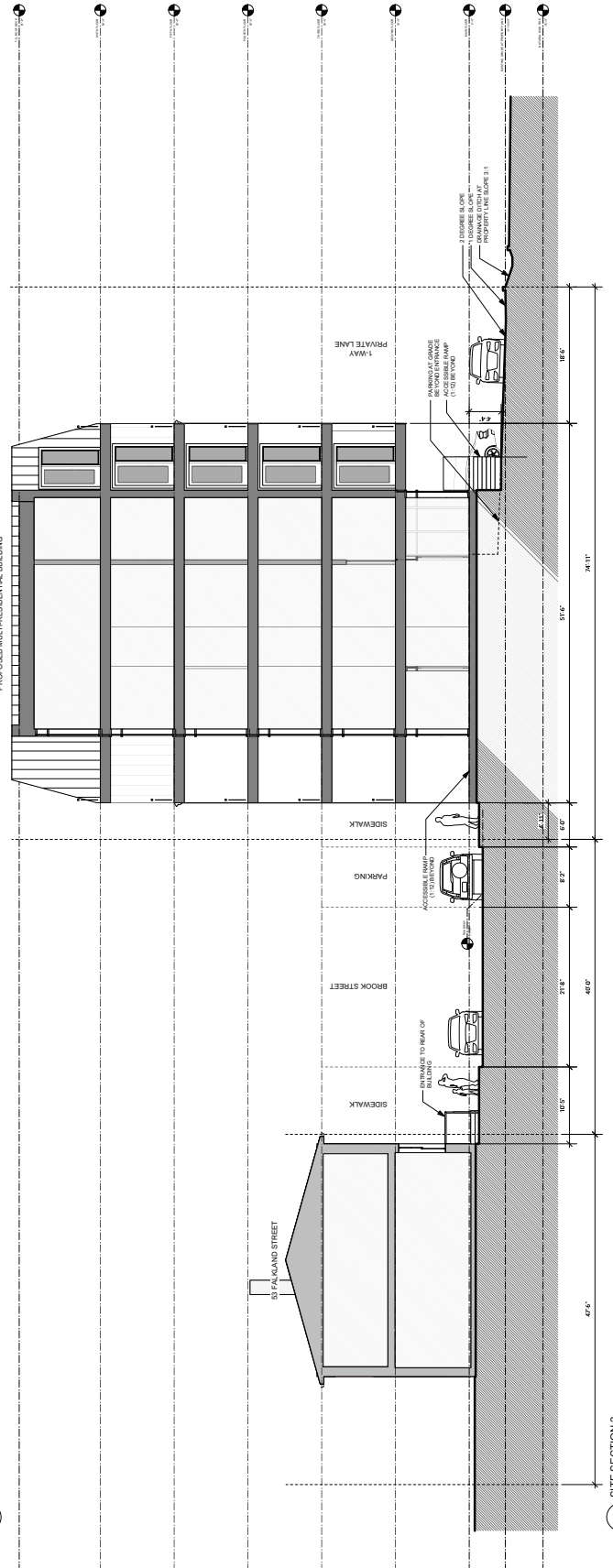
Prepared By: **Derrick Pilon**
 Checked By: **Jennifer Corson**

Project Name: **BROOK STREET - MULTI-RESIDENTIAL BUILDING**
 Project Location: **LUNenburg, NOVA SCOTIA**

Site Sections
 Scale: 1/8" = 1'-0"
 Date: 21 MARCH 2025
 Drawing No.: **A302**
 Project No.: 2289

