

HALIFAX

Plan Dutch Village Road

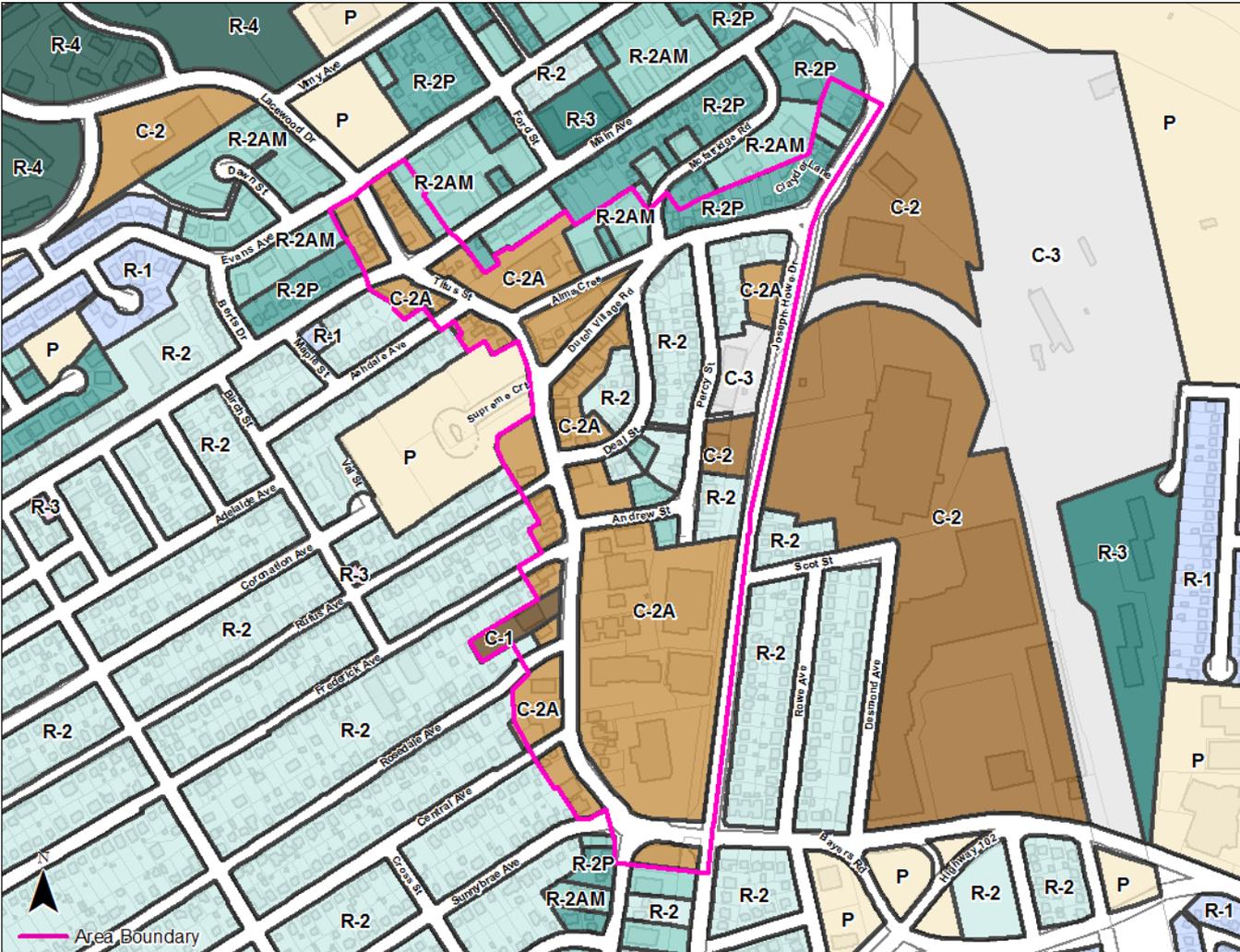
Halifax and West Community Council

June-28-2016

History

- Regional Council August 6, 2013: initiate a planning process to establish comprehensive planning policies that enable additional commercial and residential developments on the lands located within Dutch Village Road and neighbouring areas
- Regional Council July 21, 2015: boundaries of the study area to include all commercially designated properties
- March 25 2015: Community open house and workshop

Current Zoning



- R-2
- R-2AM
- R-2P
- C-1
- C-2A
- C-2
- C-3

Demographics

- Population is increasing
- Young population of renters
- Moves more frequently than other parts of HRM
- More likely to be a newcomer to Canada than the rest of HRM

