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Item No. 14.1.10
Halifax Regional Council
August 1, 2017

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Jacques Dubé, Chief Administrative Officer

DATE: July 26, 2017

SUBJECT: Site-specific SMPS amendment requests within the Regional Centre Boundary

ORIGIN

- 22 individual applications for site-specific Secondary Municipal Planning Strategy Amendments to enable various development proposals in the Regional Centre
- June 13, 2017 motion approved that Halifax Regional Council:
 - 1. Authorize the direction contained within the Centre Plan document in Attachment 1 of the April 27, 2017 Community Design Advisory Committee report (Attachment A of the April 6, 2017 staff report) as a framework for amending existing planning documents and developing new planning documents as may be necessary to implement the Centre Plan direction; and
 - 2. Direct staff to continue the 'Step 4 Approvals Process' of the Centre Plan Engagement Strategy as the public participation program as set out in Attachment 1 of the April 27, 2017 Community Design Advisory Committee report (Attachment C of the April 6, 2017 staff report).

LEGISLATIVE AUTHORITY

See Attachment G

RECOMMENDATION

It is recommended that Regional Council direct staff to:

1. Continue to process the requests for site-specific secondary municipal planning strategy amendments as outlined in **Attachment A**, subject to the proposals:
 - (a) generally aligning with the June 2017 Centre Plan document relative to Urban Structure, Height and Floor Area Ratio, and

- (b) addressing the planning principles of transition, pedestrian-orientation, human-scale, building design, and context-sensitive as noted in Table 2 of this report;
2. Continue to process the site-specific secondary municipal planning strategy amendments for the proposals outlined in **Attachment B**;
 3. Follow the public participation program for the site-specific secondary municipal planning strategy amendments as outlined in **Attachments A and B** of this report; and
 4. Discontinue processing the requests for site-specific amendments as outlined in **Attachment C** of this report.

BACKGROUND

Over the past 10 years, individual requests for site-specific Secondary Municipal Planning Strategy (SMPS) amendments have been considered as a method to address the outdated policies of the Halifax SMPS. Prior to this such requests were not a regularly accepted means of considering development proposals as their focus on a small geographic area detracts from planning in a comprehensive manner. Additionally, responding to these types of requests represents a significant demand on limited staff resources, reducing their capacity to focus on updating the overall planning frameworks.

Ultimately, a key purpose of the Centre Plan and Land Use By-law Simplification programs is to shift the existing paradigm of outdated planning frameworks towards one in which expectations are set in policy, understood by all stakeholders, and applied consistently by municipal staff. The goal is to create an updated planning policy framework and schedule active maintenance of the policy at intervals which can be anticipated by both the community and Council. Amendments to policy documents would then primarily be undertaken on a scheduled basis and through comprehensive planning processes.

While Regional Council may consider SMPS amendment requests at any time, they are significant undertakings and Council is under no obligation to consider such requests. A brief overview of the different types of planning and development applications is provided in Table 1.

Table 1. High Level Overview Types of Planning Applications

As-of-Right Applications	
<i>Applications that can be decided upon by staff under existing Council-approved by-laws</i>	
Permits	Subdivision
Applications for permit that meet the regulations in place in the land use by-law	Applications to consolidate or subdivide land based on the regulations in place in the land use by-law and subdivision by-law
Discretionary Planning Applications	
<i>Applications that may be considered by Council</i>	
Enabled	Plan Amendment
Applications where the proposed land use has been envisaged by the community and may be considered subject to meeting certain criteria. The criteria are listed in policy and are what the Council must consider in making a decision to enable the proposal. An example is a Development Agreement or Rezoning enabled in policy.	Requests to change the planning policy because the proposal was not envisaged at the time the policy framework was created. Generally, plan amendments are only recommended to be considered if there is a change in circumstances, such as societal, land use, servicing or business changes not contemplated at the time the policy was created.

The Centre Plan

A SMPS amendment request and the development of a Secondary Municipal Plan like the Centre Plan are similar exercises with the same end goal; both result in the creation of new policy and supporting land use regulations for properties. Plan amendment requests are site-specific requests for new policy and regulations, while the Centre Plan looks more broadly and comprehensively at all the properties contained within the Centre Plan boundary, including those individual properties.

Chapter 6 of the Regional Plan identifies that growth and development in the Regional Centre (the area defined as Dartmouth within the Circumferential Highway and Peninsular Halifax) should respond to the natural, cultural, historical and urban character of their context; direct change and intensification to areas that will benefit from growth; every new building should contribute to the betterment of the public realm; and design should support accessibility, active transportation and transit. The goal of the Centre Plan is to encourage, and direct development and investment to the right places in the right form. This responds to the community's vision to accommodate 40% of the municipality's growth in the Regional Centre.

The June 2017 Centre Plan document is the result of extensive data analysis, research and comprehensive public engagement. The direction contained in the document brings greater clarity to how development will be accommodated in the Regional Centre, and will be used to create the future Regional Centre Plan and By-law. Staff assessing the SMPS amendment applications have been using this research and analysis in their work on each site, in addition to the necessary due diligence in assessing each site and public feedback.

SMPS Amendments within the Regional Centre

In June 2016, as staff began drafting detailed Centre Plan policy, a memo was provided for Regional Council as provided in Attachment D, indicating that Planning & Development would continue to receive new applications to amend the existing SMPS provisions along with others that were in progress. At that time staff indicated that the SMPS applications would move forward, and that we would also ensure that the processes align with development of the Centre Plan policy direction. Staff also suggested that as the policy was drafted, more information would be provided to the applicants indicating whether the proposals were in line with the draft Centre Plan. It was indicated that as the applications moved through the process they would be informed by the Centre Plan and the broader understanding of the Regional Centre that has been obtained to date.

In September 2016, staff re-assessed progress on the SMPS applications, and identified a need to host a public meeting on those applications that had not yet been presented to Council to ensure that the public was informed about all applications in advance of the closing of comment on the Centre Plan draft. The meeting helped to make the public aware of the specifics of these applications. The meeting also provided the public with the opportunity to provide comment on the individual site requests prior to the completion of the Centre Plan policy. Further details on the meeting that was hosted on December 7, 2016 and an overview of general results are provided in Attachment E.

Since that time, staff have been discussing with applicants and the public the site-specific proposals within the context of the Centre Plan. Between the two distinct groups of staff working on these items, staff has been careful to coordinate communication to ensure Council, the development community, and public understand the relationship and distinction between the SMPS amendment requests and the development of the Centre Plan. On June 13, 2017, Regional Council authorized the direction contained within the Centre Plan document as a framework for amending existing planning documents and developing new planning documents to implement the Centre Plan direction.

DISCUSSION

An SMPS is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in the Municipality. While the SMPS provides broad direction, Regional Council may consider SMPS amendment requests to enable proposed development that is inconsistent with its policies or where policies prescribe or predict the need for a future planning process. Amendments to an SMPS are significant undertakings and Council is under no obligation to consider such requests.

Amendments should be only considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the SMPS was adopted, or last reviewed.

In analyzing the proposals, staff have considered the rationale provided by each applicant, the change in circumstances since the time of the writing of the plan, and the merit of the proposal based on site and surrounding neighbourhood conditions and planning principles. Staff have also considered the current direction of the Centre Plan document, as authorized by Regional Council on June 13, 2017. While the Centre Plan is not a regulatory document, staff have considered it as a background study that can aid in analyzing the proposals. The Centre Plan employs the same planning principles staff would typically use in assessing a SMPS amendment proposal, but does so with the benefit of having more research, study and citizen engagement than would be the case for any individual proposal. It is a more comprehensive approach to determining how the city should strategically grow, based on best practice and planning principles. It is important to note that Regional Council is not bound by the contents of the Centre Plan and can still choose to act in a manner that does not align with this document, despite staff's recommendation to use the information contained within the document to assess the proposals.

Attachment F provides an overview of each site, a summary of the public comments received, a map of the site, current policy and zoning, and supporting analysis as depicted above.¹

At the time of writing this report, there are 22 SMPS applications on file within the Regional Centre Boundary. Staff has reviewed these applications and placed them into three categories as follows:

- The 12 applications which should continue to be processed (Attachment A);
- The 2 which merit special consideration given the existing policy context, and for the reasons outlined in this report, should continue to be processed (Attachment B); and
- The remaining 8 which staff recommend should be discontinued as site specific SMPS amendments (Attachment C).

In considering whether each proposal has merit, staff have assessed the key planning principles as outlined in Table 2.

Table 2. Key Planning Principles

Planning Principles	Description
Transition	The proposed building design recognizes surrounding development, especially adjacent low-scale residential buildings, through built form and landscape transitions. This can include setting proposed buildings back from property lines and stepping down the height of proposed buildings as they approach low-rise buildings. Landscaping can be used as a buffer between properties and to soften building elements.
Pedestrian-oriented	Pedestrian-oriented means that the proposed building and site design prioritizes the needs and comfort of pedestrians. The intent is to create safe, comfortable, and more enjoyable environments for people of all ages and abilities. Pedestrian-oriented design elements include buildings that are oriented to the street, with safe and inviting pedestrian connections through larger sites. Streetwalls should respond to the rhythm and variety of walking speed. Buildings should provide frequent and prominent entrances, transparent windows, weather protection using awnings and recesses, and be designed to mitigate the impact of required parking accesses and utility features.

¹ Additional materials for each proposal are also available here: <https://www.halifax.ca/business/planning-development/applications/applications-site-specific-smps-amendments-regional>

Planning Principles	Description
	awnings and recesses, and be designed to mitigate the impact of required parking accesses and utility features.
Human-Scale	Human-scale means the impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details in relation to its surroundings, that relates in a positive way to the visual and physical experience of a pedestrian. Moderately sized buildings, as well as taller buildings with lower scale podiums and architectural detailing, work together with narrow streets, plazas and small pocket parks to create an intimate environment and comfortable experience. Human scale design makes urban environments more interesting, encourages exploration and draws more people to local shops and services.
Building Design	Design means the overall architectural composition of a building and its orientation on the site. Proposed buildings should provide visual interest from all vantage points, and especially from the street. The building's façade should be articulated vertically and horizontally using a combination of windows, changes to materials and material treatments and other architectural façade elements. Coordinated building elements (like lighting and signage) and site elements (like landscaping) contribute to the overall quality of the design.
Context-sensitive	The proposed building's design respects the character of the surrounding neighbourhood. The scale, form, and materials used respond to the architectural character of the neighbourhood. Next to heritage buildings or streetscapes, the proposed building complements and enhances the heritage features.
Strategic Growth	The Regional Plan targets at least 75% of new housing units to be located in the Regional Centre and urban communities with at least 25% of new housing units within the Regional Centre over the life of the Plan. New developments should respond to the natural, cultural, historical, and urban character of their context. Intensification and change is directed to areas that will benefit from growth. Every new building contributes to the betterment of the public realm. Design supports accessibility, active transportation and transit (i.e. streets, land uses, neighbourhoods, open spaces, circulation systems).
Complete Neighbourhoods	Support safe, mixed-use and diverse neighbourhoods, including: affordable housing and a variety of tenures; residential, commercial, employment uses; and visually and physically accessible amenity space, including schools and parks within walking distance. Public services and amenities to support quality of life, cohesive communities and creative places.

Further detail of staff's analysis for each proposal can be found in Attachment F. Each of the applications identified in Attachment A and B still require some adjustment to respond to the above planning principles and feedback received during public engagement on December 7 2016. Staff will continue to work with applicants to refine these proposals through the application process ensure the planning principles of transition, pedestrian-orientation, scale, building design, and sensitivity to surrounding context are addressed. Generally, the public suggested further consideration be given to form, design, amenity, traffic, wind and shadows.

Table 3 provides an overview of the specific Centre Plan components that have been used to further assess the proposals. The Centre Plan Urban Structure Map is the primary tool used to outline the way that growth

will be distributed throughout the regional centre in context-appropriate forms. It establishes a focus on moderate height buildings in areas that are to experience intensification, with tall buildings located in strategic locations. Established residential areas are generally meant to accommodate growth through gentle density, such as garden suites or secondary suites. The applications that generally align with the Centre Plan document:

- are in appropriate locations for intensification or growth; and
- represent a built form that generally reflects the Centre Plan vision that is established in the Urban Structure.

Table 3. Centre Plan Components

Centre Plan Components	Description
Urban Structure	<p>The urban structure presents a vision for how and where the Regional Centre should grow. The urban structure groups neighbourhoods in the Regional Centre under different classifications. These classifications are based on the characteristics of the overall built form, intended uses, and capacity for future growth within the areas they cover. Each classification has its own pattern of development and intended level of intensity. These classifications are:</p> <ul style="list-style-type: none"> • Downtowns • Centres • Corridors • Future Growth Nodes • Established Residential Areas • Higher Order Residential Areas • Intensive Employment Areas • Institutional Employment Areas • Small Scale Institutional Areas • Parks and Public Spaces <p>Proposed developments were compared to the urban structure's intent based on their location and proposed use.</p>
Height	<p>The Urban Structure policy directions have proposed building heights for each classification. Proposed developments were evaluated against the potential height framework.</p> <ul style="list-style-type: none"> • Centres: Height ranges from 3 to 20 storeys; based on maps within the June 2017 Centre Plan • Corridors: Low (3-storey) to moderate (4-6 storey) • Higher Order Residential Areas: Moderate height (4-6 storeys) depending on lot size and depth • Established Residential Areas: Low
Floor Area Ratio (FAR)	<p>Floor Area Ratio (FAR) means the gross area of all floors in a building, measured from the inside face of external walls, divided by the site area. The Centre Plan will control the density of new developments, in part, using a maximum Floor Area Ratio. The policy directions state a FAR of 3.5 be considered in the development of regulations in Corridors and Higher Order Residential areas.</p>

The remaining proposals outlined in Attachment C are generally proposing a development form that are contrary to the planning principles as outlined, and exceed the direction for intensification that has been outlined in the June 2017 Centre Plan. Staff recommend that further site-specific consideration of these

projects would be contrary to the Regional Plan goal to plan in a comprehensive manner for the Regional Centre, and contrary the Centre Plan’s vision.

Consideration of Centre Plan Impacts

There are several risks associated with moving forward with any SMPS amendment requests at this time. There has been a substantial investment of time and effort by the public participating in the development of Centre Plan and citizens may consider moving forward with any SMPS applications as undermining their contributions and efforts. There are members of the public who have conveyed strong concerns that these proposals are moving ahead of the Centre Plan process, and find the relationship between the SMPS Amendment process and the Centre Plan process confusing. By Council continuing to consider site-specific requests, the construction of new buildings which are contrary to future planning policies and regulations could result. The policy and regulatory framework is still evolving, and will be subject to change as more detailed work occurs. As this work evolves, bringing forward individual applications to Council now may cause uncertainty and ongoing public debate surrounding the future of the Centre Plan planning documents.

There has also been concern expressed by Council and some members of the public that the Municipality must mobilize and enable growth to occur, as we may risk delaying growth by not processing all of the 22 SMPS amendments. Staff is highly cognisant of our shared responsibility with the Halifax Partnership to promote and maximize growth and to make Halifax an easier place to do business as articulated in the [Economic Growth Plan 2016-2021](#)². The Centre Plan is recognized in this strategy as the method by which Council can streamline approvals and direct the intensification of development, in a manner that strengthens community, and Halifax’s economy. Planning is the primary tool that cities have available to direct growth and build a liveable community that develops in a manner that attracts people through the creation of place.

In considering the question of growth, it is important to recognize that throughout the Centre Plan process, planning applications have continued to be reviewed and approved for sites within the Regional Centre. Table 4 contains a summary of the number of applications completed since the time of initiation of the Centre Plan, up to the end of 2016. In addition to this, at the time of the writing of this report, there are a total of 65 discretionary planning applications underway in the Regional Centre, with 43 of these being enabled (already envisaged by policy), and 22 requested as plan amendments (not envisaged by policy).

Table 4. Number of Applications Completed within Regional Centre Boundary – 2014-2016

Application Type	As-of-Right		Discretionary	
	Permit	Subdivision	Enabled	SMPS Amendment
Total Number Applications Processed/Completed	3,084	62	70	11
• Total Number of Units/Lots	2,599	84	3,977	618
• Total Commercial Floor Area (Square Ft.)	3,541,247	N/A	578,576	41,535

Staff has written this report with a view to balancing the community’s vision for the Regional Centre, a desire for economic prosperity, and the development proposals that have been presented for specific sites. To mitigate potential risks, staff recommends continuing to process applications that respond to the planning

² <http://www.halifaxpartnership.com/en/home/economic-data-reports/economic-strategy/default.aspx>

principles outlined, and generally align with the Centre Plan document. To help ensure the proposed policy and regulations are aligned as closely as possible to the future policy and regulations, staff working on the amendment requests will continue to work closely with the Centre Plan team in setting the site-level policy. At the time a proposal comes forward, Council is under no obligation to approve any proposed amendment and may choose to decline a proposal, while retaining the opportunity to revisit policy for the same site through the Centre Plan adoption process.

Applications Meriting Special Consideration

Due to unique circumstances under current policy, staff recommend that the following two applications continue to be processed for SMPS amendments, irrespective of the Centre Plan direction for these sites:

Case 20323, for the former Ben's Bakery lands, involves redevelopment of a former light industrial use within a residential neighbourhood. Under the Halifax MPS, the existing policy directs Council to consider MPS and LUB amendments when the bakery use is no longer relevant. Section VI Policy 2.5 states that mixed-use redevelopment options may be appropriate provided the development integrates appropriately with the existing residential neighbourhood. Although the development proposal differs somewhat from the June 2017 Centre Plan urban structure, staff recommends that there is merit to considering this proposal given the presence of the existing policy.

Case 20436 proposes the expansion of an auto repair business at the intersection of Victoria Road and Albro Lake Road into an existing commercial building on the adjacent property. Although the property is designated Commercial under the Dartmouth MPS, there is an existing site specific policy which applies to the lands that limits the types of commercial uses that may be considered. Under the draft Centre Plan, the site is within the Victoria Road Corridor, where automotive uses should be provided only in fully-enclosed retail and accessory service spaces. As the proposal is minor in nature, focusing on a change in use in an existing building, there is merit to consider the proposal. A detailed review of the application would address any neighbourhood compatibility concerns.

Staff Resources and Timing of Centre Plan

Staff will work on the applications identified in Attachments A and B, prioritizing them by the timing of their receipt. Continuing with individual applications will require a significant investment in time for staff, Council, and the community. Our next step in processing the applications outlined Attachment A and B will be to meet with applicants, discuss additional design changes, and proceed with the alternative public participation program as has been outlined. For those applications occurring on the Peninsula, they will also proceed to the Halifax Peninsula Planning Advisory Committee.

Council should also be advised that the Centre Plan planning document amendments may come forward before the site-specific SMPS amendment process has concluded for any given application. As the timing of the Centre Plan formal adoption path is scheduled, staff will identify any proposals that have work outstanding and recommend the most expedient path forward for each request. It is possible that at that point in the process, the Centre Plan amendments will be the quickest route to achieving enabling policy and regulations for a particular site. Any staff work on the application up to that point will still be applicable, and will help to refine proposals so that they are ready for consideration should the new policy and regulations be approved. In either case, there will be two processes underway, both of which will advance the proposals for decision by developing policy and regulations for Council's consideration. Should the Centre Plan exercise take longer to move through the approval process, the application requests will advance to Council for decision, individually. Considerable resources will be required to advance the site-specific requests referenced in Attachment A and B of this report, and Council should be advised that new applications received will be processed outside of normal timeframes, and that is likely the Centre Plan will come into place before they are advanced.

Conclusion

Staff has assessed the associated risks and recommends continuing to process site-specific SMPS amendment applications which respond to good planning principles and generally align with the Centre Plan direction. In doing so, these individual applications will act as test cases for the new policy structure, helping Council, the public and the development community to understand the intent of the developing framework. By moving forward with applications in this manner, development interests can continue to be facilitated in a way that corresponds with the community's vision for the Regional Centre.

COMMUNITY ENGAGEMENT

The *HRM Charter* requires that Regional Council approve a public participation concerning the preparation of planning documents. In February of 1997, Regional Council approved a general public participation resolution which outlines the process for proposed SMPS amendments that are local in nature. The resolution requires, at a minimum, staff to hold a public meeting, along with any other measures necessary to obtain public opinion.

For the proposals outlined in Attachments A and B, staff are proposing an alternative public participation program. Depending on the specifics of each request, the program will involve either a neighbourhood questionnaire, a public meeting or a neighbourhood mail out notification. Staff are recommending a limited engagement program for those applications which align with the Centre Plan document. Significant input has been achieved through the Centre Plan engagement program as well as the December 7, 2016 public meeting. An outline of the process used for this meeting is described in Attachment E, with a summary of comments received for each site described in Attachment F.

For those applications that moderately align with the Centre Plan direction, staff will host a public meeting in a workshop format that aligns with the Centre Plan process and allows for some design feedback based on the planning principles established in this report.

Amendments will potentially impact the following stakeholders: residents, businesses and property owners.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved 2017/2018 operating budget for C320 Policy & Strategic Initiatives. Any applications that are discontinued will be refunded HRM application fees.

RISK CONSIDERATION

Council is under no obligation to consider a site-specific SMPS amendment. SMPS amendment proposals are not enabled or contemplated under the existing policy framework and it is at Council's discretion whether they wish to develop policy for site-specific proposals. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board.

The Centre Plan is a complex policy and regulatory undertaking. As is noted in the Centre Plan Adoption Path Report³ to the Community Design Advisory Committee, work has been initiated on several areas within the Regional Centre, including updates to planning documents in Downtown Halifax, Downtown Dartmouth as well as adoption of Heritage Conservation Districts in Downtown and South End Halifax, in addition to the Regional Centre Plan and Land Use By-law. Resources are currently aligned to work on these projects but changes to priorities, staffing, and other unforeseen circumstances could all present risks for timely completion of the project.

³ <http://legacycontent.halifax.ca/boardscom/documents/170426CDAC8.1.pdf>

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified at this time.

ALTERNATIVES

1. Regional Council may choose to direct staff to discontinue processing any of the SMPS amendment applications that are outlined in this report. Such a decision of Council is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.
2. Regional Council may choose to consider the SMPS amendment requests in a manner that would differ from those outlined in this report. This may require a supplementary report from staff.

ATTACHMENTS

Attachment A:	Site-Specific SMPS Amendments that will continue to be processed
Attachment B:	Site-Specific SMPS Amendments with special merit under existing policy
Attachment C:	Site-Specific SMPS Amendments that will be discontinued
Attachment D:	Regional Council Memo June 2016
Attachment E:	Overview December 7, 2017 Public Open House
Attachment F:	Individual Site Overview and Assessment
Attachment G:	Legislative Authority

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Kate Greene, Policy & Strategic Initiatives Program Manager, 902.225.6217

Attachment A
Site-Specific SMPS Amendments that will continue to be processed

For the purposes of this document, “Centre Plan” means the Centre Plan document as referenced in the June 13, 2017 Regional Council motion regarding the Centre Plan Adoption Path.

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
1.	<p>Application #20158 – Duffus and Robie Streets, Halifax (Cousins Restaurant)</p> <p>Applicant: Paul Skerry Associates on behalf of Cousins Realty Ltd.</p> <p>August 5, 2015</p>	<ul style="list-style-type: none"> • 5 existing lots • Cousins Restaurant and Needs Convenience store • Surface parking lot • 1 detached dwelling on Duffus Street 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Maximum 6 storeys, stepping down to 4 storeys • Ground floor commercial uses with residential units on upper floors 	<p>The proposed 6-storey building is:</p> <ul style="list-style-type: none"> • Located at an intersection of significant streets • Near services and amenities • In an area envisioned by both current policy and the Centre Plan 	✓	✓	✓	Neighbourhood Questionnaire ⁱ
2.	<p>Application #20148 – Robie, Pepperell and Shirley Streets, Halifax</p> <p>Applicant: Dixel Developments</p> <p>August 7, 2015</p>	<ul style="list-style-type: none"> • Vacant 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Maximum 14-storey tower on the corner of Robie and Pepperell Streets, with 8-storeys extending south on Robie Street and 3-storeys extending west down Pepperell Street • Ground floor commercial with residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on a major street (Robie) • On a currently underutilized lot • Near taller buildings on Quinpool Road • Generally aligns with the permitted uses and height framework of the Centre Plan 	✓	✓	N/A	Neighbourhood Questionnaire

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
3.	<p>Application #20159 – Victoria Road and South Park Street, Halifax</p> <p>Applicant: Kassner Goodspeed Architects on behalf of Eldorado Properties</p> <p>October 4, 2015</p>	<ul style="list-style-type: none"> 3 existing lots 8 storey apartment building (at corner) Two detached dwellings on South Park Street 	<ul style="list-style-type: none"> Mixed-use (commercial and residential) Renovation of an existing 8-storey apartment building, adding commercial space on the ground level, and a 9-storey addition to the north of the existing building Ground-level commercial and residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located on a significant street (South Park) and a local residential street (Victoria) Intended to recapitalize an existing 8-storey apartment building with an addition that will introduce urban design principles to the development Located partially within the Higher Order Residential classification under the Centre Plan 	✓	✓	x	Public Meeting ⁱⁱ
4.	<p>Application #20218 – Spring Garden Road and Robie Street, Halifax</p> <p>Applicant: Dixel Developments</p> <p>October 14, 2015</p>	<ul style="list-style-type: none"> 13 existing lots with a mix of 2 and 3 storey commercial and residential buildings 4 Municipally-Registered Heritage Properties 	<ul style="list-style-type: none"> Mixed-use (commercial and residential) A 30-storey tower and a 16-storey tower on an 8-storey podium, with a 4-storey streetwall Retail and an indoor public space on the ground floor of the building, with office and residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located at the intersection of two major streets Close to Downtown Halifax, employment centres, services and amenities Near taller buildings Within the Spring Garden Road Centre, which is envisions intensification of height and density under the Centre Plan 	✓	x	N/A	Public Meeting

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
5.	<p>Application #20267 – Chebucto Road, Beech and Elm Streets</p> <p>Applicant: WM Fares Architects</p> <p>November 26, 2015</p>	<ul style="list-style-type: none"> • 3 existing lots • Vacant (former service station) • 2 detached dwellings 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Maximum 5-storey building • Ground-level commercial retail space on Chebucto Road with on-site parking, and 56 residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on a major road • Mostly designated for commercial and mixed uses • Located within the Chebucto Road Corridor under the Centre Plan 	✓	✓	✓	Public Meeting
9.	<p>Application #20577 – Robie, Compton and Cunard Streets</p> <p>Applicant: WM Fares Architects</p> <p>April 25, 2016</p>	<ul style="list-style-type: none"> • 7 existing buildings, including a convenience store and residential buildings 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Maximum 8-storeys with a 5-storey streetwall • Ground floor commercial uses with residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on a major street, at a corner • Across from a major public open space • Near to Downtown Halifax, hospitals, services and amenities • Within the Robie Street Corridor under the Center Plan 	✓	✓	x	Public Meeting
10.	<p>Application #20632 – Agricola Street</p> <p>Applicant: WM Fares Architects</p> <p>June 3, 2016</p>	<ul style="list-style-type: none"> • 3 existing lots with a two-storey multi-unit building, and one retail commercial unit (record store) 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Maximum 5-storeys with a 4 storey streetwall • Ground floor commercial with residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on a significant street in North End Halifax, which contains a mix of 2-storey commercial and residential buildings • Within the Agricola Street Corridor under the Centre Plan 	✓	✓	✓	Neighbourhood Questionnaire

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
11.	<p>Application #20658 – Bayers Road and Young Street</p> <p>Applicant: WM Fares Architects</p> <p>June 7, 2016</p>	<ul style="list-style-type: none"> 17 lots with a mix of commercial buildings and low to medium-density residential uses including single detached dwellings and low-rise multi-unit dwellings 	<ul style="list-style-type: none"> Mixed-use (commercial and residential) Two buildings on a shared parking podium, with partial ground floor commercial on Bayers Road Bayers Road: Maximum 5-storey building with partial ground floor commercial and residential units on upper floors Young Street: 3-storey multi-unit residential building in townhouse form 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located on a major street (Bayers) and residential street (Young) In keeping with existing policy, from a land use perspective Presents an opportunity for comprehensive redevelopment Generally aligned with the form envisioned under the Centre Plan 	✓	✓	✓	Neighbourhood Questionnaire
13.	<p>Application #20761 – Robie, College and Carlton Streets</p> <p>Applicant: Kassner Goodspeed Architects</p> <p>August 10, 2016</p>	<ul style="list-style-type: none"> 6 lots with 6 buildings, 65 total residential units on Robie and College Streets 3 Municipally-Registered Heritage Properties 	<ul style="list-style-type: none"> Mixed-use (commercial and residential) A 26-storey tower and a 20-storey tower on a 4-storey podium; commercial uses on the ground level with residential units on upper floors. 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located on a major street (Robie) Close to Downtown Halifax, employment centres, services and amenities Near taller buildings Within the Spring Garden Road Centre under the Centre Plan 	✓	x	N/A	Public Meeting

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
15.	<p>Application #20830 – Victoria Road and Queen Street, Downtown Dartmouth</p> <p>Applicant: WM Fares Architects</p> <p>September 28, 2016</p>	<ul style="list-style-type: none"> • Vacant 	<ul style="list-style-type: none"> • Residential • Maximum 16-storey residential building with 3-storey streetwall 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located within Downtown Dartmouth's commercial area, where higher residential development may be appropriate • Underutilized (currently vacant) 	<p>N/A – Aligns with draft Downtown Dartmouth SPS and LUB currently under internal review</p>			Neighbourhood Questionnaire
16.	<p>Application #20831 – Canal Street, Downtown Dartmouth</p> <p>Applicant: WM Fares Architects</p> <p>September 28, 2016</p>	<ul style="list-style-type: none"> • Vacant 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • Two buildings with shared underground parking, including: an 18-storey multi-unit residential building with a 4 storey base, and a 21-storey building with a 4-5 storey base, with partial ground floor commercial uses and residential units on partial ground floor and upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located within Downtown Dartmouth's commercial area, where higher residential development may be appropriate • Subject to current policy which represents a condition that is no longer relevant • Underutilized (currently vacant) • Within the Dartmouth Cove Master Plan area, which envisioned high-density residential/commercial mixed-use development in this area 	<p>N/A – Aligns with draft Downtown Dartmouth SPS and LUB currently under internal review</p>			Neighbourhood Questionnaire

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components			Additional Public Participation
					Urban Structure	Height	FAR	
20.	<p>Application #20981 – 101 King Street, Dartmouth (Opportunity Site A)</p> <p>Applicant: EDM</p> <p>December 2, 2016</p>	<ul style="list-style-type: none"> Vacant 	<ul style="list-style-type: none"> Residential Townhouses and multi-unit residential buildings in two alternative proposals: <ol style="list-style-type: none"> Eight townhouse units, one low-rise multi-unit building; one multi-unit building with a townhouse-style base, stepping up to 7 storeys and then 15 storeys; or Three stacked townhouse blocks; one 15-storey multi-unit tower 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located within Downtown Dartmouth Identified as a Residential Opportunity Site under existing policy Incorporates townhouses and multi-unit residential buildings which meet the intent of existing policy 				Public Meeting

ⁱ “Neighbourhood Questionnaire” indicates that public participation will include a neighbourhood questionnaire sent to surrounding properties owners to solicit feedback regarding the proposal, in addition to a specific web page for this application on the Municipal website; a sign on the subject site which clearly notifies the public about the application; and written notification of any related public hearing.

ⁱⁱ “Public Meeting” indicates that public participation will include hosting a public meeting that aligns with the Centre Plan process, for design feedback on the proposal, in addition to a specific web page for this application on the Municipal website; a sign on the subject site which clearly notifies the public about the application; and written notification of any related public hearing.

Attachment B
Site-Specific SMPS Amendments with Special Merit under existing policy

For the purposes of this document, “Centre Plan” means the Centre Plan document as referenced in the June 13, 2017 Regional Council motion regarding the Centre Plan Adoption Path.

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Additional Public Participation
6.	<p>Application #20323 – Ben’s Bakery Redevelopment – Quinpool Road, Pepperell Street, Preston Street, and Shirley Street Halifax</p> <p>Applicant: WSP and Architecture 49 on behalf of Westwood Group</p> <p>December 21, 2015</p>	<ul style="list-style-type: none"> • Former Ben’s Bakery (including a bakery facility, warehouse, and silo building) • 22 lots 	<ul style="list-style-type: none"> • Mixed-use (commercial, residential and institutional) • Quinpool Road and north side of Pepperell Street: Maximum 10 storey building with 6-storey streetwall on Quinpool Road; commercial space on ground and second levels, with residential units on upper floors • South side of Pepperell Street: Stacked townhouses and 6-storey Berkeley seniors’ residence • Preston Street: Stacked townhouses • Shirley Street: Two blocks of townhouses 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Subject to existing site-specific policy, which requires examination of alternative residential, commercial, and mixed-use redevelopment options when the bakery has relocated • Located on a unique site, which is current developed with several vacant industrial buildings • Includes freehold and stacked townhouses in keeping with the adjacent low-density residential area • Is located partially within the Quinpool Road Centre under the Centre Plan 	Neighbourhood Mail-out Notification ⁱ
8.	<p>Application #20436 – 102 Albro Lake Road. Dartmouth</p> <p>Applicant: Shelley Dickey Land Use Planning on behalf of Chad Kennedy</p> <p>April 25, 2016</p>	<ul style="list-style-type: none"> • 2 storey commercial building 	<ul style="list-style-type: none"> • Commercial • Automotive service and repair in an existing commercial building. This would be an expansion of an existing automotive service business that is located on the adjacent property at 240 Victoria Road. 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on significant streets • Limited to expanding an auto repair business next to the subject site into an existing commercial building 	Neighbourhood Mail-out Notification

ⁱ “Neighbourhood Mail-out Notification” indicates that public participation will include a notice of this proposal sent to surrounding property owners, in addition to a specific web page for this application on the Municipal website; a sign on the subject site which clearly notifies the public about the application; and written notification of any related public hearing.

Attachment C
Site-Specific SMPS Amendments that will be discontinued

For the purposes of this document, “Centre Plan” means the Centre Plan document as referenced in the June 13, 2017 Regional Council motion regarding the Centre Plan Adoption Path.