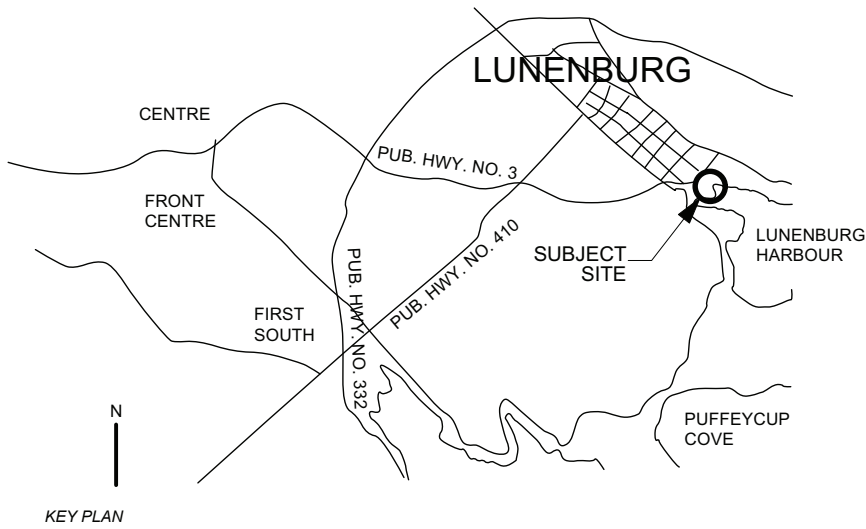


1 SITE SECTION 1
 Scale: 1/8" = 1'-0"



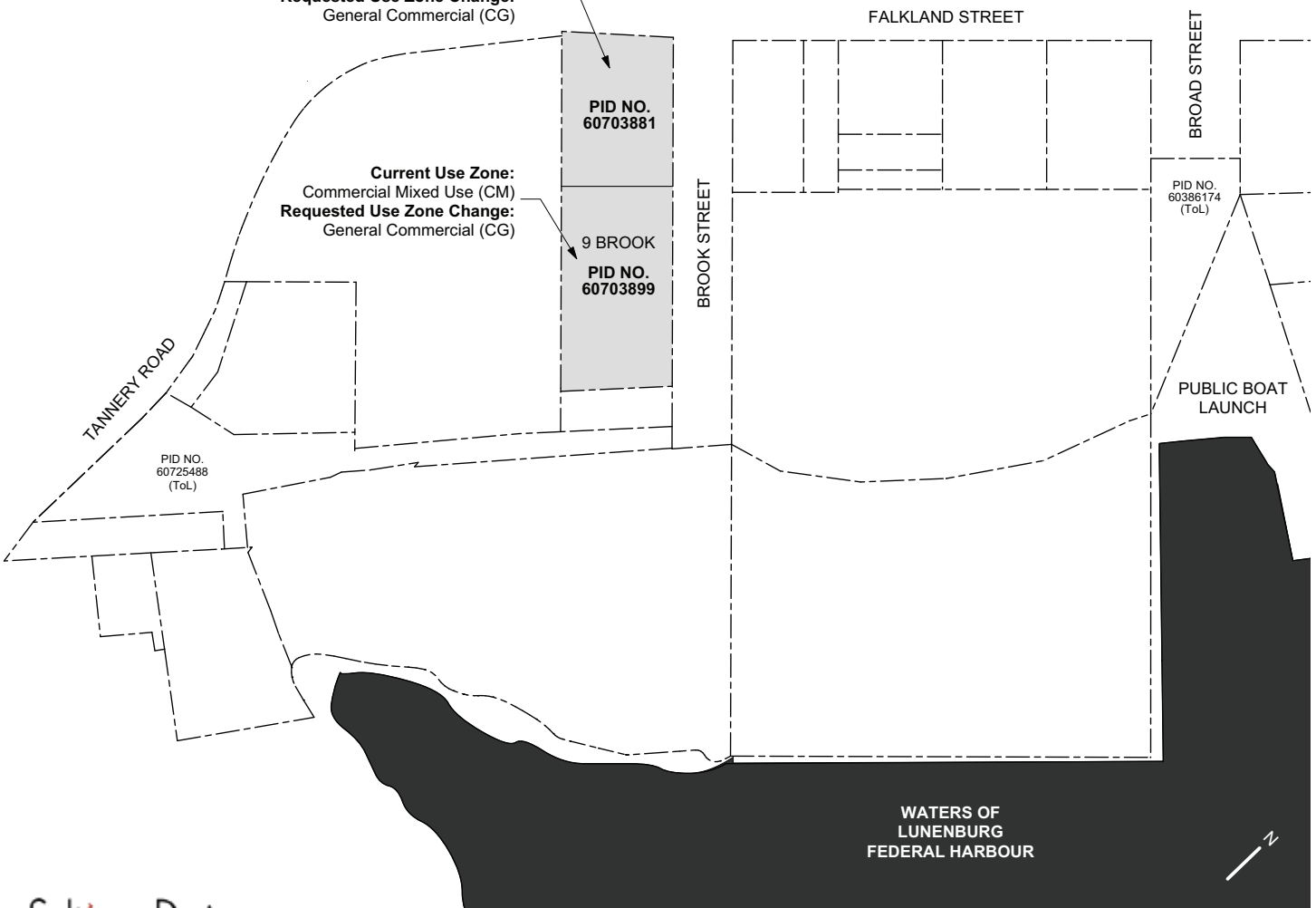
2 SITE SECTION 2
 Scale: 1/8" = 1'-0"

