

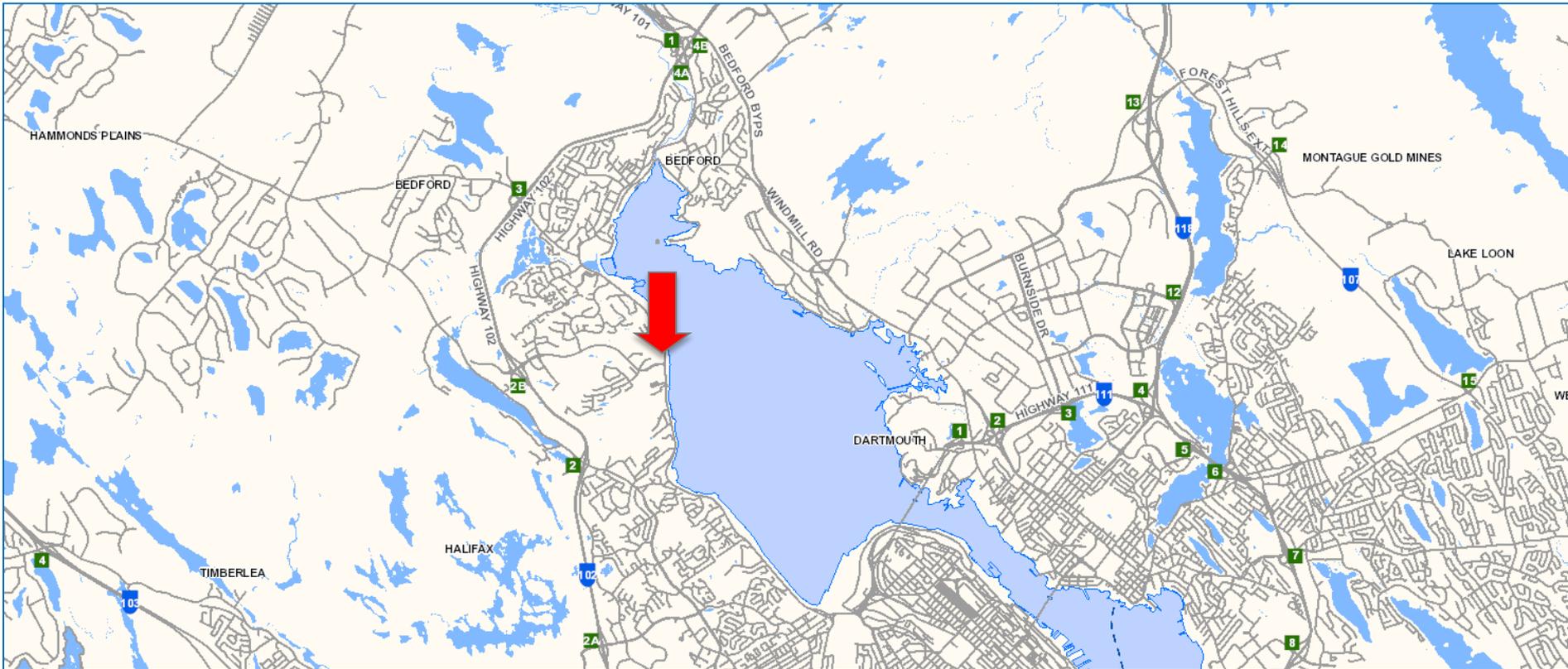
**HALIFAX**

**Case 20747**  
**Development Agreement**  
**636 Bedford Highway, Halifax**

North West Community Council

February 6, 2017

# Context

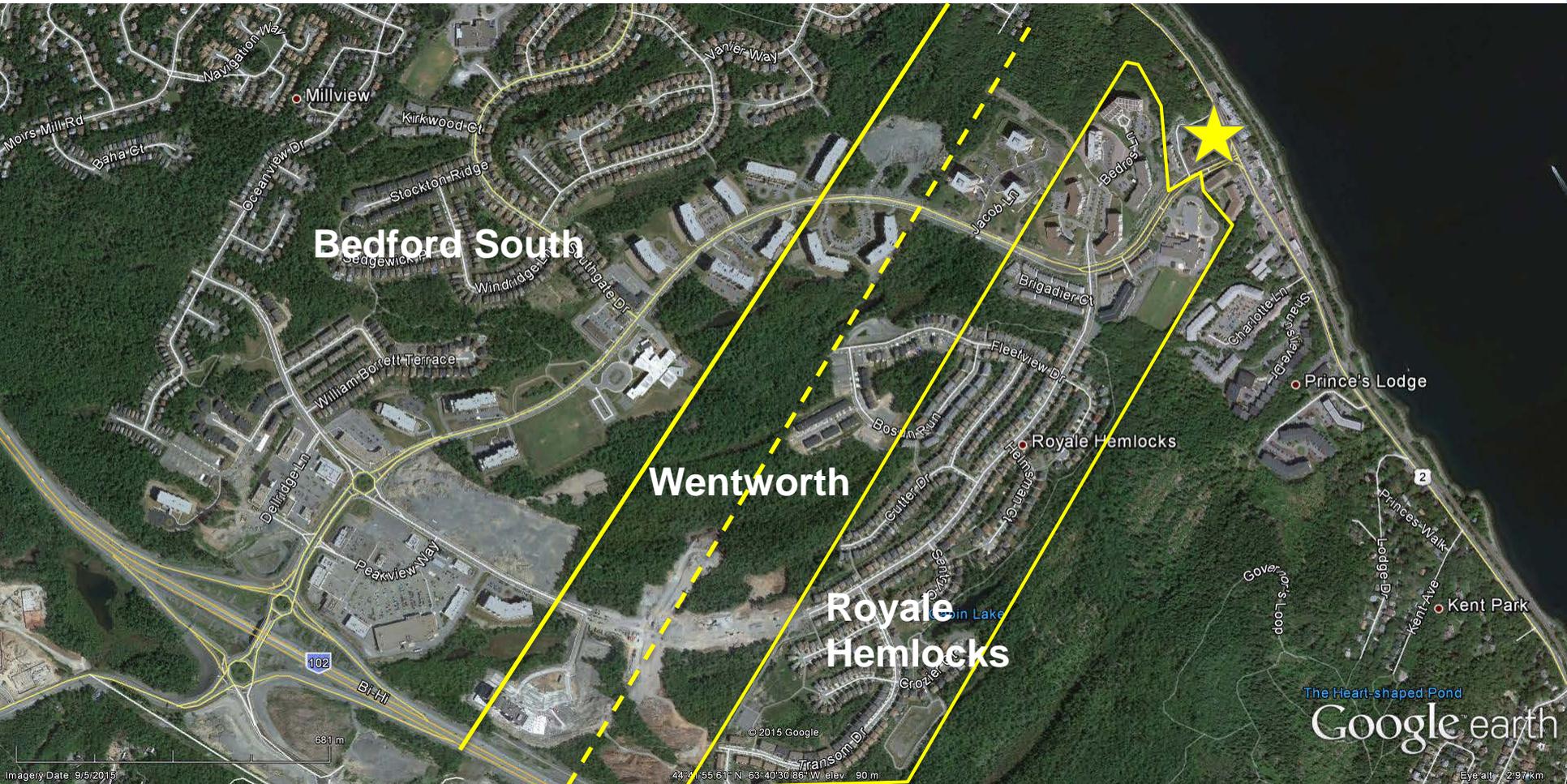


Case 20747

February 6, 2017

**HALIFAX**

# Context

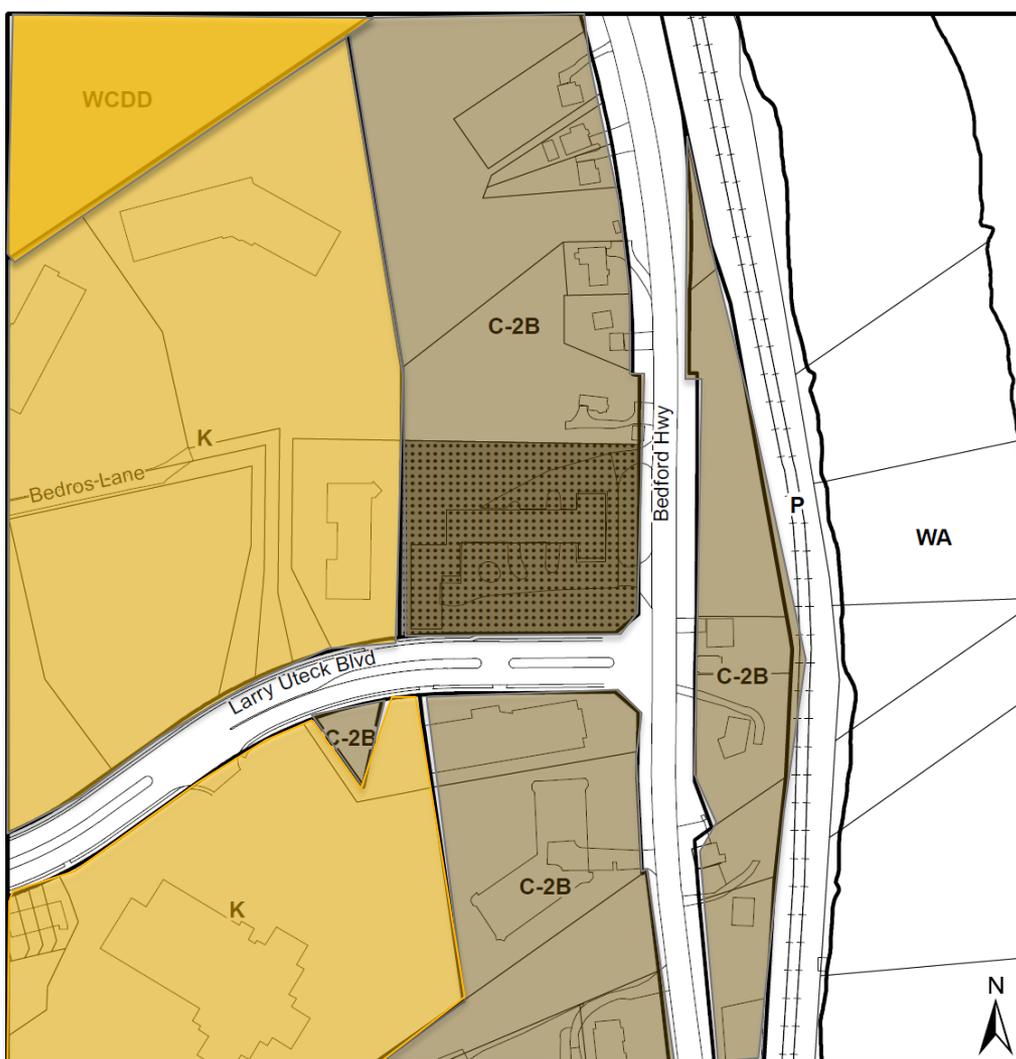


# Context

## Bluenose Inn and Suites Halifax Limited

Development agreement for  
a mixed use building:

- HC Highway Commercial Designation
- C-2B Zone
- 99,241 sq. ft.  
(9219 sq. m.)



### Map 2 - Zoning

636 Bedford Highway  
Halifax

 Area of proposed  
development agreement