	Application	Existing Land Use and Built Form Details	Proposed Land Use and Built Form	Summary of reason(s) for recommendation	Summary Centre Plan Components		
					Urban Structure	Height	FAR
7.	<p>Application #20520 – Quinpool Road and Pepperell Street (McDonald’s/ Fitness FX), Halifax</p> <p>Applicant: Dixel Developments</p> <p>March 14, 2016</p>	<ul style="list-style-type: none"> Commercial building (McDonald’s, Fitness FX) Surface parking lot on east side and Pepperell Street side 	<ul style="list-style-type: none"> Mixed-use (commercial and residential) Maximum 10-storey building Ground and second floor commercial space, and residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located mid-block on a major street (Quinpool Road) In an area of Quinpool Road with mostly low-rise buildings In the Quinpool Road Centre under the Centre Plan where a maximum of 6 storeys is envisioned 	✓	x	N/A
12.	<p>Application #20669 – Kaye and Young Streets (Former United Memorial Church), Halifax</p> <p>Applicant: Michael Napier Architecture</p> <p>June 22, 2016</p>	<ul style="list-style-type: none"> Former United Memorial Church 	<ul style="list-style-type: none"> Residential Maximum 7-storey multi-unit residential building with underground parking 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located mid-block, within a long-standing, low-density residential neighbourhood Out of scale with existing Low-Density Residential policy and the Established Residential classification of the Centre Plan 	x	x	N/A

14.	<p>Application #20774 – Wellington Street, Halifax</p> <p>Applicant: Lydon Lynch Architects on behalf of Banc Investments Ltd.</p> <p>August 19, 2016</p>	<ul style="list-style-type: none"> 6 lots with 6 detached residential buildings 	<ul style="list-style-type: none"> Residential Maximum 11-storey residential building 96 residential units including 3-storey walk-up townhouse-style units fronting Wellington Street 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located mid-block on a local residential street Greater mass than envisioned under existing policy or the Higher Order Residential classification under the Centre Plan 	✓	x	x
17.	<p>Application #20876 – South and Harvey Streets, Halifax</p> <p>Applicant: WSP on behalf of Southwest Properties</p> <p>October 19, 2016</p>	<ul style="list-style-type: none"> 3 existing lots with 4 residential buildings Municipally-registered heritage property on South Street 	<ul style="list-style-type: none"> Residential Maximum 8-storey multi-unit residential building, attached to an existing Municipally-Registered Heritage Property (Stairs House). The proposal includes historical upgrades to Stairs House. 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located mid-block significant street (South) and a local residential street (Harvey) A restoration of a municipally-registered heritage property Near low-density residential development Greater mass than envisioned under the existing policy or the Established Residential classification under the Centre Plan 	x	x	x
18.	<p>Application #20898 – Lucknow Street, Halifax</p> <p>Applicant: Ekistics Planning and Design on behalf of Southwest Properties</p> <p>November 2, 2016</p>	<ul style="list-style-type: none"> 2 existing lots, each containing a 3-storey apartment building 	<ul style="list-style-type: none"> Residential Maximum 9-storey multi-unit residential building with 3-storey base in townhouse-style units fronting Lucknow Street 	<p>The proposed development is:</p> <ul style="list-style-type: none"> Located mid-block on a local residential street Surrounded by a range of housing types, including low, medium and high density residential Greater mass than envisioned under the existing policy or the Established Residential classification under the Centre Plan 	x	x	x

19.	<p>Application #20980 – Quinpool Road, Halifax</p> <p>Applicant: WM Fares Architects</p> <p>November 24, 2016</p>	<ul style="list-style-type: none"> • Vacant (formerly two multi-unit buildings) 	<ul style="list-style-type: none"> • Residential • 17-storey multi-unit residential building with a 5-storey streetwall 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located on a major street • In an area where current zoning enables multi-unit residential development • Envisioned for Higher Order Residential under the Centre Plan 	x	x	N/A
21.	<p>Application #21115 – Quinpool Road and Pepperell Street, Halifax</p> <p>Applicant: WSP and Architecture 49 on behalf of Façade Investments Ltd.</p> <p>March 27, 2017</p>	<ul style="list-style-type: none"> • Commercial building (restaurants and tanning salon) 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • 11-storey building stepping down to 3-storey townhouse-style units on the Pepperell Street • Commercial space on the ground and second levels with residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located mid-block on a major street (Quinpool Road) • In an area of Quinpool Road with mostly low-rise buildings • In the Quinpool Road Centre under the Centre Plan where a maximum of 6 storeys is envisioned 	✓	x	N/A
22.	<p>Application #21240 – South Street and South Park Street, Halifax</p> <p>Applicant: Kassner Goodspeed Architects on behalf of Eldorado Properties</p> <p>June 14, 2017</p>	<ul style="list-style-type: none"> • 5 existing lots with four 2-3 storey residential buildings 	<ul style="list-style-type: none"> • Mixed-use (commercial and residential) • 12-storey building with 3-storey streetwall • Commercial space on the ground level with 91 residential units on upper floors 	<p>The proposed development is:</p> <ul style="list-style-type: none"> • Located at the corner of two significant streets • Near low-density residential development • Envisioned for Higher Order Residential under Centre Plan • Corner lots may be appropriate for larger developments but proposed height is greater than envisioned by existing policy or Centre Plan 	x	x	x



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Members of Halifax Regional Council
CC: John Traves, Acting CAO; Jane Fraser, Acting Deputy CAO
FROM: Bob Bjerke, Chief Planner and Director, Planning & Development
DATE: June 16, 2016

SUBJECT: MPS Amendment Applications within the Regional Centre

Dear Mayor and Councillors,

As you are aware, the Centre Plan project is well underway and we are engaging our community on their ideas and thoughts on the future of the Regional Centre. The end goal of the Centre Plan is the creation of a new secondary municipal planning strategy (SMPS) and land use by-law (LUB) which will update and consolidate the patchwork of existing regulations and policies that apply to Peninsula Halifax and Dartmouth inside the circumferential highway. The new Centre Plan will provide greater clarity and certainty for businesses, developers and residents and set the stage for the sustainable and continued growth and development and of this important area for years to come. The Centre Plan team is on track to deliver the plan to Council at year end 2016.

Throughout the Centre Plan process, applications have continued to be reviewed and approved in the Regional Centre area. We continue to receive applications to amend the existing MPS provisions along with others that are in progress. These applications will continue to move forward, ensuring that the processes align with development of the Centre Plan policy direction. As the draft Centre Plan is developed through the summer months more clarity will exist as to how the proposals are or are not in line with the draft plan for the area. As these applications move through the process they will be informed by the Centre Plan team and the broader understanding of the Regional Centre that has been obtained to date.

This will be communicated to applicants as well as the community at-large through the ongoing engagement process. Through the month of June, the Centre Plan team is meeting with applicants in the Regional Centre as well as other land owners in an effort to understand their interests as an input to the draft Plan.

A significant milestone in the Centre Plan process will be reached this month when we present to the community, for their feedback, our best analysis on where and how we should grow. The feedback gathered at this session will help inform necessary changes to policies and regulations in the draft plan.

Planning & Development

Tel: 902.490.1627
Email: bjkerke@halifax.ca halifax.ca

An invitation to this Open House, to be held on Monday June 27th at Citadel High School in Halifax is attached. We hope you can attend the Open House and share this information with your networks and constituents.

Should you have questions, please feel free to contact me.

Kind Regards,

Bob.

Attachment E: Overview December 7, 2017 Public Open House

On December 7, 2016, The Planning and Development team hosted an Open House at the Atlantica Hotel on Robie Street, Halifax. Residents were invited to attend and learn about 18 development proposals requesting new planning policy within the Regional Centre boundary. As part of the research and analysis of these applications, and in consideration of the ongoing Centre Plan process, planning staff sought early public feedback on these 18 development proposals.

Approximately 600 people attended the Open House during afternoon and evening sessions. Each development proposal had a station with display boards and a copy of the application package. Residents could speak directly with the applicants and with planning staff.

For those unable to attend the event in person, open house display materials and additional information on individual applications were posted to the website after the event. An online comment form was available for submitting feedback on individual proposals or the broader group of proposals. Approximately 1, 200 individual comments were received.

Feedback Analysis

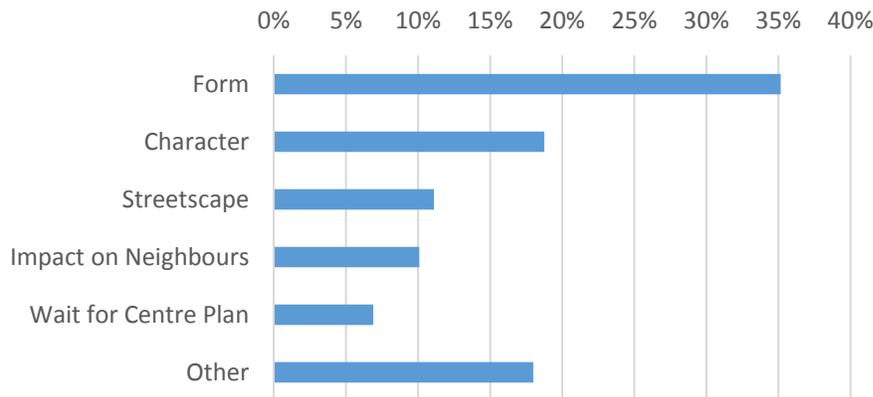
The purpose of the engagement was to gather feedback and identify the main concerns of the public for each development proposal and how it relates to the Centre Plan. Comments were not tracked by civic address or individual, so it is possible that one person may have provided more than one comment for each station.

After the Open House, comments submitted both at the Open House and online were combined to create one data set. Staff reviewed the comments first in their entirety, then organized the comments around common themes, including:

- **Form:** Comments about height, density, scale, setbacks and building design;
- **Character:** Comments about neighbourhood character, historic features, and removing or maintaining existing structures;
- **Streetscape:** Comments about sidewalks, green space, public amenities, activity at grade, views and travelways;
- **Impact on Neighbours:** Comments on traffic, parking, light/shadow and wind tunnel effects, privacy of neighbouring homeowners and impact on nearby public spaces;
- **Process/Waiting for the Centre Plan:** Comments on public engagement, perceived rule-breaking, sticking to the regulations and waiting for the Centre Plan to be approved by Council; and
- **Other:** Comments about affordability, access for families, access for people with disabilities and our aging population, green energy, sustainability, and general comments.

Individual comments often addressed more than one theme. Many comments addressed the themes of 'Form' and 'Character'.

Figure 1: Comments Received by Theme



Many respondents expressed a preference for buildings with unique designs that reflect the scale and character of their surroundings. Several comments expressed preference for low to mid-rise buildings abutting residential neighbourhoods. Some suggested that density should be encouraged through internal conversions and accessory dwelling units. There was little support for high rise buildings over 20 storeys. Many comments supported maintaining heritage properties. Several comments highlighted a desire for improved streetscapes including wider sidewalks, more green space, and public amenities at grade. Common concerns included traffic, parking shortages, shadow and wind impacts from larger buildings, and the potential for displacing existing residents and local businesses. Many respondents expressed that affordability is an important consideration as well as the needs of families and our aging population (universal access).

In addition to the development proposals, participants were given an opportunity to submit comments on the Centre Plan. Many participants expressed confidence in the Centre Plan process and were eager to see it adopted by Council. They recognised the extensive public engagement that shaped the Centre Plan and many suggested that new development should be obliged to meet the requirements proposed through that process.

**Attachment F:
Individual Site Overview and Assessment**

1.	Application #20158 – Duffus and Robie Streets, Halifax (Cousins Restaurant)	2
2.	Application #20148 – Robie, Pepperell and Shirley Streets, Halifax	6
3.	Application #20159 – Victoria Road and South Park Street, Halifax	10
4.	Application #20218 – Spring Garden Road and Robie Street, Halifax	14
5.	Application #20267 – Chebucto Road, Beech and Elm Streets, Halifax	18
6.	Application #20323 – Ben’s Bakery Redevelopment, Halifax.....	22
7.	Application #20520 – Quinpool Road and Pepperell Street (McDonald’s/ Fitness FX), Halifax.....	27
8.	Application #20436 – 102 Albro Lake Road, Dartmouth.....	31
9.	Application #20577 – Robie, Compton and Cunard Streets, Halifax	35
10.	Application #20632 – Agricola Street, Halifax.....	39
11.	Application #20658 – Bayers Road and Young Street, Halifax	43
12.	Application #20669 – Kaye and Young Streets (Former United Memorial Church), Halifax	48
13.	Application #20761 – Robie, College and Carlton Streets, Halifax.....	52
14.	Application #20774 – Wellington Street, Halifax	56
15.	Application #20830 – Victoria Road and Queen Street, Dartmouth	60
16.	Application #20831 – Canal Street, Dartmouth.....	64
17.	Application #20876 – South and Harvey Streets, Halifax	68
18.	Application #20898 – Lucknow Street, Halifax.....	72
19.	Application #20980 – Quinpool Road (near Armdale Rotary), Halifax.....	76
20.	Application #20981 – 101 King Street (Opportunity Site A), Dartmouth	80
21.	Application #21115 – Quinpool Road and Pepperell Street, Halifax	84
22.	Application #21240 – South Street and South Park Street, Halifax.....	88

For the purposes of this document, “Centre Plan” means the Centre Plan document as referenced in the June 13, 2017 Regional Council motion regarding the Centre Plan Adoption Path.

1. Application #20158 – Duffus and Robie Streets, Halifax (Cousins Restaurant)

Applicant: Paul Skerry Associates on behalf of Cousins Realty Ltd.

Subject Site Details:

General Location	Northeast corner of Duffus Street and Robie Street, Halifax
Subject Site	5771 to 5881 Duffus Street and 3545 Robie Street, Halifax (5 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial and Residential Environments under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2A (Minor Commercial) Zone and R-2 (General Residential) Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	3496 m ² (37,635 ft ²)
Street Frontage	36 m (118 ft.) on Robie Street and 99 m (325 ft.) on Duffus Street
Current Land Use(s)	A commercial building with a restaurant (Cousins Restaurant) and a convenience store, a house, a parking lot and some undeveloped land.
Surrounding Use(s)	Across Robie Street is a commercial building; there are several other commercial uses west of the site on Lady Hammond Road. An HRM fire station and Highland Park Jr. High School are across Duffus Street. Other nearby properties are developed with houses.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 6 storeys, stepping down to 4 storeys; ground floor commercial uses with residential units on upper floors
Existing MPS Policy Considerations	<p>More than half (60%) of the site is designated Commercial. The portion of the site designated Commercial and Zoned C-2A is contemplated for commercial uses and multi-unit residential development, which is reflected through the C-2A Zone provisions. Further, for the portion of the subject site designated Commercial, the MPS provides for the consideration of a development that would not otherwise meet the LUB, subject to a land use by-law amendment and development agreement process.</p> <p>The portion of the site designated Residential Environments and zoned R-2 is not contemplated for commercial uses or for multi-unit residential development.</p>
Centre Plan Considerations	The site is identified within the Higher Order Residential classification, which are areas that may include moderately scaled (4-6 storeys), ground-oriented apartment style and mixed-use buildings at intersections.

Initial Public Engagement Summary

38 comments received

- Form – Respondents stated that the concrete design is blocky and unoriginal. The dark curved glass at the corner was found to be imposing. However, a few participants noted that they like the design. In particular, the peaked roofs garnered positive attention. Some respondents indicated that the height was too tall for the surrounding neighbourhood.

- Character – Many people noted that this development would be great for revitalizing the area and is an improvement to the building that currently exists on the site.
- Streetscape – Respondents would like to see more green space and public amenities associated with the development.
- Impact on neighbours – Participants are concerned about the impact of increased traffic on what is perceived to be an already congested intersection. Comments also note that the privacy of neighbours could be negatively impacted, and the development may create shadows.

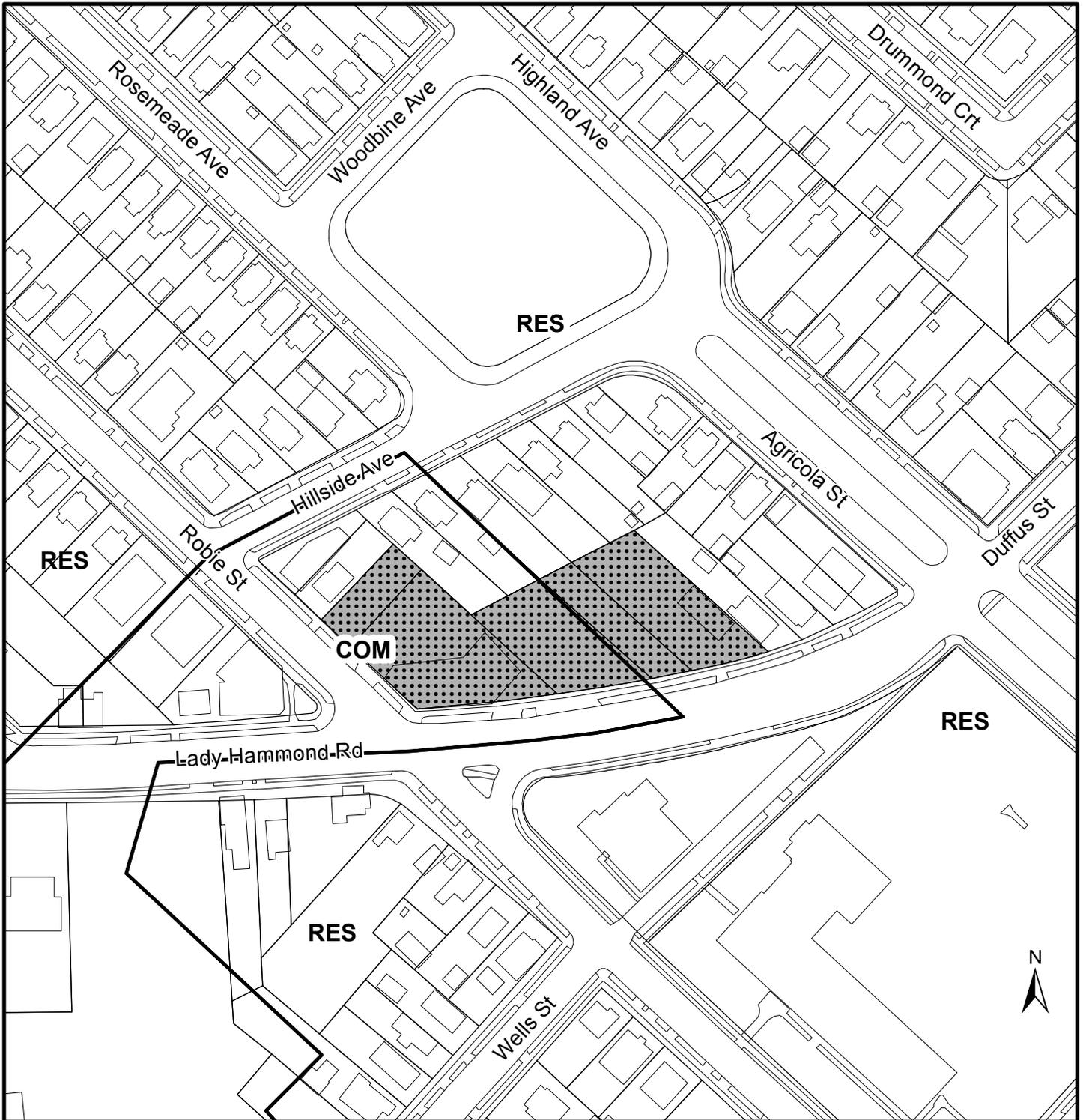
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- This is an opportunity for redevelopment of a prominent corner along a transportation route
- The development provides high quality design and integrates new commercial and residential uses
- There is high demand to live and work in the area
- The site is nearby employment areas and schools, near to transit and close to amenities
- The proposal can be a catalyst for redevelopment in the area

Staff Analysis

- Robie Street and Duffus Street / Lady Hammond Road are significant streets in this area
- The site is located at a corner and has a long-standing commercial use
- This intersection contains a mix of commercial, residential, and institutional uses
- More than half of the site is designated Commercial, where development not permitted by zoning can be considered by development agreement
- The site is underutilized
- The Centre Plan identifies the site as Higher Order Residential, which envisions building heights up to six storeys
- The Centre Plan also encourages new development to give prominence to the corner
- Low density residential is next to the site, on Hillside Avenue
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

HALIFAX

Duffus and Robie Street,
Halifax

 Subject Properties



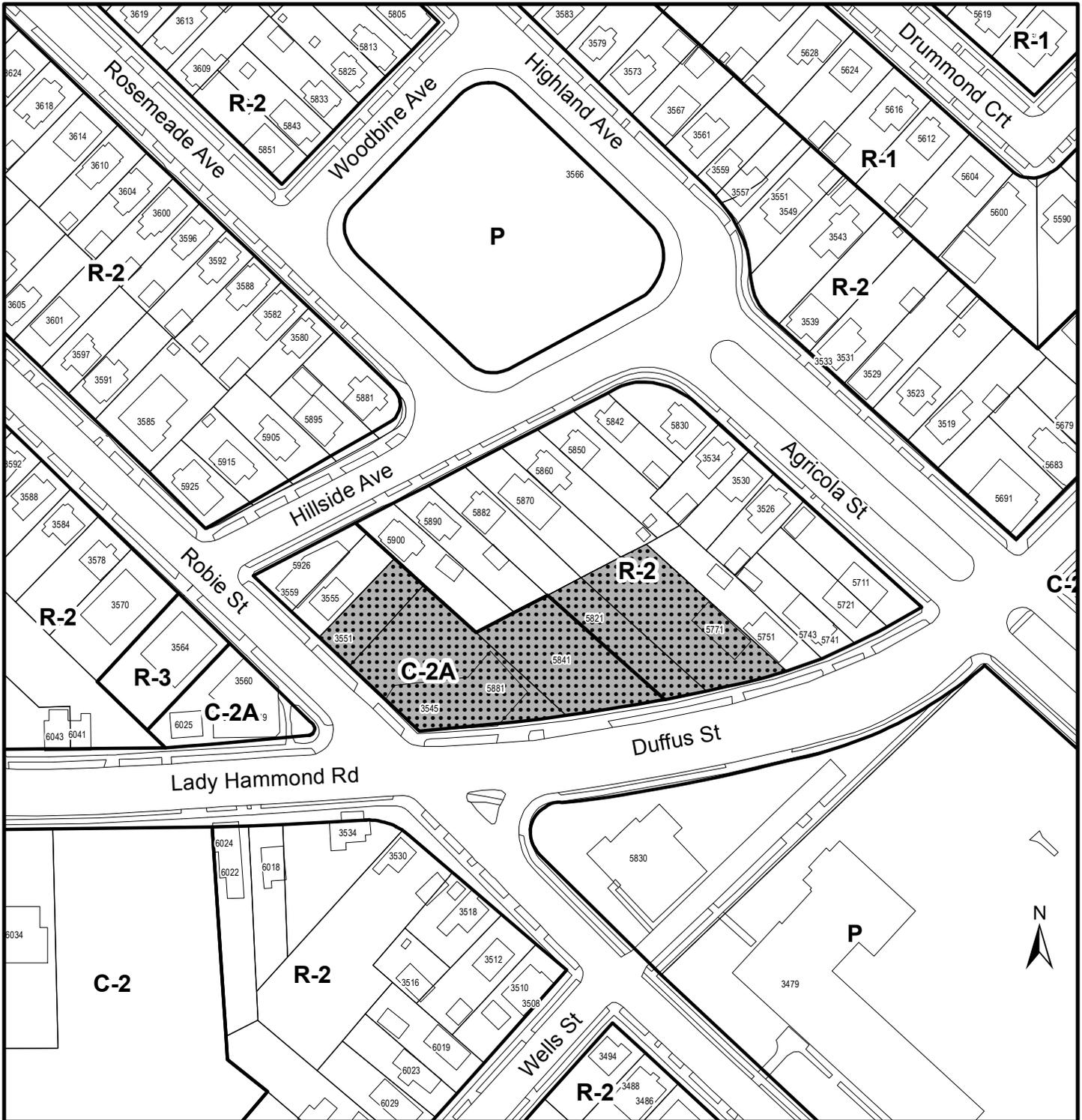
Designation

RES Residential Environments
COM Commercial

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Plan Area

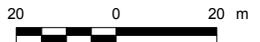


Map 2 - Zoning
 Duffus and Robie Street,
 Halifax

HALIFAX

 Subject Properties

- Zone**
- R-1 Single Family Dwelling
 - R-2 General Residential
 - R-3 Multiple Dwelling
 - C-2 General Business
 - C-2A Minor Commercial
 - P Park and Institutional



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula
 Land Use By-Law Area

2. Application #20148 – Robie, Pepperell and Shirley Streets, Halifax

Applicant: Dixel Developments

Subject Site Details:

General Location	Robie Street, between Pepperell and Shirley Streets, Halifax
Subject Site	6030 Pepperell Street, Halifax (1 lot)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Medium Density Residential, Peninsula Centre Area Plan, under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-2 (General Residential) Zone
Size of Site	3550 m ² (38,200 ft ²)
Street Frontage	62 m (203 ft.) on Robie Street, 77 m (255 ft.) on Pepperell Street, and 37.5 m (123 ft.) on Shirley Street
Current Land Use(s)	Vacant
Surrounding Use(s)	Neighbouring properties to the west of the site on Pepperell and Shirley Streets are developed with detached dwellings and some low-rise (2-4 storey) apartment buildings. The Atlantica Hotel, a 14-storey building, is north of the site, across Pepperell Street. The Common Roots Urban Farm and the Halifax Infirmary are located to the east of the site, across Robie Street.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 14-storey tower on the corner of Robie and Pepperell Streets, with 8-storeys extending south on Robie Street and 3-storeys extending west down Pepperell Street; ground floor commercial with residential units on upper floors
Existing MPS Policy Considerations	The site is designated Medium Density Residential, which allows for low-rise development including townhouses, and apartment buildings up to four residential units. A 35 Foot Height Precinct limits building height in this area. The existing policy does not contemplate mixed-use, commercial or multi-unit residential development on this site.
Centre Plan Considerations	The Centre Plan has identified the site within the Quinpool Road Centre. The portion of the property that abuts Robie Street is envisioned for tall buildings (11-15 storeys), and the portion of the property on Pepperell Street is envisioned for moderate height buildings (4-6 storeys).

Initial Public Engagement Summary

53 comments received

- Form – Many participants did not like the design and find the building too bulky and tall abutting this residential neighbourhood. However, a significant portion of participants appreciated the modern design and agreed that density works at this location.
- Character – A handful of respondents noted that this proposed development does not fit with the character of 2-3 storey homes on Shirley and Pepperell Streets.
- Streetscape – Some participants suggested the development should have an improved relationship with the street including wider sidewalks and green space. In their opinion, more visual interest is needed along with an enhanced bus stop at this location.

- Process – Respondents urge that Council wait for the Centre Plan and stick to the height rules.

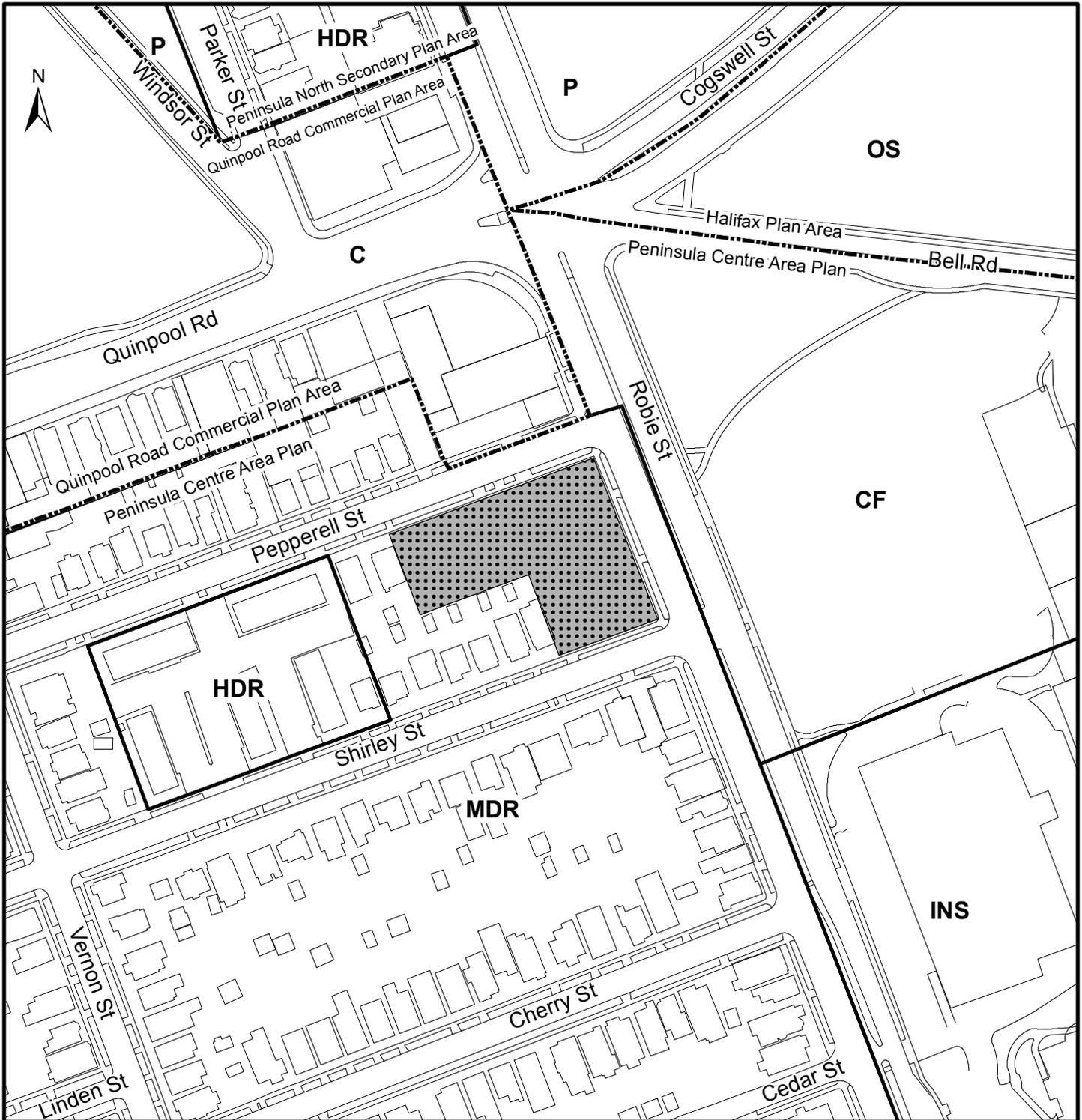
Applicant Rationale (Summary)

The proposed development:

- Is located near prominent destinations in central Halifax
- Would increase density in an area where service and transit already exist, as per RMPS policy
- Would help create a diverse, vibrant and liveable urban environment, as per RMPS policy
- Promotes investment in the urban core

Staff Analysis

- Robie Street is a major street, well serviced by transit. Pepperell Street and Shirley Street are local residential streets
- The site spans a full block, with two corners fronting onto Robie Street
- The site is close to the intersection of Quinpool Road, which is also a major street
- The site is close to major public open spaces, retail commercial, offices, restaurants, hospitals and universities
- This site is underutilized (currently vacant)
- Taller buildings are located near the intersection of Robie Street and Quinpool Road
- The proposed building is designed so the tallest portions are close to Robie Street
- The Centre Plan identifies this site as part of the Quinpool Road Centre, where taller buildings are envisioned next to Robie Street
- Low-density residential is next to the site, on Pepperell Street and Shirley Street
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

Robie, Pepperell, and Shirley Street
Halifax

HALIFAX

 Subject Property

Peninsula Centre Area Designation

- MDR Medium Density Residential
- HDR High Density Residential
- CF Community Facility
- INS Institutional

Peninsula North Secondary Designation

- HRR High Density Residential
- P Park and Institutional



Quinpool Road Commercial Designation

- C Commercial

Halifax Plan Area Designation

- OS Major Community Open Spaces

Halifax Plan Area
Peninsula Centre Area Plan

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

Robie, Pepperell, and Shirley Street
Halifax

HALIFAX

 Subject Property

Zone

- R-2 General Residential
- R-3 Multiple Dwelling
- C-2 General Business
- C-2C Minor Commercial - Quinpool Road
- P Park and Institutional



Halifax Peninsula
Land Use By-Law Area

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

3. Application #20159 – Victoria Road and South Park Street, Halifax

Applicant: Kassner Goodspeed Architects on behalf of Eldorado Properties

Subject Site Details:

General Location	Northwest corner of Victoria Road and South Park Street, Halifax
Subject Site	5713 Victoria Road, 1102 and 1106 South Park Street (3 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	High-Density Residential and Medium-Density Residential, South End Area Plan (Area 6) under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-3 (Multiple Dwelling Zone) and R-2A (General Residential Conversion Zone) under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	2,417.5 m ² (26,022.5 sq. ft.)
Street Frontage	40.5 m (133 ft. on Victoria Road) and 56 m (183 ft. on South Park Street)
Current Land Use(s)	5713 Victoria Road: 8-storey, 56-unit apartment building 1102 and 1106 South Park Street: Two detached dwellings
Surrounding Use(s)	A mix of low, medium and high density residential; detached dwellings and multi-unit residential buildings; local commercial within the multi-unit residential building at 1030 South Park Street

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Renovation of an existing 8-storey apartment building, adding commercial space on the ground level, and a 9-storey addition to the north of the existing building which will include ground-level commercial and residential units on upper floors
Existing MPS Policy Considerations	<p>The existing 8-storey apartment building was built to meet the standards of the R-3 Zone enabled by the High-Density Residential designation; however, due to the subsequent adoption of a 35 Foot Height Precinct in the area, the building is a non-conforming structure subject to the provisions of the <i>HRM Charter</i>.</p> <p>The portion of the subject site designated Medium-Density Residential and zoned R-2A, currently developed with detached dwellings, is contemplated for additional residential density through infill housing, by converting existing dwellings to a maximum of 14 units.</p> <p>The subject site is not contemplated for commercial uses; however, the R-3 Zone permits some limited commercial uses in apartment buildings of 100 units or more.</p>
Centre Plan Considerations	The Centre Plan identifies the entire subject site within an Established Residential Area. Policy direction 2.1.2 states: <i>“Allow the redevelopment of non-conforming sites through development agreement. Any increase in unit count could be negotiated in the agreement and must involve public engagement with the surrounding community.”</i>

Initial Public Engagement Summary

41 comments received

- Form – Some participants identified that this development is out of scale with the adjacent homes, and that the design could be improved. In their opinion, the exterior panelling does not appear to be high quality building material and reduces the appeal of the building. Other respondents stated that the height and/or scale seems reasonable for the area given the existing building and similar developments (Somerset Place) nearby.
- Character – The predominant message conveyed through these comments is to preserve older homes which it was felt have heritage value. Other respondents noted that the proposed development does not fit with the neighbourhood and lacks historic features/recognition.
- Process – Comments urge that Council wait for the Centre Plan and stick to the height rules.