SUBJECT PROPERTIES PLAN



Current Form Zone:
Old Town/New Town 1 (ONT1)
Requested Form Zone Change:
Marine (MA)
Current Use Zone:
Commercial Mixed Use (CM)
Requested Use Zone Change:
General Commercial (CG)

Current Use Zone:
Commercial Mixed Use (CM)
Requested Use Zone Change:
General Commercial (CG)



| | | | |
|-------------------|--|--------------------------------|------------|
| HORIZONTAL DATUM: | NAD83 (CSRS) | EPOCH: | 2010.0 |
| VERTICAL DATUM: | CANADIAN GEODETIC VERTICAL DATUM 2013 (CGVD2013) | ZONE: | 5 |
| PROJECTION: | 3° UTM | SOURCE: | SMARTNET |
| GNSS SURVEY TYPE: | NRTK | COMBINED SCALE FACTOR AT SITE: | 0.99990639 |

- LEGEND**
- Δ N.S.H.P.N. NOVA SCOTIA HIGH PRECISION NETWORK
 - S.M. SURVEY MARKER
 - I.B./I.P. IRON BOLT/IRON PIPE
 - ⊗ "x" CUT IN ROCK
 - WOODEN POST
 - WIRE FENCE
 - STONE WALL
 - FOUND
 - CALCULATED
 - C.P. CALCULATED POINT
 - U.P. UTILITY POLE
 - R.P. ROCK POST
 - LANDS DEALT WITH
 - OTHER LANDS
 - OVERHEAD UTILITY LINES
 - (P.O.C.) POINT OF CURVATURE
 - N.T.L. NONTANGENTIAL
 - O.H.W.M. ORDINARY HIGH WATER MARK
 - (NO. 7) ERROL B. HEBB, N.S.L.S.
 - (NO. 409) LESTER W. BERRIGAN, N.S.L.S.
 - (NO. 525) GERALD D. EISNOR, N.S.L.S.
 - (H.T.H.) HEBB TURNER HIMMELMAN LAND SURVEYORS LIMITED
 - (B.S.LTD.) BERRIGAN SURVEYS LIMITED

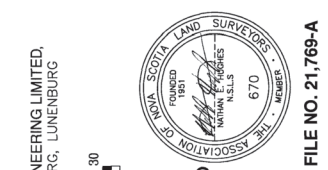
BEARINGS ARE OF THE NOVA SCOTIA GRID SYSTEM, 3° U.T.M., ZONE 5, C.M.64°30'W AND WERE DERIVED FROM C.N.S.S. OBSERVATIONS TAKEN ON NOVA SCOTIA ACTIVE CONTROL STATION NO. 216725. THE HORIZONTAL REFERENCE FRAME USED HEREON IS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83), EPOCH 2010.0 (C.N.S.S. OBSERVATIONS)

PLAN REFERENCES:

- 1) PLAN OF SUBDIVISION NO. 071018P BY R.C. BECKER SURVEYING LIMITED SHOWING PORTION OF BROAD STREET, LOT 1, TO BE CLOSED, TOWN OF LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED JULY 21, 1988.
- 2) PLAN OF SURVEY NO. 960523P BY R.C. BECKER SURVEYING LIMITED SHOWING PROPERTY OF LUNENBURG FOUNDRY GARAGE COMPANY LIMITED, LOT "L-1", CIVIC NO. 29 FALKLAND STREET, TOWN OF LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED JUNE 5, 1996 AND FILED AT THE REGISTRY OF DEEDS UNDER NO. 10,270.
- 3) PLAN OF SURVEY NO. M40109P BY R.C. BECKER SURVEYING LIMITED SHOWING PROPERTY OF SUSAN E. NORTH, LOTS "3" & "6", CIVIC NO. 42 FALKLAND STREET, TOWN OF LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED JANUARY 18, 2000 AND FILED AT THE REGISTRY OF DEEDS UNDER NO. 11,574.
- 4) PLAN OF SUBDIVISION NO. 071018P BY R.C. BECKER SURVEYING LIMITED SHOWING CONSOLIDATION OF PARCELS "A" & "LOT" "L-1" TO FORM LOT "L-1" AND LANDS OF THE TOWN OF LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED OCTOBER 12, 2007 AND FILED AT THE REGISTRY OF DEEDS UNDER NO. 8958273R.
- 5) PLAN OF SURVEY NO. S-5018 (SHEET 7 OF 11), FOR PUBLIC WORKS AND GOVERNMENT SERVICES CANADA REAL ESTATE SECTOR, SIGNED BY PETER A. A. BERRIGAN, N.S.L.S., NO. 629, SHOWING LIMITS OF FEDERAL HARBOUR, LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED JANUARY 6, 2016, REVISED SEPTEMBER 28, 2016.
- 6) PLAN OF SURVEY NO. S-6003-W FOR PUBLIC WORKS AND GOVERNMENT SERVICES CANADA REAL ESTATE SECTOR, BY BERRIGAN SURVEYS LIMITED, THEIR FILE NO. 17,986, SHOWING PARCELS 2016-1, 2016-2, 2016-3, 2016-4 & 2016-5, LANDS OF H.M. IN RIGHT OF CANADA, FEDERAL HARBOUR, LUNENBURG, LUNENBURG COUNTY, NOVA SCOTIA, DATED SEPTEMBER 28, 2016 AND FILED AT THE REGISTRY OF DEEDS UNDER NO. 119636006.

NOTES:

- 1) VALUES SHOWN; NOT ADJUSTED. DISTANCES SHOWN; HORIZONTAL GROUND DISTANCES.
- 2) THE FALKLAND STREET BOUNDARY OF THE SUBJECT SURVEY WAS ESTABLISHED BY CONNECTING ADJOINING SURVEYS (PLAN REFERENCE NOS. 1 AND 3), TIES ACROSS FALKLAND STREET (PLAN REFERENCE NO. 2) MEASURE 21.5m, STATED WIDTH IS 66' (20.177m), AS SHOWN ON PLAN REFERENCE NO. 10,270. THE TOWN OF LUNENBURG, LUNENBURG COUNTY, TOWN OF LUNENBURG PROVINCIAL LEGISLATION DATED MARCH 30, 1989.