Policy Goals

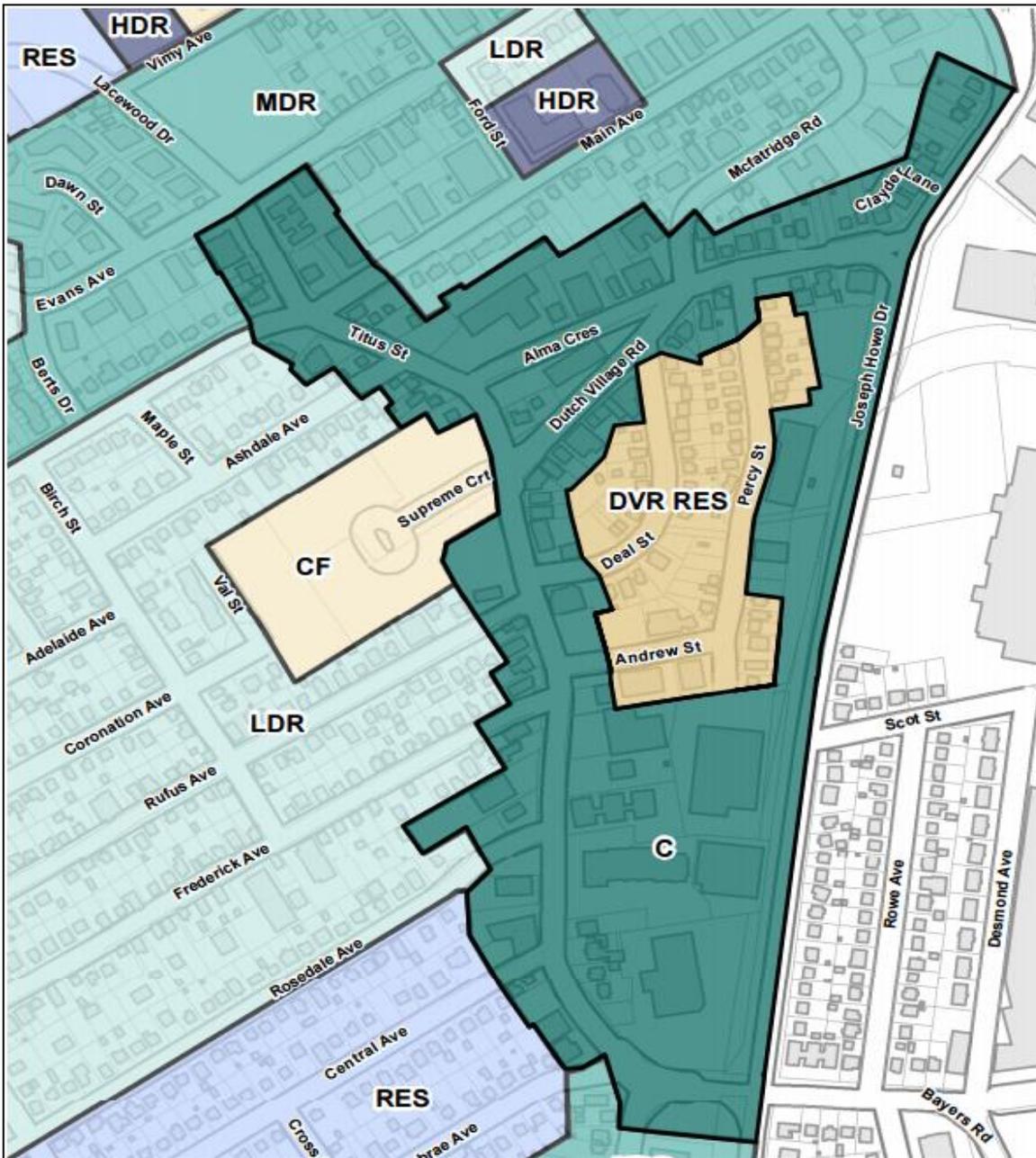
1. Maintain and encourage the retention of local businesses through zoning regulations;
2. Create greater predictability of built form through an as-of-right process;
3. Create development that is respectful of the community;
4. Allow commercial development along all parts of Dutch Village Road;
5. Ensure new development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area;