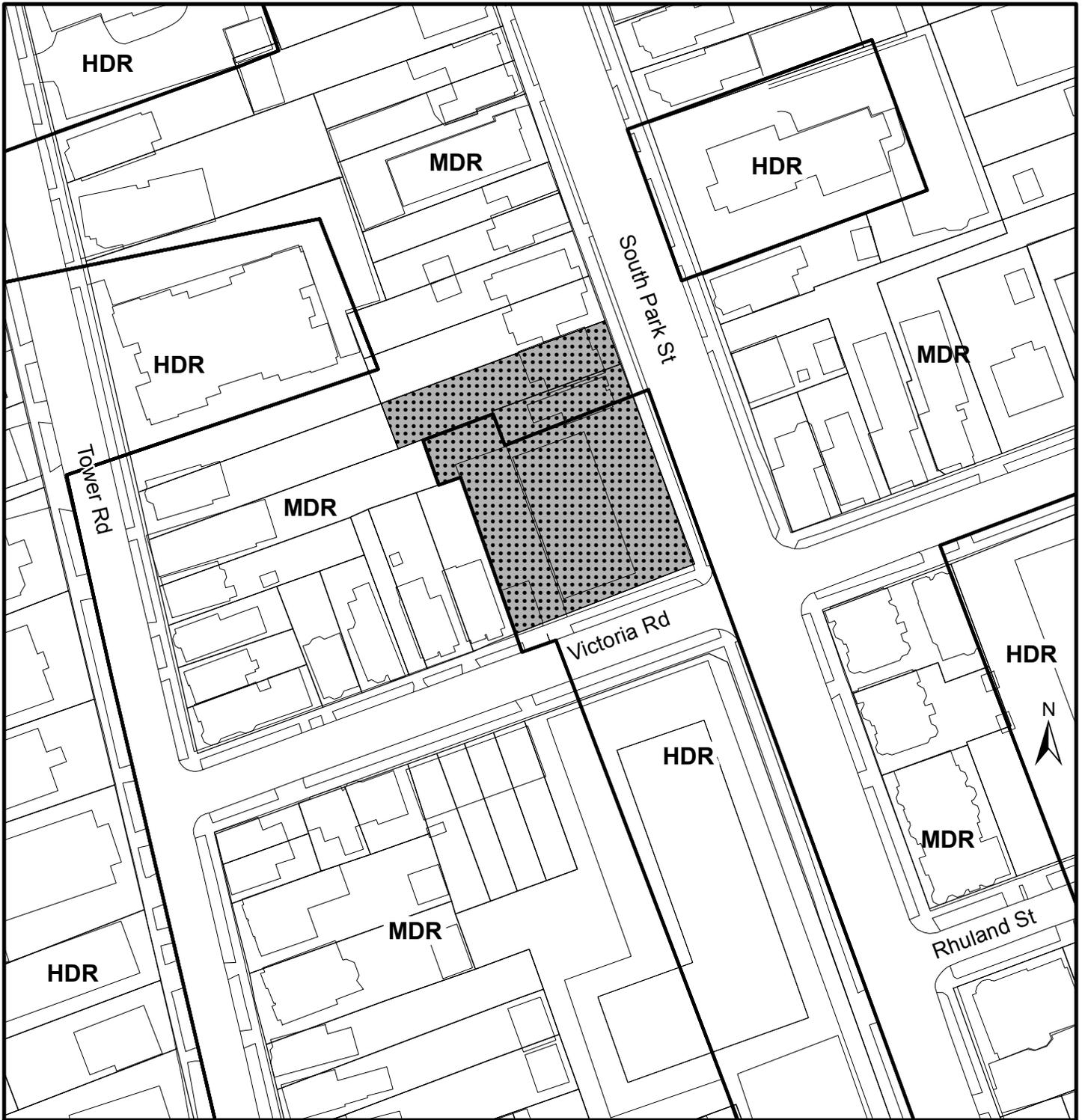
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- The current Plan is more than two-decades old and does not meet current demand for local commercial and housing in walkable neighbourhoods
- Re-cladding the existing building would upgrade energy performance
- The addition would create a gapless streetwall
- The building is located on a well-travelled pedestrian route connecting South End residents to the hospital, universities and Spring Garden Road
- The development would provide more street level commercial space for an area of the city that is under-serviced

Staff Analysis

- South Park Street is a significant street, well serviced by transit. Victoria Road is a local residential street
- The site is located on a corner and contains an 8-storey apartment building
- The site also contains two older character homes (fronting South Park Street) that would be demolished under this proposal
- Planning policy and zoning would allow each of the older character homes to be converted to a maximum of 14 units
- The existing 8-storey apartment building is non-conforming due to a 35-foot height precinct applied after the building was constructed
- The applicant has indicated a need to recapitalize the 8-storey apartment building, and the building's status as a non-conforming structure is a limiting factor
- The proposal would add 1 more storey to the 8-storey apartment building
- The proposal provides an opportunity to apply urban design principles to a recapitalization plan, including a human-scaled streetwall condition on South Park Street
- A portion of the site abuts a municipally-registered heritage property. Regional Plan policy includes heritage considerations for developments abutting heritage properties
- The Centre Plan identifies the site as Higher Order Residential, which envisions building heights up to six storeys
- The Centre Plan also encourages new development to give prominence to the corner and contemplates customized development agreements to address complexities such as the redevelopment of non-conforming apartment buildings
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

Victoria Road and South Park Street.
Halifax

HALIFAX

 Subject Properties



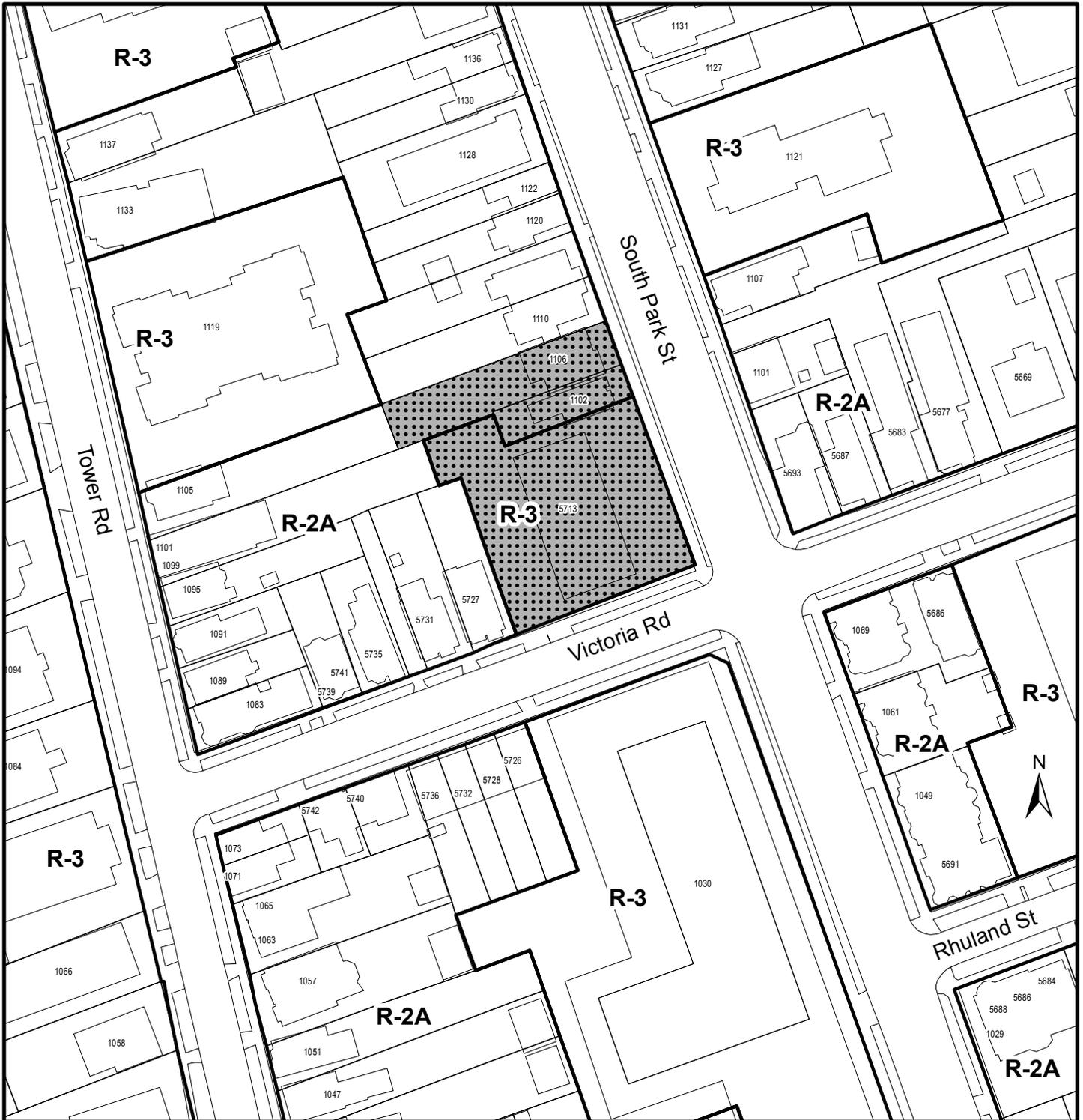
Halifax Plan Area
South End Area Plan Area

Designation

MDR Medium Density Residential
HDR High Density Residential

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

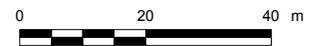


Map 2 - Zoning

Victoria Road and South Park Street.
Halifax

HALIFAX

 Subject Properties



Zone

- R-2A General Residential Conversion
- R-3 Multiple Dwelling

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula
Land Use By-Law Area

4. Application #20218 – Spring Garden Road and Robie Street, Halifax

Applicant: Dixel Developments

Subject Site Details:

General Location	South west corner of Spring Garden Road and Robie Street, Halifax
Subject Site	5950 to 5994 Spring Garden Road; 1491 Robie Street; 1478 to 1494 Carlton Street (13 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial, Residential-Commercial Mix and Medium-Density Residential, Peninsula Centre Area Plan (Spring Garden Road Sub-Area) under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-3 (Multiple Dwelling) Zone and C-2A (Minor Commercial) Zone
Size of Site	4900 m ² (53,000 ft ²)
Street Frontage	105 m (345 ft.) on Spring Garden Road; 30 m (98 ft.) on Robie Street; 44 m (143 ft.) on Carlton Street
Current Land Use(s)	Eight buildings containing a mix of stores, services, restaurants and dwelling units. Buildings are two to three stories tall.
Surrounding Use(s)	A mix of low to high-density residential and commercial uses, including: a streetscape of houses which are Municipally-Registered Heritage Properties directly east of the site on Carlton Street; two and three-storey residential buildings south of the site that front on Robie and College Streets, one of which is a Municipally-Registered Heritage Property; two high-rise buildings (one commercial and another residential) across Spring Garden Road, north of the site; St. Andrew's United Church west of the site across Robie Street; and a number of high-rise buildings within a block of the site.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	A 30-storey tower and a 16-storey tower on an 8-storey podium, with a 4-storey streetwall; retail and an indoor public space on the ground floor of the building, with office and residential units on upper floors.
Existing MPS Policy Considerations	<p>The portion of the site designated Commercial and Zoned C-2A is contemplated for commercial uses and multi-unit residential development, which is reflected through the C-2A Zone provisions.</p> <p>The portion of the site designated Residential-Commercial Mix and zoned R-3 allows for multi-unit residential development with limited commercial development.</p> <p>The portion of the site designated Medium Density Residential and zoned R-2 contemplates residential buildings up to four dwelling units. This portion of the subject site is not envisioned for commercial uses or for multi-unit residential development.</p> <p>The overall height of buildings is limited by a 35 Foot Height Precinct.</p>

Centre Plan Considerations	The Centre Plan identifies most of the site within the Spring Garden Road Centre, except the properties on Carlton Street, which are identified within an Established Residential Area. The Centre Plan indicates that buildings of up to 20 stories would appropriate within the Spring Garden Road Centre.
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Initial Public Engagement Summary

76 comments received

- Form – Many respondents agree that this development is too tall and out of scale for the neighbourhood. Alternative heights of 18, 20, and 25 storeys were suggested. The design of the towers is found to be imposing, and the irregularly shaped rooftop elements were noted as needing improvement. Some suggested that more attention be paid to using quality building materials and improving the relationship between this building and the others on the street. A few participants noted that they liked the design, noting the atrium, green elements, and brick base as appealing. It was also noted that growth/building density is good for Halifax
- Character – A significant number of comments noted that this development does not fit with the character of the surrounding neighbourhood and are eager to protect this heritage stretch of Spring Garden Road and Carlton Street.
- Impact on Neighbours – Participants identified concerns with potential shadows and wind tunnels created by this development. Some respondents are also worried about the impact on traffic on what is perceived to be an already congested area.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Several respondents felt this proposal should be considered together with the proposal for Robie, College, and Carlton Streets (Case 20761).

Applicant Rationale (Summary)

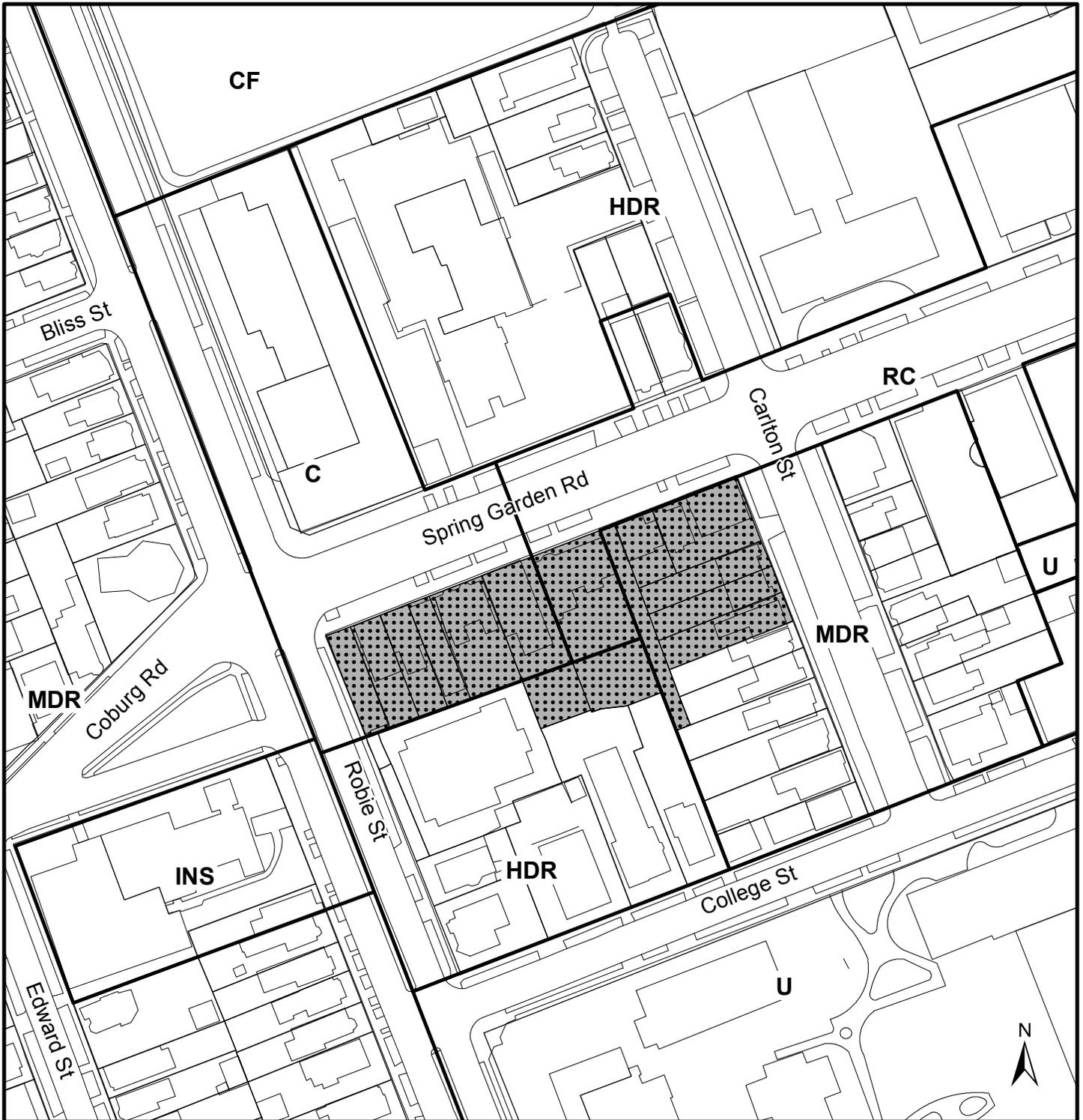
The proposed development:

- Is located near prominent destinations in central Halifax
- Would increase density in an area where service and transit-already exist, as per RMPS policy
- Would help create a diverse, vibrant and liveable urban environment, as per RMPS policy
- Is currently surrounded on three sides by density and height
- Promotes investment in the urban core

Staff Analysis

- Spring Garden Road and Robie Street are major streets, well serviced by transit. Carlton Street is a local residential street
- The site is located at the corner of Spring Garden Road and Robie Street, and includes several heritage properties at and near the intersection of Spring Garden Road and Carlton Street
- The site is close to major public open spaces, shops, offices, restaurants, hospitals, universities, and Downtown Halifax
- Taller commercial and residential buildings are in the area, including taller buildings across Robie Street
- Current policy and zoning include a 35 foot height precinct, which limits development potential
- A streetscape of houses which are municipally-registered heritage properties are directly east of the site on Carlton Street (some of which form part of the site). The proposal presents an opportunity to restore the heritage buildings on the site. Regional Plan policy includes heritage considerations for developments abutting heritage properties
- The Centre Plan identifies this area as a Centre, where tall buildings up to 20 stories are envisioned
- This site is well-suited for tall buildings

Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

HALIFAX

Spring Garden Rd. and Robie Street,
Halifax

 Subject Properties

Designation

- MDR Medium Density Residential
- HDR High Density Residential
- RC Residential Commercial Mix
- C Commercial
- CF Community Facility
- INS Institutional
- U University



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The accuracy of any representation on this plan is not guaranteed.

Halifax Plan Area
Peninsula Centre Area Plan Area

5. Application #20267 – Chebucto Road, Beech and Elm Streets, Halifax

Applicant: WM Fares Architects

Subject Site Details:

General Location	South side of Chebucto Road between Beech and Elm Streets, Halifax
Subject Site	6482 Chebucto Road, 2586 Beech Street, 2585 Elm Street (3 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial and Residential Environments under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2A (Minor Commercial Zone) and R-2 (General Residential) under the Land Use By-Law for Halifax Peninsula (LUB)
Size of Site	1,877 m ² (20,204 sq. ft.)
Street Frontage	62.6 m (205.5 ft.) on Chebucto Road, 30.5 m (100 ft.) on Beech Street, and 30.5 m (100 ft.) on Elm Street
Current Land Use(s)	6482 Chebucto Road: Vacant (former gas station) 2586 Beech Street: Commercial building (currently vacant) 2585 Elm Street: Detached dwelling
Surrounding Use(s)	On Beech and Elm Streets, there is a mix of low to medium density residential uses in detached dwellings. On Chebucto Road, there is a mix of residential and local commercial uses.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 5-storey building, ground-level commercial retail space on Chebucto Road with on-site parking, and 56 residential units on upper floors
Existing MPS Policy Considerations	<p>Most of the subject site (approximately 85%) is designated Commercial and Zoned C-2A. This area is contemplated for commercial uses and multi-unit residential development, which is reflected through the C-2A Zone provisions. Further, for the portion of the subject site designated Commercial, the MPS provides for the consideration of a development that would not otherwise meet the LUB, subject to a land use by-law amendment and development agreement process.</p> <p>The portion of the subject site designated Residential Environments and zoned R-2 (2585 Elm Street) is not contemplated for commercial uses or for multi-unit residential development.</p>
Centre Plan Considerations	The entire subject site is included within the Chebucto Road Corridor. Corridors have been identified as appropriate for multi-unit residential and mixed-use buildings up to 6 storeys with a focus on pedestrian-oriented commercial uses and residential uses with direct access to the street at grade.

Initial Public Engagement Summary

49 comments received

- Form – A majority of participants felt that this development proposal is out of scale with the surrounding neighbourhood. The development was also noted as being too tall – some suggested that a height of 3-4 storeys would be preferred. Others commented that the height seemed reasonable. Many comments find the design is too busy without much harmony between the ideas. Other participants praised the design for its break down of massing and architectural interest. One commenter suggested that inset balconies would promote use while protecting privacy of neighbours.
- Streetscape – Many participants identified that the setbacks are too small, there is a need for wider sidewalks, and more greenery/landscaping should be incorporated into the design.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Some participants noted that if there would be more public engagement sessions on this development, neighbours and the developer could come to satisfactory agreement.

Please note that Case 19660 was a previous version of this application which proposed a similar building form but did not include the property at 2585 Elm Street. A public information meeting was held for that application on May 11, 2015.

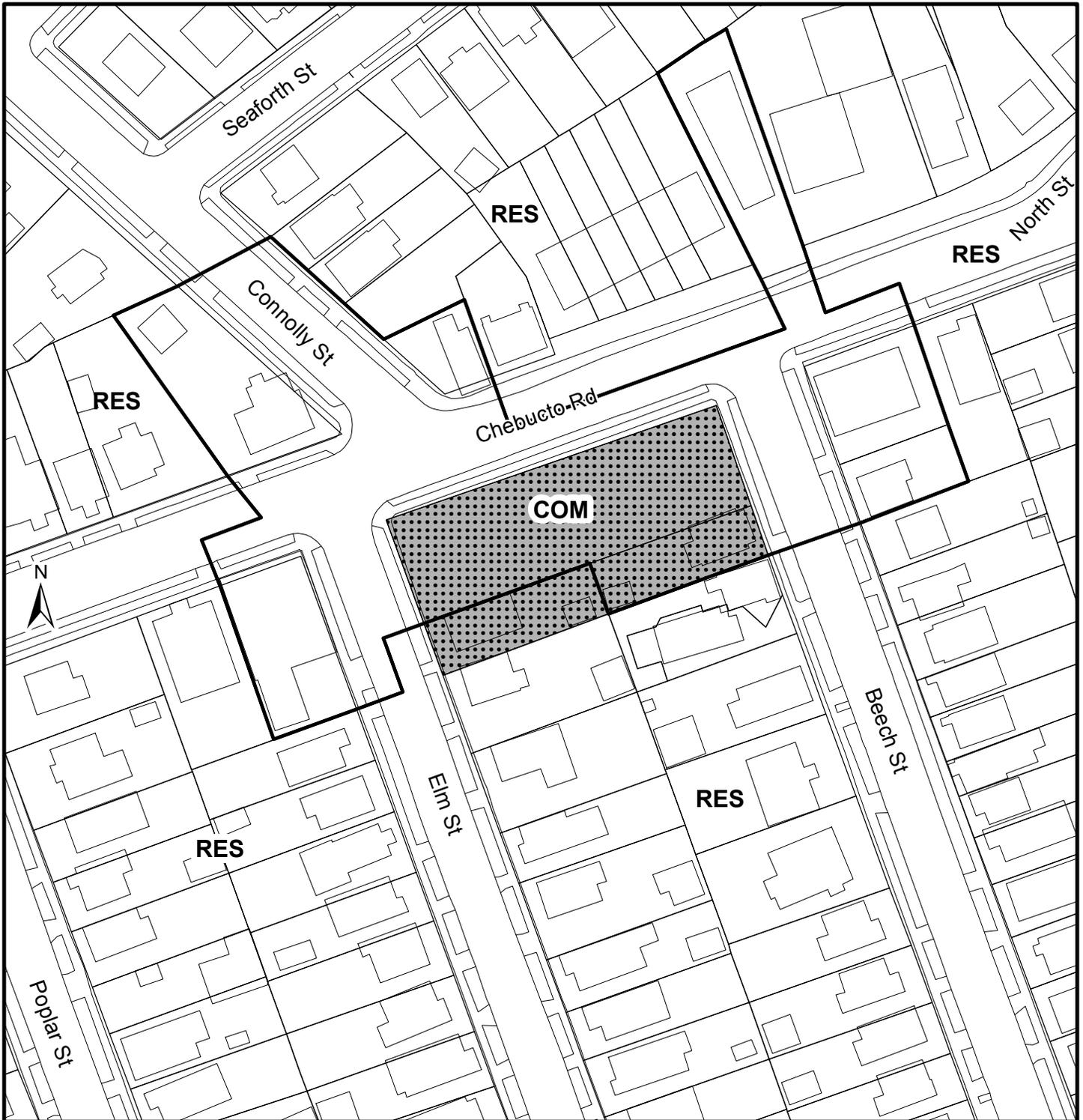
Applicant Rationale (Summary)

The proposed development:

- Responds to the context, with commercial fronting Chebucto Road and the low-scale residential uses fronting Beech and Elm Streets
- Includes building massing and articulation to provide a warm, animated streetscape
- Includes materials and massing that emphasize the pedestrian experience

Staff Analysis

- Chebucto Road is a major road in the area, well serviced by transit. Beech Street and Elm Street are local residential streets
- The site contains two corners fronting on Chebucto Road
- Except for the residential property on Elm Street, the site is designated Commercial, where development not permitted by zoning can be considered by development agreement. The request for new planning policy relates to the residential property on Elm Street
- The site is underutilized (vacant fronting Chebucto Road)
- The Centre Plan identifies the site as part of the Chebucto Road Corridor, where buildings up to six storeys are envisioned
- The Centre Plan also encourages new development to give prominence to the corner
- The site is next to a low density residential area
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

Chebucto Rd, Beech St. and Elm St.,
Halifax

HALIFAX

 Subject Properties



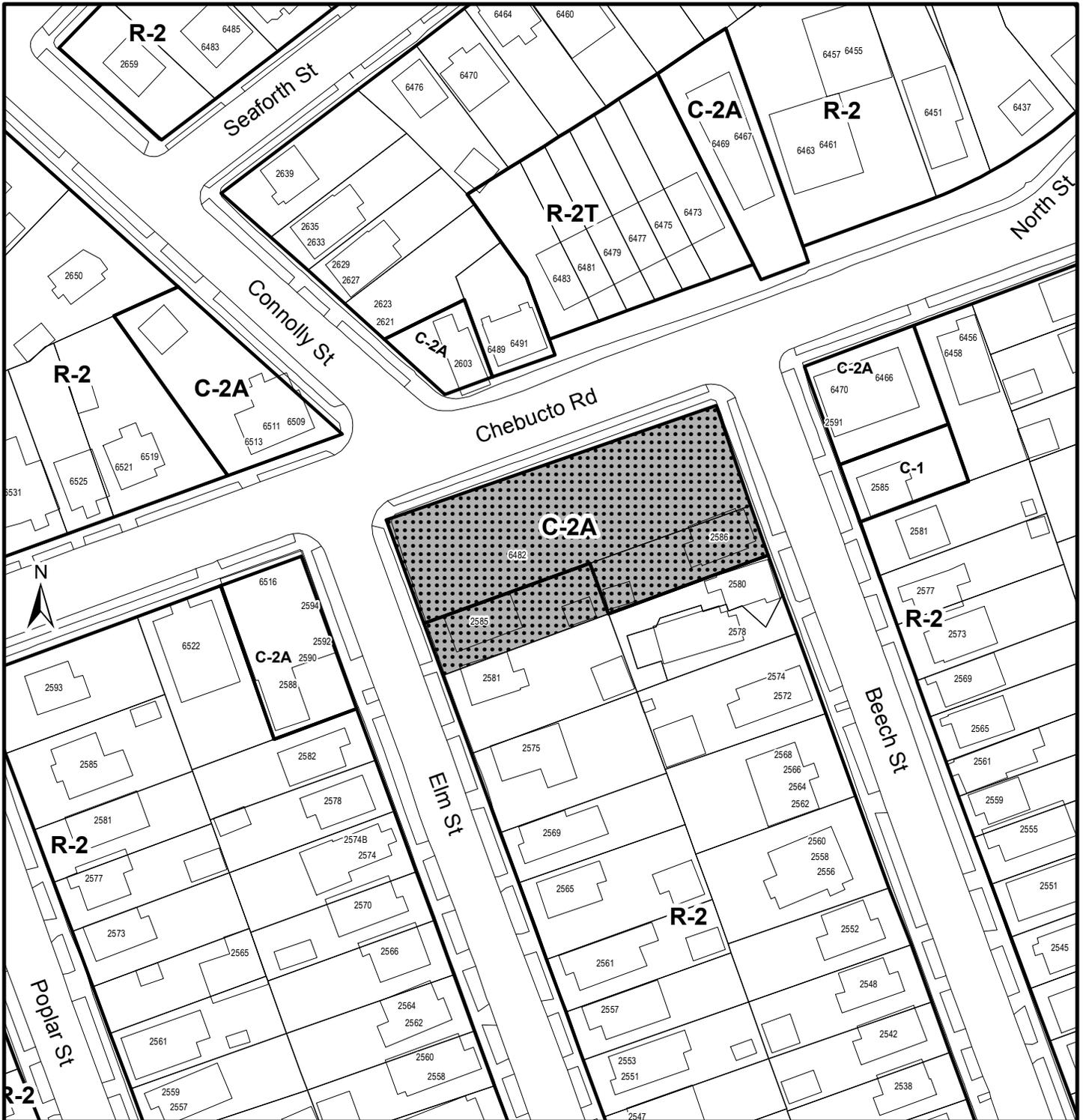
Designation

RES Residential
COM Commercial

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Plan Area



Map 2 - Zoning

Chebucto Rd, Beech St. and Elm St.,
Halifax

HALIFAX

 Subject Property

Zone

- R-2 General Residential
- R-2T Townhouse
- C-1 Local Business
- C-2A Minor Commercial



Halifax Peninsula
Land Use By-Law Area

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

6. Application #20323 – Ben’s Bakery Redevelopment, Halifax

Applicant: WSP and Architecture 49 on behalf of Westwood Group

Subject Site Details:

General Location	Mid-block Quinpool Road through to Pepperell Street, western portion of block bounded by Pepperell, Preston and Shirley Streets (former Ben’s Bakery lands), Halifax
Subject Site	Former Ben’s Bakery (22 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Quinpool Road Commercial (lots fronting Quinpool Road only) under the Quinpool Road Commercial Area Plan; Medium Density Residential, Peninsula Centre Area Plan (Pepperell Street Sub-Area), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2C (Minor Commercial - Quinpool Road) and B (Bakery) under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	9,995.7 m ² (2.44 acres)
Street Frontage	30.5 m (100 ft.) on Quinpool Road; 77 m (252 ft.) and 112 m (367 ft.) on Pepperell Street., 106 m (347 ft.) on Shirley Street; 61 m (200 ft.) on Preston Street
Current Land Use(s)	Three main buildings formerly associated with the bakery, including a baking facility, thrift store/warehouse and silo building, as well as a parking lot and greenspace
Surrounding Use(s)	On Quinpool Road, there are several mixed use buildings with local commercial uses and residential units. The neighbourhood surrounding Pepperell, Shirley and Preston Streets is developed primarily a low-density residential with some low-rise apartment buildings.

Proposal Details:

General Land Uses	Mixed-use (commercial, residential and institutional)	
Building Details	Quinpool Road and north side of Pepperell Street:	Maximum 10 storey building with 6-storey streetwall on Quinpool Road; commercial space on ground and second levels, with residential units on upper floors
	South side of Pepperell Street:	Stacked townhouses and 6-storey Berkeley seniors’ residence
	Preston Street:	Stacked townhouses
	Shirley Street:	Two blocks of townhouses
Existing MPS Policy Considerations	<p>The portion of the subject site designated Commercial and zoned C-2C is contemplated for commercial uses and multi-unit residential development up to 45 ft. in height.</p> <p>The portion of the subject site designated MDR and zoned R-2 is not contemplated for multi-unit residential development; however, the Peninsula Centre Area Plan enables a mixed-use development for the portions of the subject site zoned Bakery subject to a plan amendment: <i>“If at any time Ben’s Limited or its successors finds it</i></p>	

	<i>necessary to relocate elsewhere, the City shall undertake, in cooperation with the owner, to examine alternative residential, commercial and mixed use redevelopment options, including associated Plan and Zoning By-law amendments, for re-use of the property identified in Policy 2.4 above within the context of a requirement to properly integrate new uses with adjacent residential areas, provided that adequate notice is given to the City.”(Policy 2.5, Section VI)</i>
Centre Plan Considerations	The properties on Quinpool Road and the north side of Pepperell St are within the Quinpool Road Centre, in an area where 4-6 storeys are envisioned. The properties on Shirley St., Preston St. and the south side of Pepperell St. are within an Established Residential area. Centre Plan policy direction suggests that sites which are 1 hectare should be developed by development agreement.

Initial Public Engagement Summary

49 comments received

- Form – The majority of respondents liked the proposed design. The development is praised for its incorporation of townhomes and a seniors’ complex in transition to a larger residential building abutting Quinpool Road. Some find the scale and/or height to be reasonable; however, others noted that the development is too tall on Quinpool Road.
- Character – Some commenters felt the development did not fit the character of the existing neighbourhood, while other felt the proposed development, especially the townhouses, were appropriate for the area.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules.
- General Positive Comments – “Build this now”, “YES”

The applicant held two meetings with members of the public in 2015 and 2016, in advance of submitting their application.

Applicant Rationale (Summary)

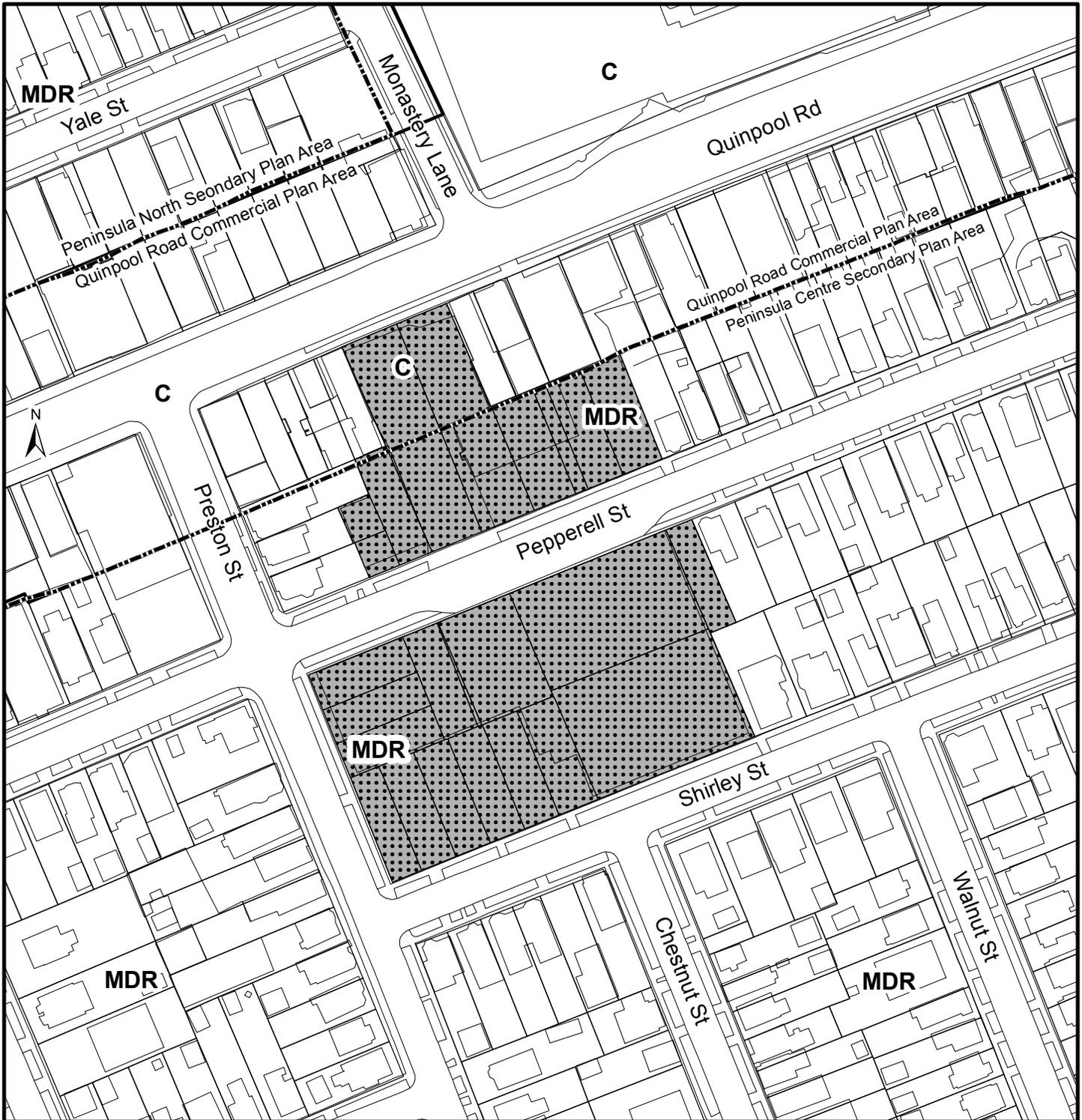
The proposed development:

- Responds to the site’s location and is designed to accommodate a transition between the Quinpool Road Commercial Corridor and a low density residential neighbourhood to the south
- Is located within the existing street network and no new streets are proposed. The proposed development intends to maximize its potential street frontage, adding vitality to the street level environment
- Is on Quinpool Road, an area of Halifax currently seeing an increase in development projects, enabling greater density on the Peninsula
- Uses high quality street level design and quality construction materials and includes about a significant amount of outdoor green space

Staff Analysis

- Quinpool Road is a major street, well serviced by transit. Pepperell Street, Preston Street, and Shirley Street are local residential streets
- The former Ben’s Bakery lands are subject to site-specific planning policy. This policy requires examination of alternative residential, commercial and mixed use redevelopment options in the event the bakery is relocated. This policy places strong emphasis on proper integration of new uses with adjacent residential areas

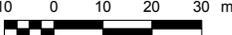
- The site and proposal are unique – the site includes several vacant industrial buildings (formerly used in association with a bakery) which are proposed to be redeveloped with alternative residential and mixed use buildings
- The proposal includes freehold and stacked townhouses in keeping with the adjacent low-density residential area
- The Centre Plan identifies the Quinpool Road portion of the site as part of the Quinpool Road Centre, where buildings up to six storeys are envisioned
- The Centre Plan identifies the remainder of the site as Established Residential, where low-rise residential buildings are envisioned
- Consideration must be given to proper integration of new uses with adjacent residential areas, as required by the existing site specific policy. Consideration should also include appropriate building massing and transitions in relation to Quinpool Road



Map 1 - Generalized Future Land Use

Quinpool Rd, Pepperell St., Preston St. and Shirley St.,
Halifax

HALIFAX

 Subject Properties	Quinpool Road Commercial Designation C Commercial	Peninsula North Secondary Designation MDR Medium Density Residential	
	Peninsula Centre Area Designation MDR Medium Density Residential		

Halifax Plan Area
 Quinpool Road Commercial Plan Area
 Peninsula Centre Area Plan

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

Quinpool Rd, Pepperell St., Preston St. and Shirley St.,
Halifax

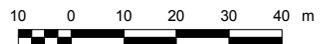
HALIFAX

 Subject Properties

Zone

- R-2 General Residential
- C-2C Minor Commercial - Quinpool Road
- B Schedule B

Halifax Peninsula
Land Use By-Law Area



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

7. Application #20520 – Quinpool Road and Pepperell Street (McDonald’s/ Fitness FX), Halifax

Applicant: Dixel Developments

Subject Site Details:

General Location	South side of Quinpool Road between Oxford and Preston (across from Harvard Street)
Subject Site	6324 and 6330 Quinpool Road (1 L-shaped through lot to Pepperell Street), Halifax
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial, Quinpool Road Commercial Area Plan, and Medium Density Residential, Peninsula Centre Area Plan (Pepperell Street Sub-Area), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2C (Minor Commercial - Quinpool Road) and C-2 (General Business) under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	3,125 m ² (33,635 sq. ft.)
Street Frontage	62.5 m (205 ft.) on Quinpool Road and 38 m (125 ft.) on Pepperell Street
Current Land Use(s)	Commercial building (McDonald’s and Fitness FX); surface parking lot on east side and Pepperell Street side
Surrounding Use(s)	On Quinpool Road, a mix of local commercial uses including: restaurants to the east; a bank, vacant lot (former gas station at the intersection of Harvard Street and Quinpool Road) and restaurants to the north; surface parking lot, hair salon and vacant restaurant space (formerly Mezza) to the west. To the south, there is a low to medium-density residential neighbourhood, as well as a place of worship and vacant lot on Pepperell Street.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 10-storey building with ground and second floor commercial space, and residential units on upper floors
Existing MPS Policy Considerations	<p>The Quinpool Road portion of the subject site is designated and zoned commercial and contemplates commercial and multi-unit residential development up to 45 ft. in height.</p> <p>The Pepperell Street portion of the site is designated Medium Density Residential; however, with C-2 zoning, commercial and multi-unit residential development is contemplated up to 35 ft. in height.</p>
Centre Plan Considerations	The property is located within the Quinpool Road Centre, in an area envisioned for buildings of 4 to 6 storeys.