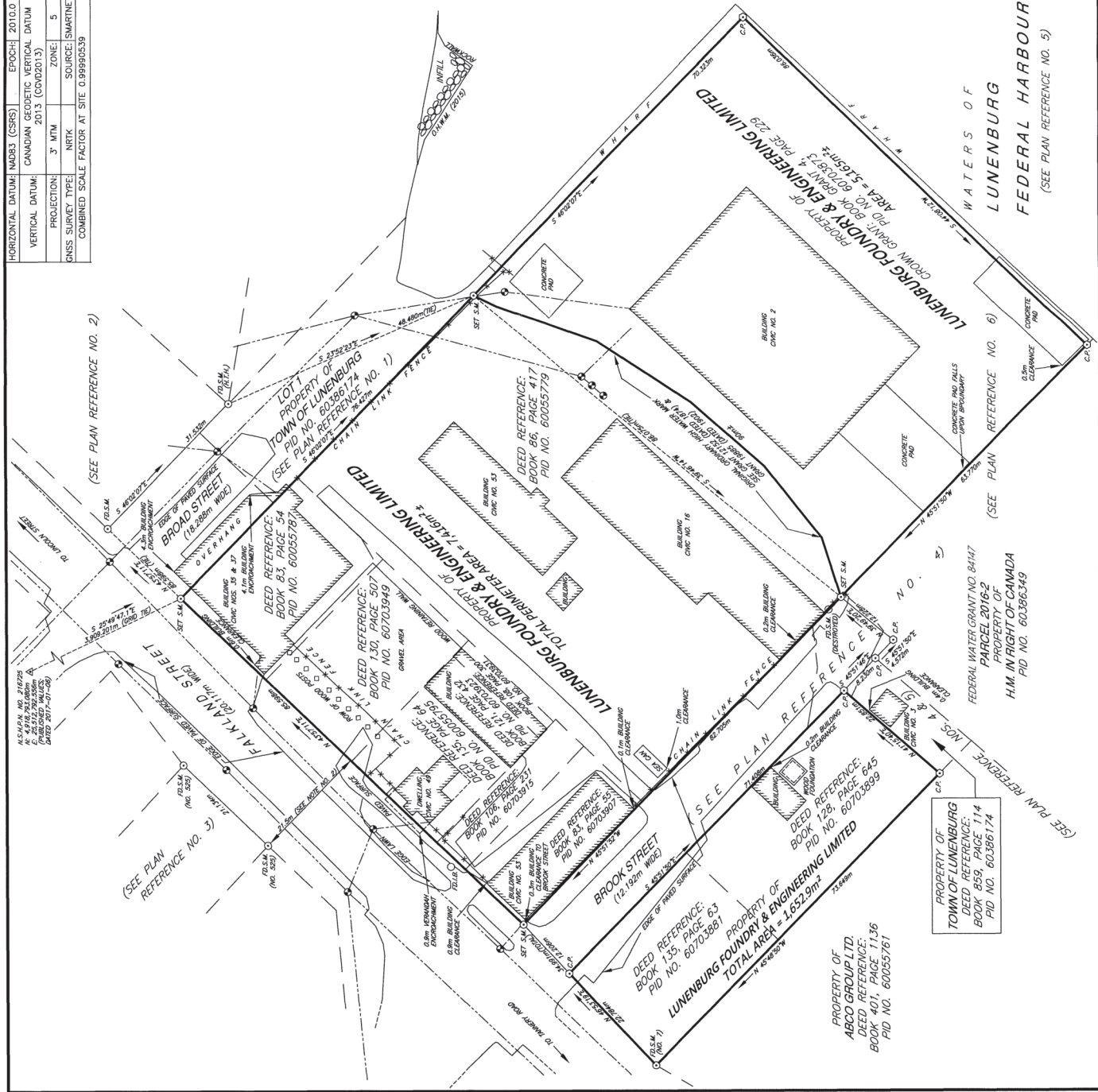


BERRIGAN SURVEYS LIMITED
NOVA SCOTIA LAND SURVEYORS
BRIDGEWATER, LUN. CO., NOVA SCOTIA

REG. SURVEY LICENSED OUT
DURING THE PERIOD OF
NOVEMBER 18 - DECEMBER 20, 2021

DATE OF PLAN
JANUARY 16, 2022

FILE NO. 21,769-A



PROPERTY OF
TOWN OF LUNENBURG
DEED REFERENCE:
BOOK 458, PAGE 114
PID NO. 60386174

PROPERTY OF
ABCO GROUP LTD.
DEED REFERENCE:
BOOK 401, PAGE 1136
PID NO. 60055761

FEDERAL WATER GRANT NO. 8417
PARCEL 2016-2
PROPERTY OF
H.M. IN RIGHT OF CANADA
PID NO. 60386349

(SEE PLAN REFERENCE NO. 5)

(SEE PLAN REFERENCE NO. 6)

(SEE PLAN REFERENCE NO. 2)

(SEE PLAN REFERENCE NO. 3)

(SEE PLAN REFERENCE NO. 1)

(SEE PLAN REFERENCE NO. 4)

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:
- 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

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:

- (a) the proposal is consistent with the description of the Form Zones in Policy 5-1;
- (b) 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;
- (c) the proposed Form Zone enables a form for the site that is compatible with (though not necessarily identical to) the surrounding form; and
- (d) 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 Policies 4-2 and 6-13.

Attachment C
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(c).

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 will be considered to be consistent with the intent of the MPS pursuant to Policy 6-10 (c).
- (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:
 - i. 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.
 - ii. 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.
 - 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 proposal is not premature or inappropriate due to the creation of excessive traffic hazards. Staff remain concerned with the adequacy of the numbers of on-site parking spaces in the development proposal. **Staff recommend asking the applicant for additional details on this issue.***
 - v. the adequacy of fire protection services and equipment;
There is a 8" water line available along this section of Falkland Street. 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 subject property outside of the WHS and is no factor.
- 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 redesignation and rezoning will not 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. The building is existing, and no development is being contemplated at this time.
- 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 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.
- 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. The dwelling is existing, and no development is being contemplated at this time.
- xiv. 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. As for potential conflicts with the adjacent Marine Industrial zone, this is an existing transitional mixed residential/commercial/marine neighbourhood where all of those uses are currently in place.