#### Zone

C-2B Highway Commercial  
P Park and Institutional  
WA Wentworth Comprehensive Dev. District  
WCDD Water Access  
K Schedule K

Halifax Mainland  
Land Use By-Law Area

**HALIFAX**  
REGIONAL MUNICIPALITY  
DEVELOPMENT APPROVALS

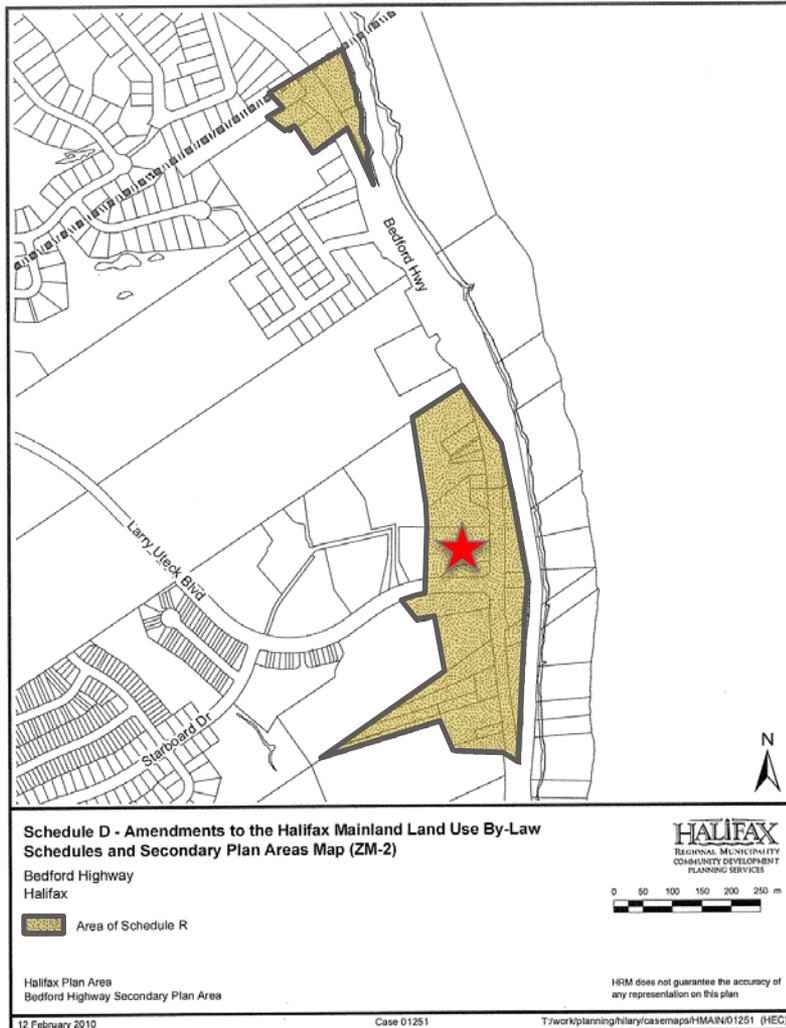
0 20 40 60 80 m

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

HRM does not guarantee the accuracy  
of any representation on this plan.

# Schedule R

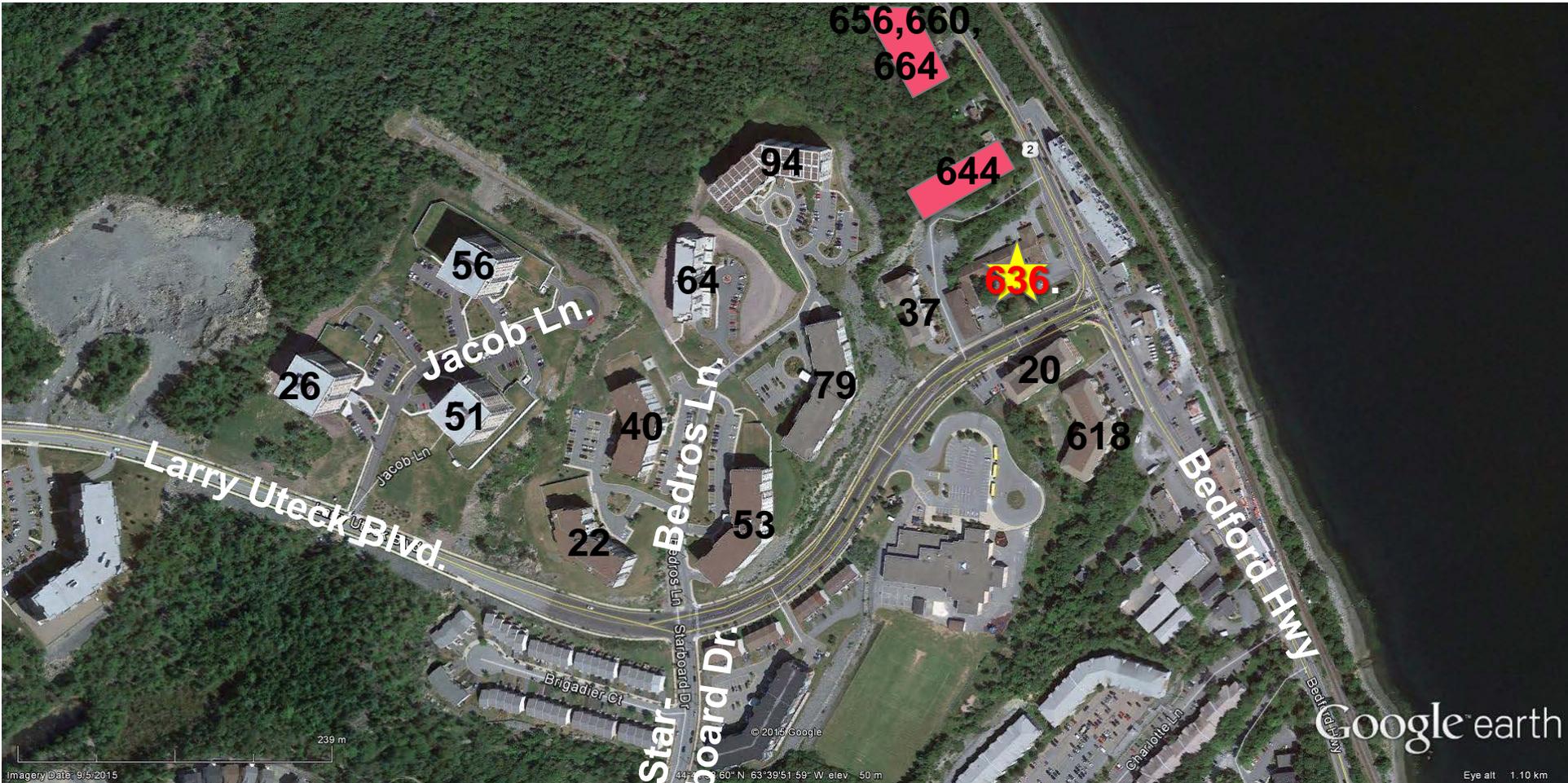
Sites within Schedule R are permitted to request heights greater than 35 feet By development agreement for residential or mixed use buildings.