Initial Public Engagement Summary

51 comments received

- Form – A couple of comments noted that the images of the development shown were schematic, so it was difficult to comment. Many participants consider this proposal too tall and would prefer to see a height of 4-6 storeys for this site. Some noted that the design is blocky and dated. Others mentioned too much glass is not preferred.

- Character – Some participants identified that the proposed development does not fit with the character of the surrounding neighbourhood. Others noted that this development will revitalize the area and is a welcome improvement to the current buildings on the site.
- Streetscape – Many comments suggested that the development needs more articulation along Quinpool Road to maintain the small storefront feel. Some respondents mentioned an enhanced streetscape is needed here with more green space incorporated.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules.

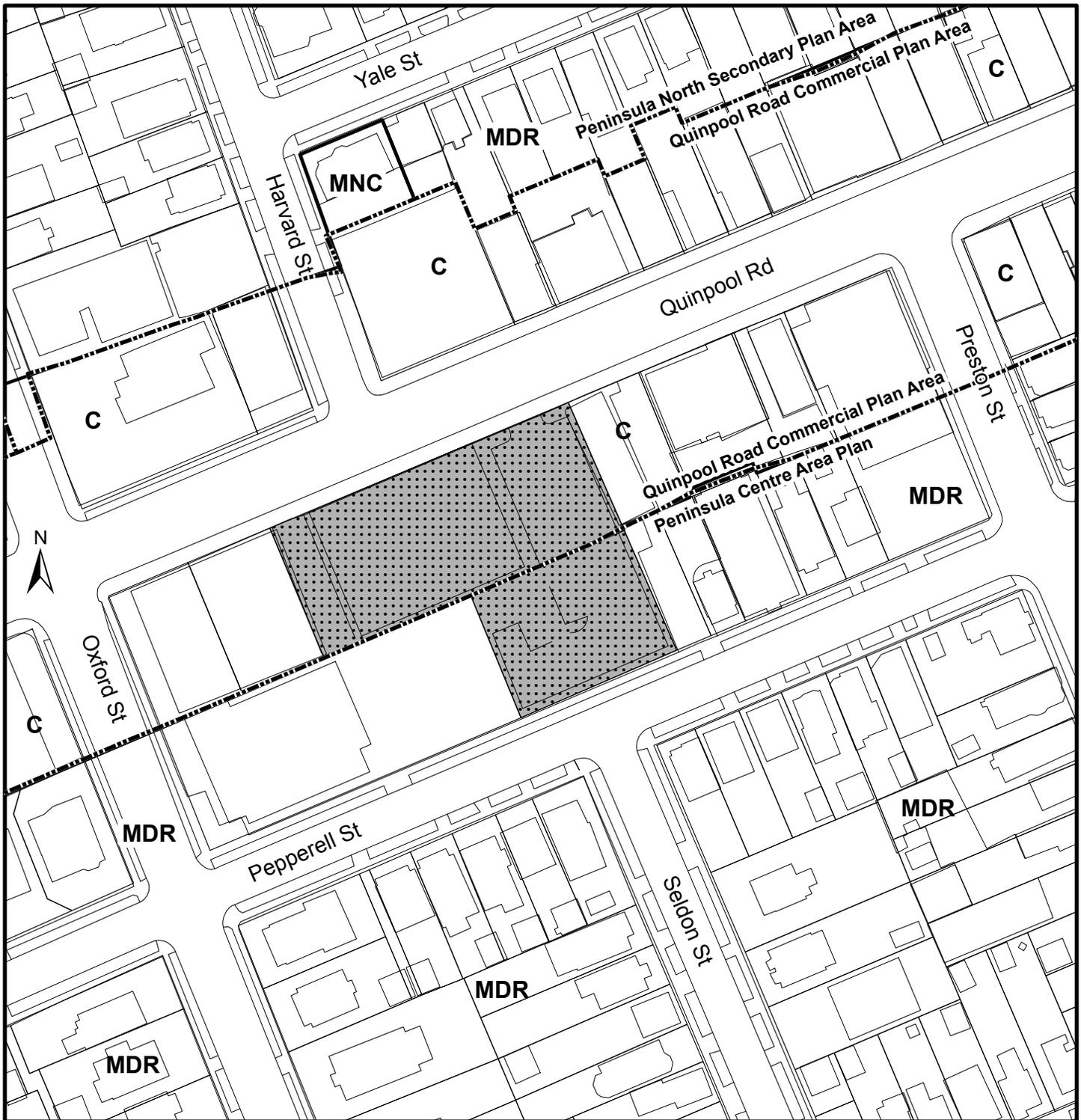
Applicant Rationale (Summary)

The proposed development:

- Is conveniently located in the Quinpool Road Commercial District, close to major destinations in central Halifax
- Would increase density in an area where service and transit-already exist, as per RMPS policy
- Would help create a diverse, vibrant and liveable urban environment, as per RMPS policy
- Promotes investment in the urban core

Staff Analysis

- Quinpool Road is a major street, well serviced by transit
- The site located mid-block
- The Quinpool Road portion of the site is designated and zoned commercial and contemplates commercial and multi-unit residential development up to 45 feet in height
- The Pepperell Street portion of the site is designated Medium Density Residential; however, with C-2 zoning, commercial and multi-unit residential development is contemplated up to 35 feet in height
- The site is located within the western portion of Quinpool Road where development generally ranges from 1 to 3 storeys. The site is removed from the eastern portion of Quinpool Road where taller buildings exist
- The site's location mid-block, coupled with the building's mass and primary orientation to Quinpool Road would create a condition not found in this portion of Quinpool Road
- The Centre Plan identifies the site as part of the Quinpool Road Centre, where buildings up to six storeys are envisioned
- The Centre Plan expresses a desire to keep buildings in the western portion of Quinpool Road to a lower scale to provide an appropriate transition to residential areas and in keeping with smaller scale commercial found in the area

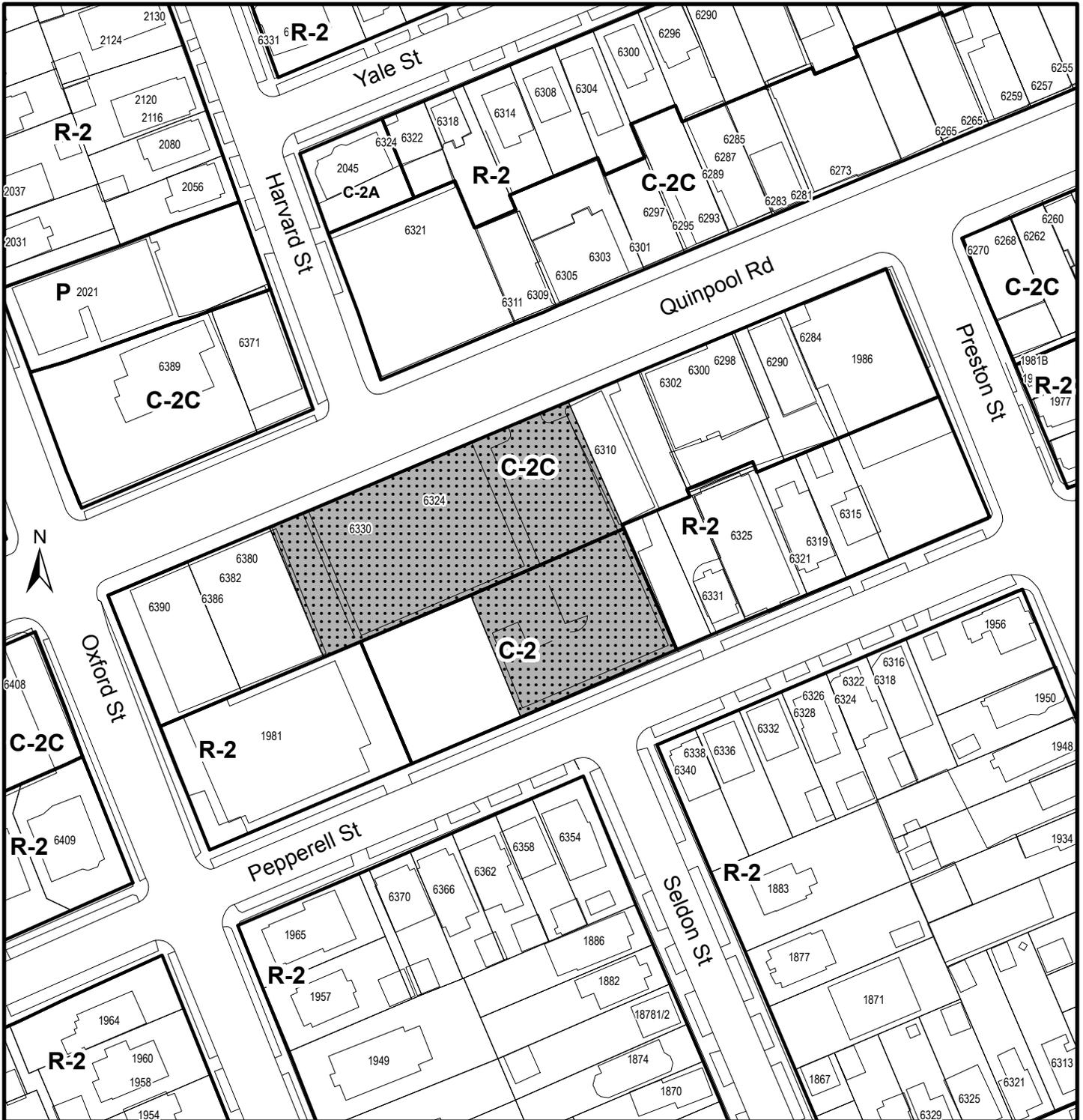


Map 1 - Generalized Future Land Use

Quinpool Road
Halifax



Subject Properties	Quinpool Road Commercial Designation C Commercial	Peninsula North Secondary Designation	0 40 m
Halifax Plan Area Quinpool Road Commercial Plan Area / Peninsula Centre Area Plan	Peninsula Centre Area Designation MDR Medium Density Residential	MDR Medium Density Residential MNC Minor Commercial	This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated. The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

Quinpool Road
Halifax



 Subject Properties

- Zone**
- R-2 General Residential
 - C-2 General Business
 - C-2A Minor Commercial
 - C-2C Minor Commercial - Quinpool Road
 - P Park and Institutional



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula
Land Use By-Law Area

8. Application #20436 – 102 Albro Lake Road, Dartmouth

Applicant: Shelley Dickey Land Use Planning on behalf of Chad Kennedy

Subject Site Details:

General Location	Corner of Albro Lake Road, Victoria Road and Chappell Streets, Dartmouth
Subject Site	102 Albro Lake Road, Dartmouth (1 lot)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	C (Commercial) under the Municipal Planning Strategy for Dartmouth (MPS)
Zoning (Map 2)	C-1 (Local Business) Zone under the Land Use By-Law for Dartmouth (LUB)
Size of Site	2,550 m ² (27,452 sq. ft.)
Street Frontage	29.5 m (97 ft.) on Albro Lake Road, 62 m (204 ft.) on Chappell Street, and 18 m (60 ft.) on Victoria Road
Current Land Use(s)	Commercial building
Surrounding Use(s)	Gas station, convenience store and auto service use on Victoria Road; detached dwellings on Chappell Street, multi-unit residential buildings on Albro Lake Road

Proposal Details:

General Land Uses	Commercial
Land Use Details	Automotive service and repair in an existing commercial building. This would be an expansion of an existing automotive service business that is located on the adjacent property at 240 Victoria Road.
Building Details	The existing one-storey commercial building would require interior work and the installation of service bays.
Existing MPS Policy Considerations	<p>Although the property is designated Commercial, Policy C-20 specifically permits only local commercial uses at 102 Albro Lake Road. The C-1 Zone does not permit automotive service. Policy C-20 was adopted in 1998 in response to a site-specific application for the development of a gas bar, which eventually proceeded only on the adjacent property at 240 Victoria Road.</p> <p>The Commercial designation permits consideration of rezoning to the C-2 (General Business) Zone, which permits automotive service and repair.</p>
Centre Plan Considerations	The property is located within the Victoria Road Corridor. Corridors have been identified as appropriate locations for commercial uses; however, automotive uses should be discouraged other than fully-enclosed retail and accessory services.

Initial Public Engagement Summary

22 comments received

- Form – A handful of participants commented that the scale and/or height seems reasonable for the area and that they loved the design.

- Character – Many participants identified that the proposed development would be great for revitalizing the area, and is an improvement to what currently exists on the site. Some respondents also noted that the development fits with the neighbourhood character.
- Process – Several participants questioned whether the plan amendment process was required for this proposal, as it seemed straightforward compared to other proposed. However, some suggested that Council should wait for the Centre Plan before approval.

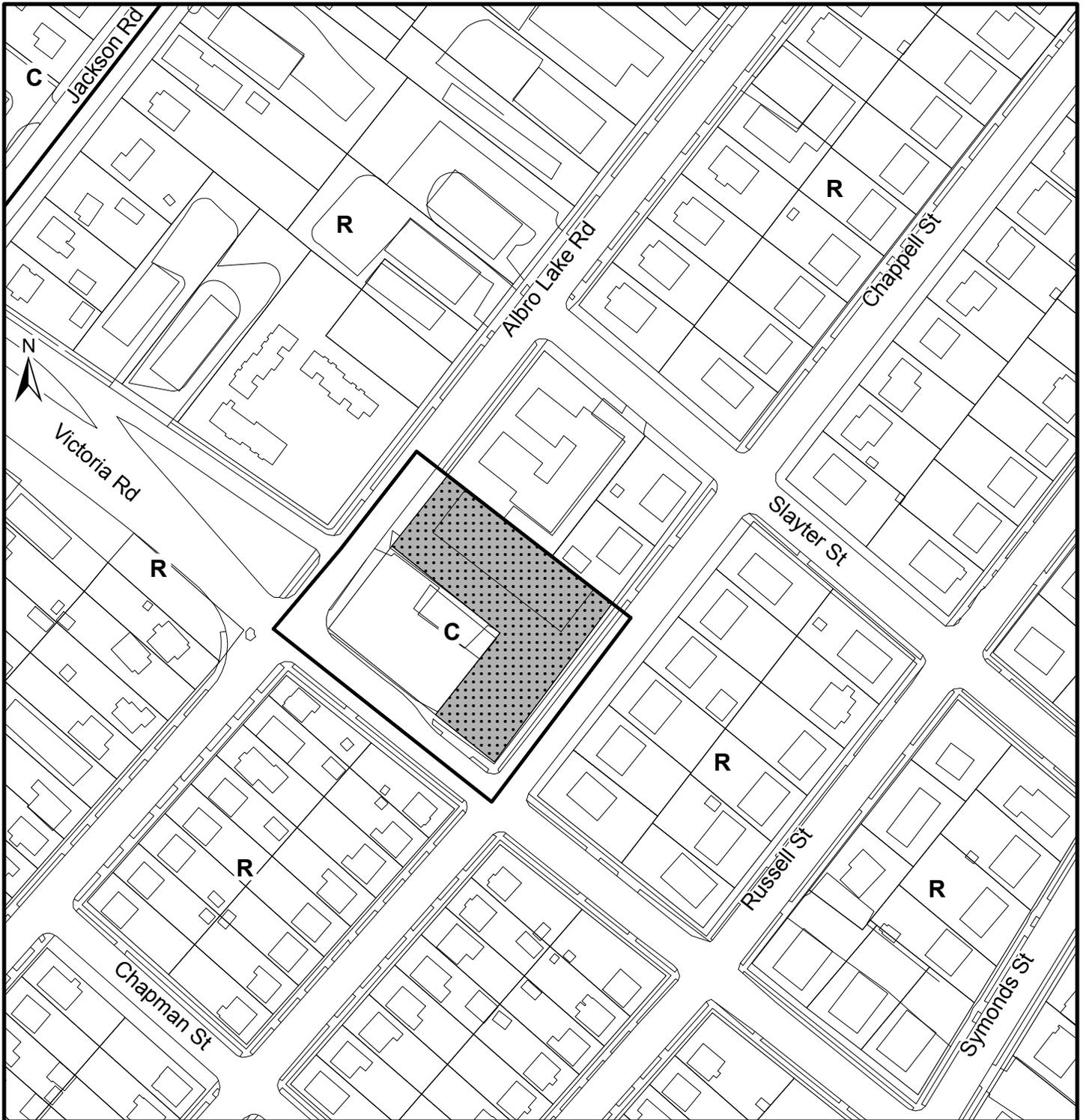
Applicant Rationale

The proposal:

- Presents an opportunity to expand a long-standing small business, allowing it to stay in the community
- Allows the business to locate close to clients
- Will expand a business within an existing building, not changing the appearance of the site except for minor alterations on one side, and signage
- Will positively impact the neighbourhood as parking will be contained on site, rather than on the street
- Has been designed to meet the criteria under Policy C-20 of the Dartmouth MPS, including measures to mitigate the impact on the surrounding neighbourhood

Staff Analysis

- Victoria Road and Albro Lake Road are significant streets in the area
- The auto repair business exists currently at the intersection (Victoria Road and Albro Lake Road)
- The proposal requests expanding the auto repair business to the site and within the existing commercial building
- Although the site is designated Commercial, site-specific policy limits the range of permitted commercial uses
- The Centre Plan identifies the site as part of the Victoria Road Corridor, where buildings up to six storeys are envisioned
- The Centre Plan discourages automotive uses in Corridors, other than fully-enclosed retail and accessory service
- The proposed auto repair business would be contained within the existing commercial building on the site
- Consideration should include appropriate compatibility with low-density residential uses



Map 1 - Generalized Future Land Use

Albro Lake Road
Dartmouth

HALIFAX

 Subject Property

Designation

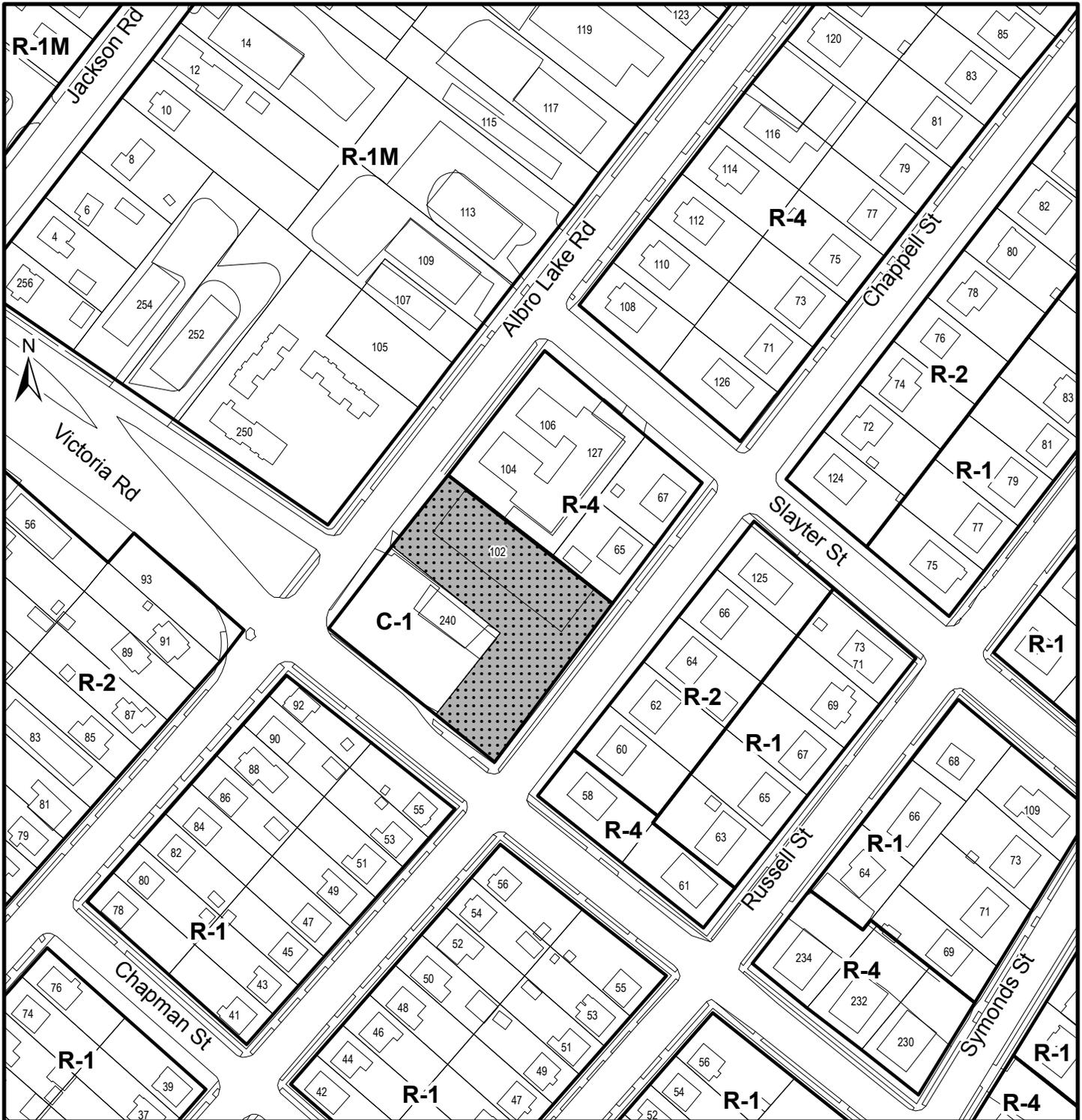
- R Residential
- C Commercial



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Dartmouth
Plan Area



Map 2 - Zoning

Albro Lake Road
Dartmouth

HALIFAX

 Subject Property

Zone

- R-1 Single Family Residential
- R-1M Single Family (Modified) Residential
- R-2 Two Family Residential
- R-4 Multiple Family Residential (High Density)
- C-1 Local Business



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Dartmouth
Land Use By-Law Area

9. Application #20577 – Robie, Compton and Cunard Streets, Halifax

Applicant: WM Fares Architects

Subject Site Details:

General Location	Southwest corner of Robie and Cunard Streets
Subject Site	2162 to 2180 Robie Street, 6014 to 6020 Cunard Street, and 6025 Compton Avenue, Halifax (7 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Medium Density Residential, Peninsula North Secondary Planning Strategy (Area 1), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-2 (General Residential) Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	2141.7 m ² (23,054 sq. ft.)
Street Frontage	42.5 m (139.5 ft.) on Compton Avenue, 53 m (173 ft.) on Robie Street, and 41 m (134 ft.) on Cunard Street
Current Land Use(s)	Seven existing buildings, including a convenience store and residential buildings
Surrounding Use(s)	A mix of low and medium density residential development existing in the adjacent residential neighbourhood to the west. There is some commercial development across Cunard Street to the north of the site, and the Halifax Common is located across Robie Street to the east.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 8-storeys with a 5-storey streetwall; ground floor commercial uses with residential units on upper floors
Existing MPS Policy Considerations	Under current policy, the Medium-Density Residential designation contemplates residential buildings up to four dwelling units. The subject site is not envisioned for commercial uses or for multi-unit residential development under current policy.
Centre Plan Considerations	The Centre Plan has identified the portion of the subject site with frontage on Robie Street as within the Robie Street Corridor. Corridors may include multi-unit residential and mixed-use buildings of low and moderate height (4-6 storeys), with appropriate transitions to adjacent buildings. The remainder of the subject site is identified within an Established Residential area within the Centre Plan, which does not envision apartment-style residential buildings.

Initial Public Engagement Summary

63 comments received

- Form – Many participants considered this proposal too tall and would prefer to see a height of 4-8 storeys for this site. Some suggested that the design could be improved through articulating the street wall and incorporating stepbacks into the building.
- Character – Many respondents felt that this proposal does not fit with the surrounding neighbourhood, and that heritage homes should not be bulldozed for the sake of this building.

- Streetscape – Some participants mentioned the need for more green space and public amenities at grade, as well as wider sidewalks. It was suggested that sightlines be improved for cars turning right onto Robie using larger setbacks.
- Impact on Neighbours – Comments reflected the opinion that we should not be building density on what is perceived to be a dangerous intersection. Participants hypothesized more pedestrian collisions as a possible result. Respondents were also concerned that the development may impact adjacent public space (Halifax Common) through increased shadow and wind.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Some participants commented that this benefits the developer and not the community.

Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- Existing policies no longer apply under current economic, social and cultural climates:
- Current by-laws and height limits restrict feasible high-quality architectural developments that would enrich and enhance neighbourhoods.
- Current by-laws make it difficult to build larger-sized units as set out by the Regional Plan to promote families moving and living in the urban core.
- The site is near many important destinations in central Halifax
- The site is at a highly visible corner on two major thoroughfares and faces a large public park. Good urban form around public parks should ‘frame’ and ‘enclose’ public open space. Larger-scale developments can be identified within the immediate surroundings including multi-unit buildings along Cunard Street and Robie Street facing the Commons.
- The proposed design and programing is compatible with current and neighbouring use at grade, with primarily commercial fabric evident along Cunard Street

Staff Analysis

- Robie Street is a major street, well serviced by transit
- The site spans a block, with two corners fronting on Robie Street
- The intersection of Robie Street and Cunard Street is a junction of significant streets
- Taller buildings are located near the site along Robie Street and Cunard Street
- The site is across from a major public open space (the Halifax Commons) and is close to hospitals, shopping and Downtown Halifax
- Current planning policy and zoning allows for residential buildings up to four dwelling units. The subject site is not envisioned for commercial uses or for multi-unit residential development under current policy
- The Centre Plan identifies most of this site as part of the Robie Street Corridor, where buildings up to six storeys are envisioned
- The Centre Plan also encourages new development to give prominence to the corner
- The building is next to low-density residential
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

HALIFAX

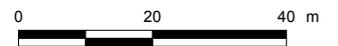
Robie St, Compton Ave
and Cunard St
Halifax

 Subject Properties

Designation

- MDR Medium Density Residential
- HDR High Density Residential
- MJC Major Commercial
- MNC Minor Commercial
- P Park and Institutional

Halifax Plan Area
Peninsula North Secondary Plan Area



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

Robie St, Compton Ave
and Cunard St
Halifax

 Subject Properties

Zone

R-2	General Residential
R-3	Multiple Dwelling
C-2	General Business
C-2A	Minor Commercial
P	Park and Institutional

Halifax Peninsula
Land Use By-Law Area

HALIFAX



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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10. Application #20632 – Agricola Street, Halifax

Applicant: WM Fares Architects

Subject Site Details:

General Location	West side of Agricola between West and Charles Streets
Subject Site	2440 to 2454 Agricola Street, Halifax (3 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Medium-Density Residential and Major Commercial, Peninsula North Secondary Planning Strategy (Area 6), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-2 (General Residential) Zone and C-2 (General Business) Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	779.2 m ² (8,388 square feet)
Street Frontage	31.7 m (104 feet) on Agricola Street
Current Land Use(s)	Two-storey multi-unit building, with one retail commercial unit (record store)
Surrounding Use(s)	Low and medium-density residential uses and ground floor commercial uses

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Maximum 5-storeys with a 4 storey streetwall; ground floor commercial with residential units on upper floors
Existing MPS Policy Considerations	The property is primarily designated Medium-Density Residential and zoned R-2, with only a small strip of land on the northern portion of the site designated Major Commercial and zoned C-2. The Medium-Density Residential designation contemplates residential buildings up to four dwelling units. Most of the subject site is not envisioned for commercial uses or for multi-unit residential development. While the Major Commercial designation and the C-2 Zone would permit commercial development as well as multi-unit residential development, the small portion of the subject site with this designation and zoning means that a plan amendment is required for this proposal.
Centre Plan Considerations	The Centre Plan has identified the subject site within the Agricola Street Corridor. Corridors may include multi-unit residential and mixed-use buildings of low and moderate height (4-6 storeys), with appropriate transitions to adjacent buildings and pedestrian-oriented commercial uses.

Initial Public Engagement Summary

67 comments received

- Form – The majority of respondents' comments state the design is boxy and utilitarian. Some say that the façade should be made more dynamic and given depth to make it interesting. The development was noted as being too tall and out of scale for the neighbourhood. Based on participant feedback, a lower streetwall with setbacks, and setbacks for transitioning at the rear should be explored.

- Character – Several respondents commented that that proposal does not fit with the “quirky” character of Agricola Street. The desire was identified to preserve the look and feel of the street.
- Streetscape – Participants identified that the building should be set back more from the street for the incorporation of more green space, wider sidewalks, and public amenities at grade. In their opinion, the building must do more to foster community and contribute to a lively street.

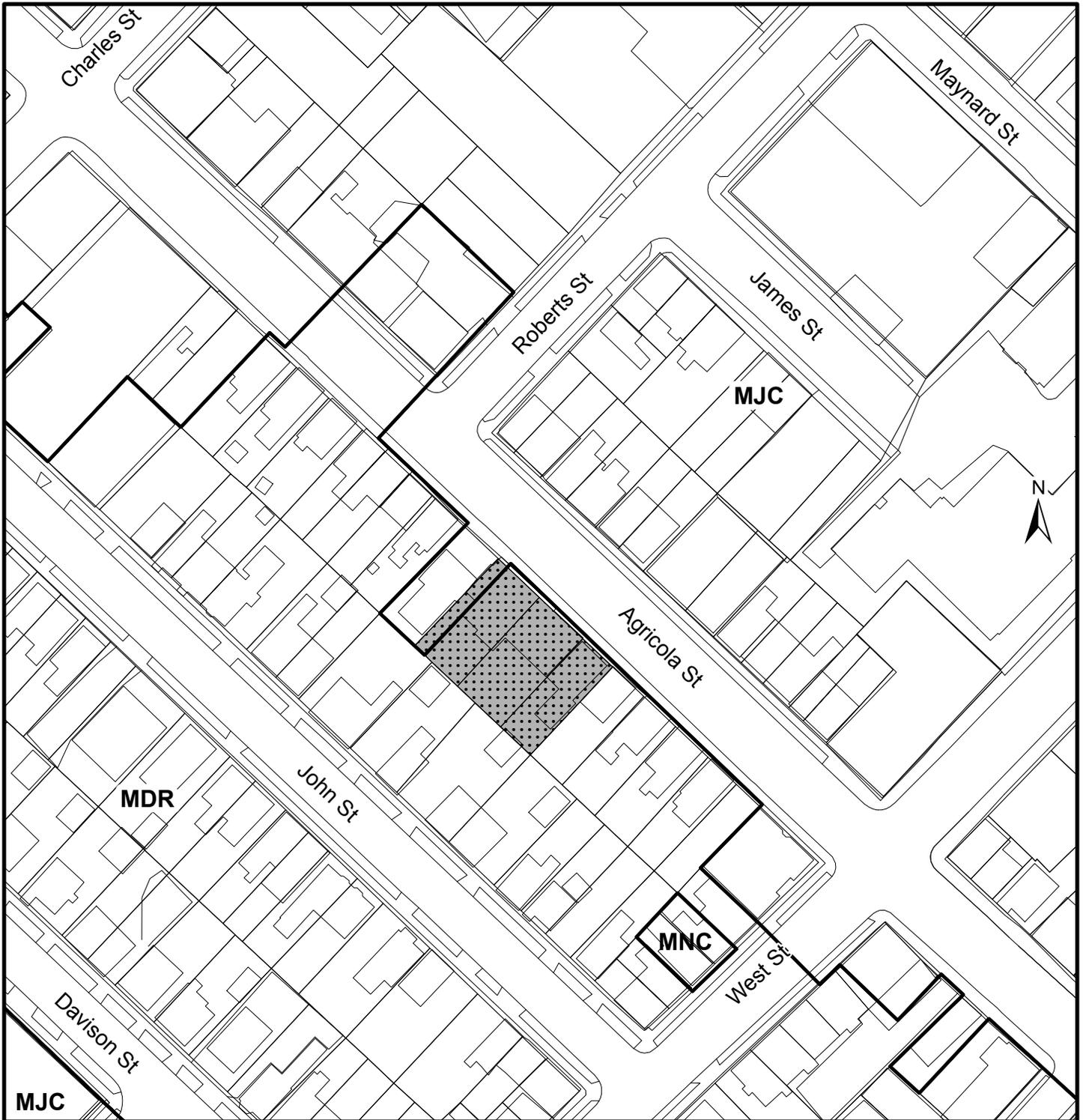
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- Current by-laws, angle controls and height limits restrict feasible high-quality architectural designs that would enrich and enhance neighbourhoods.
- The site is within walking distance to Quinpool Road, Gottingen Street and many civic amenities
- Medium-scale developments within the area include 2 multi-unit buildings on Maynard Street between Harris and Roberts Street, as well as one new mixed-use building on the same block at the corner of Agricola and West Street.
- The proposal seeks to re-establish the continuity of retail uses by allowing commercial retail use at grade.