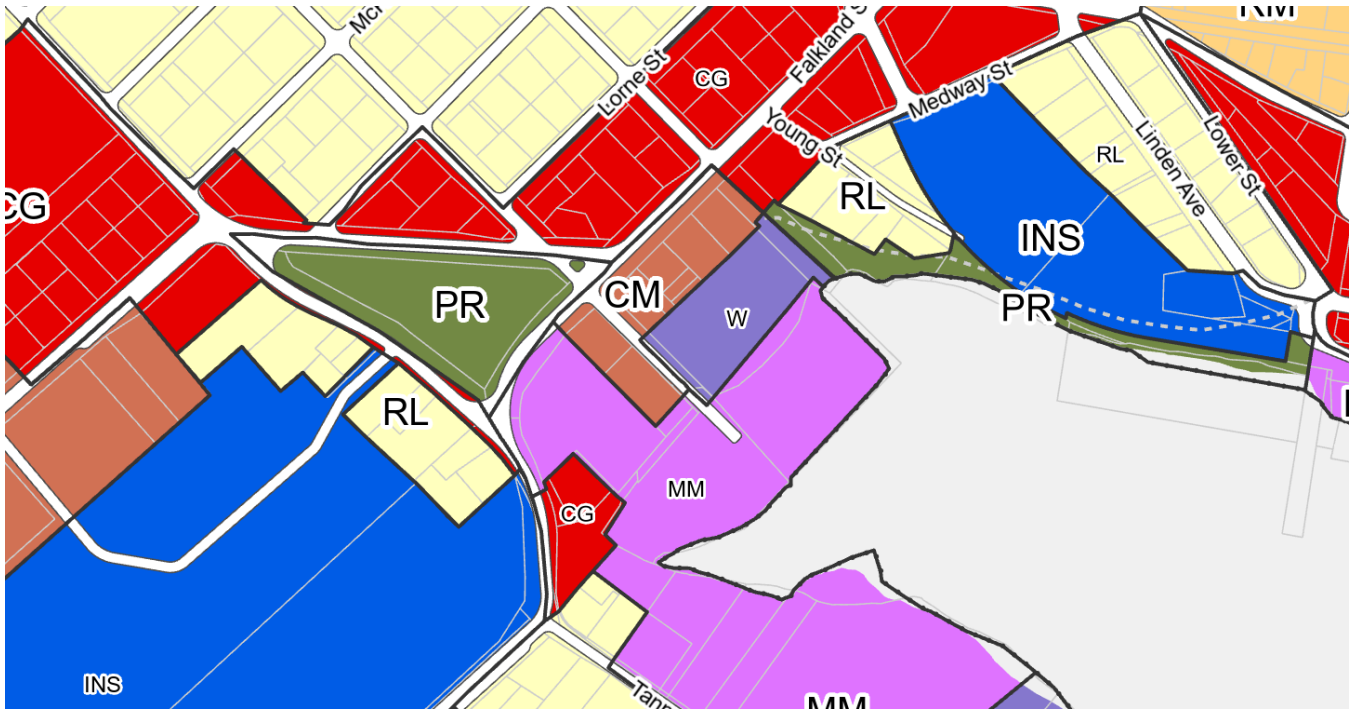
Attachment D

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

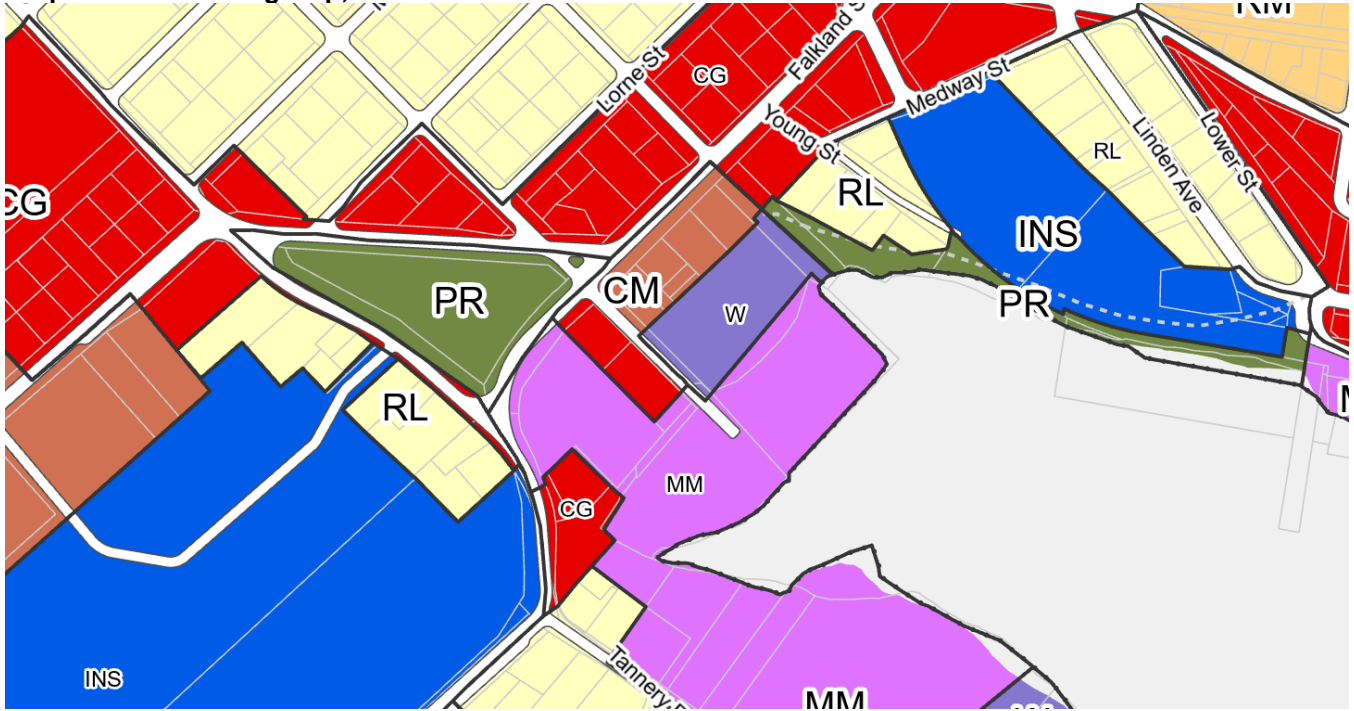
- 1) An amendment to the Land Use By-law, in particular the Use Zoning Map, Schedule “C”, thereby