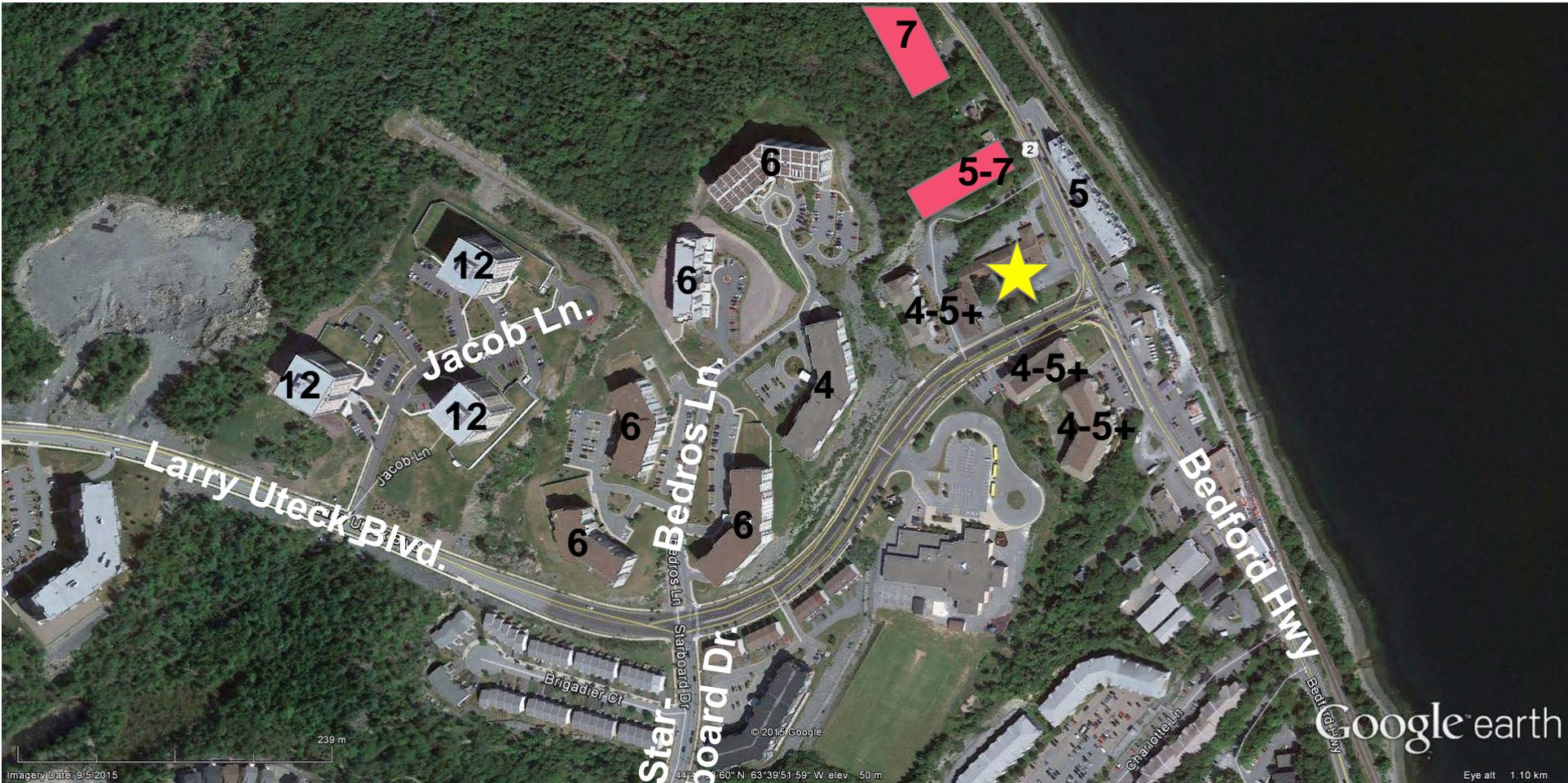
20747 Development Agreement February 6, 2017