Staff Analysis

- Agricola Street is a significant street in this area
- The site is located mid-block
- Agricola Street contains a mix of commercial and residential uses, with a concentration of 2-storey buildings
- Existing planning policy and zoning allow residential buildings containing no more than 4 units, with a maximum building height of 35 feet
- The Centre Plan identifies the site as within the Agricola Street Corridor, where buildings up to six stories are envisioned
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

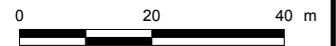
HALIFAX

Agricola Street
Halifax

 Subject Properties

Designation

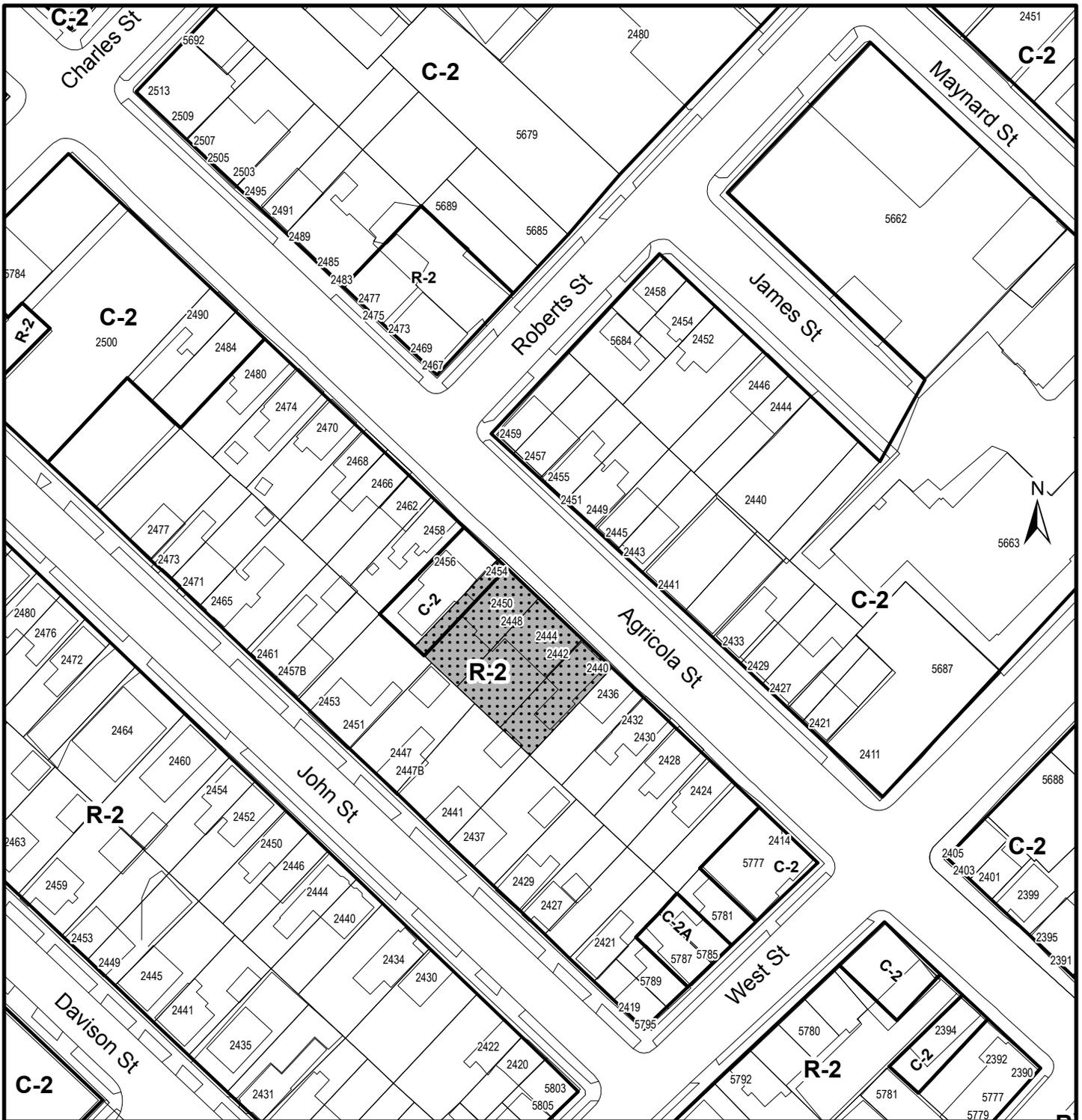
- MDR Medium Density Residential
- MJC Major Commercial
- MNC Minor Commercial



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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Halifax Plan Area
Peninsula North Secondary Plan Area



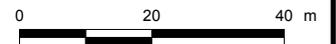
Map 2 - Zoning

Agricola Street
Halifax

 Subject Properties

Zone
 R-2 General Residential
 C-2 General Business
 C-2A Minor Commercial

HALIFAX



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

11. Application #20658 – Bayers Road and Young Street, Halifax

Applicant: WM Fares Architects

Subject Site Details:

General Location	Bayers Road and Young Street, mid-block between Oxford Street and Connolly Street
Subject Site	6438-6460 Bayes Road and 6419-6467 Young Street (17 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial and Residential Environments under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2A (Minor Commercial) Zone and R-2 (General Residential) under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	6,758 m ² (72,746 sq. ft.)
Street Frontage	184 m (605 ft.) on Bayers Road and Young Street
Current Land Use(s)	A mix of commercial buildings and low to medium-density residential uses including single detached dwellings and low-rise multi-unit dwellings
Surrounding Use(s)	A mix of detached dwellings, multi-unit residential buildings and local commercial uses. On the adjacent property at the corner of Bayers Road and Oxford Street, Community Council approved a development agreement for a five-storey multi-unit residential building in 2013; to date construction has not begun.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Land Use Details	Two buildings on a shared parking podium, with partial ground floor commercial on Bayers Road
Building Details	Bayers Road: Maximum 5-storey building with partial ground floor commercial and residential units on upper floors
	Young Street: 3-storey multi-unit residential building in townhouse form
Existing MPS Policy Considerations	<p>The portion of the subject site designated Commercial and zoned C-2A is contemplated for commercial uses and multi-unit residential development, which is reflected through the C-2A Zone provisions. For the portion of the subject site designated Commercial, the MPS provides for the consideration of a development that would not otherwise meet the LUB, subject to a land use by-law amendment and development agreement process.</p> <p>The portion of the subject site designated Residential Environments and zoned R-2 is contemplated for low to medium density residential development. The MPS enables consideration of other residential zones which may support additional residential density, subject to a land use by-law amendment.</p> <p>The building massing and residential density of the application as proposed exceeds that which is enabled under the MPS and LUB,</p>

	therefore a plan amendment would be required to enable this proposal.
Centre Plan Considerations	The Centre Plan identifies the portion of the subject site with frontage on Bayers Road within the Bayers Road Corridor, and the portion with frontage on Young Street within an Established Residential Area. Corridors may include multi-unit residential and mixed-use buildings of low and moderate height (4-6 storeys), with appropriate transitions to adjacent buildings, and Established Residential Areas may be appropriate for townhouse-style residential dwellings.

Initial Public Engagement Summary

33 comments received

- Form – Many participants identified that the design could be improved. Some found that the materials look cheap, or expressed issues with the use of glass. Others mentioned that the building could be located anywhere in the world, and the design has no local flavour. One respondent noted that the shapes of the townhouses were visually jarring. On the other hand, some participants praised the design. In particular, the courtyard space and the townhouses received positive attention.
- Character – Some respondents identified that the development does not fit with the architecture of the surrounding neighbourhood, and that some historic features should be incorporated.
- Streetscape – Comments noted that the setbacks were too small, and the development should incorporate more green space. In their opinion, wider sidewalks are needed as well as enhanced pedestrian interest at grade.
- Impact on Neighbours – A handful of participants noted their concerns about bringing increased traffic to what is perceived to be an already congested area.

Applicant Rationale (Summary)

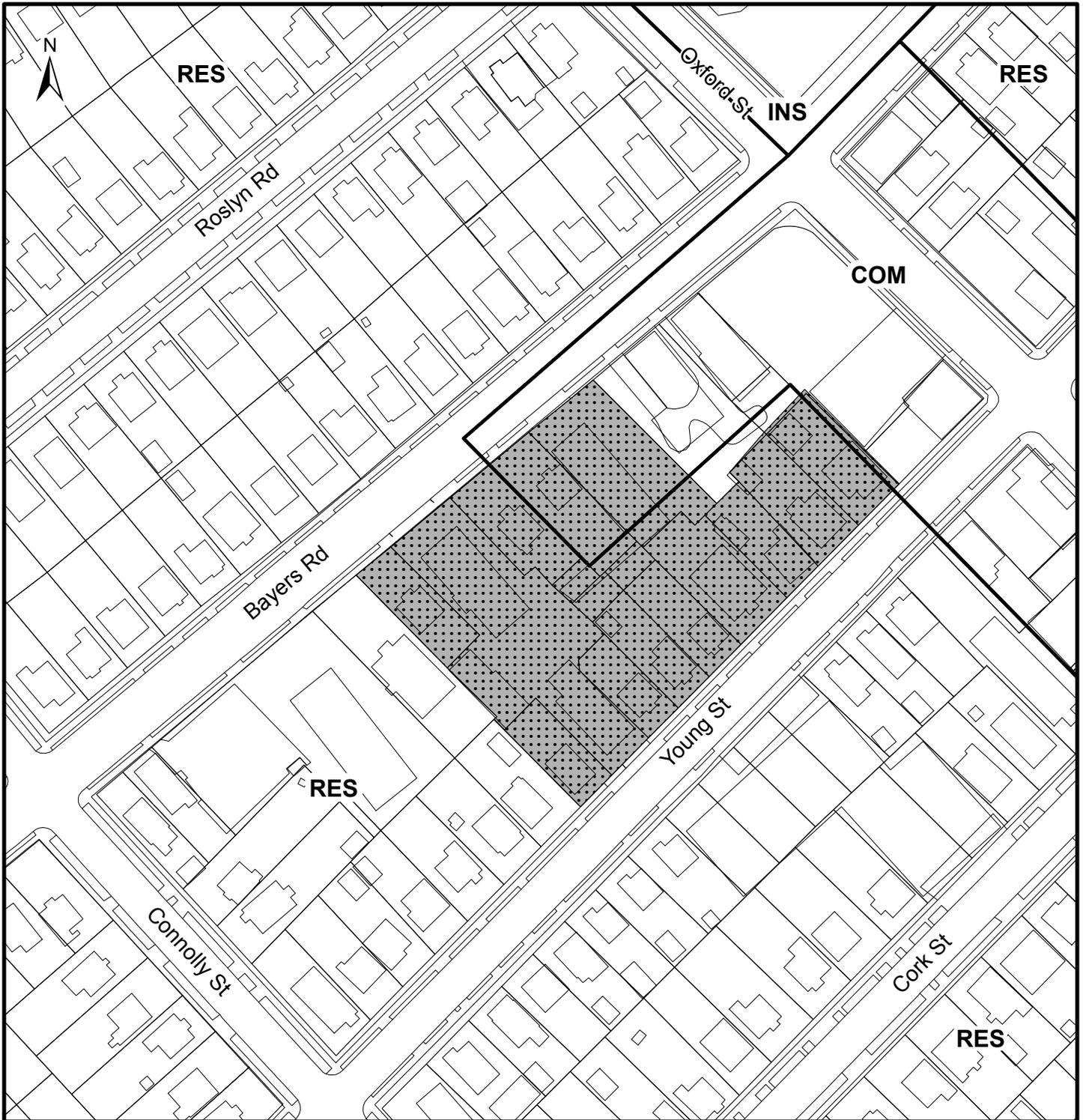
Amendments to the MPS are appropriate because:

- Existing policies no longer apply under current economic, social and cultural climates
- A primary goal of the Regional Plan is to densify the peninsula and encourage active, walkable streetscapes. The current by-laws restrict feasible high-quality architectural developments that would enrich and enhance neighbourhoods
- Current by-laws make it difficult to build larger-sized units as set out by the Regional Plan to promote families moving and living in the urban core
- The location of the site is near existing civic amenities including public transit (Mumford Transit Terminal), parks (Ardmore Park) and community centres (The Forum, Church Hall)
- Existing multi-unit buildings can be identified within the West-End residential blocks between Young and Chebucto Road

Staff Analysis

- Bayers Road is a major street, well serviced by transit. Young Street is a local residential street
- Existing planning policy and zoning for the site allows a mix of commercial and residential development, but limits the building size and densities permitted
- The proposal is generally in keeping with existing policy, from a land use perspective
- The proposal includes townhouse-style development in keeping with the adjacent low-density residential area
- The Centre Plan identifies the part of the site fronting Bayers Road as part of the Bayers Road Corridor, where buildings up to six storeys are envisioned
- The part of the site fronting Young Street is identified as Established Residential by the Centre Plan, where low-rise residential buildings are envisioned
- The site is next to low-density residential development on Young Street

- The proposal represents an opportunity to consider comprehensive redevelopment in keeping with the land use pattern envisioned under existing policy and the Centre Plan
- Consideration should include appropriate building massing and transitions to lower density residential



Map 1 - Generalized Future Land Use

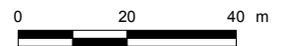
Bayers Road and Young Street
Halifax

HALIFAX

 Subject Properties

Designation

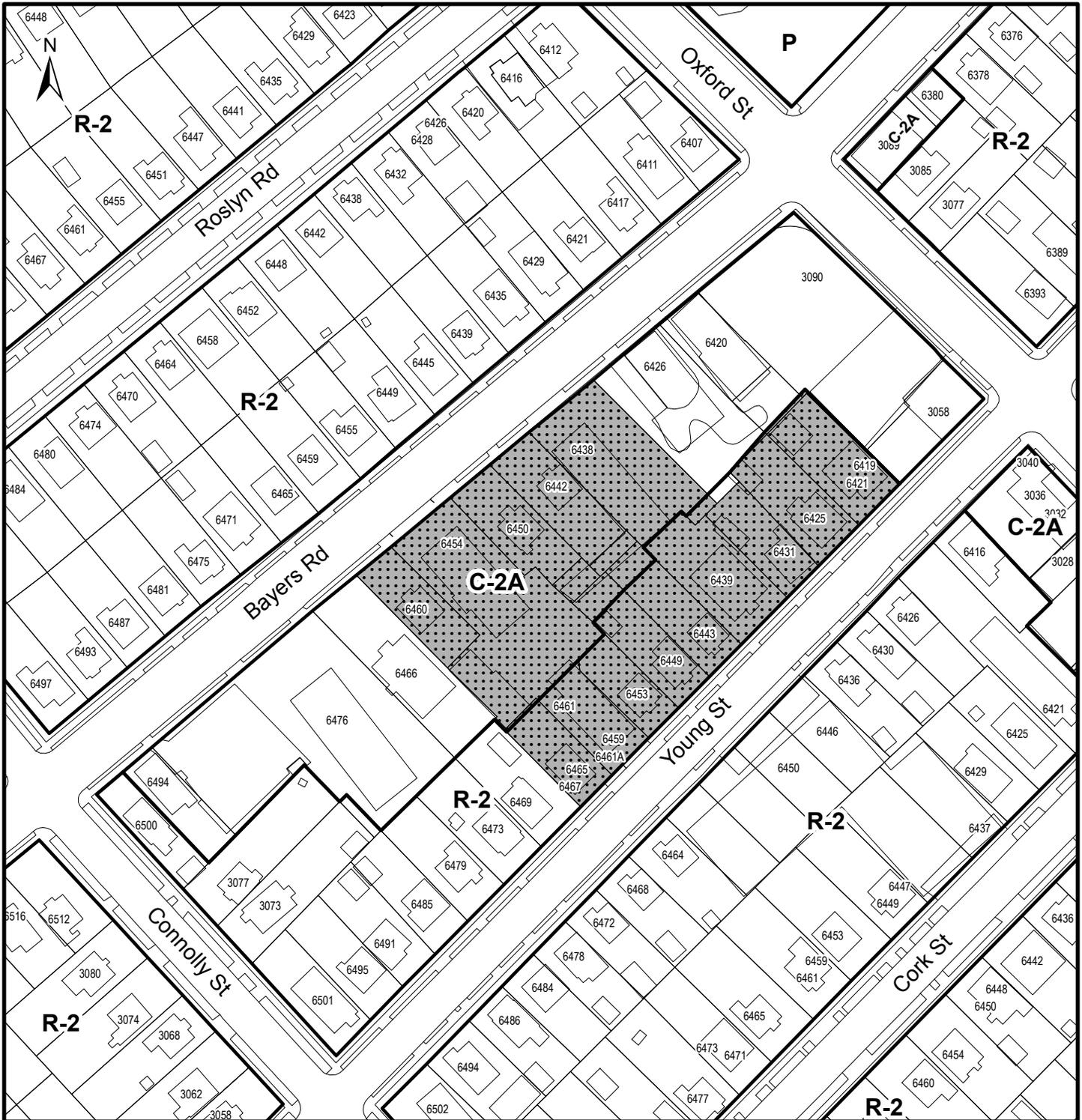
RES Residential Environments
COM Commercial
INS Institutional



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Halifax Plan Area



Map 2 - Zoning

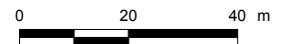
Bayers Road and Young Street
Halifax

HALIFAX

 Subject Properties

Zone

- R-2 General Residential
- C-2A Minor Commercial
- P Park and Institutional



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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Halifax Peninsula
Land Use By-Law Area

12. Application #20669 – Kaye and Young Streets (Former United Memorial Church), Halifax

Applicant: Michael Napier Architecture

Subject Site Details:

General Location	Through-lot, mid-block Kaye and Young Streets between Gottingen and Vincent Streets, Halifax
Subject Site	5350 Young Street and 5375 Kaye Street, Halifax (1 lot)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Low-Density Residential, Peninsula North (Area 4), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-1 Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	2006 m ² (21,603 sq. ft.)
Street Frontage	33 m (107 ft.) on Young Street and 35 m (116 ft.) on Kaye Street
Current Land Use(s)	Vacant church (Former United Memorial)
Surrounding Use(s)	Low density residential uses to the north, west and east, and school and parking lot to the south.

Proposal Details:

General Land Uses	Residential
Building Details	Maximum 7-storey multi-unit residential building with underground parking
Existing MPS Policy Considerations	The Low-Density Residential designation and R-1 Zone does not envision multi-unit residential development on this site.
Centre Plan Considerations	The property is within an Established Residential area of the Centre Plan. Places of worship may be eligible for redevelopment through a development agreement process.

Initial Public Engagement Summary

141 comments received

- **Form** – Numerous respondents mentioned that this development is far too tall and out of scale with the surrounding R-1 neighbourhood. Comments state that the design is too modern and boxy, and looks like an “old filing cabinet”. Concerns were raised about the quality of the building materials.
- **Character** – A majority of participants felt that the proposed development does not fit with the character of the surrounding neighbourhood. In their opinion, there is a lack of historic recognition of the significance of the former church site to the Halifax Explosion. Some would like to see the existing church building repurposed, or a celebratory historic element incorporated into the design.
- **Streetscape** – Many identified that the setbacks are too small and that there is not enough greenspace or public amenities at grade.
- **Impact on Neighbours** – Many participants noted that the development has the potential to bring more traffic to what is perceived to be an already congested intersection. Some respondents mentioned concerns about the negative impact of this development on St. Joseph’s-Alexander McKay Elementary School through ongoing construction hardships, reduction of pedestrian safety, and elimination of travel routes across the property. Neighbours are concerned about the reduction in privacy and property values associated with this development.
- **Process** -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Some identified that this development goes directly against public input for keeping this area zoned R-1 for single family residential.
- A petition for the United Memorial Church Development Proposal (#20669) was submitted to Council with 232 signatures.

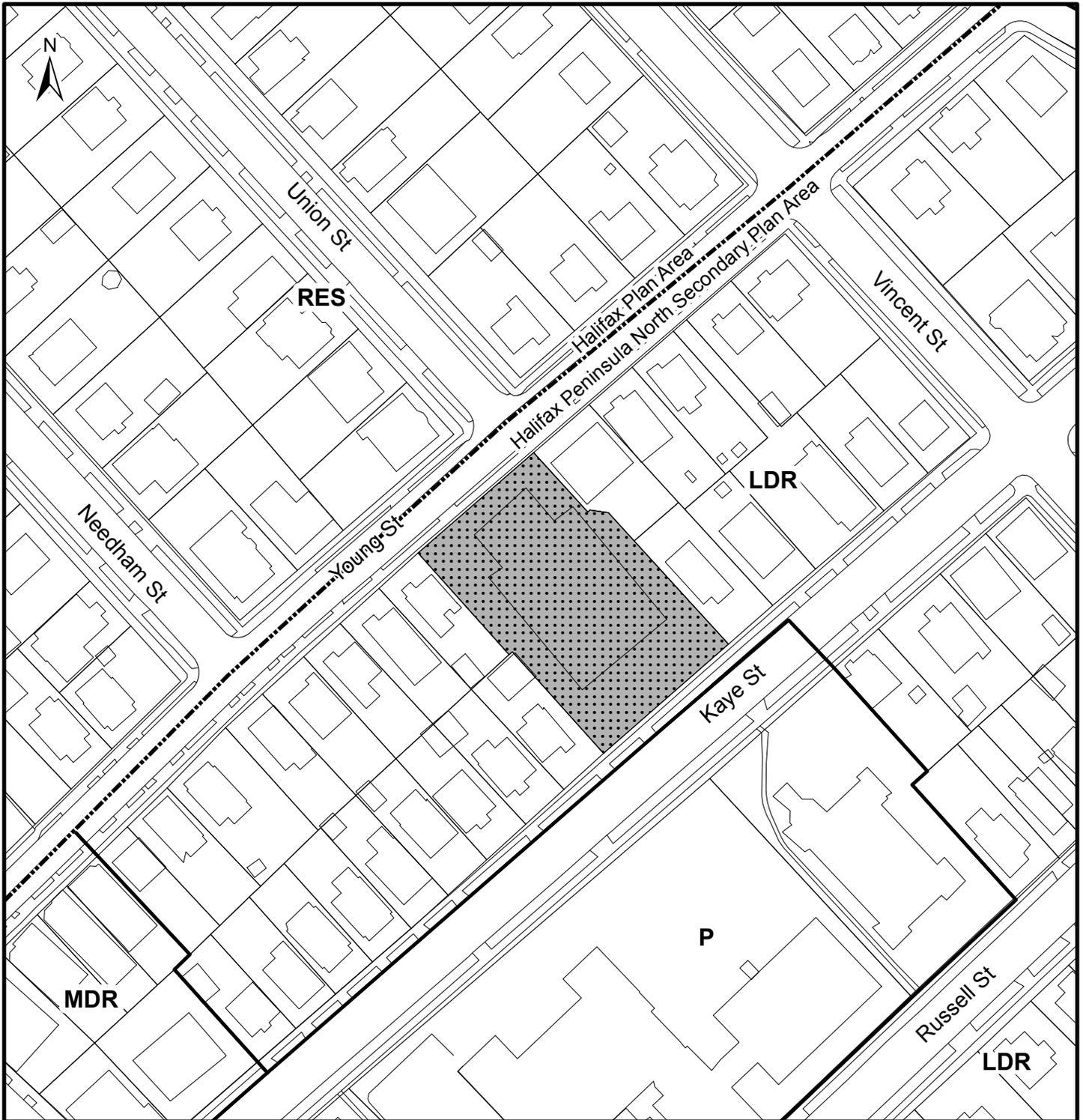
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- The proposed development is within a short walk of transit
- The proposed development is near Robie and Young Street, which offer grocery and drug stores along with an abundance of other services
- The proposed development maintains compatible scale structures along both of the street frontages and concentrates the majority of the building towards the center of the site
- The proposed development is near several other multi-unit buildings and school properties
- Existing policy did not foresee a time when large church properties would not be utilized

Staff Analysis

- Kaye Street and Young Street are local residential streets in this area
- The site is located mid-block, within a long-standing, low-density residential neighbourhood
- In keeping with the long-standing use of the area, the site is designated Low-Density Residential by planning policy and zoned R-1
- The existing building was home to the United Memorial Church
- A church is a permitted use in the R-1 zone
- The former church would be demolished under this proposal
- The Centre Plan identifies the site as Established Residential, where low-rise residential buildings are envisioned
- The proposed building presents a scale of residential development not envisioned by existing planning policy or the Centre Plan



Map 1 - Generalized Future Land Use

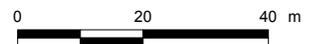
Kaye Street and Young Street
Halifax

HALIFAX

 Subject Property

Peninsula North Secondary Designations

- LDR Low Density Residential
- MDR Medium Density Residential
- P Park and Institutional



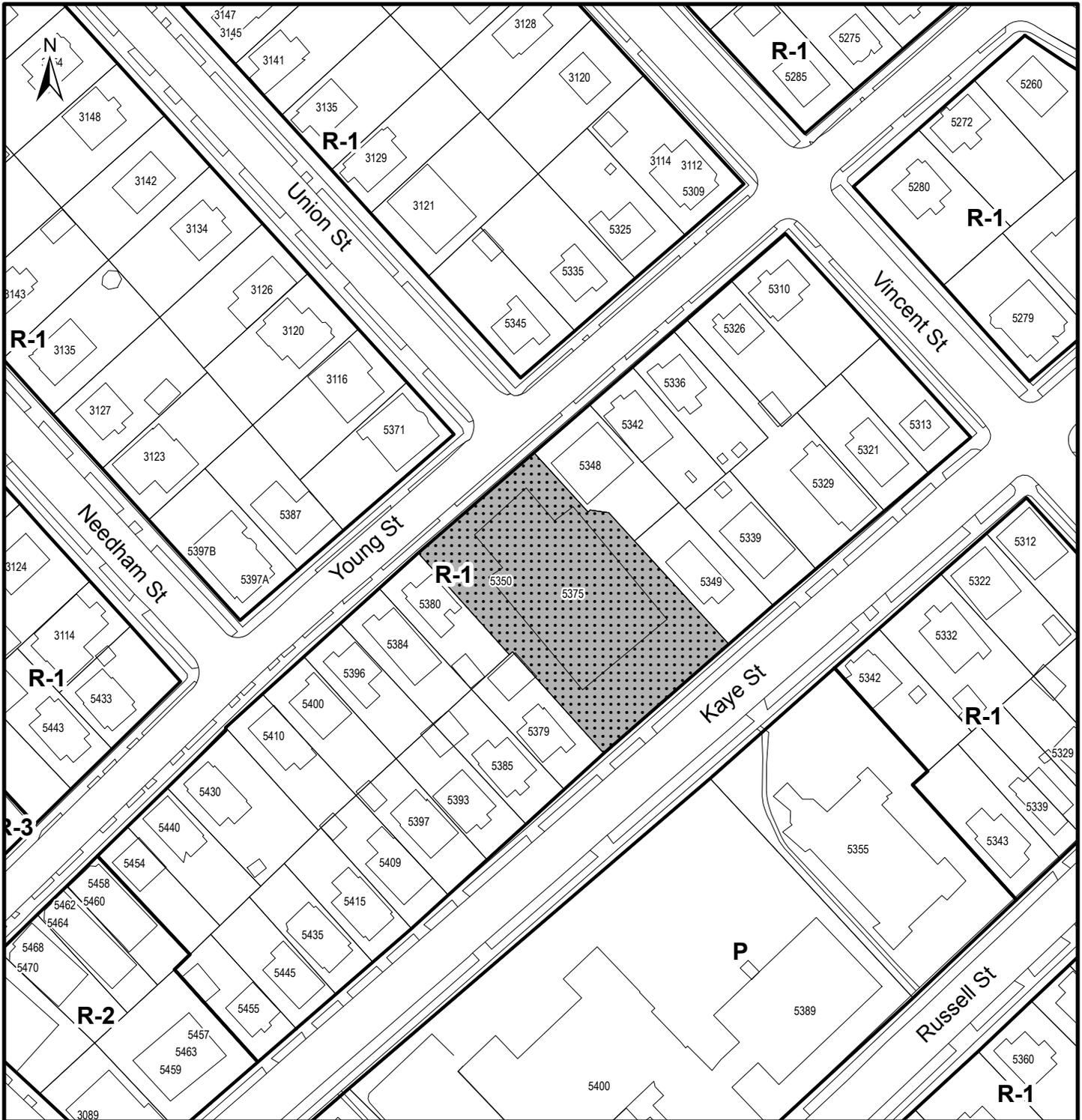
Halifax Plan Area
Peninsula North Secondary
Plan Area

Halifax Designations

- RES Residential Environments

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

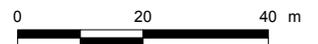
Kaye Street and Young Street
Halifax

HALIFAX

 Subject Property

Zone

- R-1 Single Family Dwelling
- R-2 General Residential
- R-3 Multiple Dwelling
- P Park and Institutional



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The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula
Land Use By-Law Area

13. Application #20761 – Robie, College and Carlton Streets, Halifax

Applicant: Kassner Goodspeed Architects

Subject Site Details:

General Location	Northeast corner of Robie Street and College Street, through to Carlton Street, Halifax
Subject Site	1377 to 1389 Robie Street, 5949 to 5993 College Street, and 1452 to 1456 Carlton Street (10 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	High Density Residential and Medium Density Residential, Peninsula Centre Area Plan (Spring Garden Road Sub-Area), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-3 (Multiple Dwelling) Zone and R-2 (General Residential) Zone
Size of Site	5,160 m ² (55,500 ft ²)
Street Frontage	71 m (234 ft.) on Robie Street; 122 m (400 ft.) on College Street; 21 m (68 ft.) on Carlton Street
Current Land Use(s)	Eight buildings containing a mix of stores, services, restaurants and dwelling units. Buildings are two to three stories tall.
Surrounding Use(s)	Five residential buildings, each two or three floors tall, each with multiple dwelling units. Also, the house at 5969 College St. is a registered heritage building with a multiple unit edition at the rear.

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	A 26-storey tower and a 20-storey tower on a 4-storey podium; commercial uses on the ground level with residential units on upper floors.
Existing MPS Policy Considerations	<p>The portion of the site designated High Density Residential and zoned R-3 contemplates multi-unit residential development.</p> <p>The portion of the site designated Medium Density Residential and zoned R-2 contemplates residential buildings up to four dwelling units. This portion of the subject site is not envisioned for commercial uses or for multi-unit residential development.</p> <p>The overall height of buildings is limited by a 50 Foot Height Precinct.</p>
Centre Plan Considerations	The Centre Plan identifies most the site within the Spring Garden Road Centre, except for the properties on Carlton Street, which are identified within an Established Residential Area. The Centre Plan indicates that buildings of up to 20 stories would appropriate within the Spring Garden Road Centre.

Initial Public Engagement Summary

63 comments received

- Form – Several respondents commented that the building is too tall and out of scale with the homes on Carleton and College Streets. Many identified that the design lacks architectural interest, and that the towers are too wide and monolithic. Concerns were raised about the quality of the building

materials. Some respondents were in favour of the design and noted the modern street appeal. The 4-storey streetwall was identified as positive.

- Character – Participants noted that the proposed development does not fit with the character of the surrounding neighbourhood and has potential to eliminate small-scale affordable housing options. Several comments expressed concern for the impact on heritage properties in the area.
- Impact on Neighbours – Some participants noted that this development may have a negative impact on the neighbourhood through shadows and wind tunnels. A handful of respondents mentioned their concerns about increased traffic in the area resulting from this proposal.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Respondents are concerned that this proposal benefits the developer and not the surrounding community. Several respondents felt this proposal should be considered together with the proposal for Robie Street and Spring Garden Road (Case 20218).

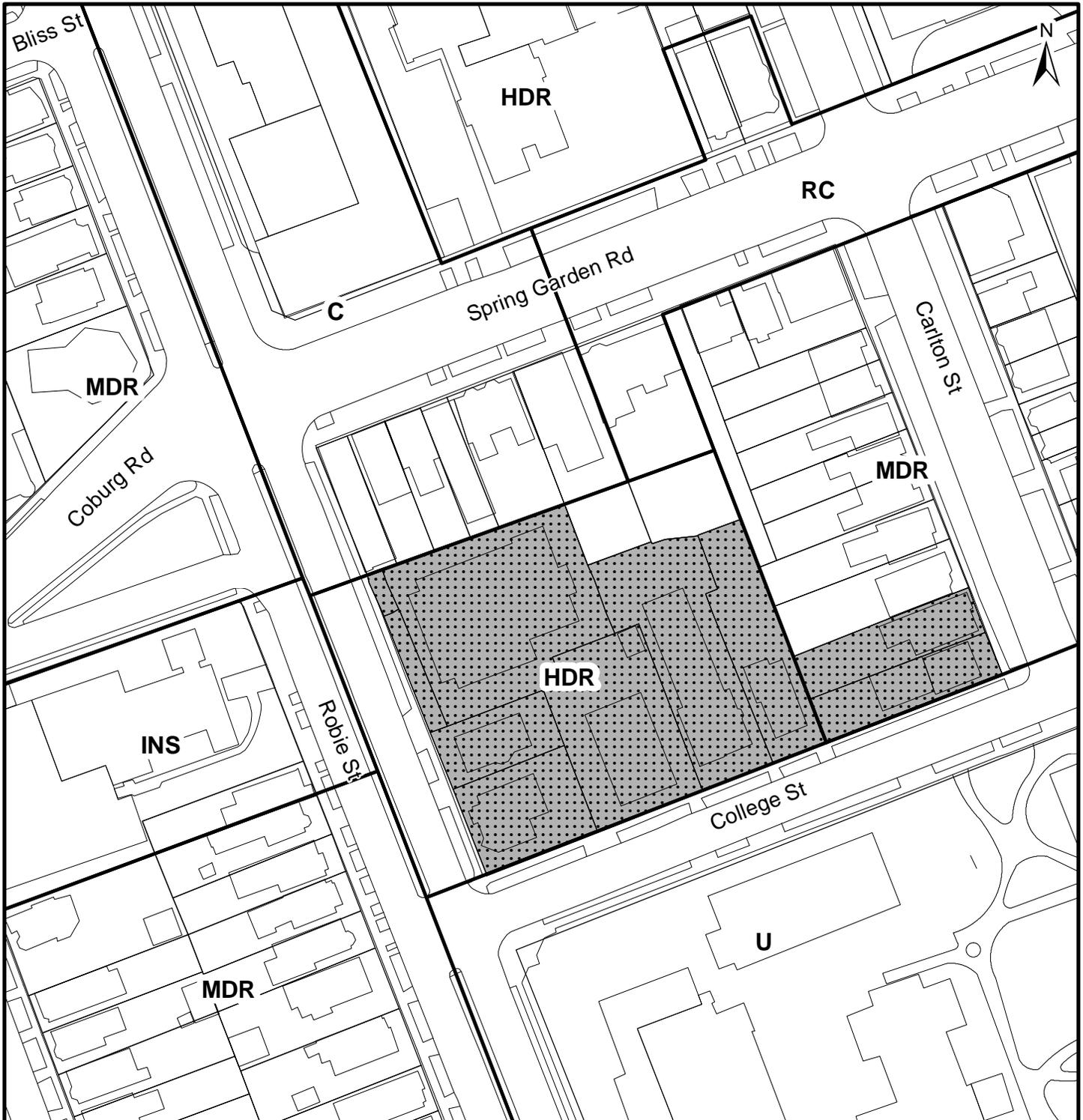
Applicant Rationale (Summary)

The existing municipal controls do not reflect the current reality and overly limit the development potential of the lands. The proposed development:

- Is next to Dalhousie University and the hospital district
- Is within a quick walk of shopping, jobs, major transit routes and recreation
- Is near to a number of existing high-rise structures of twelve or more storeys

Staff Analysis

- Robie Street is major street, well serviced by transit. College Street is a local residential and institutional street. Carlton Street is a local residential street
- The site is located at the corner of Robie Street and College Street, and includes heritage properties on College Street and Carlton Street
- The site is close to major public open spaces, shops, offices, restaurants, hospitals, universities, and Downtown Halifax
- Taller commercial and residential buildings are in the area, including a taller building across College Street
- Current policy and zoning include a 50-foot height precinct, which limits development potential
- A streetscape of houses which are municipally-registered heritage properties are directly east of the site on Carlton Street. The proposal presents an opportunity to restore the heritage buildings on the site. Regional Plan policy includes heritage considerations for developments abutting heritage properties
- The Centre Plan identifies this site as part of the Spring Garden Road Centre, where tall buildings up to 20 stories are envisioned
- The site is well suited for tall buildings
- Consideration should include appropriate building massing and transitions to lower-density residential



Map 1 - Generalized Future Land Use

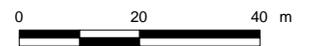
Robie, College and Carlton Streets
Halifax

 Subject Properties

Designation

- MDR Medium Density Residential
- HDR High Density Residential
- INS Institutional
- C Commercial
- RC Residential - Commercial Mix
- U University

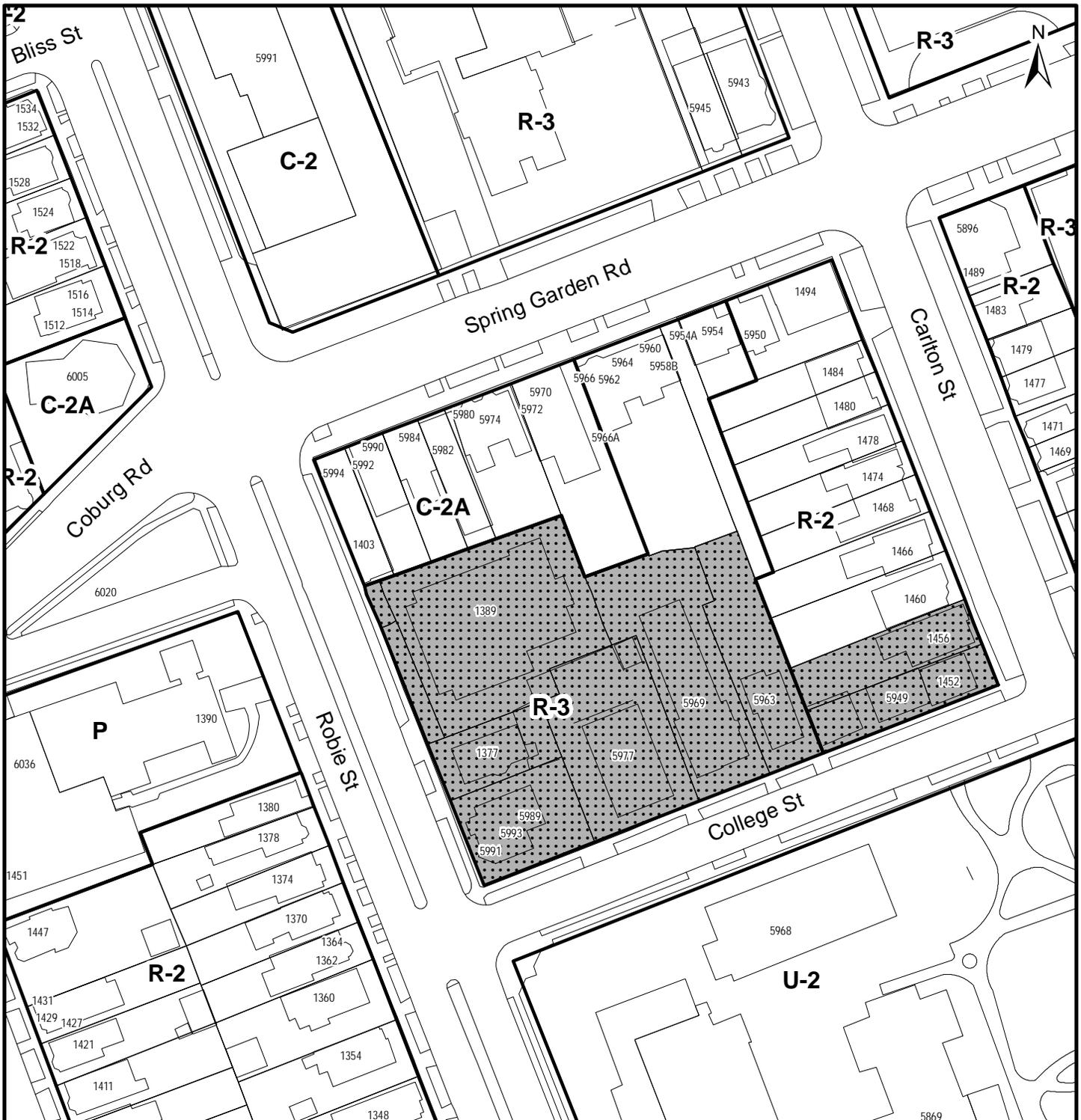
HALIFAX



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax
Plan Area



Map 2 - Zoning

Robie, College and Carlton Streets
Halifax



 Subject Properties

- Zone**
- R-2 General Residential
 - R-3 Multiple Dwelling
 - C-2 General Business
 - C-2A Minor Commercial
 - U-2 High-Density University
 - P Park and Institutional



Halifax Peninsula Land
Use By-Law Area

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

14. Application #20774 – Wellington Street, Halifax

Applicant: Lydon Lynch Architects on behalf of Banc Investments Ltd.