rezoning the lands as per table and maps shown below:

| Property: | Application: |
|--|---|
| PID 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 |

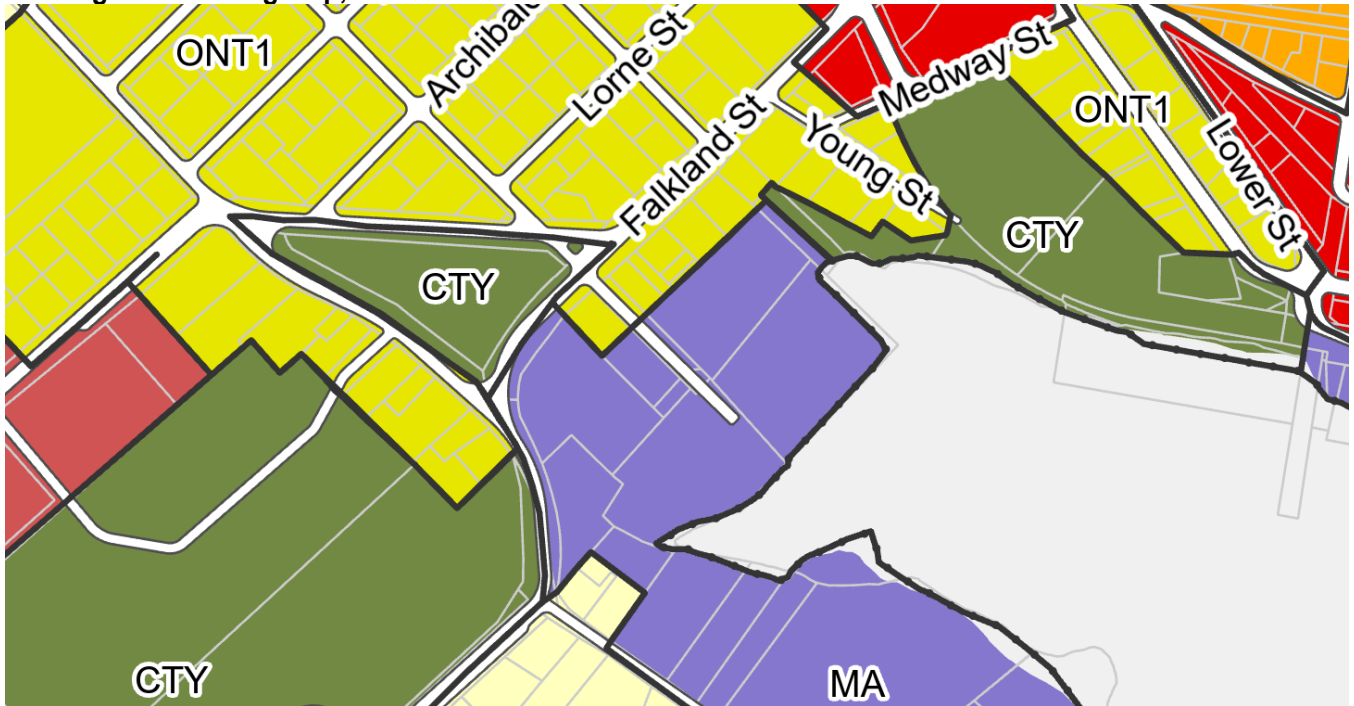
Existing Use Zoning Map, Schedule “C”:



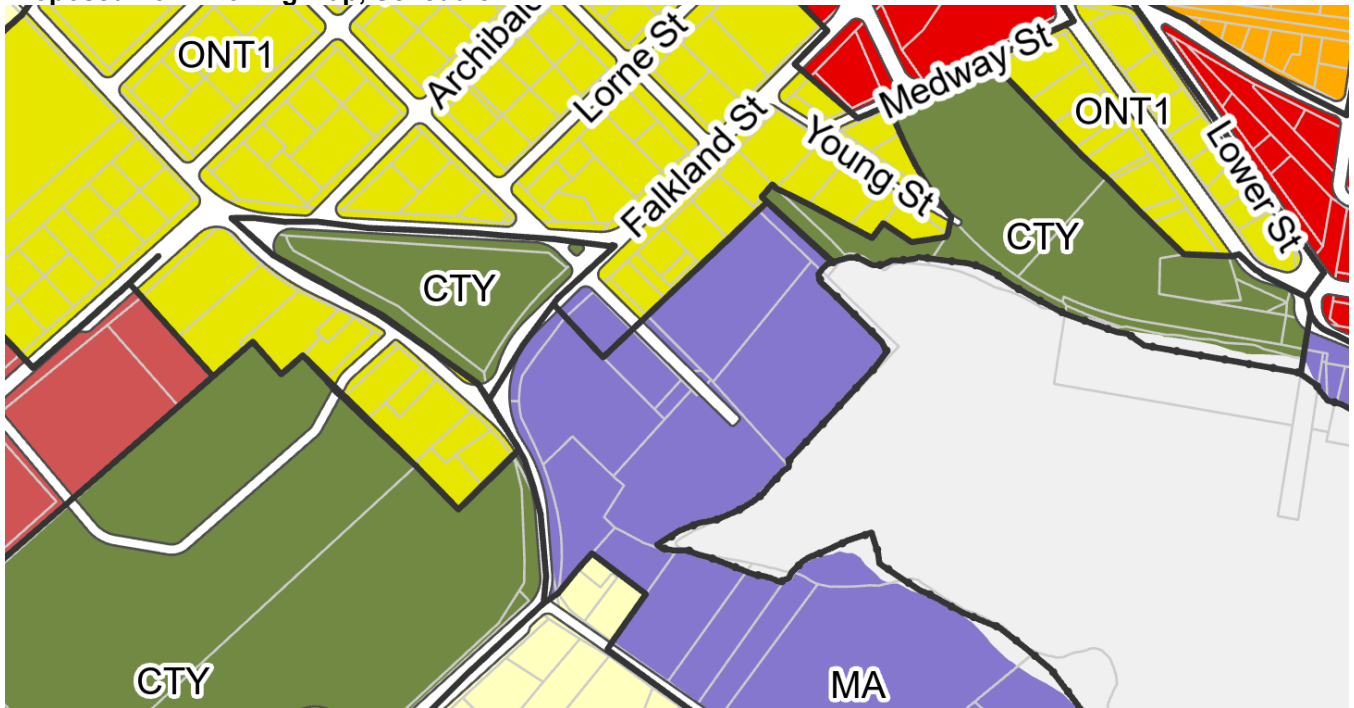
Proposed Use Zoning Map, Schedule "C":



Existing Form Zoning Map, Schedule "D":



Proposed Form Zoning Map, Schedule "D":



Attachment E

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> |