**HALIFAX**

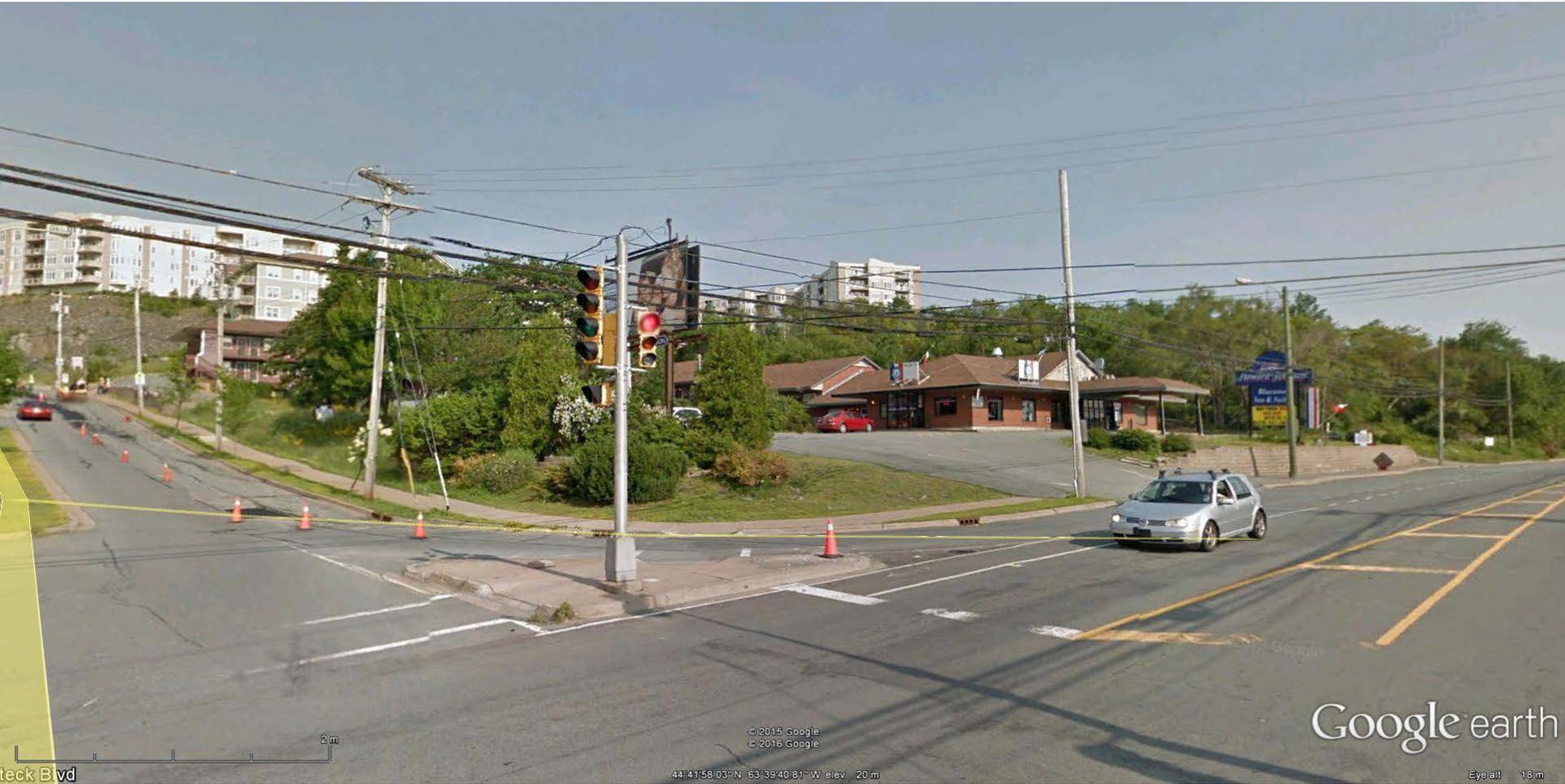
# Context – Civic Numbers



# Context – Building Heights



# Context



**HALIFAX**

# Request

Bluenose Inn and Suites Halifax Limited

Development agreement for a mixed use building:

- 102 dwelling units; and
- ~7,000 sq feet of retail space.
  
- 8 stories including underground parking
- Note: Previous application at 9 storeys (Case 18993)

# Policy

## Policy 1.8 of the Bedford Highway Secondary Planning Strategy

- to promote mixed use redevelopment in two specific nodes;
- preventing conflict between new and existing uses;
- mixed residential/commercial developments or residential developments that exceed 35 feet in height shall be considered by development agreement.

# Policy (summary)

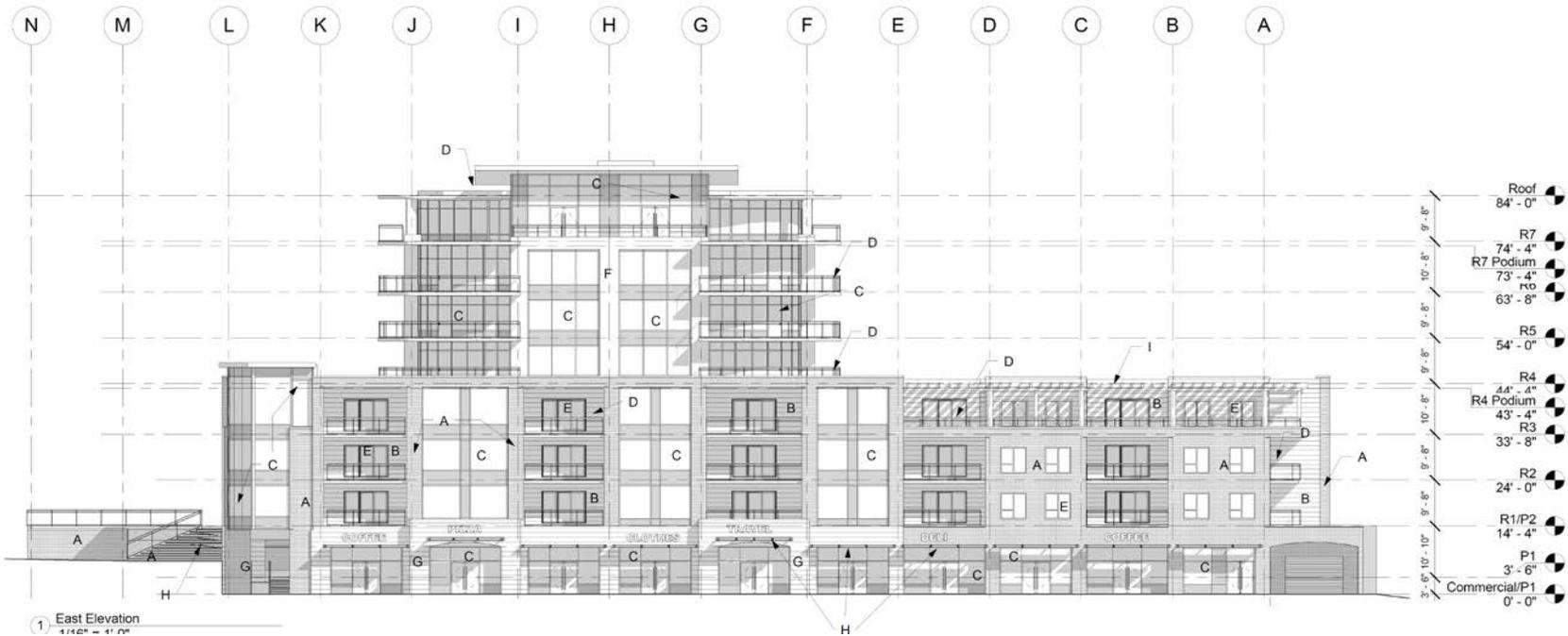
- relationship to adjacent properties and uses; and, the mitigation of such impacts.
- access / frontage on Bedford Highway;
- architectural design of the building;
- the scale of the building(s) having regard for the retention of views of the Bedford Basin from public spaces including streets, and active transportation corridors;
- safe vehicular and pedestrian access and parking;

# Policy (summary)

- majority of the vehicular parking below or to the side or rear of the building.
- interior and exterior amenity areas;
- sewer/water servicing capacity;
- appropriate buffering and landscaping;
- impact of shadowing;
- (CPTED) principles
- the provision of active transportation linkages, where needed.



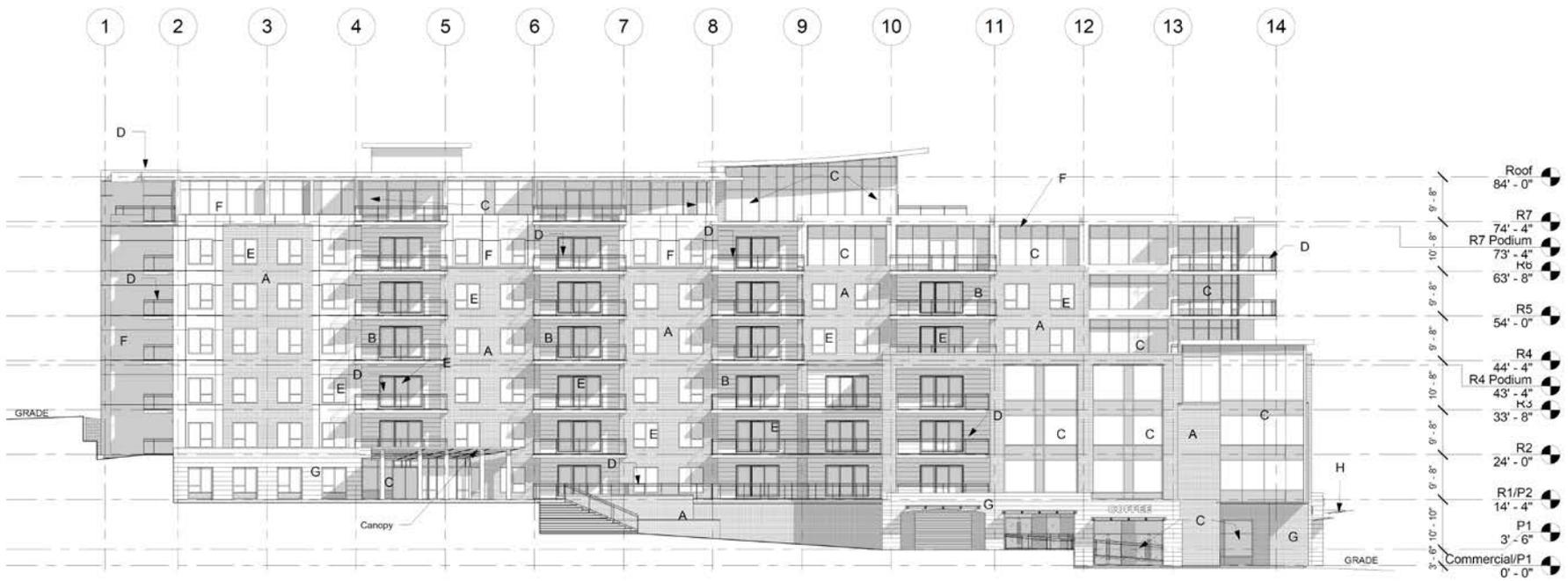
# Bedford Highway Elevation



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# Larry Uteck Blvd.-Elevation



2 South Elevation  
1/16" = 1'-0"

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**HALIFAX**

# Rendering



1 Perspective from Bedford Highway

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**HALIFAX**

# Issues

- Height – 8 storeys (total reduction of approx. 10 feet from previous application).
- Issue raised from public comment from the hearing:
  - Too much flexibility in permitted height.