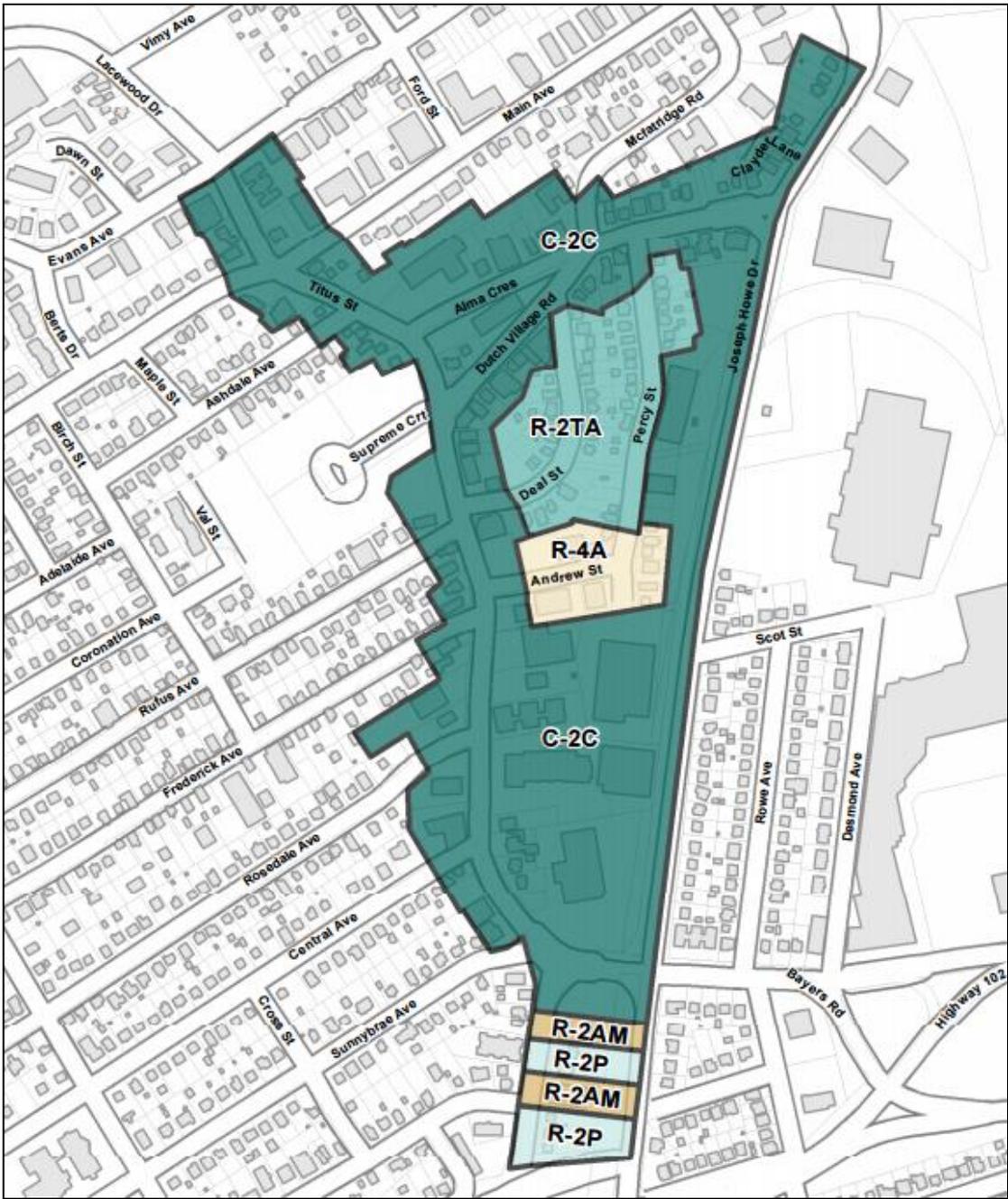
Policy Goals

6. Create new buildings that are better integrated with neighbourhood;
7. Requiring site design that creates livable and walkable communities;
8. Generate a more defined commercial node;
9. Regulate the lands under one By-Law (Mainland Land Use By-Law); and
10. Permitting consideration of high-rise development in Area A.