Subject Site Details:

General Location	West side of Wellington Street between Lundys Lane and South Street, Halifax; immediately north of Peter Green Hall, Halifax
Subject Site	1110-1132 Wellington St., Halifax (6 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Medium Density Residential, South End Area Plan (Area 6), under the Municipal Planning Strategy (MPS) for Halifax
Zoning (Map 2)	R-2A (General Residential Conversion) Zone under the Land Use By-law (LUB) for Halifax Peninsula
Size of Site	1,9389 m ² (20,869 sq. ft.)
Street Frontage	49 m (160 ft.)
Current Land Use(s)	6 lots with 6 detached houses
Surrounding Use(s)	Parking lot and Gorsebrook Park to the west; low density residential to the north and east; 15-storey multi-unit residential building to the south.

Proposal Details:

General Land Use	Residential
Building Details	Maximum 11-storey residential building, with a total of 96 residential units including 3-storey walk-up townhouse-style units fronting Wellington Street, and underground parking
Existing MPS Policy Considerations	The Medium-Density Residential designation and R-2A Zone contemplates additional residential density through infill housing, by converting existing dwellings to a maximum of 14 units.
Centre Plan Considerations	The site is identified within the Higher Order Residential classification, which are areas that may include moderately scaled (4-6 storeys), ground-oriented apartment style and mixed-use buildings at intersections.

Initial Public Engagement Summary

42 comments received

- **Form** – Many participants identified that the proposed development is too tall, too dense, and out of scale with the surrounding neighbourhood. A handful commented that they did not like the design and found it “non-descript” and “boxy”. These respondents would prefer to have more eyes on the street. On the other hand, some participants felt that density makes sense here nearby to the hospitals and universities. A handful of comments stated that the height and/or scale seemed reasonable, and that they liked the design.
- **Character** – Several participants noted that the proposed development does not fit with the character of the surrounding neighbourhood. Some respondents identified their preference to preserve the existing older homes.
- **Streetscape** – Some participants noted the need for improvements to the streetscape including larger setbacks and more green space.
- **Process** -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Several respondents expressed concern that this proposal repeats the previous process with another development on Wellington Street, which they felt was inappropriate.

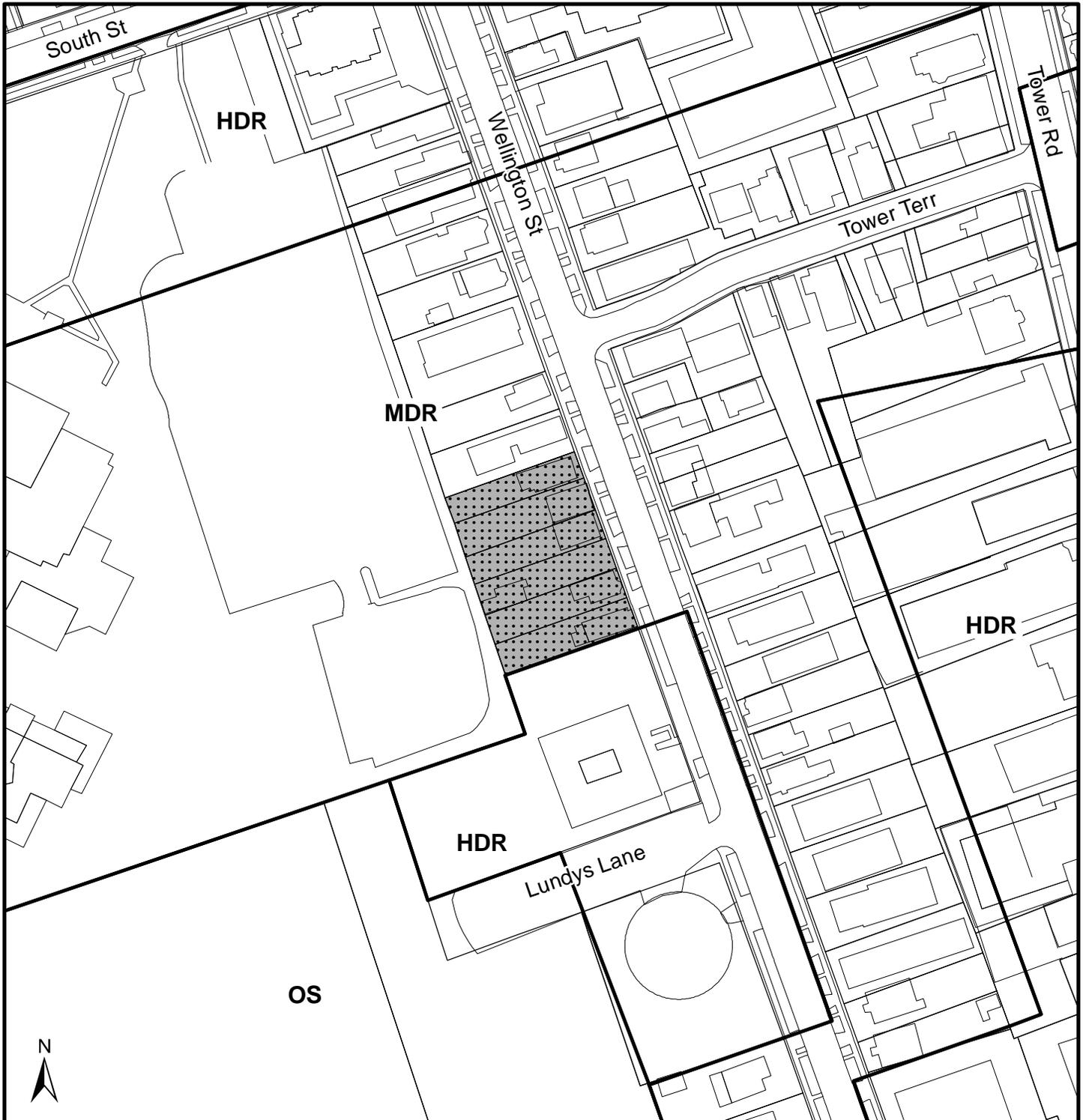
Applicant Rationale (Summary)

The proposed building:

- Provides a high quality, environmentally-friendly rental building with a pedestrian-friendly streetscape on Wellington Street
- Acts as a transitional element between the 15-storey building to the south and 3-storey houses to the north
- Includes townhouse-style units at the ground level, which create opportunities for eyes on the street and a community presence
- Includes underground parking for tenant use which eliminates the need for on-street parking

Staff Analysis

- Wellington Street is a local residential street
- The site is located mid-block, on the west side of Wellington Street
- The west side of Wellington Street is next to public open space and institutional lands
- The site is designated Medium-Density Residential and zoned R-2A, and currently developed with detached dwellings. The existing LUB allows the detached dwellings to be converted to a maximum of 14 units
- The site is next to and across from medium density residential development contained in converted detached dwellings
- The site is also next to tall buildings found at the intersection of Lundys Lane and Wellington Street
- Planning policy was recently changed at the southwest end of Wellington Street to allow for taller buildings
- The Centre Plan identifies the site as Higher Order Residential, with heights up to six storeys envisioned
- The site's location mid-block, coupled with the building's mass would create a condition not envisioned by existing policy or the Centre Plan



Map 1 - Generalized Future Land Use

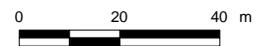
HALIFAX

Wellington Street

 Subject Properties

Designation

- MDR Medium Density Residential
- HDR High Density Residential
- INS Institutional
- OS Open Space



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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Halifax Plan Area
South End Plan Area



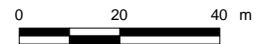
Map 2 - Zoning

Wellington Street

 Subject Properties

Zone
 R-2A General Residential Conversion
 R-3 Multiple Dwelling
 P Park and Institutional

HALIFAX



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula Land Use By-Law Area

15. Application #20830 – Victoria Road and Queen Street, Dartmouth

Applicant: WM Fares Architects

Subject Site Details:

General Location	Southeast corner of Victoria Road and Queen Street, Downtown Dartmouth
Subject Site	6 to 14 Victoria Road and 88 Queen Street (6 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Downtown Business under the Secondary Planning Strategy for Downtown Dartmouth (SPS)
Zoning (Map 2)	Downtown Business under the Land Use By-Law for Downtown Dartmouth (LUB)
Size of Site	1492.2 m ² (16,062.46 sq. ft.)
Street Frontage	37 m (121 ft.) on Queen Street and 46 m (150 ft.) on Queen Street
Current Land Use(s)	Vacant
Surrounding Use(s)	Mix of low, medium and high density residential uses, and local commercial uses (office, retail, health & wellness services, commercial school)

Proposal Details:

General Land Use	Residential
Building Details	Maximum 16-storey residential building with 3-storey streetwall and underground parking
Existing SPS Policy Considerations	The Downtown Business designation contemplates higher density housing through the development agreement process; however, the policy sets a guideline of 100 residential units per acre and 5 storeys. The proposal has requested a significantly taller building and higher residential density than the existing plan considers, therefore an amendment to the plan is required.
Centre Plan Considerations	The site is identified within the Downtown Dartmouth area.

Initial Public Engagement Summary

41 comments received

- Form – Many respondents described the proposed development as too tall. A smaller number of people mentioned that the building was out of scale, and that the design needs improvement. In particular, participants noted that setbacks above the streetwall, and less overall height would be preferred. Some expressed concern with the proposed building materials. Several respondents wrote that they were happy to see growth and/or density in Downtown Dartmouth.
- Streetscape – Many participants mentioned the need to improve the pedestrian experience with wider sidewalks, green space, and activity at grade.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules. Respondents are concerned that this proposal benefits the developer and not the surrounding community.

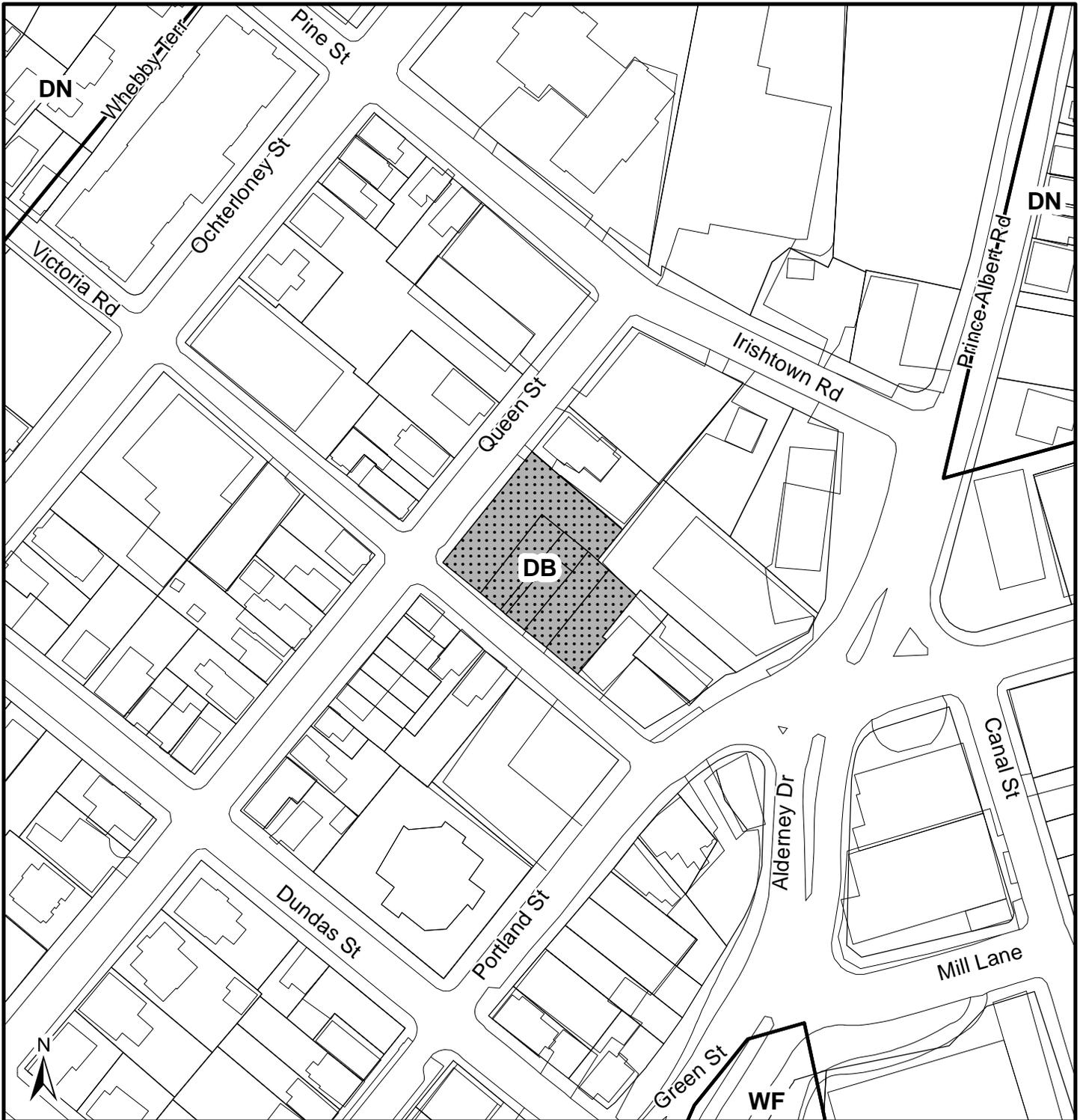
Applicant Rationale (Summary)

No specific rationale provided

Staff's Analysis

- The intersection of Victoria Road and Queen Street is located within Downtown Dartmouth's commercial area

- Downtown Dartmouth planning policy and regulations permit multi-unit development on this site, but not to this scale
- The site is underutilized (currently vacant)
- Downtown Dartmouth viewplanes were recently revised. As part of the viewplane amendment process, Regional Council directed staff to review appropriate building heights in Downtown Dartmouth's commercial area
- Downtown Dartmouth's function as a primary employment and cultural centre for the broader region makes it an area where higher density residential development may be appropriate
- The Centre Plan envisions the commercial area of Downtown Dartmouth as an appropriate environment for high density development, in the form of mid-rise and high-rise buildings
- Downtown Dartmouth planning policy and regulations are currently under review as part of the Centre Plan process
- The review of building heights also suggests this is an appropriate site for taller buildings
- Consideration should include appropriate building massing and transitions to neighbouring properties



Map 1 - Generalized Future Land Use

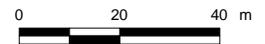
Victoria Road and Queen Street,
Downtown Dartmouth

 Subject Properties

Designation

- DB Downtown Business District
- DN Downtown Neighbourhood
- WF Waterfront

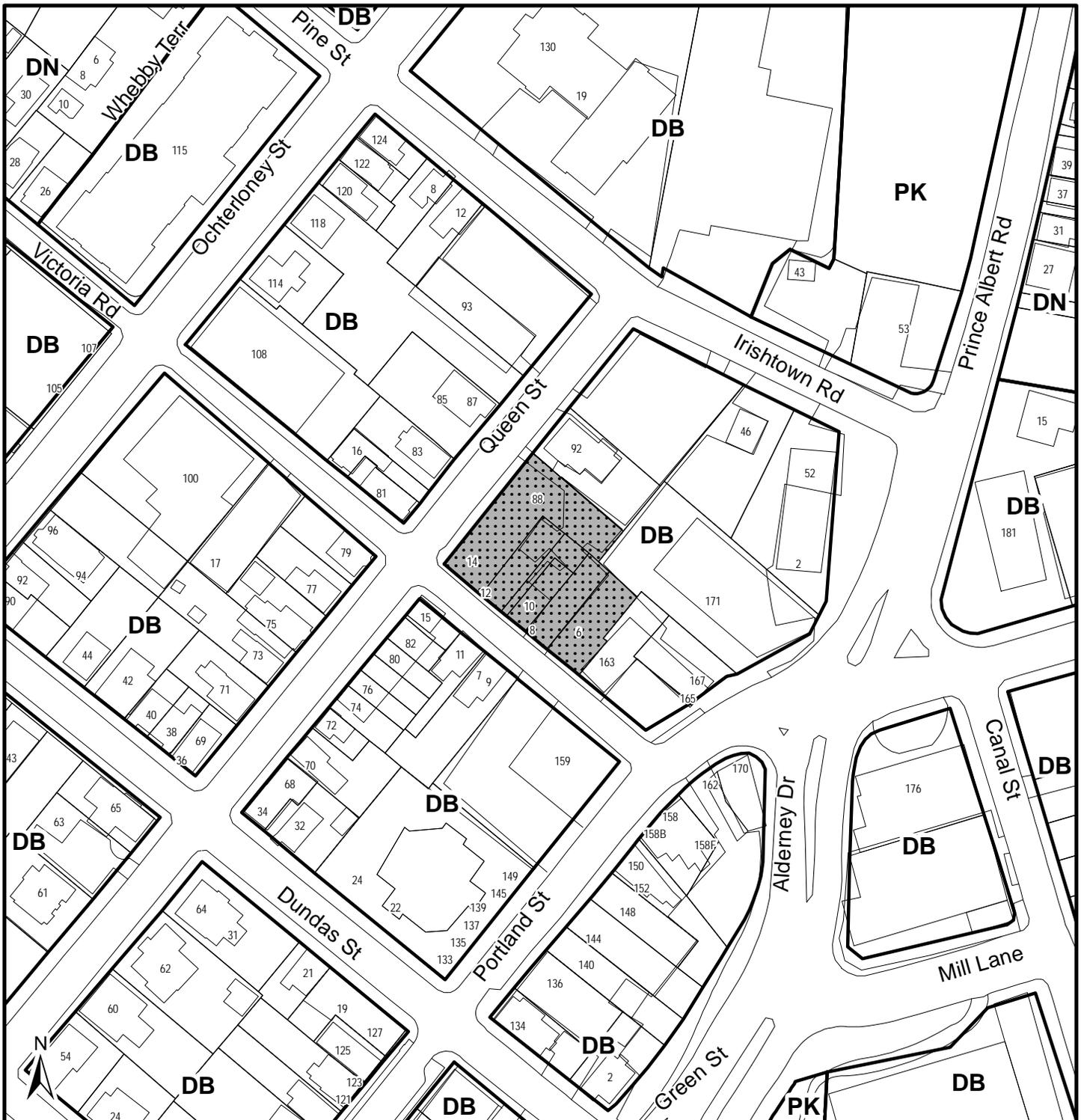
HALIFAX



Downtown Dartmouth
Plan Area

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Map 2 - Zoning

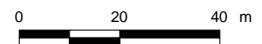
Victoria Road and Queen Street,
Downtown Dartmouth

 Subject Properties

Zone

- DB Downtown Business District
- DN Downtown Neighbourhood
- PK Park and Open Space

HALIFAX



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Downtown Dartmouth
Land Use By-Law Area

16. Application #20831 – Canal Street, Dartmouth

Applicant: WM Fares Architects

Subject Site Details:

General Location	Downtown Dartmouth, east of the Shubenacadie Canal, in the Dartmouth Cove area
Subject Site	11 and 15 Canal Street, Dartmouth (1 lot)
Regional Plan Designation	Harbour
Community Plan Designation (Map 1)	Waterfront under the Secondary Planning Strategy for Downtown Dartmouth (SPS)
Zoning (Map 2)	Marine Business Zone under the Land Use By-Law for Downtown Dartmouth (LUB)
Size of Site	5,552.2 m ² (59,765 sq. ft.)
Street Frontage	60.2 m (197.5 ft.)
Current Land Use(s)	Vacant (former industrial land)
Surrounding Use(s)	Mix of primarily industrial and vacant land, some commercial office and retail space, public park (Shubenacadie Canal/ Martin's Park)

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	Two buildings with shared underground parking, including: an 18-storey multi-unit residential building with a 4 storey base, and a 21-storey building with a 4-5 storey base, with partial ground floor commercial uses and residential units on partial ground floor and upper floors.
Existing SPS Policy Considerations	The current Downtown Dartmouth Secondary Planning Strategy calls for this area to be preserved as a working waterfront for “marine business” uses; however, the policy was adopted prior to the closure of the Dartmouth Marine Slips. The Dartmouth Cove Master Plan, which proposes mixed-use development similar to this proposal, was approved-in-principle by Harbour-East Community Council on June 14, 2012.
Centre Plan Considerations	The site is identified within the Downtown Dartmouth area.

Initial Public Engagement Summary

35 comments received

- Form – Many respondents noted the proposed height of this development was too tall for the surrounding area, and a mid-rise building would be more appropriate for this location in their opinion. Several commenters stated that the design could use improvement, and expressed concern about building materials. An equal number of comments favour the uniqueness of the design and noted that the scale and/or height seems reasonable for the area.
- Character – Several comments noted that the proposal could improve this former industrial site.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules.

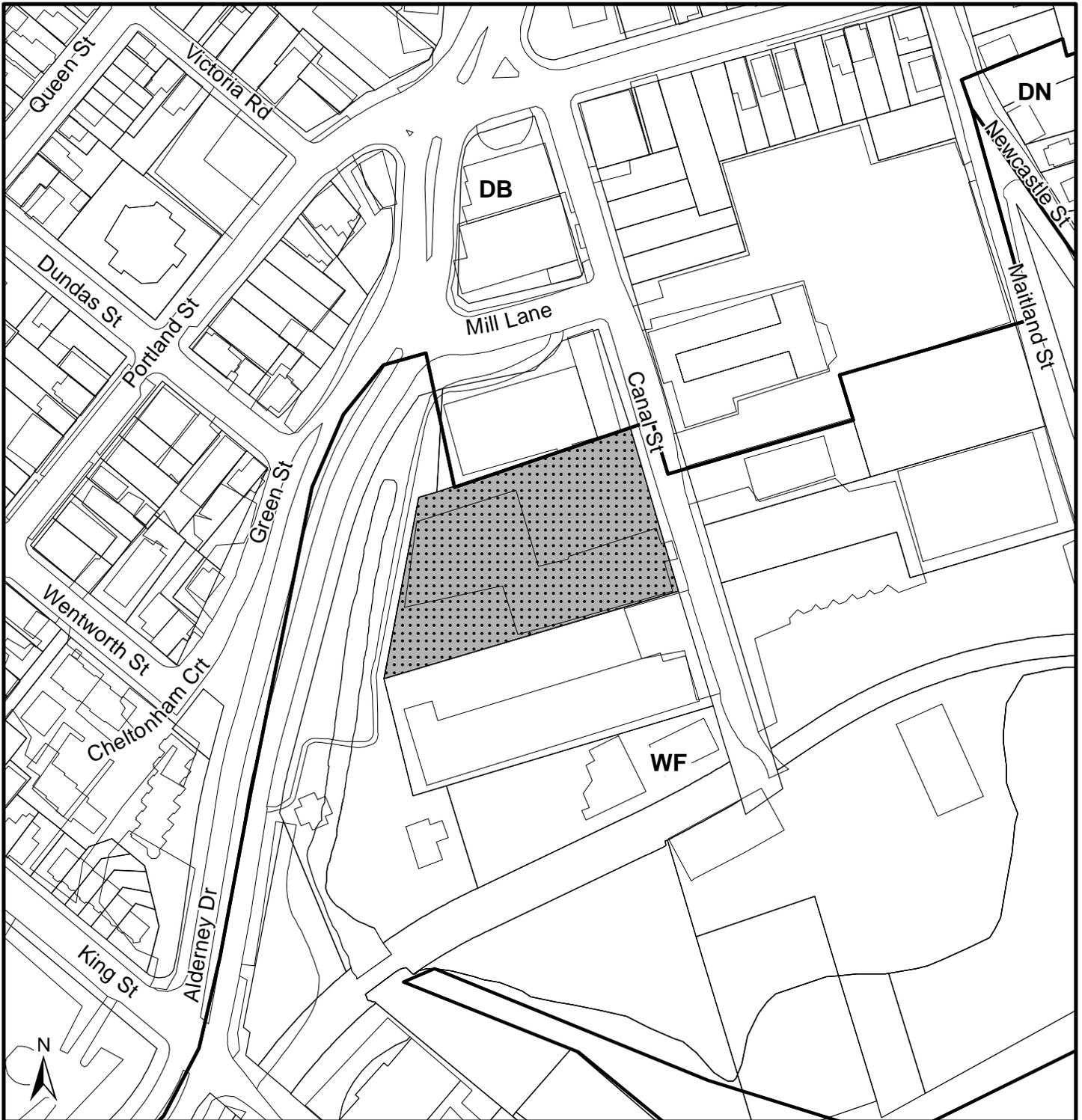
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because the Downtown Dartmouth SPS encourages high-density residential development within the business district and waterfront areas. The proposed development provides:

- Mixed-use pedestrian orientated community with excellent trail and bike linkages
- Public access to much of waterfront
- Some continued marine related business uses
- Taller buildings designed to mitigate wind impacts on pedestrians
- View corridors to enhance the harbour

Staff Analysis

- Existing Downtown Dartmouth planning policy is out of date, identifying the area for marine business uses and a working waterfront
- The Dartmouth Cove Master Plan, the Regional Plan and the Centre Plan all identify the area as appropriate for tall buildings and additional residential density
- Downtown Dartmouth planning policy and regulations are currently under review as part of the Centre Plan process
- Downtown Dartmouth's function as a primary employment and cultural centre for the broader region makes it an area where higher density residential development may be appropriate
- The site is under-utilized (currently vacant)
- Consideration should include appropriate building massing and transitions to neighbouring properties
- Additional consideration should be given to the objectives outlined in the Dartmouth Cove Master Plan



Map 1 - Generalized Future Land Use

Canal Street,
Downtown Dartmouth

 Subject Properties

Designation

- DB Downtown Business District
- DN Downtown Neighbourhood
- WF Waterfront

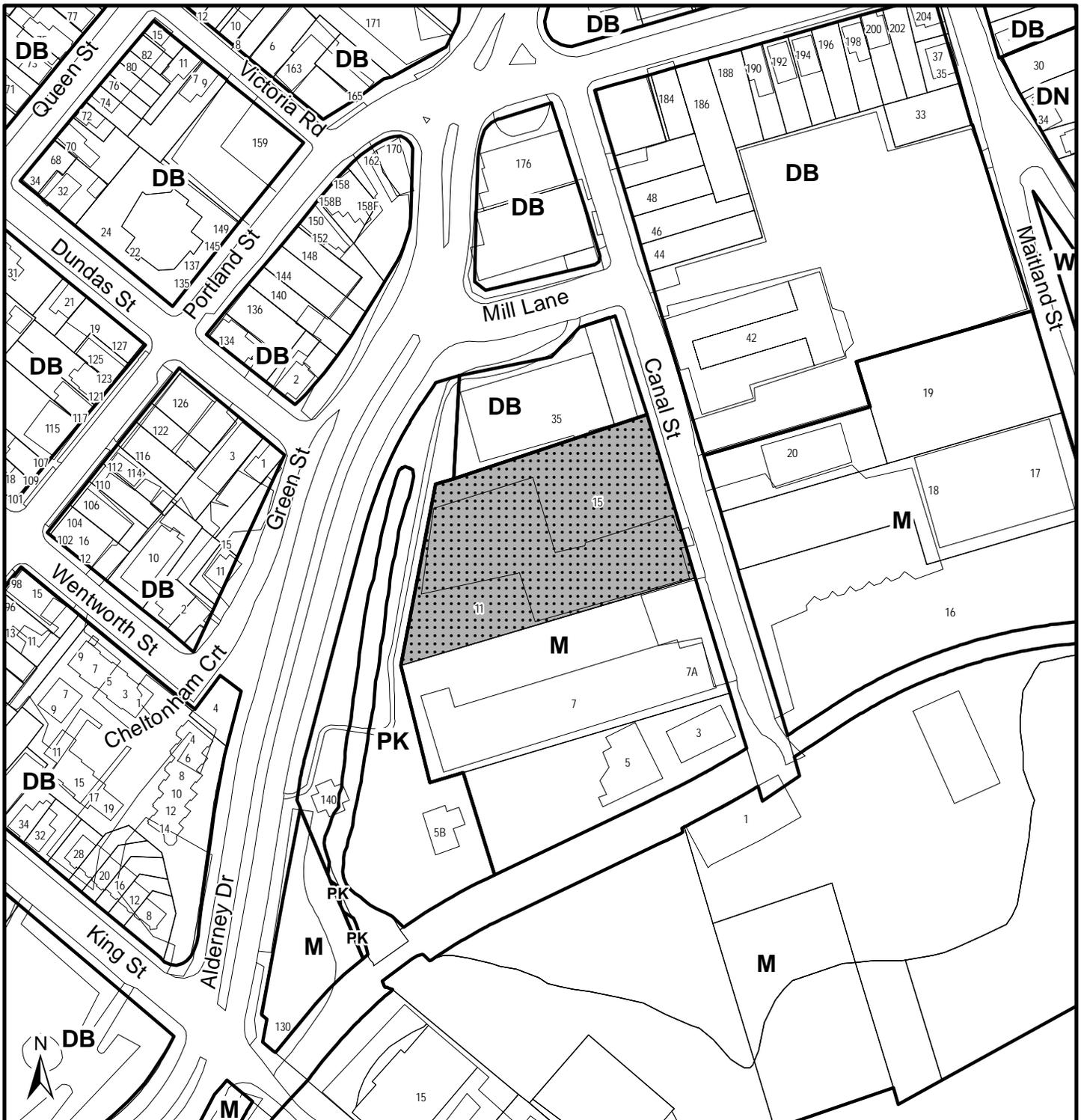
HALIFAX



Downtown Dartmouth
Plan Area

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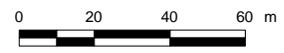


Map 2 - Zoning
 Canal Street,
 Downtown Dartmouth



 Subject Properties

- Zone**
- DB Downtown Business District
 - DN Downtown Neighbourhood
 - M Marine Business
 - W Waterfront
 - PK Park and Open Space



Downtown Dartmouth
 Land Use By-Law Area

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.
 The accuracy of any representation on this plan is not guaranteed.

17. Application #20876 – South and Harvey Streets, Halifax

Applicant: WSP on behalf of Southwest Properties

Subject Site Details:

General Location	Mid-block between Barrington and Church Streets, with frontage on South and Harvey Streets, Halifax
Subject Site	5241 to 5247 South Street and 5230 to 5246 Harvey Street, Halifax (3 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Medium-Density Residential, South End Area Plan (Area 6), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-2A (General Residential Conversion) Zone under the Land Use By-Law for Halifax Peninsula (LUB)
Size of Site	2,266.7 m ² (24,400 sq. ft.)
Street Frontage	30.5 m (100 feet) on South Street and 30.5 m (100 ft.) on Harvey Street
Current Land Use(s)	2-3 storey multiple unit residential dwellings
Surrounding Use(s)	A mix of medium and high-density residential development in 2-4 storey buildings

Proposal Details:

Land Use Details	Residential
Building Details	Maximum 8-storey multi-unit residential building, attached to an existing Municipally-Registered Heritage Property (Stairs House). The proposal includes historical upgrades to Stairs House.
Existing MPS Policy Considerations	<p>The Medium-Density Residential designated and R-2A Zone contemplate additional residential density through infill housing, by converting existing dwellings to a maximum of 14 units. The residential density, height and form of the proposed development do not comply with the existing policy.</p> <p>Under the Heritage Resources policies of the MPS, Community Council could consider a development agreement for a multi-unit residential building for the portion of the subject site that is a Municipally-Registered Heritage Property, provided that Stairs House is not altered in any way to diminish its heritage value. The portion of the subject site that is not a Heritage Property is not eligible for such an agreement; a plan amendment is therefore required for the proposed development.</p>
Centre Plan Considerations	The subject site is identified with an Established Residential Area. A municipally-registered heritage property may be eligible for additional development rights under a development agreement process.

Initial Public Engagement Summary

31 comments received

- Form – Many respondents mention that the design is too bland and boxy. Some suggest that street wall could use more variety in materials, colours, and setbacks. A handful of participants note that the design is too tall and out of scale for the neighbourhood.
- Character – A large number of participants noted that the proposed design does not fit with the character of the surrounding neighbourhood of 2-3 storey homes. Many respondents had concerns for the heritage character of the existing buildings, but several felt the design was appropriate and preserved the registered heritage building.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules.
- Other – Some participants urge that this development should incorporate affordable units and design for universal accessibility.
- General positive comments -- “Terrific infill!”