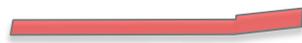
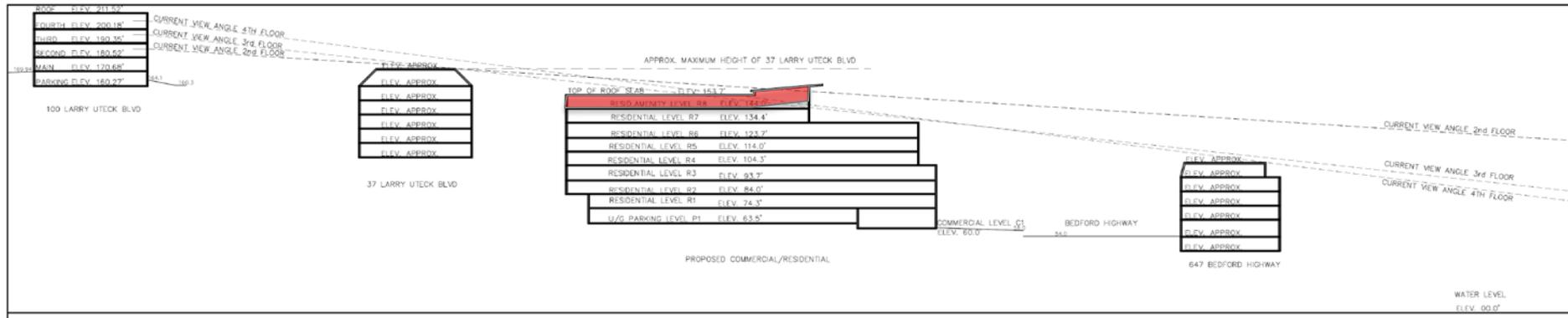
3.4.4 The building height shall not exceed ~~28.96~~ **27.53** metres (**95 90 feet, 4 inches**) as shown on Schedule E ~~with the exception of including~~ the elevator mechanical room and the peak of top floor loft as shown on the schedules. Building floor heights shall be consistent with the Schedules. ~~The Development Officer may permit a variation in floor height to a maximum of 0.3m (1 foot) per floor provided the total height of the building is not greater than 28.96 metres (95 feet) as shown on Schedule E.~~

3.4.5—This clause should refer to Ordinary High Water Mark vs sea level.

# Issues

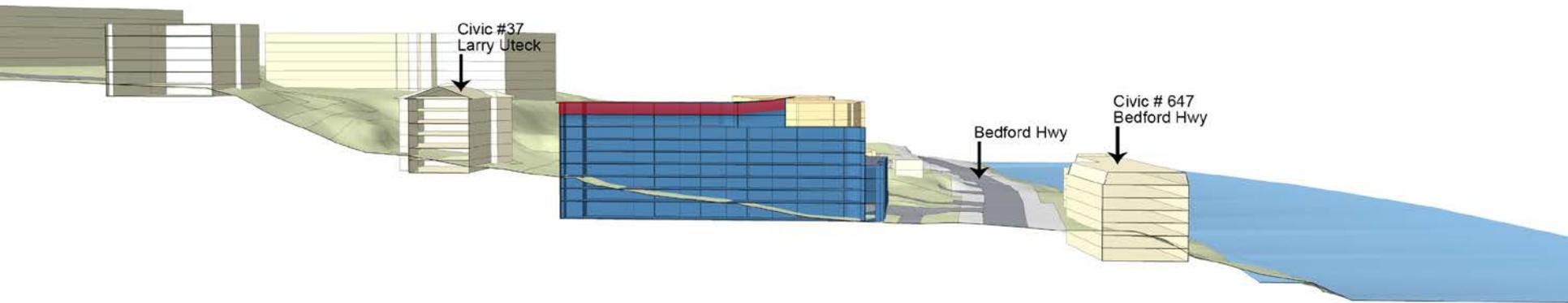
- Views
  - proposal is not anticipated to be viewed from existing trails (see slide);
  - private views are not protected however because of the reduction in height there should be limited impacts except to 37 Larry Uteck Blvd.
- Building design
  - Greater height compared to other multiple unit dwellings, but staff are satisfied that the building fits in to the topography.
  - articulation and detail = finer grain design as required by policy.
  - design keeps a reasonable profile given the site.