Proposed Designation

DVR RES- Dutch Village Road Residential
C- Commercial





Proposed Zoning

- R-2TA- Dutch Village Road Townhouse Zone
- R-4A- Dutch Village Road Multi Unit Zone
- C-2C- Dutch Village Road Mixed Use Zone
- R-2AM- General Residential Conversion Zone
- R-2P- General Residential Zone

Draft Residential Zones

- R-2TA- Dutch Village Road Townhouse Zone
 - Permits single unit, two unit, townhouse and stacked town house forms
 - Controls over unit width, maximum number of units and façade variation
- R-4A- Dutch Village Road Multi Unit Zone
 - Permits single unit, two unit, townhouse, stacked town house and apartment house forms
 - Building depth 25 m and then building must step down and include landscaping and amenity space
 - Parking not permitted in the front yard
 - Landscaping requirements
- Home occupation uses
 - Up to 50% of the floor are to a maximum of 300 sq metres
 - Employees permitted
 - No restrictions about where home occupation may occur

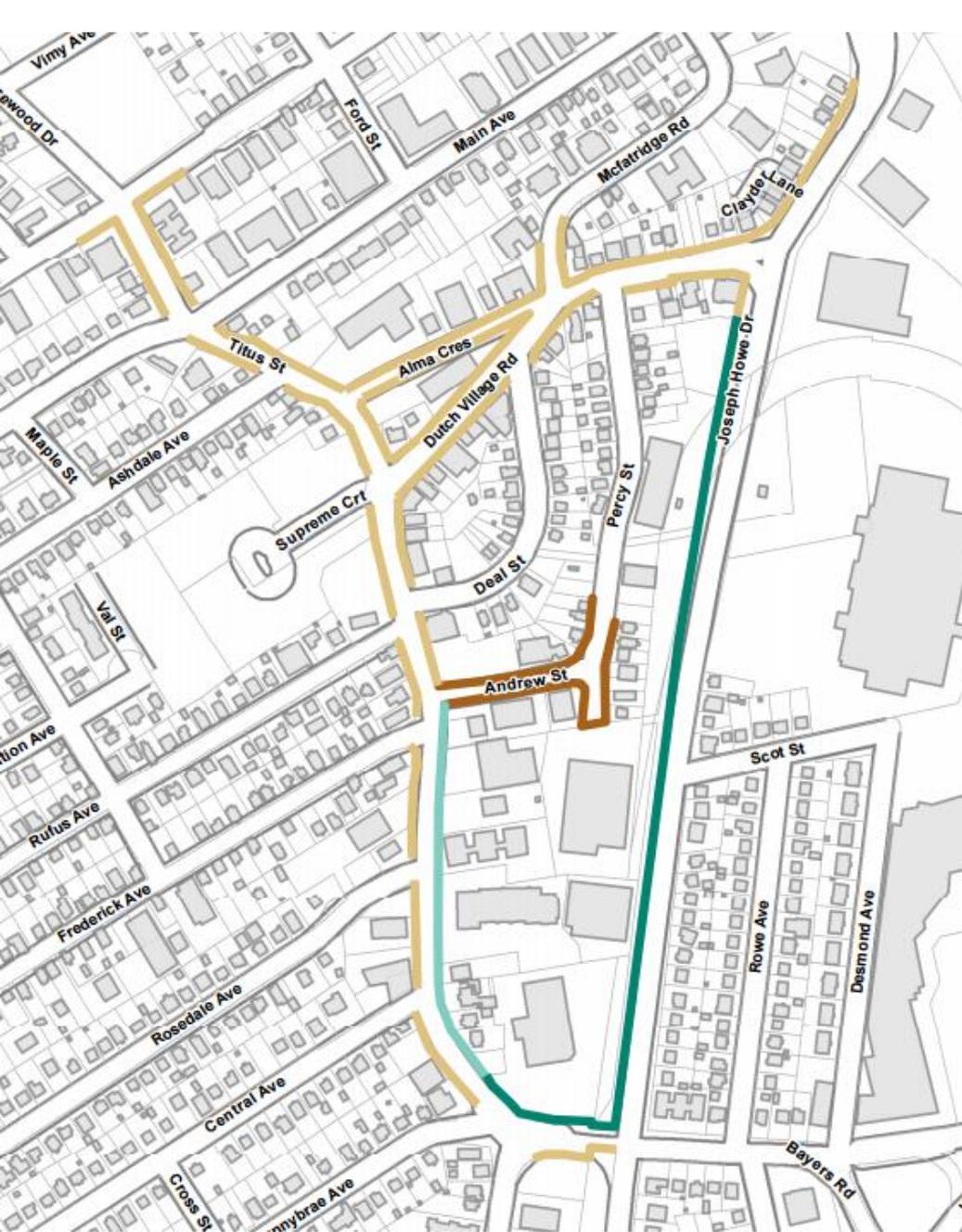
Draft C-2C Zone

- Permits community commercial uses, single unit, two unit, townhouse, stacked town house and apartment house forms
- Retail use– maximum ground floor area of 650 sq metres
- Regulations for service stations to limit impacts on residential properties
- Reduced parking standards for commercial uses
- Landscaping requirements
- No front yard parking