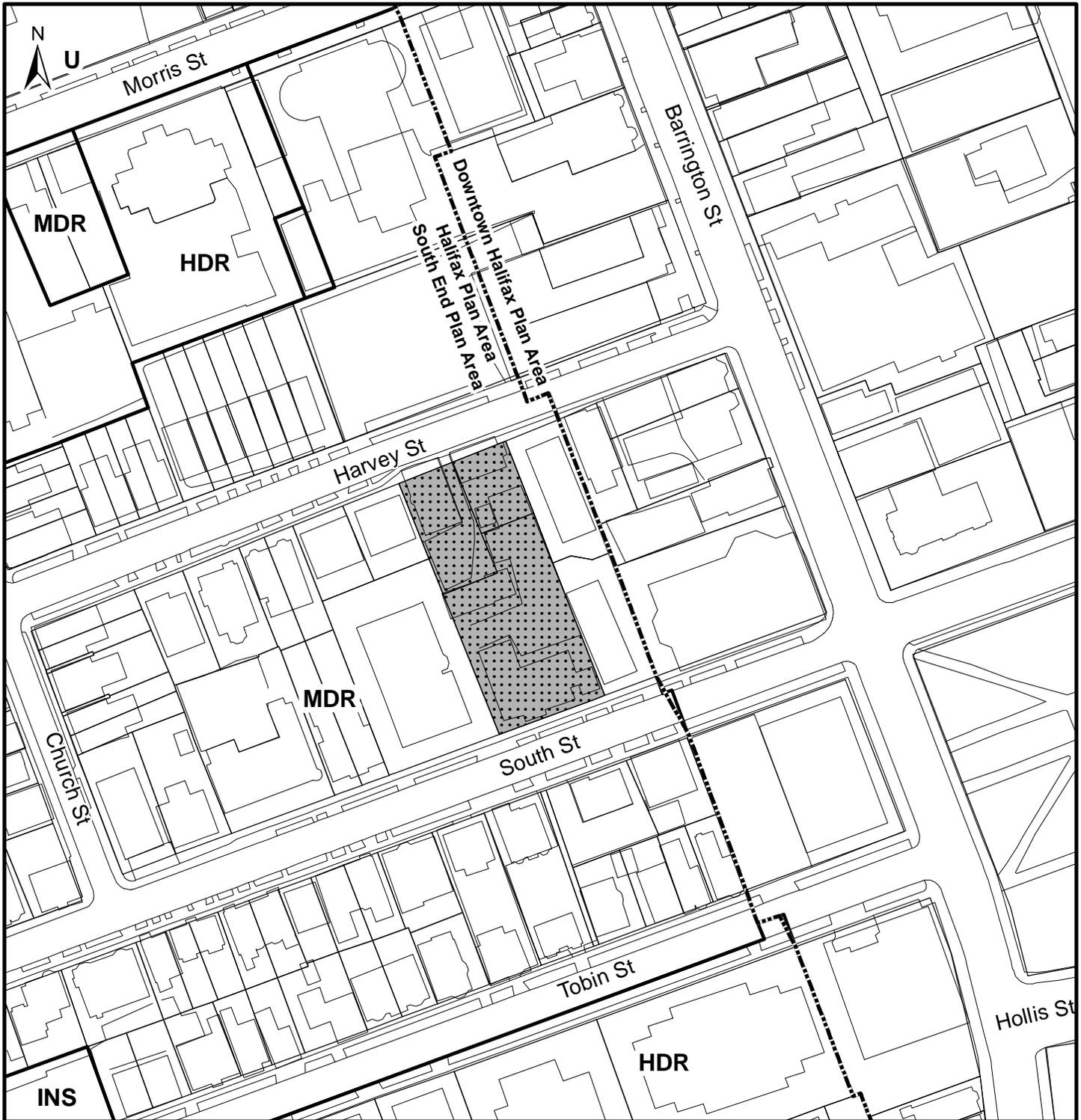
Applicant Rationale (Summary)

Amendments to the MPS are necessary to promote investment in residential development at greater densities. The proposal:

- Will allow for adaptive re-use of a heritage property
- Includes a multi-unit building addition which will introduce new housing stock into the neighbourhood that is designed to complement, but not compete, with the surrounding uses and design

Staff Analysis

- South Street is a significant street. Harvey Street is a local residential street
- The site is located mid-block
- The site is designated Medium-Density Residential and zoned R-2A, and currently developed with detached dwellings. The existing LUB allows the detached dwellings to be converted to a maximum of 14 units
- A portion of the site is a registered heritage property (Stairs House). This portion of the site could be considered for any development or change of use subject to heritage policy found in the Halifax MPS
- The proposal includes a restoration plan for the Stairs House
- The proposed building’s building mass is heavily weighted to Harvey Street (the local street)
- The Centre Plan identifies the area as Established Residential, where low-rise residential buildings are envisioned
- Similar to the existing Halifax MPS, the Centre Plan envisions the portion of the site with a registered heritage property could be considered for any development or change of use subject to a development agreement. In this context, the Centre Plan places consideration on adjacent residential areas and emphasis on the integrity of heritage resources
- The site is next to lower-density residential development on Harvey Street



Map 1 - Generalized Future Land Use

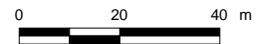
South and Harvey Streets

HALIFAX

 Subject Properties

Designation

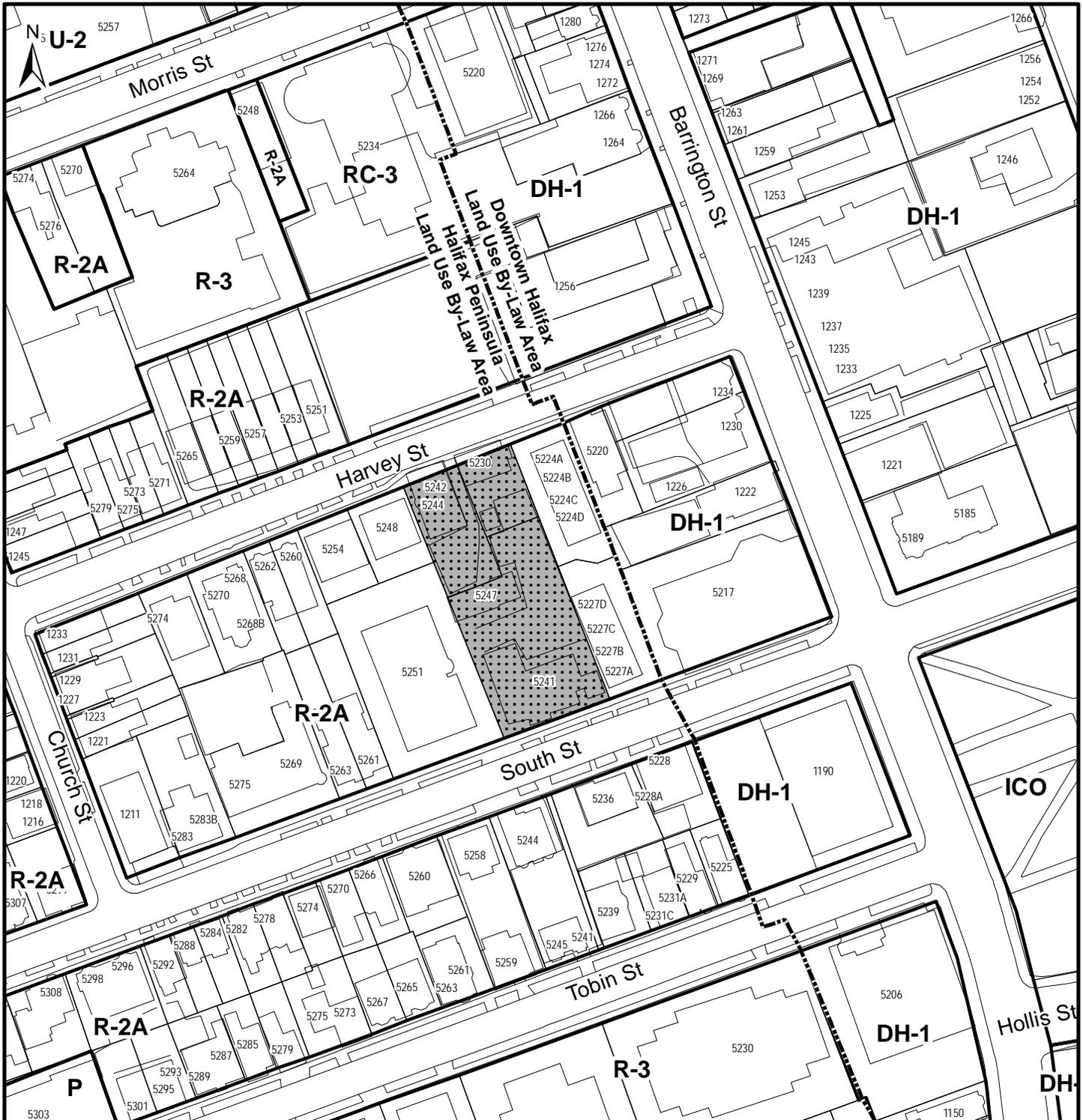
- MDR Medium Density Residential
- HDR High Density Residential
- INS Institutional



Halifax Plan Area / South End Area Plan
Downtown Halifax Plan Area

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning
South and Harvey Streets

 Subject Properties

Halifax Peninsula Land Use By-Law Area
Downtown Halifax Land Use By-Law Area

Zone

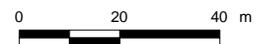
Halifax Peninsula Land Use By-Law

- R-2A General Residential Conversion
- R-3 Multiple Dwelling
- RC-3 High Density Residential Minor Commercial
- U-2 High-Density University
- P Park and Institutional

Downtown Halifax Land Use By-Law

- DH-1 Downtown Halifax
- ICO Institutional, Cultural and Open Space

HALIFAX



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

18. Application #20898 – Lucknow Street, Halifax

Applicant: Ekistics Planning and Design on behalf of Southwest Properties

Subject Site Details:

General Location	Lucknow Street, Halifax
Subject Site	1027 and 1037 Lucknow Street (2 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	High-Density Residential, South End Area Plan (Area 6), under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-3 (Multiple Dwelling) Zone
Size of Site	2,200 m ² (23,700 ft ²)
Street Frontage	42 m (138 ft.)
Current Land Use(s)	Two 3-storey apartment buildings
Surrounding Use(s)	A mix of low to high-density residential uses, including a mix of attached and detached houses, many with more than one dwelling unit on Rhuland, Bland and Inglis Streets; an 8-storey multi-unit building directly north of the site on Lucknow Street; and a 4-storey multi-unit building east of the site on Inglis Street.

Proposal Details:

General Land Uses	Residential
Building Details	Maximum 9-storey multi-unit residential building with 3-storey base in townhouse-style units fronting Lucknow Street
Existing MPS Policy Considerations	The High-Density Residential designation and R-3 Zone contemplates multi-unit residential development at this location, however, a 35 Foot Height Precinct limits the overall height of buildings.
Centre Plan Considerations	The Centre Plan identifies the entire subject site within an Established Residential Area. Policy direction 2.1.2 states: <i>“Allow the redevelopment of non-conforming sites through development agreement. Any increase in unit count could be negotiated in the agreement and must involve public engagement with the surrounding community.”</i>

Initial Public Engagement Summary

47 comments received

- Form – Many participants felt that the proposal is too tall for the surrounding neighbourhood, and that the 4-6 stories suggested in the first Centre Plan draft would be more appropriate. A few participants identified the streetwall and building setbacks as positive features of the proposal.
- Character – Some participants mention that the development proposal is a welcome upgrade to what currently exists on the site. A small number of comments suggest that the proposal fits with the character of the neighbourhood.
- Streetscape – Some respondents identify that the setbacks are too small.
- Impact on neighbours – A large number of respondents are concerned about the reduced privacy and/or property values of neighbouring homes resulting from this development. In their opinion, it may increase shadows and reduce daylight penetration in the immediate area.
- Process -- Comments urge that Council wait for the Centre Plan and stick to the height rules.

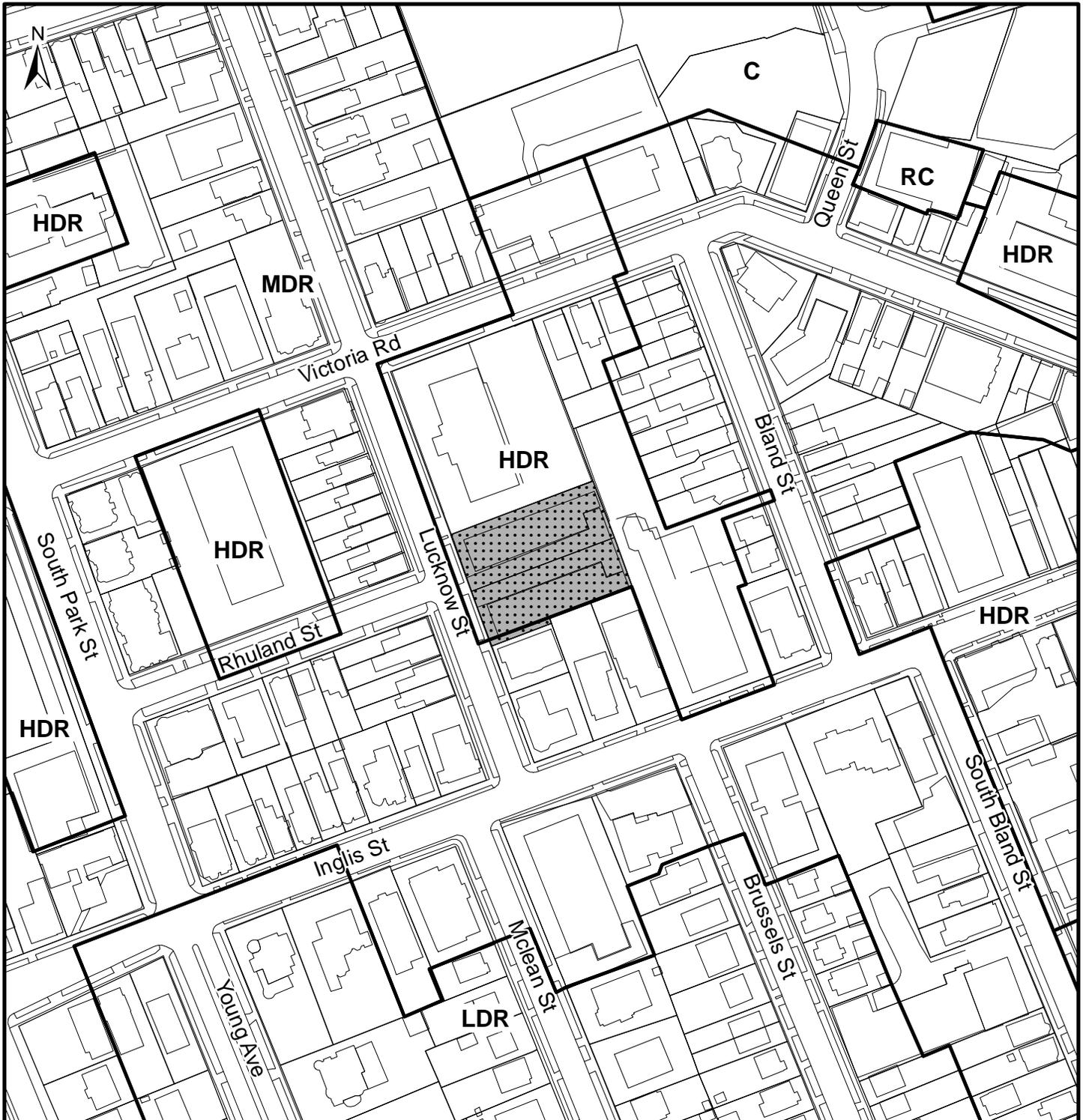
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- The existing zoning approach for development near Downtown is dated
- The general design intent and principles follow the draft Centre Plan
- The development will help achieve Regional Plan growth targets of 25% of growth within the Regional Centre
- The development will improve the walkability and character of this high density residential area

Staff Analysis

- Lucknow Street is a local residential street
- The site is located mid-block
- The site is surrounded by a range of housing types, low and medium density development, with some high density development
- The High-Density Residential designation and R-3 Zone applied to the site contemplates multi-unit residential development at this location; however, a 35 Foot Height Precinct limits the overall height of buildings
- The Centre Plan identifies the site as Established Residential, where low-rise residential buildings are envisioned
- The site's location mid-block, coupled with the building's mass would create a condition not envisioned by existing policy or the Centre Plan



Map 1 - Generalized Future Land Use

Lucknow Street

 Subject Properties

Designation

- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- RC Residential - Commercial Mix
- C Commercial

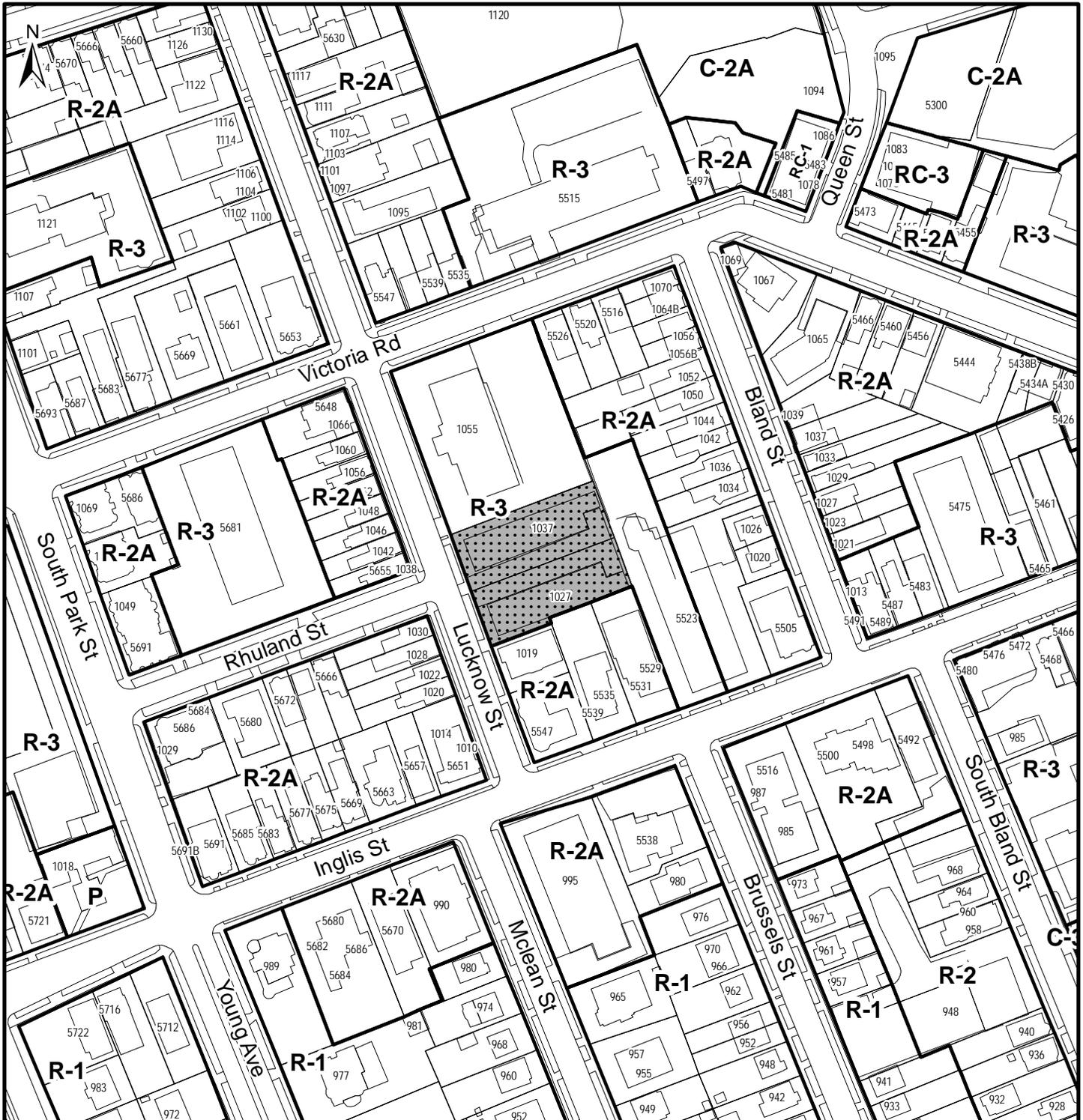
HALIFAX



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Plan Area
South End Plan Area



Map 2 - Zoning

Lucknow Street



Subject Properties

Zone

- R-1 Single Family Dwelling
- R-2 General Residential
- R-2A General Residential Conversion
- R-3 Multiple Dwelling
- RC-1 Neighbourhood Commercial
- RC-3 High Density Residential Minor Commercial
- C-2A Minor Commercial
- C-3A Business Service
- P Park and Institutional

HALIFAX



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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Halifax Peninsula
Land Use By-Law Area

19. Application #20980 – Quinpool Road (near Armdale Rotary), Halifax

Applicant: WM Fares Architects

Subject Site Details:

General Location	North side of Quinpool Road, east of the Armdale roundabout, Halifax
Subject Site	7177 and 7193 Quinpool Road, Halifax (2 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2 (General Business) Zone and R-3 (Residential) Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	2,995 m ² (32,238 sq. ft.)
Street Frontage	55 m (180 ft.)
Current Land Use(s)	Vacant (formerly two multi-unit buildings)
Surrounding Use(s)	Multi-unit residential to the east and west, rail corridor and NSPI transmission station to the north, the Northwest Arm to the south.

Proposal Details:

Land Uses	Residential
Building Details	17-storey multi-unit residential building with a 5-storey streetwall
Existing MPS Policy Considerations	The Commercial designation and C-2 and R-3 zoning enables multi-unit residential development in accordance with the R-3 Zone standards at a maximum of density of 125 persons per acre.
Centre Plan Considerations	The site is identified within the Higher Order Residential classification, which are areas that may include moderately scaled (4-6 storeys), ground-oriented apartment-style buildings.

Public Engagement

None to date

Applicant Rationale (Summary)

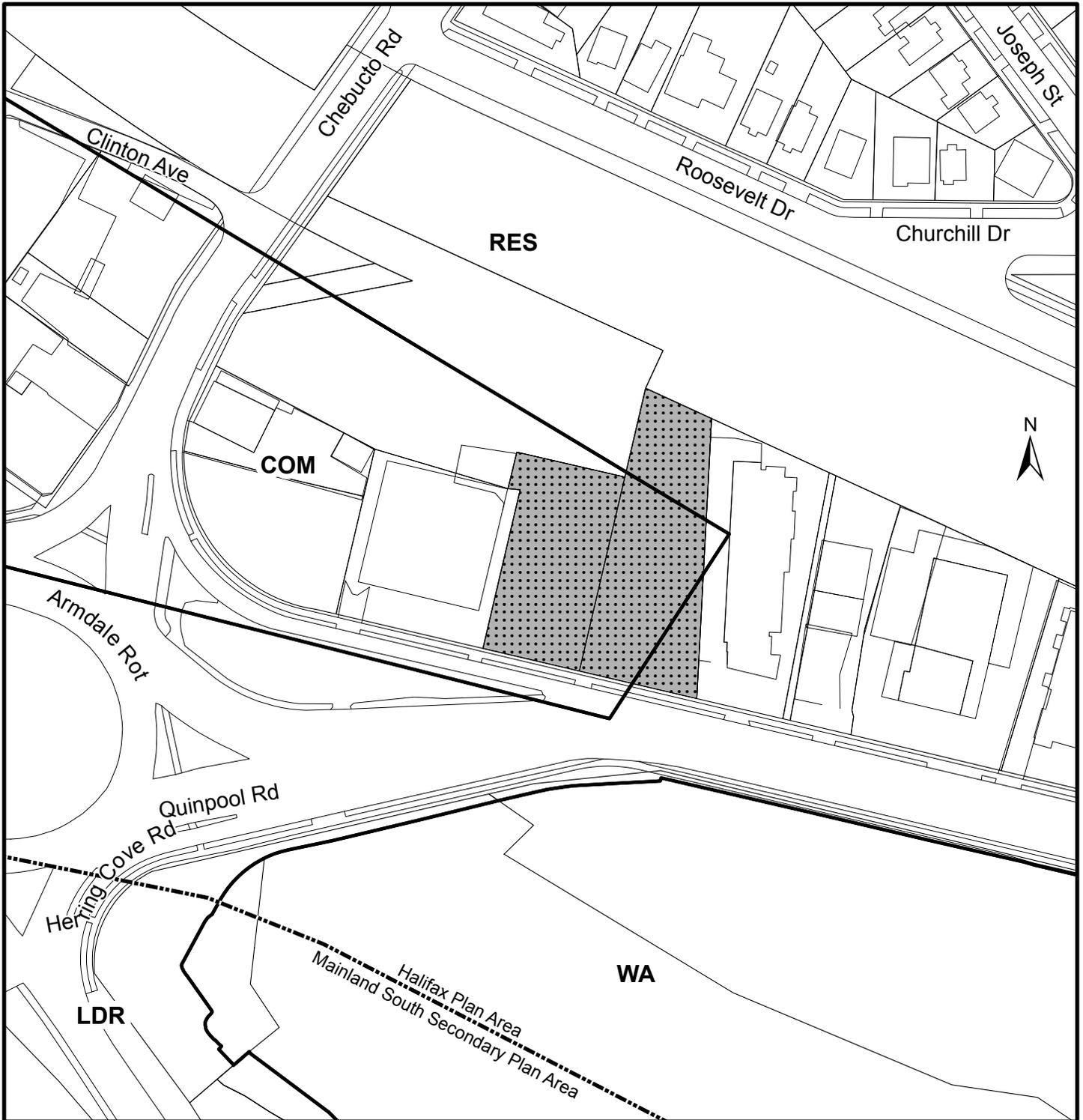
Amendments to the MPS are appropriate because:

- Existing policies no longer apply under current economic, social and cultural climates:
- Current by-laws and height limits restrict feasible high-quality architectural developments that would enrich and enhance neighbourhoods
- Considering current trends, the current by-laws limit the densification of larger-sized units
- The immediate site context consists of multi-unit buildings
- The site is within walking distances to parks, schools, churches, shopping areas, offices, and restaurants
- The site is near major transportation arteries that provide access to other parts of HRM
- Development Agreements can promote good design, as opposed to the current as-of-right process which does not have controls for good design

Staff Analysis

- Quinpool Road is major street
- The site is designated commercial and high density residential. Current zoning (C-2 and R-3) zoning enables multi-unit residential development in accordance with the R-3 Zone standards

- No height precinct exists on the site. The height of an as-of right high density residential building would be controlled through density and angle control provisions
- Existing mid-rise apartment buildings are next to the site
- The Centre Plan identifies this area as Higher Order Residential, with heights up to six storeys envisioned



Map 1 - Generalized Future Land Use

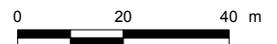
Quinpool Road near Chebucto Road
Halifax

HALIFAX

 Subject Properties

Halifax Designations

- RES Residential Environments
- COM Commercial
- WA Water Access Area



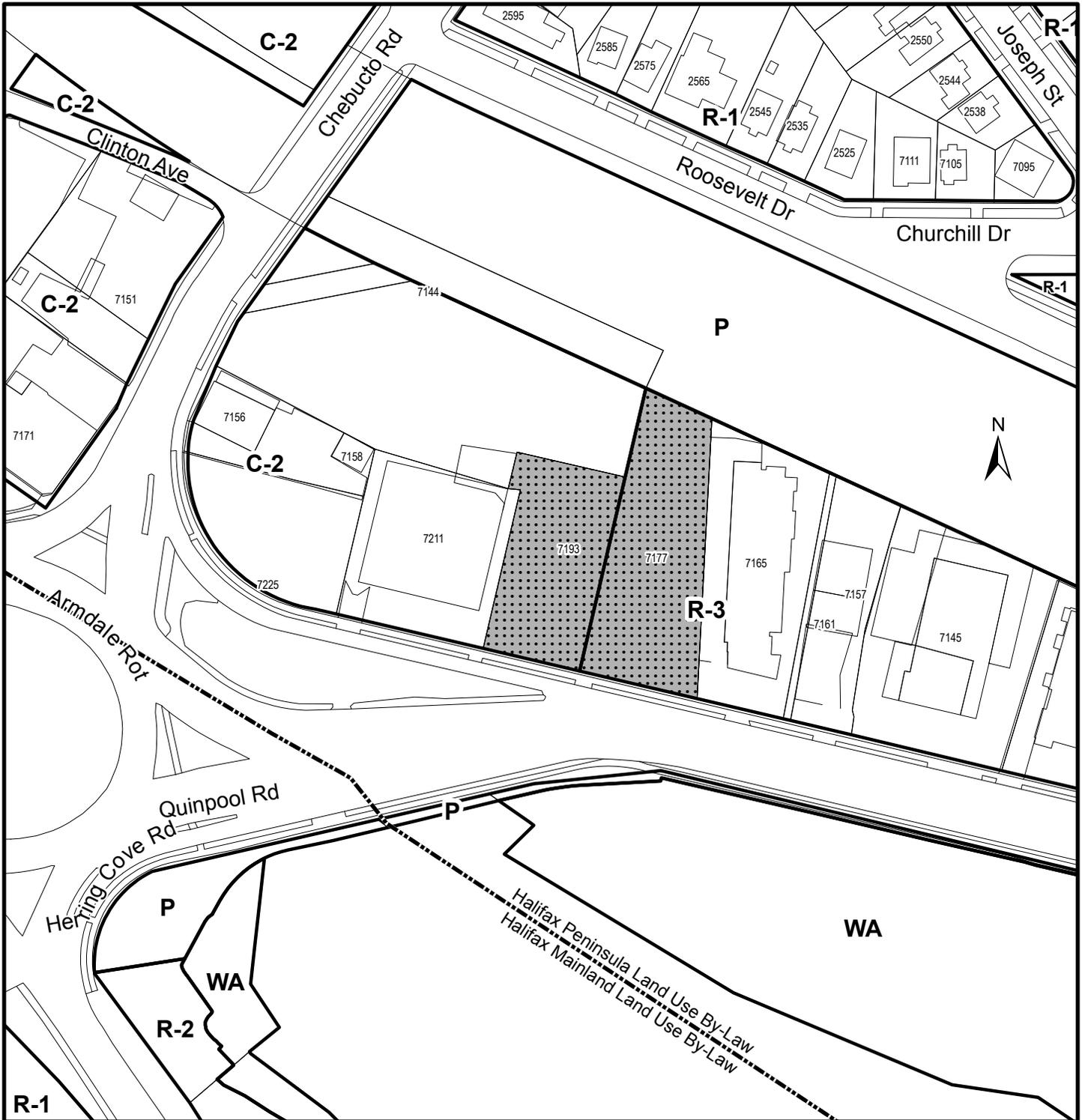
This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

Halifax Plan Area

Mainland South Secondary Designations

- LDR Low Density Residential

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

Quinpool Road near Chebucto Road
Halifax



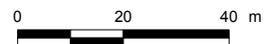
Subject Properties

Halifax Peninsula Zones

- R-1 Single Family Dwelling
- R-3 Multiple Dwelling
- C-2 General Business
- P Park and Institutional
- WA Water Access

Halifax Mainland Zones

- R-1 Single Family Dwelling
- R-2 Two Family Dwelling
- P Park and Institutional
- WA Water Access



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula
Land Use By-Law Area

20. Application #20981 – 101 King Street (Opportunity Site A), Dartmouth

Applicant: EDM

Subject Site Details:

General Location	North end of King and Edward Streets, next to the Dartmouth Common
Subject Site	101 King Street, Dartmouth (10 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Downtown Neighbourhood: Neighbourhood Residential Opportunity Site “A” under the Secondary Planning Strategy for Downtown Dartmouth (SPS)
Zoning (Map 2)	Downtown Neighbourhood under the Land Use By-Law for Downtown Dartmouth (LUB)
Size of Site	9,169.8 m ² (98,703 sq. ft.)
Street Frontage	119 m (390 ft.) on King Street and 64 m (210 ft.) on Edward Street
Current Land Use(s)	Vacant
Surrounding Use(s)	Mix of low and medium density residential uses, Dartmouth Common to the west, Alderney Manor (seniors’ apartment building) to the west

Proposal Details:

General Land Uses	Residential
Building Details	Townhouses and multi-unit residential buildings in two alternative proposals: a) Eight townhouse units, one low-rise multi-unit building; one multi-unit building with a townhouse-style base, stepping up to 7 storeys and then 15 storeys b) Three stacked townhouse blocks; one 15-storey multi-unit tower
Existing SPS Policy Considerations	Identified as a Neighbourhood Residential Opportunity Site under the Downtown Dartmouth SPS, existing policy allows for medium residential development such as townhouses and low-rise apartments through the development agreement process. Policy guidelines limit the height and density of development to 3 storeys and 35 units per net acre. For this site, the policy indicates that only townhouses or detached dwellings should be considered for King Street, and any apartment buildings should be located on the northern and western portions of the site.
Centre Plan Considerations	The site is identified within an Established Residential area; however policy direction indicates that the existing Residential Opportunity Sites will be recognized under the Centre Plan.

Public Engagement

None to date

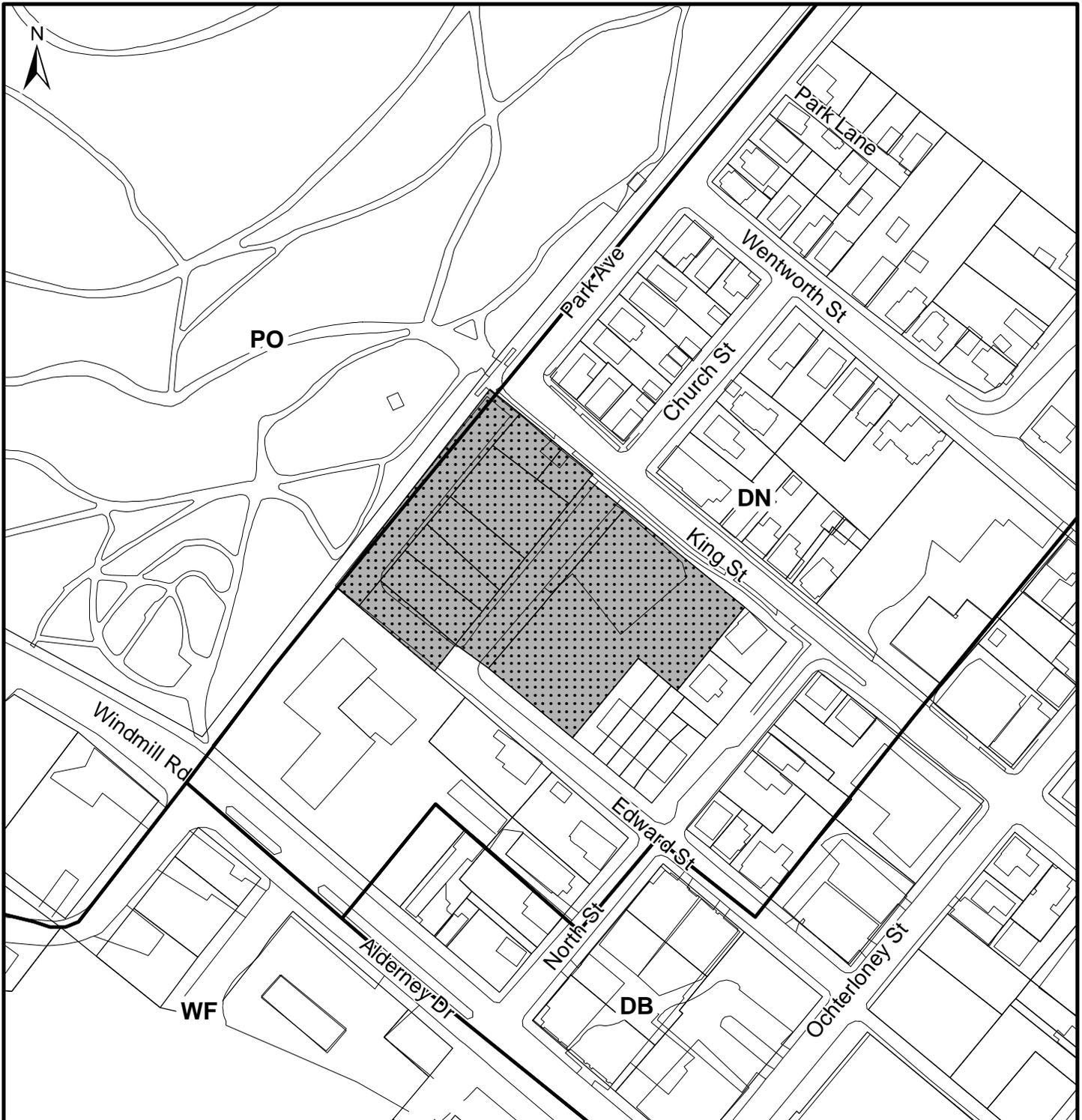
Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

- The site is designated as an opportunity site because of its potential to achieve housing and settlement objectives in Downtown Dartmouth and the Regional Centre
- Current height and density limits within the current Downtown Dartmouth plan are very limiting, as they do not take into account the size of the site, grade changes across the site, and surrounding context
- The site has been classified as an Established Residential Area in the Centre Plan even though it is vacant
- The height and density caps on the property conflict with the overall local and regional planning objectives; as a result, planning development for the site is unviable
- Preliminary servicing and traffic analysis has shown limited impact on capacity

Staff Analysis

- Downtown Dartmouth planning policy identifies the site as Residential Opportunity Site A
- Planning policy calls for most of the site to be developed in the form of low density residential, with the northwest portion eligible for higher density development. The planning policy restricts higher density development to 4 storeys and places an overall density limit on development
- The proposed townhouses and multi-unit building meet the intent of existing policy, but height and density are higher than permitted
- The Centre Plan process identifies the site as an Established Residential Area
- Downtown Dartmouth planning policy and regulations are currently under review as part of the Centre Plan process
- Consideration should be given to appropriate massing and transitions to the surrounding context, including the adjacent public open space and tall building fronting on Alderney Drive



Map 1 - Generalized Future Land Use

King Street, Dartmouth

HALIFAX

 Subject Properties

Designation

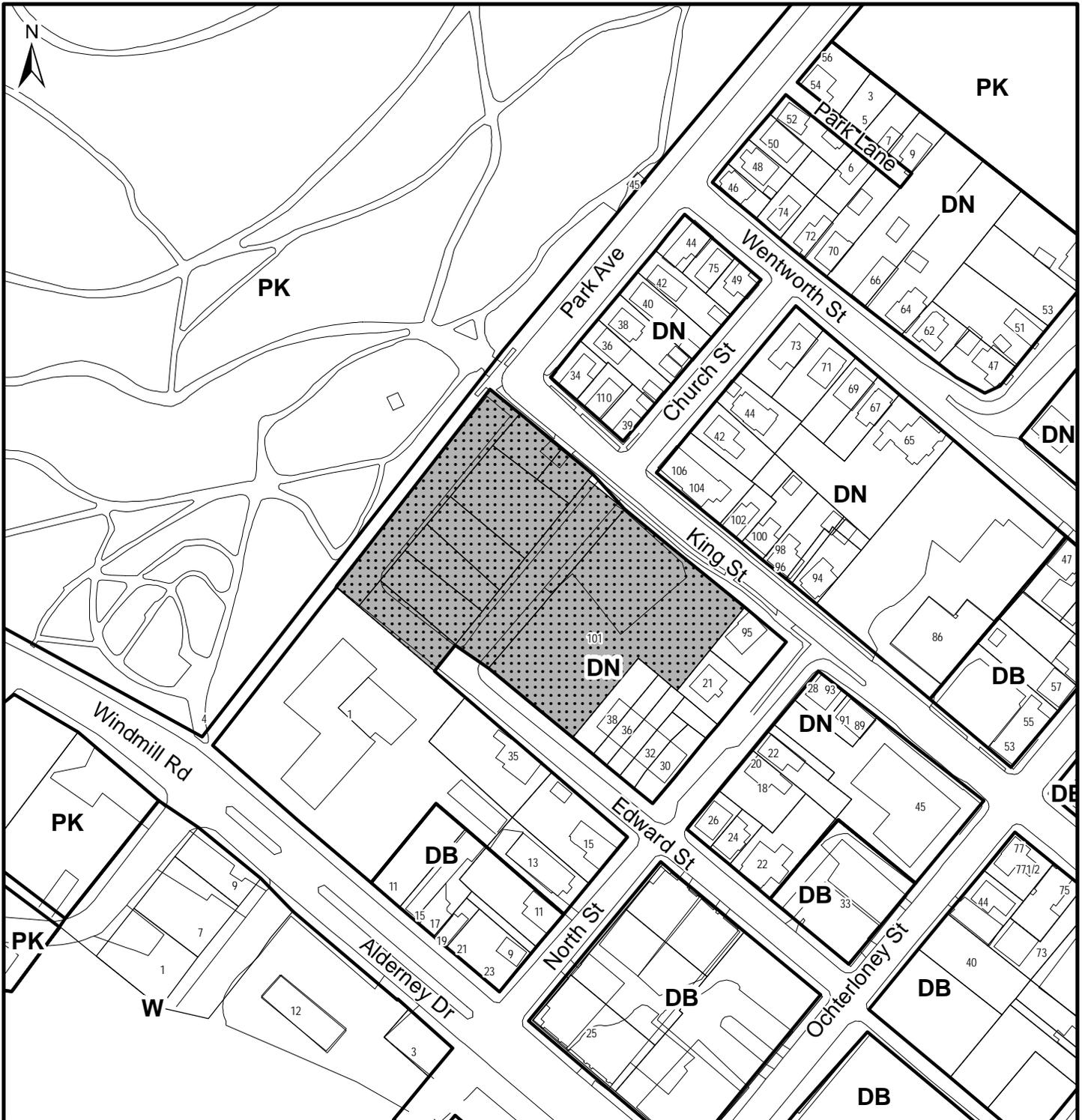
- DB Downtown Business District
- DN Downtown Neighbourhood
- WF Waterfront
- PO Park and Open Space



Downtown Dartmouth
Plan Area

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The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

King Street, Dartmouth

 Subject Properties

Zone

- DB Downtown Business District
- DN Downtown Neighbourhood
- W Waterfront
- PK Park and Open Space

HALIFAX



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Downtown Dartmouth
Land Use By-Law Area

21. Application #21115 – Quinpool Road and Pepperell Street, Halifax

Applicant: WSP and Architecture 49 on behalf of Façade Investments Ltd.