# Site Cross Section



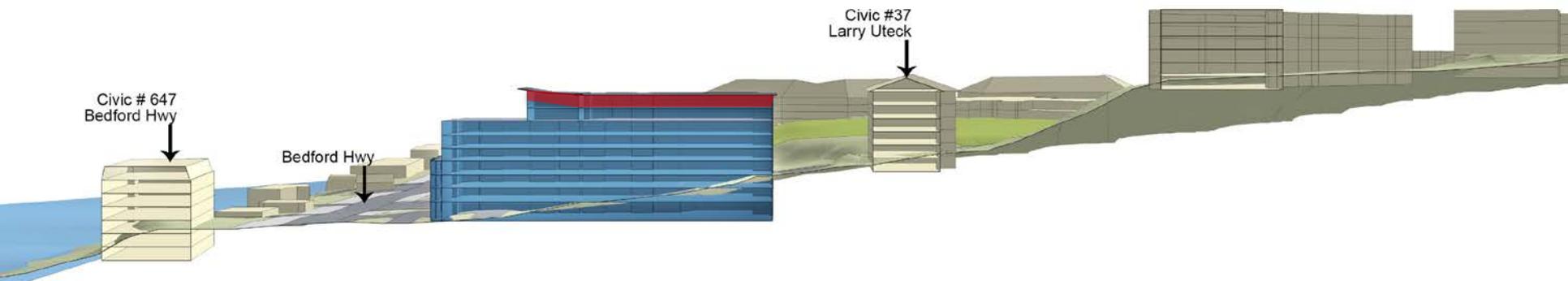
Approximate Portion of Building Removed

# Views and Relationships with other buildings



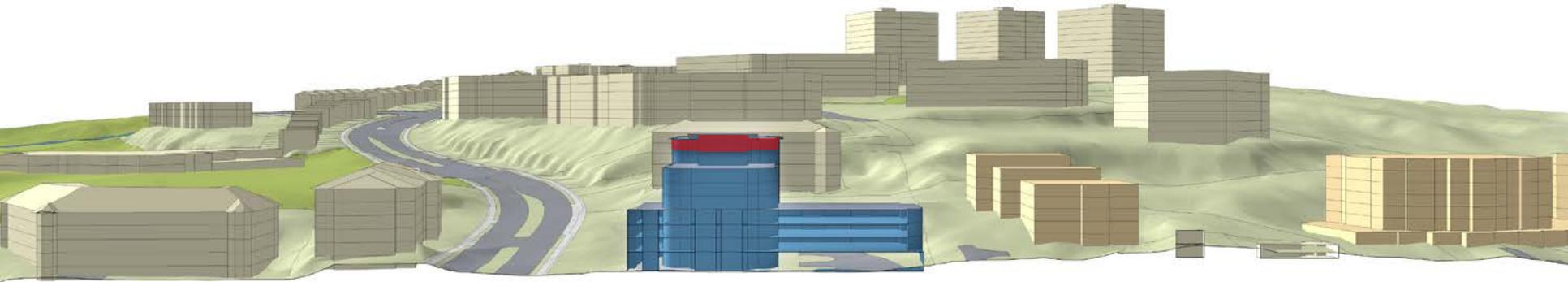
Approximate Portion of Building Removed

# Views and Relationships with other buildings



Approximate Portion of Building Removed

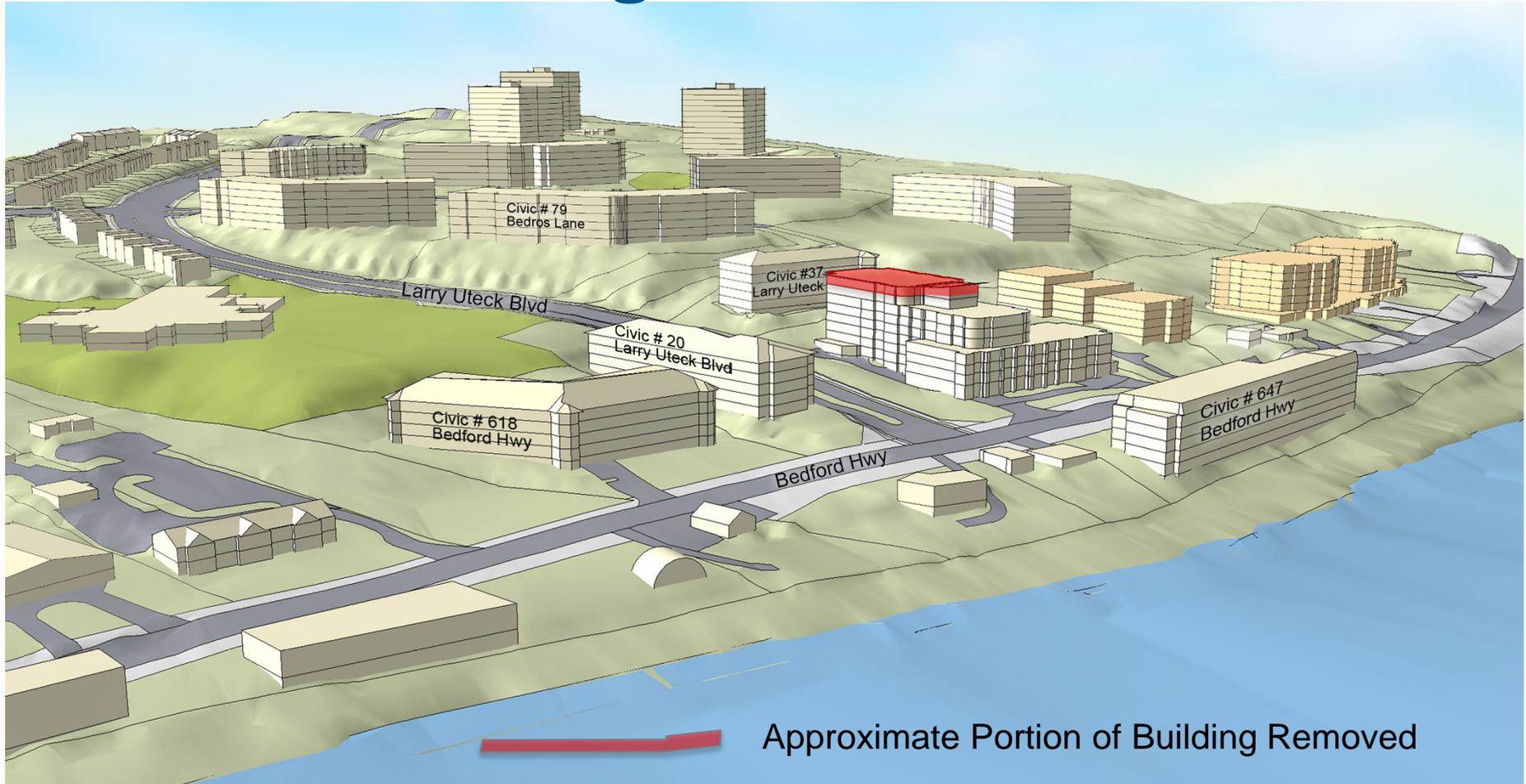
# Views and Relationships with other buildings