Design Controls

- Maximum front yard setback of 3 metres
- 4.5 m ground floor height for commercial buildings
- Building depth of 25 m
 - After 25 m, building steps down to 10.5 m
 - Landscaping and amenity space required on the roof
 - Side and rear yard setbacks of 3m
- Buildings required to be built along 65% of street frontage
- Restrictions on building materials

Street Wall Heights

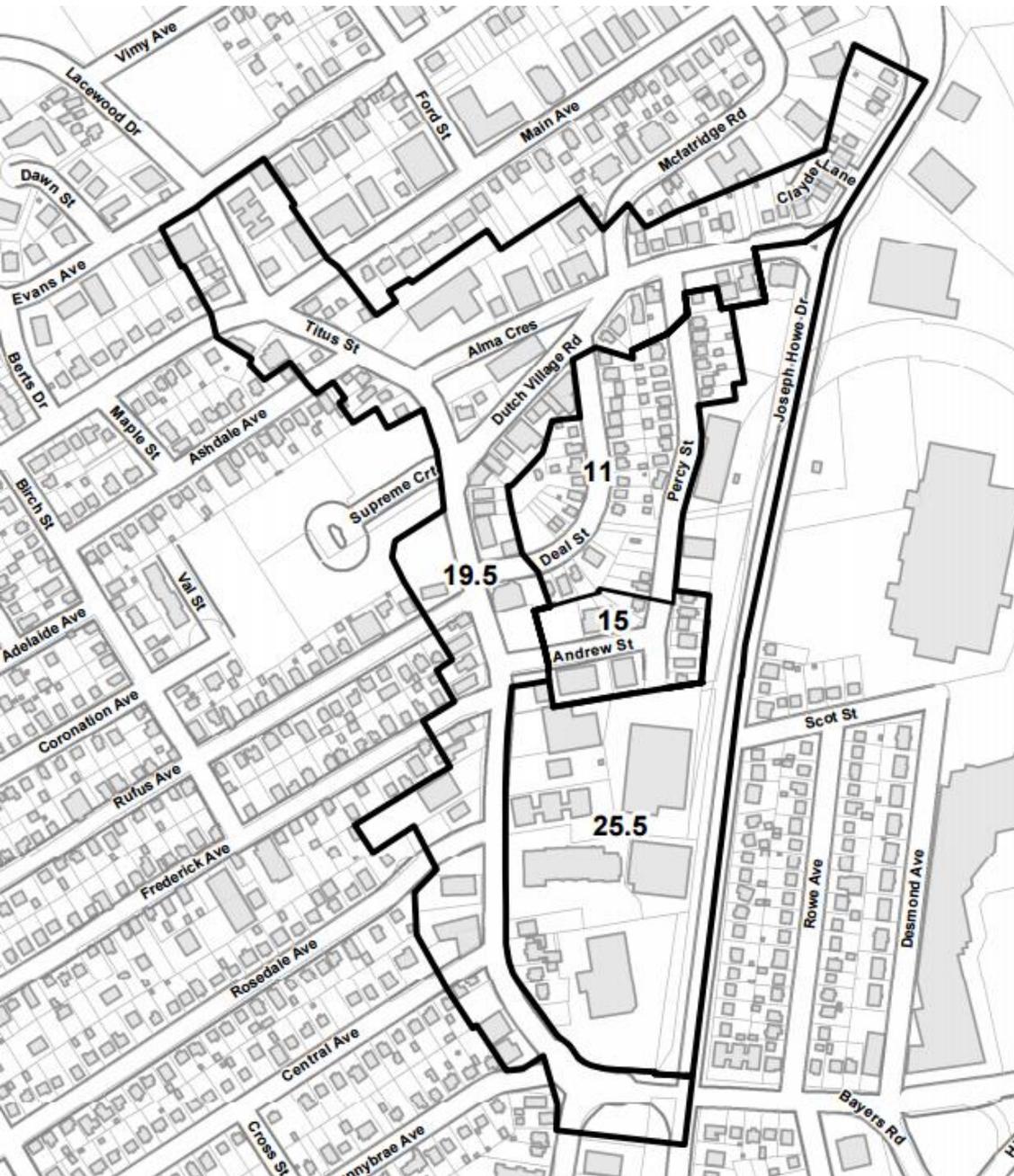


Street Wall Height:

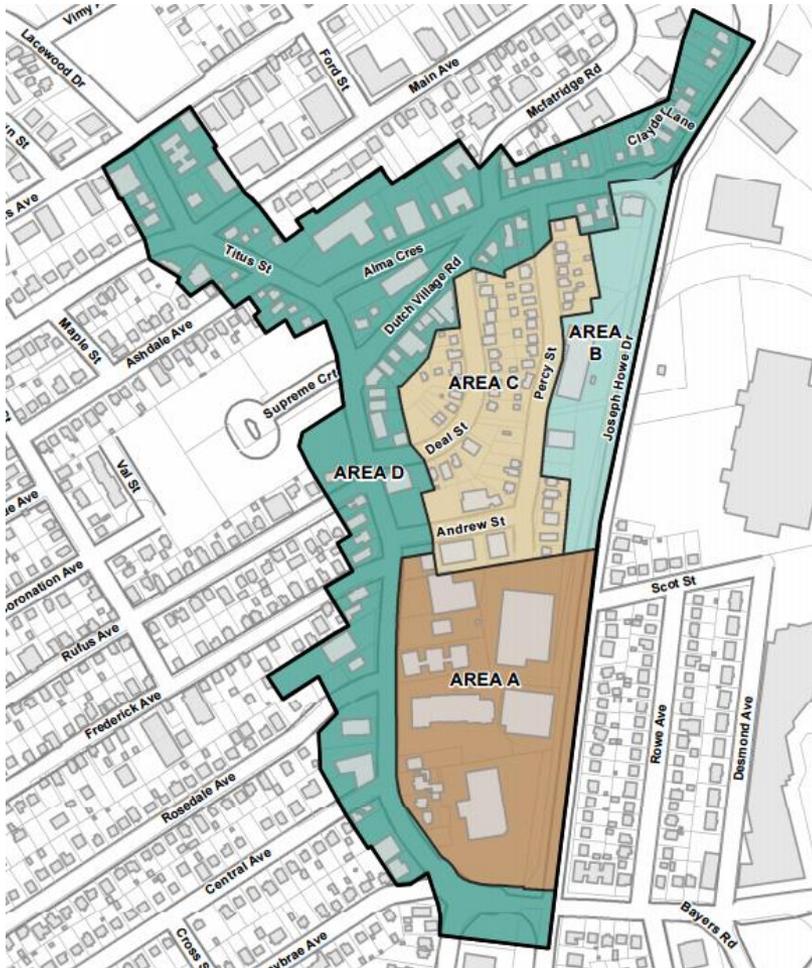
- 9m
- 10.5m
- 13.5m
- 16.5m

Building Height

- Greater height permitted on Joseph Howe
- Heights transition down to residential areas
- Shallow lots have a maximum height of 13.5 m



High Rise Development



- Can be considered in Area A
- Two part policy: quantitative and qualitative elements
- Quantitative elements to control building massing and height
- Qualitative elements to improve street level experience

Active Transportation

- No curb or sidewalk on the west side of Dutch Village Road
- AT Plan identifies Dutch Village Road as candidate street for sidewalk and bike lanes.
- Public highlight this as a top concern for community
- Public safety concern as street edge ill defined
- Historical parking pattern includes properties with parking areas in street ROW
- Recommend undertaking preliminary design work for providing pedestrian and bicycle infrastructure and other streetscaping elements

Existing Agreements

- Report states that the policies will be deleted, but the existing policies have been carried forward to the new policy
- Existing development agreements can apply for amendments through substantive and non-substantive processes

Nonconforming Uses and Structures

- Changes to existing regulatory structure will create nonconforming uses and structures
- Existing industrial uses would become nonconforming
 - Can continue operation, but if operation ceases for 6 months, would not be allowed to be re-established
- Nonconforming structures would be allowed to make additions and would be exempt from maximum front yard setbacks and street frontage requirements

Thank you

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<http://shapeyourcityhalifax.ca/dutch-village-road>

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