Subject Site Details:

General Location	South side of Quinpool Road and north side of Pepperell Street, mid-block between Preston and Oxford Streets
Subject Site	6290 to 6302 Quinpool Road and 6325 to 6331 Pepperell Street (4 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	Commercial, Quinpool Road Commercial Area Plan, and Medium Density Residential, Peninsula Centre Area Plan under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	C-2C (Minor Commercial - Quinpool Road) Zone and R-2 (General Residential) Zone under the Land Use By-law for Halifax Peninsula (LUB)
Size of Site	1693 m ² (18,227 sq. ft.)
Street Frontage	35 m (115 ft.) on Quinpool Road and 23 m (75 ft.) on Pepperell Street
Current Land Use(s)	Commercial building (restaurants and tanning salon)
Surrounding Use(s)	West End Baptist Church to the east; small commercial buildings to the north and west; low density residential neighbourhood to the south (Pepperell Street).

Proposal Details:

General Land Uses	Mixed-use (commercial and residential)
Building Details	11-storey building stepping down to 3-storey townhouse-style units on the Pepperell Street; commercial space on the ground and second levels with 67 residential units on upper floors; 67 underground parking spaces
Existing MPS Policy Considerations	<p>The Quinpool Road portion of the subject site is designated and zoned commercial and contemplates commercial and multi-unit residential development up to 45 ft. in height.</p> <p>The Pepperell Street portion of the site designated Medium-Density Residential is contemplated for residential buildings up to four dwelling units. This area is not envisioned for commercial uses or for multi-unit residential development.</p>
Centre Plan Considerations	The site is within the Quinpool Road Centre, in an area where buildings of 4-6 storeys are envisioned.

Public Engagement

None to date

Applicant Rationale (Summary)

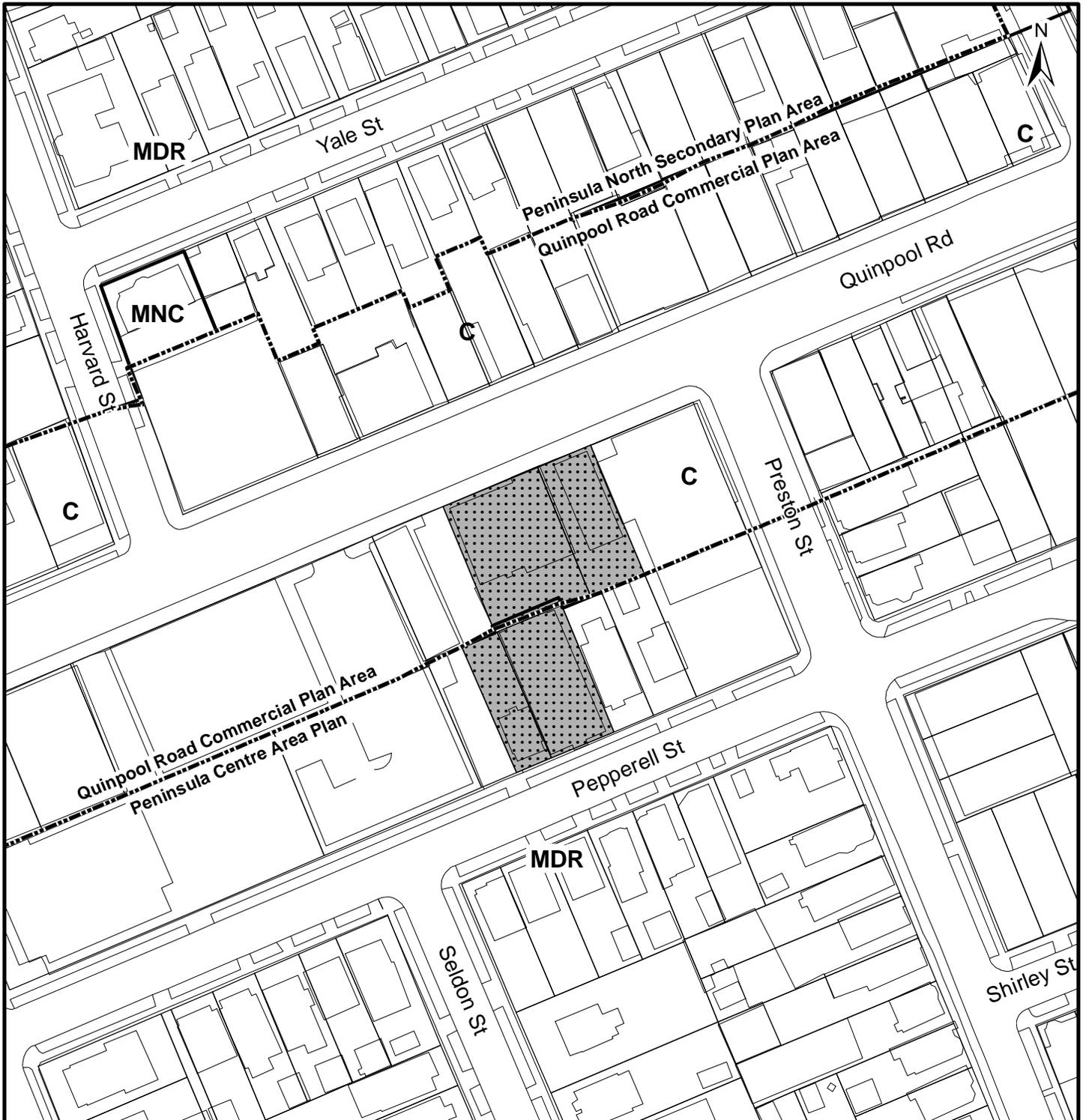
Amendments to the MPS are appropriate because:

- The site represents a specific opportunity where a higher density of commercial and residential uses can be created through good design, while improving the pedestrian experience along Quinpool Road and its adjacent side streets

- The proposed development recognizes the site's unique location and is designed to accommodate a transition between these two different character areas
- Design of the Quinpool Road streetwall is consistent with neighbouring buildings, and the townhouses proposed along Pepperell Street recognize the low-density residential nature of that street
- The tower portion of the proposed building is stepped back from the West End United Baptist Church
- There are social, economic, and environmental benefits to higher residential densities
- The current 45 foot height limit is overly restrictive given the commercial corridor of Quinpool Road

Staff Analysis

- Quinpool Road is a major street, well serviced by transit. Pepperell Street is a local residential street
- The site is located mid-block
- Existing planning policy and zoning allows buildings up to 45 feet tall facing Quinpool Road
- Existing planning policy and zoning permits residential development up to four units on the Pepperell Street portion of the site
- The proposal has limited street frontage on Quinpool Road
- The site is located within the western portion of Quinpool Road where development generally ranges from 1 to 3 storeys. The site is removed from the eastern portion of Quinpool Road where taller buildings exist
- The site's location mid-block, coupled with the building's mass would create a condition not found in this portion of Quinpool Road
- The Centre Plan identifies the site as part of the Quinpool Road Centre, where buildings up to six storeys are envisioned
- The Centre Plan expresses a desire to keep buildings in the western portion of Quinpool Road to a lower scale to provide an appropriate transition to the residential areas and in keeping with smaller scale commercial found in the area



Map 1 - Generalized Future Land Use

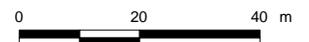
Quinpool Road and
Pepperell Street

HALIFAX

 Subject Properties

Quinpool Road Commercial Designation

Peninsula North Secondary Designation



C Commercial

MDR Medium Density Residential

MNC Minor Commercial

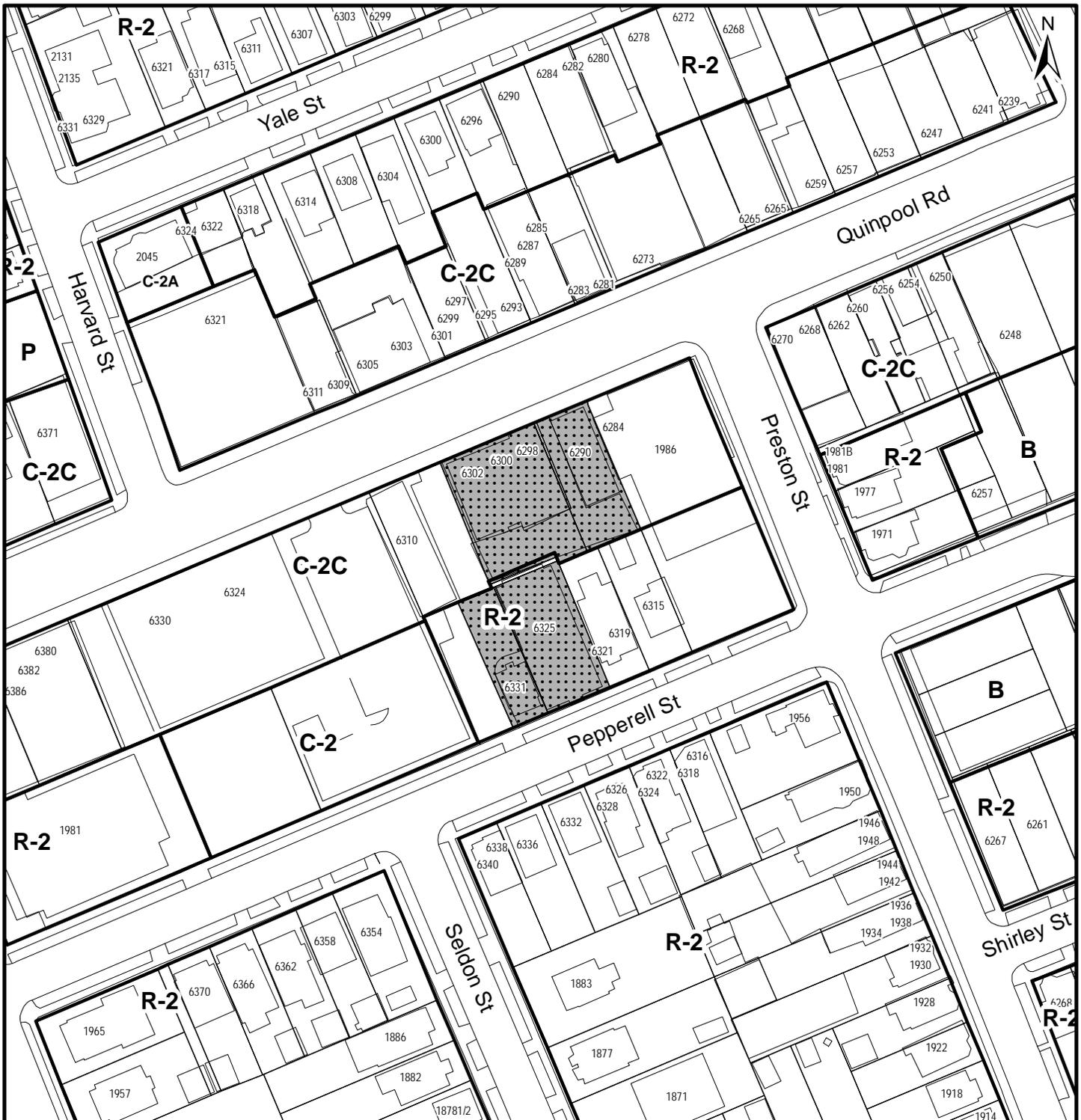
Peninsula Centre Secondary Designation

MDR Medium Density Residential

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Halifax Plan Area
Quinpool Road
Commercial Plan Area /
Peninsula Centre Area Plan



Map 2 - Zoning

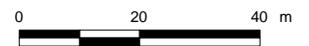
Quinpool Road and
Pepperell Street

 Subject Properties

Zone

- R-2 General Residential
- C-2 General Business
- C-2A Minor Commercial
- C-2C Minor Commercial - Quinpool Road
- B Bakery
- P Park and Institutional

HALIFAX



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Halifax Peninsula
Land Use By-Law Area

22. Application #21240 – South Street and South Park Street, Halifax

Applicant: Kassner Goodspeed Architects on behalf of Eldorado Properties

Subject Site Details:

General Location	Southwest corner of South Street and South Park Street, Halifax
Subject Site	5706-5720 South Street (5 lots)
Regional Plan Designation	Urban Settlement
Community Plan Designation (Map 1)	High-Density Residential and Medium-Density Residential, South End Area Plan (Area 6) under the Municipal Planning Strategy for Halifax (MPS)
Zoning (Map 2)	R-3 (Multiple Dwelling Zone) under the Land Use By-law for Halifax Peninsula
Size of Site	123 m ² (13,260 sq. ft.)
Street Frontage	68.95 m (226.2 ft.)
Current Land Use(s)	Four two and three-storey residential buildings
Surrounding Use(s)	A mix of two-storey residential buildings and institutional uses (VG Hospital, Holy Cross Cemetery)

Proposal Details:

General Land Uses	Mixed use (residential and commercial)
Building Details	12-storey building with 3-storey streetwall; commercial space on the ground level with 91 residential units on upper floors; underground parking
Existing MPS Policy Considerations	<p>The High-Density Residential designation and R-3 Zone contemplates multi-unit residential development at this location, however, a 35 Foot Height Precinct limits the overall height of buildings. The rear portion of the lots is designated Medium-Density Residential, which contemplates additional residential density through infill housing.</p> <p>The subject site is not contemplated for commercial uses; however, the R-3 Zone permits some limited commercial uses in apartment buildings of 100 units or more.</p>
Centre Plan Considerations	The site is identified within the Higher Order Residential classification, which are areas that may include moderately scaled (4-6 storeys), ground-oriented apartment style and mixed-use buildings at intersections.

Public Engagement

None to date

Applicant Rationale (Summary)

Amendments to the MPS are appropriate because:

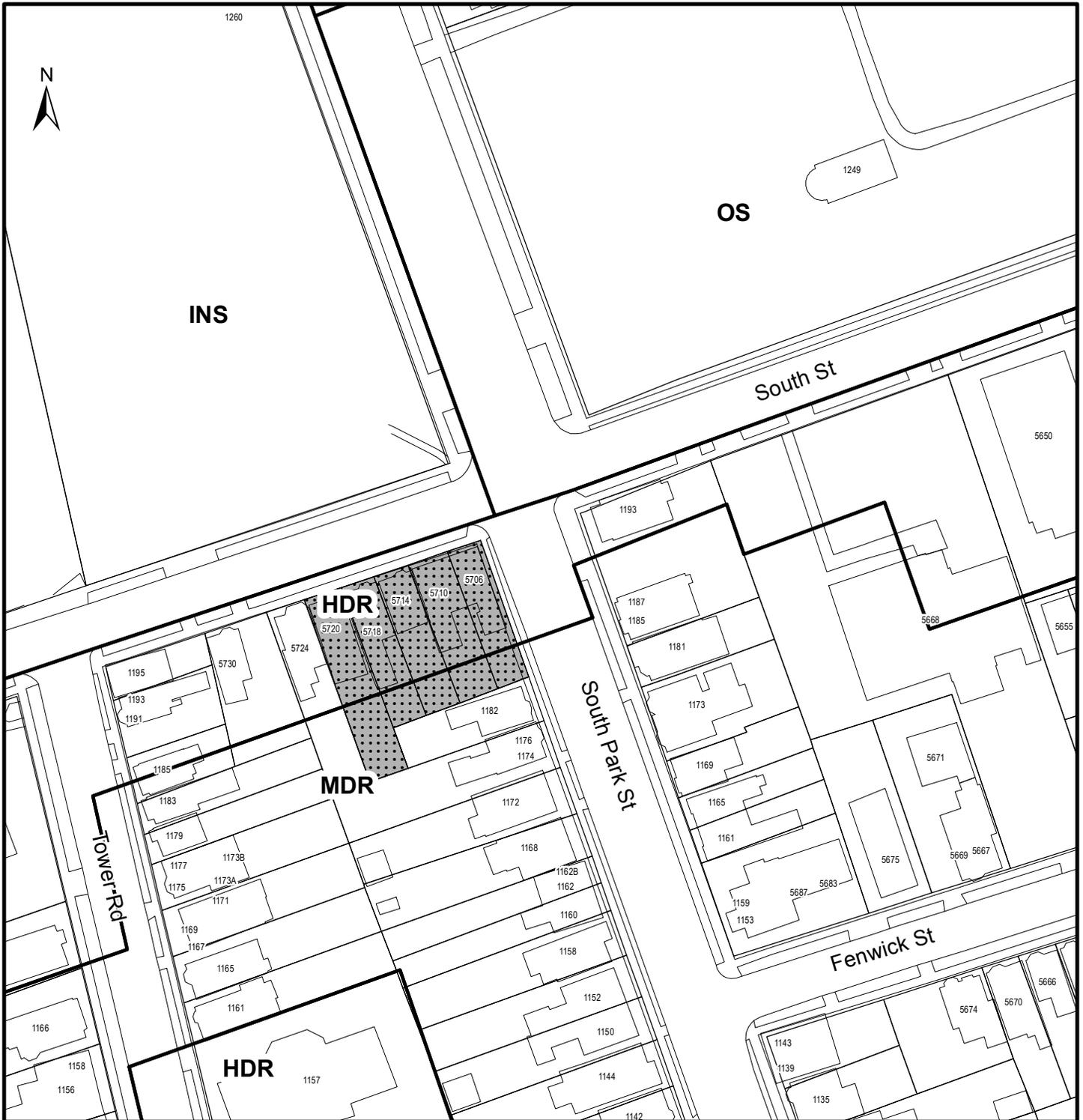
- The intersection of South and South Park street is a high traffic corner, located in a high-density neighbourhood
- The site is suited to high-density development
- There are several taller residential buildings nearby, as well as the hospital
- Prominent corners throughout the city should be “punctuated” with taller structures, which frame future mid block development and avoid creating of long “walls” of uniform height. This creates an

opportunity to better manage wind impacts and sunlight penetration, while bringing variety and delight to the pedestrian experience.

- Near significant open spaces such as Holy Cross Cemetery, Victoria Park, and the Public Gardens
- High-quality design compliments past and future development, and will set a precedent for future development in the South End

Staff Analysis

- South Park Street and South Street are significant streets, well serviced by transit
- The site is located at a corner
- The site contains older character homes
- The planning policy and regulations permit high density residential on the site; however, a 35 Foot Height Precinct limits the overall height of buildings
- A variety of building types are nearby, including some mid-rise and high-rise residential
- The Centre Plan identifies the area as Higher Order Residential, where buildings up to six storeys are envisioned
- The Centre Plan also encourages new development to give prominence to the corner
- Corner lots may be appropriate locations for larger buildings, but the proposed height is greater than envisioned by existing policy or the Centre Plan (up to 6 storeys), and the site is next to lower-density residential development



Map 1 - Generalized Future Land Use

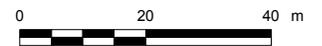
South Street and South Park Street.
Halifax

HALIFAX

 Subject Properties

Designation

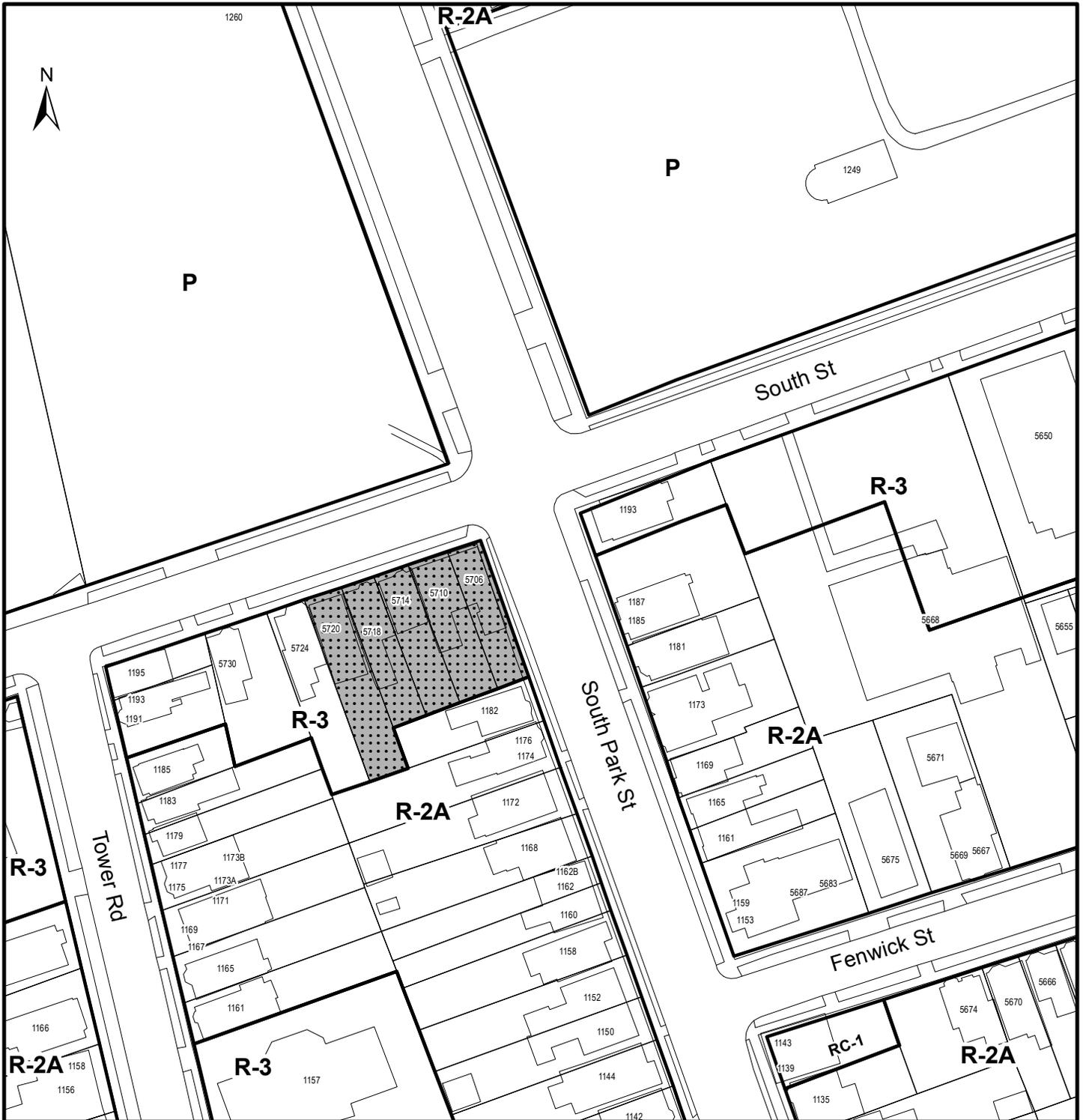
- MDR Medium Density Residential
- HDR High Density Residential
- INS Institutional
- OS Open Space



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Halifax Plan Area
South End Area Plan Area



Map 2 - Zoning

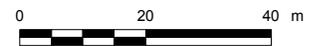
South Street and South Park Street.
Halifax

HALIFAX

 Subject Properties

Zone

- R-2A General Residential Conversion
- R-3 Multiple Dwelling
- RC-1 Neighbourhood Commercial
- P Park and Institutional



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Halifax Peninsula
Land Use By-Law Area

Attachment G – Legislative Authority

Municipal Planning Strategy and Land Use By-law Amendments Initiated by Regional Council

Halifax Regional Municipality Charter, Part VIII, Planning and Development, including:

Planning documents reasonably consistent

214 (1) Planning documents adopted after the adoption of a statement of provincial interest that applies within the Municipality must be reasonably consistent with the statement.

Planning advisory committee

215 (1) The Municipality may, by policy, establish a planning advisory committee and may establish different planning advisory committees for different parts of the Municipality.

(4) The purpose of a planning advisory committee or a joint planning advisory committee is to advise respecting the preparation or amendment of planning documents and respecting planning matters generally.

Public participation program

219 (1) The Council shall adopt, by policy, a public participation program concerning the preparation of planning documents.

(2) The Council may adopt different public participation programs for different types of planning documents.

(3) The content of a public participation program is at the discretion of the Council, but it must identify opportunities and establish ways and means of seeking the opinions of the public concerning the proposed planning documents.

220 (1) The Council shall adopt, by by-law, planning documents.

(4) The Council shall complete the public participation program before placing the first notice for a public hearing in a newspaper circulating in the Municipality.

Purpose of municipal planning strategy

228 The purpose of a municipal planning strategy is to provide statements of policy to guide the development and management of the Municipality and, to further this purpose, to establish

- (a) policies that address problems and opportunities concerning the development of land and the effects of the development;
- (b) policies to provide a framework for the environmental, social and economic development within the Municipality;
- (c) policies that are reasonably consistent with the intent of statements of provincial interest; and
- (d) specify programs and actions necessary for implementing the municipal planning strategy.

Statements of policy in planning strategy

229 (1) A municipal planning strategy may include statements of policy with respect to any or all of the following:

- (a) the goals and objectives of the Municipality for its future;
- (b) the physical, economic and social environment of the Municipality;
- (c) the protection, use and development of lands within the Municipality, including the identification, protection, use and development of lands subject to flooding, steep slopes, lands susceptible to subsidence, erosion or other geological hazards, swamps, marshes or other environmentally sensitive areas;
- (d) stormwater management and erosion control;

- (e) in connection with a development, the excavation or filling in of land, the placement of fill or the removal of soil, unless these matters are subject to another enactment of the Province;
- (f) in connection with a development, retention of trees and vegetation for the purposes of landscaping, buffering, sedimentation or erosion control;
- (g) studies to be carried out prior to undertaking specified developments or developments in specified areas;
- (h) the staging of development;
- (i) the provision of municipal services and facilities;
- (j) municipal investment for public and private development and the coordination of public programs relating to the economic, social and physical development of the Municipality;
- (k) non-conforming uses and structures;
- (l) the subdivision of land;
- (m) the use and conservation of energy, including the height and siting of developments;
- (n) measures for informing, or securing, the views of the public regarding contemplated planning policies and actions or bylaws arising from such policies;
- (o) policies governing
 - (i) land-use by-law matters,
 - (ii) amendment of the land-use by-law,
 - (iii) the acceptance and use of cash-in-lieu of required parking,
 - (iv) the use of development agreements,
 - (v) the establishment of comprehensive development districts,
 - (vi) the use of site-plan approval areas, including whether notice must be given to owners and tenants of property that is thirty metres or more from the applicant's property,
 - (vii) the establishment of transportation reserves,
 - (viii) the use of infrastructure charges,
 - (ix) the eligibility criteria for the establishment of a commercial development district including, without limiting the generality of the foregoing, the percentage increase in the taxable assessed value of the eligible properties, as defined in subsection 92C(1), within the proposed commercial development district and the period over which the increase in the taxable assessed value of the properties occurs;
- (p) the regulation or prohibition of development in areas near airports with a noise exposure forecast or noise exposure projections in excess of thirty, as set out on maps produced by an airport authority, as revised from time to time, and reviewed by the Department of Transport (Canada);
- (q) any other matter relating to the physical, social or economic environment of the Municipality.

- (2) The Council shall include policies in the municipal planning strategy on how it intends to review the municipal planning strategy and land-use by-law.

No action inconsistent with planning strategy

- 232 (1) The Municipality may not act in a manner that is inconsistent with a municipal planning strategy.

Adoption of land-use by-law or amendment

- 234 (1) Where the Council adopts a municipal planning strategy or a municipal planning strategy amendment that contains policies about regulating land use and development, the Council shall, at the same time, adopt a land-use by-law or land-use by-law amendment that enables the policies to be carried out.

Content of land-use by-law

- 235 (1) A land-use by-law must include maps that divide the planning area into zones.

- (2) A land-use by-law must

- (a) list permitted or prohibited uses for each zone; and
 - (b) include provisions that are authorized pursuant to this Act and that are needed to implement the municipal planning strategy.
- (3)** A land-use by-law may regulate or prohibit development, but development may not be totally prohibited, unless prohibition is permitted pursuant to this Part.
- (4)** A land-use by-law may
- (a) regulate the dimensions for frontage and lot area for any class of use and size of structure;
 - (b) regulate the maximum floor area of each use to be placed upon a lot, where more than one use is permitted upon a lot;
 - (c) regulate the maximum area of the ground that a structure may cover;
 - (d) regulate the location of a structure on a lot;
 - (e) regulate the height of structures;
 - (f) regulate the percentage of land that may be built upon;
 - (g) regulate the size, or other requirements, relating to yards;
 - (h) regulate the density of dwelling units;
 - (i) require and regulate the establishment and location of off-street parking and loading facilities;
 - (j) regulate the location of developments adjacent to pits and quarries;
 - (k) regulate the period of time for which temporary developments may be permitted;
 - (l) prescribe the form of an application for a development permit, the content of a development permit, the period of time for which the permit is valid and any provisions for revoking or renewing the permit;
 - (m) regulate the floor area ratio of a building;
 - (n) prescribe the fees for an application to amend a landuse by-law or for entering into a development agreement, site plan or variance.
- (5)** Where a municipal planning strategy so provides, a land-use by-law may
- (a) subject to the *Public Highways Act*, regulate or restrict the location, size and number of accesses from a lot to the abutting streets, as long as a lot has access to at least one street;
 - (b) regulate or prohibit the type, number, size and location of signs and sign structures;
 - (c) regulate, require or prohibit fences, walks, outdoor lighting and landscaping;
 - (d) in connection with a development, regulate, or require the planting or retention of, trees and vegetation for the purposes of landscaping, buffering, sedimentation or erosion control;
 - (e) regulate or prohibit the outdoor storage of goods, machinery, vehicles, building materials, waste materials, aggregates and other items and require outdoor storage sites to be screened by landscaping or structures;
 - (f) regulate the location of disposal sites for any waste material;
 - (g) in relation to a development, regulate or prohibit the altering of land levels, the excavation or filling in of land, the placement of fill or the removal of soil unless these matters are regulated by another enactment of the Province;
 - (h) regulate or prohibit the removal of topsoil;
 - (i) regulate the external appearance of structures;
 - (j) set out conditions, including performance standards, to be met by a development before a development permit may be issued;
 - (k) provide for incentive or bonus zoning in the HRM by Design Downtown Plan Area and the Centre Plan Area, including requirements for incentive or bonus zoning;
 - (l) prescribe methods for controlling erosion and sedimentation during the construction of a development;
 - (m) regulate or prohibit excavation, filling in, placement of fill or reclamation of land on floodplains identified in the land-use by-law;
 - (n) prohibit development or certain classes of development where, in the opinion of the Council, the

- (i) cost of providing municipal wastewater facilities, stormwater systems or water systems would be prohibitive,
- (ii) provision of municipal wastewater facilities, stormwater systems or water systems would be premature, or
- (iii) cost of maintaining municipal streets would be prohibitive;
- (o) regulate or prohibit development within a specified distance of a watercourse or a municipal water-supply wellhead;
- (p) prohibit development on land that
 - (i) is subject to flooding or subsidence,
 - (ii) has steep slopes,
 - (iii) is low-lying, marshy, or unstable,
 - (iv) is otherwise hazardous for development because of its soil conditions, geological conditions, undermining or topography,
 - (v) is known to be contaminated within the meaning of the *Environment Act*, or
 - (vi) is located in an area where development is prohibited by a statement of provincial interest or by an enactment of the Province;
- (q) regulate or prohibit development in areas near airports with a noise exposure forecast or noise exposure projections in excess of thirty, as set out on maps produced by an airport authority, as revised from time to time, and reviewed by the Department of Transport (Canada);
- (r) permit the development officer to grant variances in parking and loading spaces, ground area and height, floor area occupied by a home-based business and the height and area of a sign.

- (6) Where the land-use by-law provides for incentive or bonus zoning within the Centre Plan Area, the land-use by-law must require the inclusion of affordable housing in a development in addition to any other requirements adopted by the Council, as the contribution for any incentive or bonus zoning applicable to the development.

No appeal permitted

263 The following are not subject to an appeal:

- (d) an amendment to a land-use by-law that is required to carry out a concurrent amendment to a municipal planning strategy.