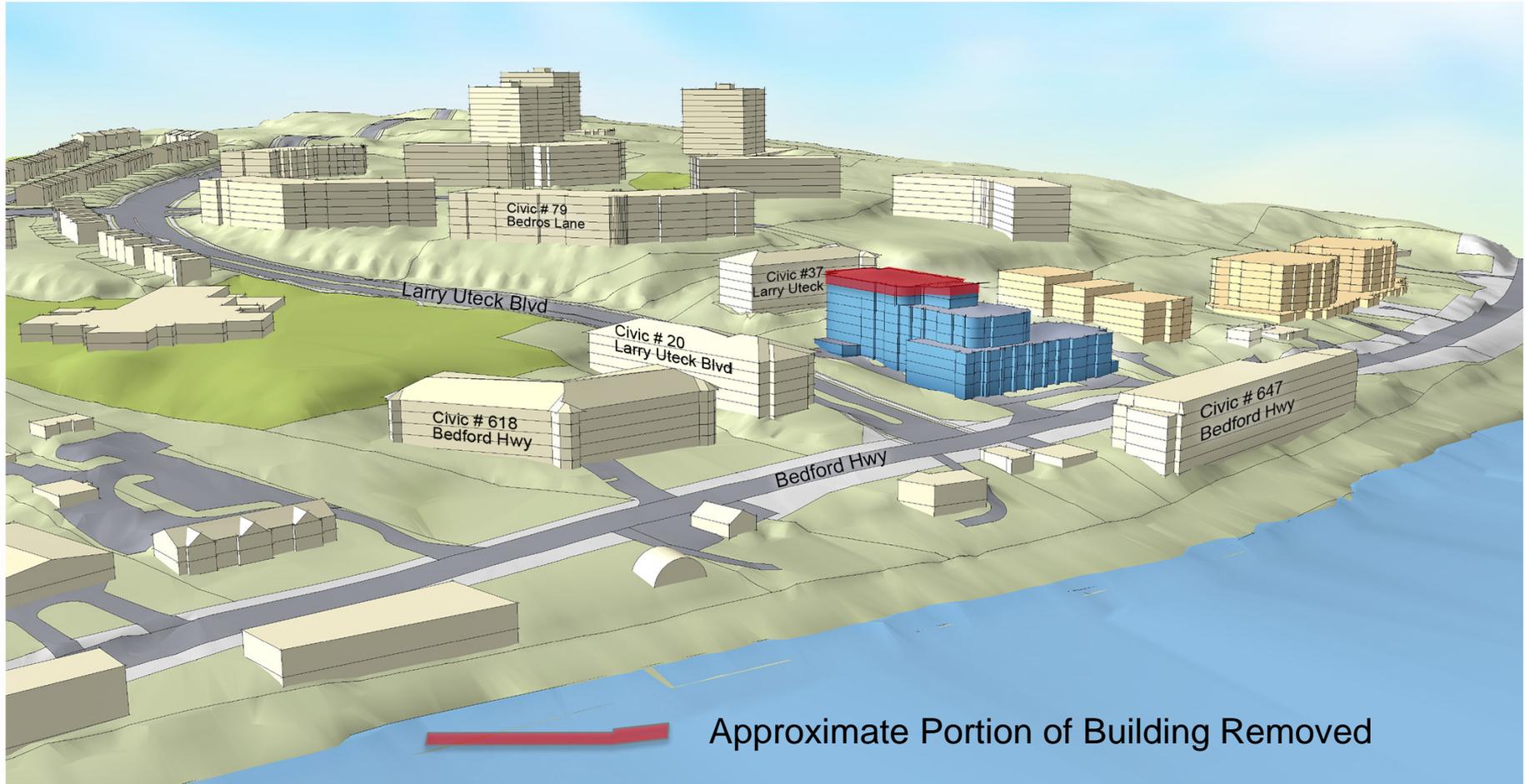
Approximate Portion of Building Removed

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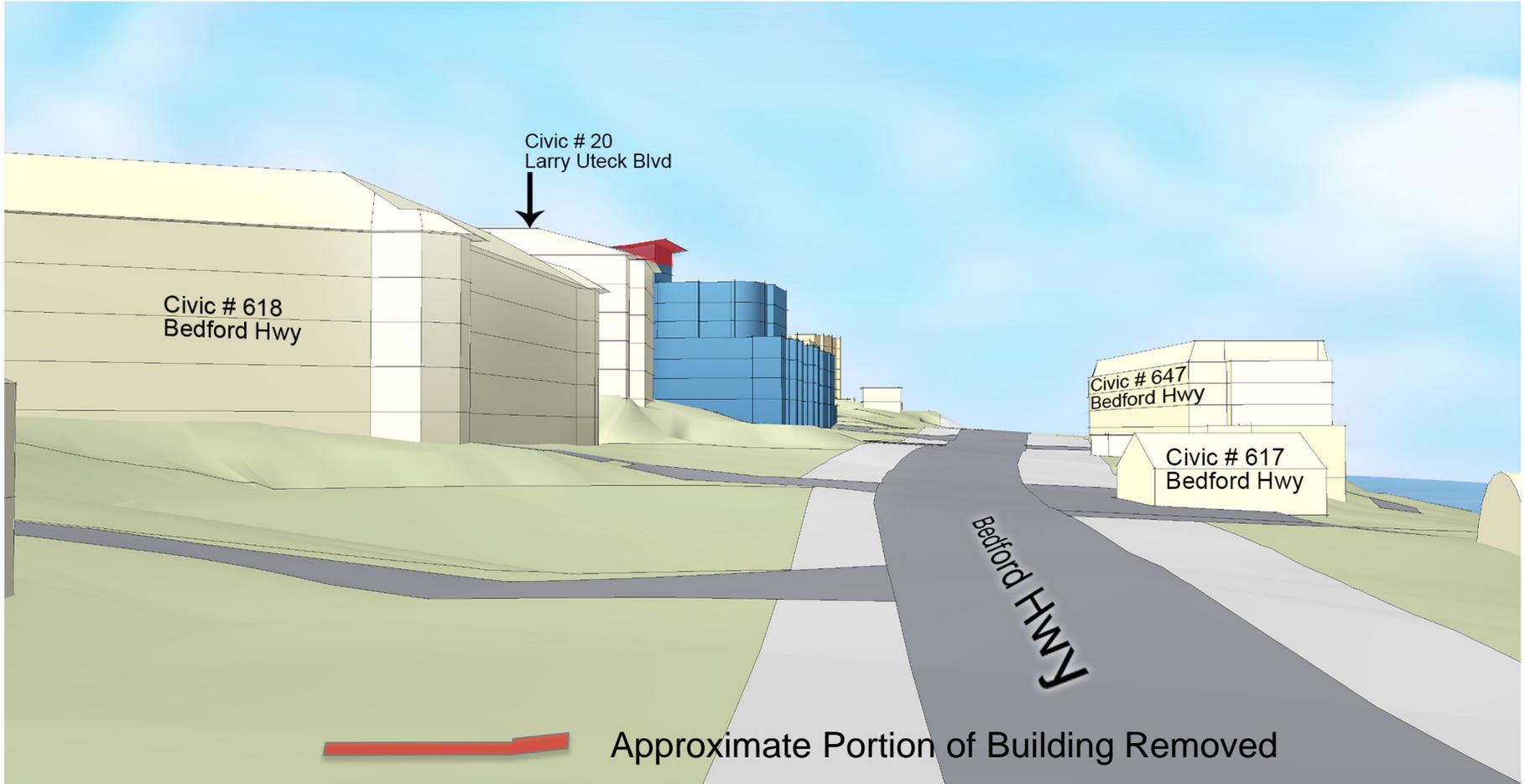
# Views and Relationships with other buildings



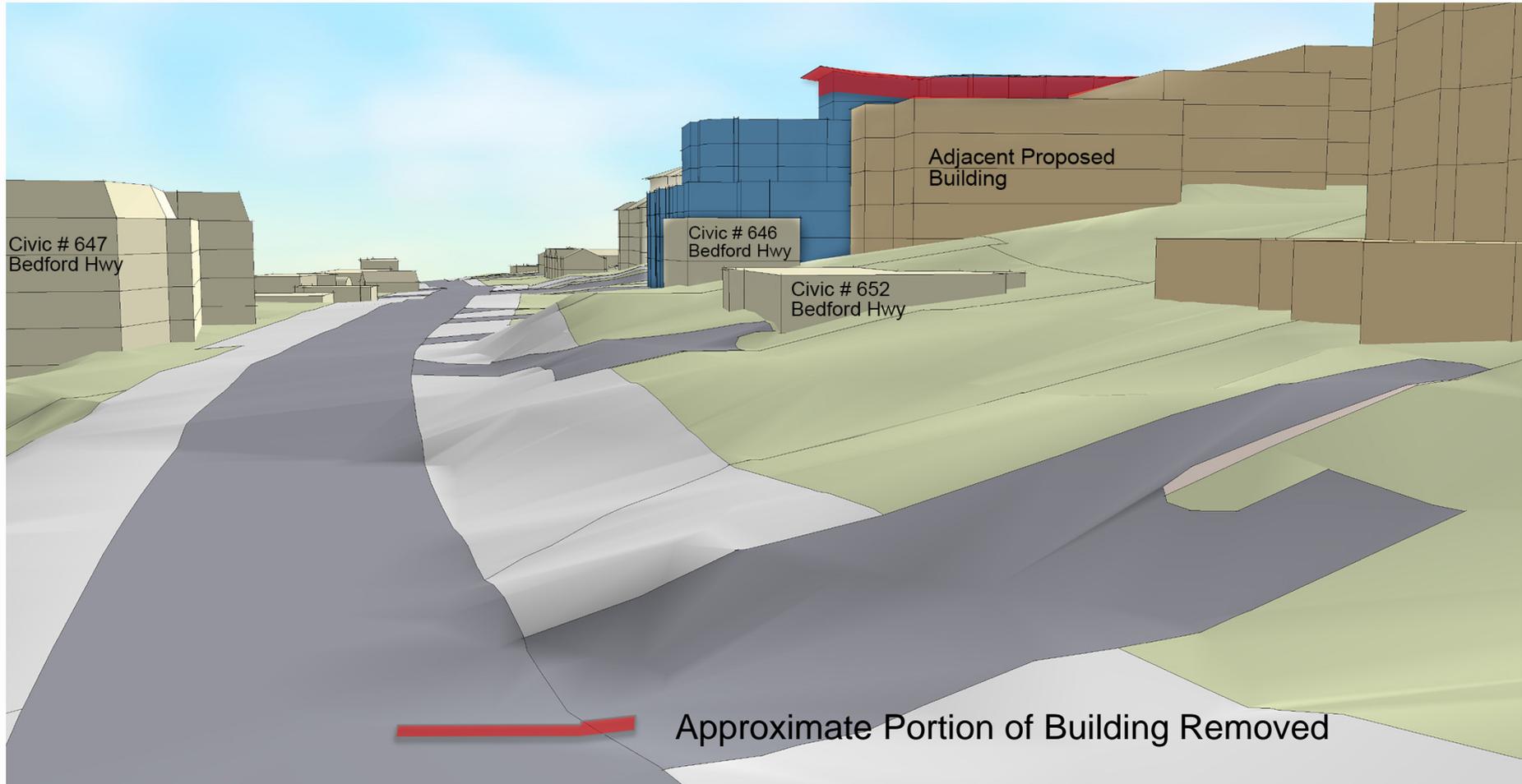
# Views and Relationships with other buildings



# Views and Relationships with other buildings



# Views and Relationships with other buildings



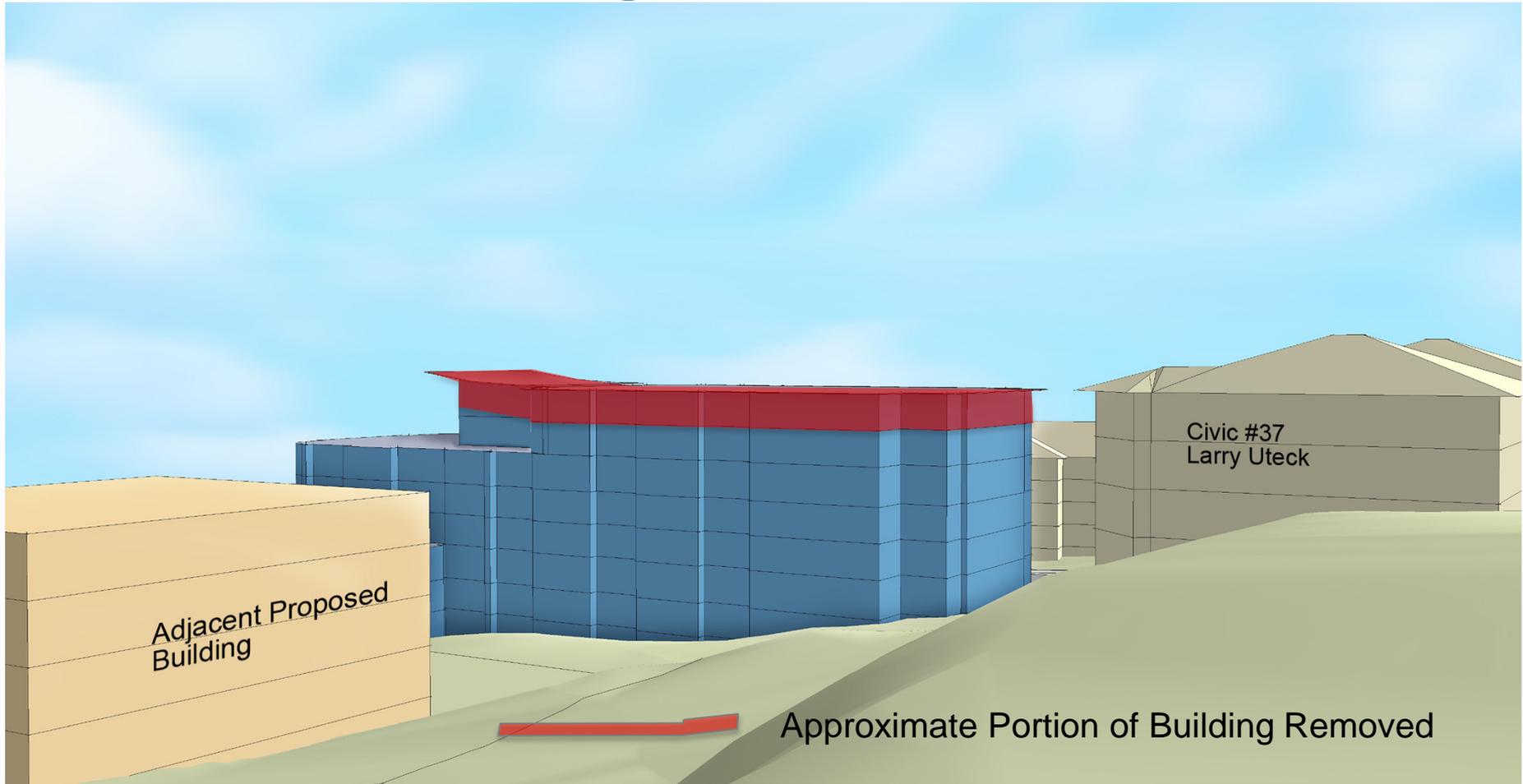
# Views and Relationships with other buildings



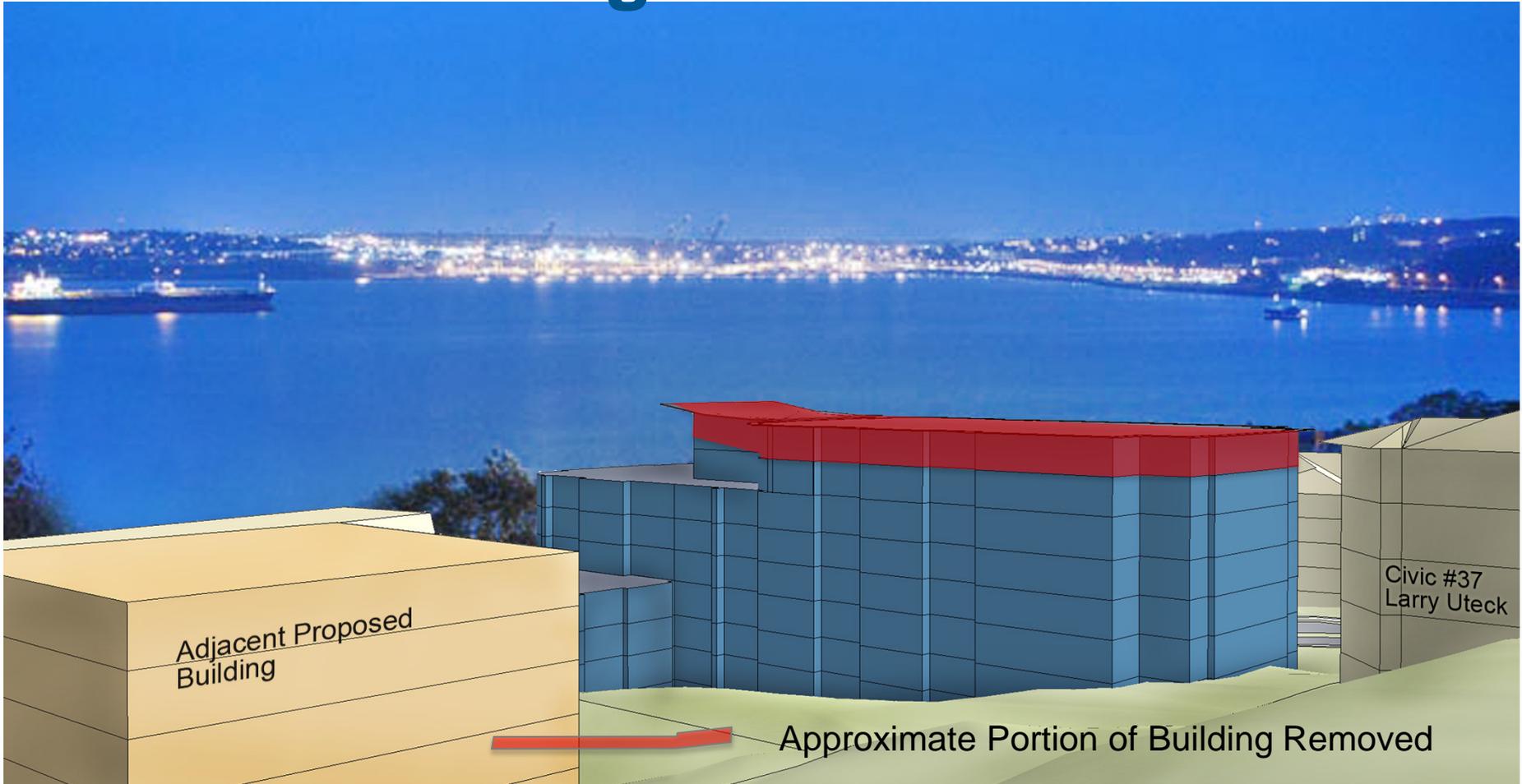
# Views and Relationships with other buildings



# Views and Relationships with other buildings



# Views and Relationships with other buildings



# Issues

- Same as previous Case 18993
- Transportation
  - Left hand turning lane
    - No turning lane required because of Larry Uteck Blvd left hand turn.
  - Bedford Hwy public sidewalk to be reconstructed by applicant.
  - Pedestrian connectivity to all entrances.
  - Traffic Study – results confirmed by Traffic Services who verified counts with their own data. Same study as previous application.
  - Access reviewed and considered safe.

# Issues

- Transportation
  - Bedros Lane issues discussed with Traffic Services. They are monitoring this intersection and will update warrants for traffic control as required.
  - Starboard Drive connection is now open.
- A full review of the issues can be found in the staff report.

# Conclusion

- Staff are satisfied the proposal meets the requirements of the MPS.
- Staff are recommending North West Community Council approve the proposal as identified in the recommendation section of the report.
- Council may wish to give consideration to the wording of clause 3.4.4. and 3.4.5.