

# HALIFAX

P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 14.1.4**  
**Halifax Regional Council**  
**June 19, 2018**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:**

Original Signed by 

\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** April 20, 2018

**SUBJECT:** **Case 21336: Amendments to the Halifax MPS and Halifax Mainland LUB to enable multi-unit residential development on a portion of 29 McFatridge Road, Halifax**

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## **ORIGIN**

Application by WM Fares Architects

## **LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning and Development*

## **RECOMMENDATION**

It is recommended that Halifax Regional Council:

1. Initiate a process to consider amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Mainland, to re-designate lands at 29 McFatridge Road in Halifax (fronting Joseph Howe Drive), to allow for multi-unit residential development, which is currently permitted on abutting lands;
2. Consider amendments to the Land Use By-law for Halifax Mainland to reduce parking requirements for the C-2C Zone.
3. Follow the public participation program for Municipal Planning Strategy amendments that was adopted by Regional Council on February 25, 1997.

## **BACKGROUND**

WM Fares Architects (the applicant), is applying to amend the Municipal Planning Strategy for Halifax (MPS) and the Land Use By-law for Halifax Mainland (LUB). The applicant is requesting amendments to enable mid-rise, multi-unit residential development. The subject site includes five properties, on Joseph Howe Drive and McFatridge Road, in Fairview, Halifax. There are three homes and Our Lady of Lebanon Church on the subject site. The Church property (29 McFatridge Road) stretches between Joseph Howe Drive and McFatridge Road. The Church is in the process of moving to a new location on Dunbrack Street in Halifax.

The application is to amend the MPS and LUB for a portion of the Church property fronting Joseph Howe Drive. The applicant is proposing a 7-storey residential building, facing Joseph Howe Drive.

**Table 1. Subject Site Details**

<b>Subject Site (Maps 1 and 2)</b>	Five properties, including 29 McFatridge Road and 3844, 3838, 3834 (and a vacant lot next to 3834) Joseph Howe Drive
<b>Regional Plan Designation</b>	Urban Settlement
<b>Municipal Planning Strategy</b>	Halifax
<b>Secondary Planning Area</b>	Fairview
<b>Community Plan Designation (Map 1)</b>	Commercial (COM) and Medium Density Residential (MDR) under the Fairview Secondary Municipal Planning Strategy (SPS)
<b>Zoning (Map 2)</b>	C-2C (Dutch Village Road Mixed Use Zone) and R-2P (General Residential) under the Halifax Mainland Land-Use By-law
<b>Size of Subject Properties</b>	5,024 square metres (about 1.24 acres)
<b>Street Frontage</b>	About 110 metres (360 feet) on Joseph Howe Drive About 20 metres (66 feet) on McFatridge Road
<b>Current Land Use(s)</b>	Church and three houses
<b>Surrounding Land Use(s)</b>	North: Multi-unit residential building and houses South: Commercial buildings East: Multi-unit residential building and houses West: Multi-unit residential buildings and houses

## **Applicant's Proposal**

The proposal is for a multi-unit residential building. The proposal is outlined in Table 2. Additional information is contained within Attachments A and B.

**Table 2. Proposal Details**

<b>Building Height</b>	7 storeys maximum 4 storeys at the south end of the site
<b>Number of Units</b>	105
<b>Streetwall Height</b>	4 storeys
<b>Side Yard Setbacks</b>	Between 6 feet (1.8 metres) and 23 feet (6.9 metres)
<b>Front Yard Setback</b>	17 feet (5.2 m)
<b>Upper Floor Stepback</b>	7 feet (2.1 m) from the streetwall edge

Part of the subject site facing Joseph Howe Drive is already designated Commercial and zoned C-2C (Dutch Village Road Mixed-Use). The applicant's request is to move the boundary of the C-2C Zone to

capture part of 29 McFatridge Road, the Church property. Because the Church property is designated Medium Density Residential, this requires an amendment to the MPS to re-designate the lands as commercial. The proposal's streetwall is taller than permitted in the C-2C Zone, and the upper floor step-backs are smaller than permitted. Thus, the applicant is asking to amend the upper-floor step-back standards and the streetwall heights in the C-2C Zone (for the subject site).

### **Regional Plan Context**

The Regional Municipal Planning Strategy (Regional Plan) designates the subject site as Urban Settlement, where full urban services are available. Objectives of the Settlement and Housing chapter of the Regional Plan include:

- Targeting at least 75% of new housing units to be in the Regional Centre and urban communities, with at least 25% of new housing units within the Regional Centre;
- Focusing new growth where supporting services and infrastructure are already available; and
- Designing attractive and healthy communities.

### **MPS and LUB Context**

The subject site is within the Fairview Secondary Planning Area, which forms part of the Halifax MPS. The Secondary Planning Area designates part of the subject site as Commercial and part as Medium Density Residential (Map 1). The Commercial part of the subject site is zoned C-2C (Dutch Village Road Mixed Use) and the Medium Density Residential part of the site is zoned R-2P (General Residential). Buildings with up to 4 residential units are permitted in the R-2P Zone, on lots that are at least 6,000 square feet (557 square metres). The C-2C Zone allows mid-rise, multi-unit residential buildings.

Council initiated the Plan Dutch Village Road project in August of 2013. It created new zones and new policy for this area of Fairview. New policies and the C-2C zone came into effect in November of 2016.

Attachment C provides a review of relevant land use policy.

## **DISCUSSION**

### **Municipal Planning Strategy Amendments**

The MPS is a strategic policy document. It sets out the goals and direction for the community's long-term growth and development. The MPS intent is to provide broad direction, but Regional Council may consider site-specific MPS amendments to allow development not permitted by existing policies. Amendments to an MPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should only be considered within the broader planning policy context and when there is reason to believe that circumstances have changed since the relevant MPS policy was adopted, or last reviewed.

### **Applicant's Rationale**

The applicant suggests that the upcoming move of the Church is a change in circumstance that warrants a policy review for the Church property. The Church's decision to move came after the 2016 changes to planning policy for the area. The applicant suggests that the site's length and the irregular front property line are reasons to consider changes to the streetwall height and to the upper floor step-backs.

Attachment A contains the applicant's rationale.

### **Staff Review**

Staff have reviewed the applicant's rationale, the existing policy, and changes that have occurred in the area since the policy's adoption. Staff advise there is merit to consider re-designation of 29 McFatridge Road (the portion fronting Joseph Howe Drive) to the Commercial designation. The following matters were identified through the staff review.

*Existing Policy Intent*

Part of the subject site facing Joseph Howe Drive is designated Commercial, under the Fairview Secondary Municipal Planning Strategy. The Commercial Designation was created in 2016, through a planning process called Plan Dutch Village Road. The intent of the Commercial Designation is to permit a mix of commercial and residential uses to serve the needs of the Fairview area. These uses are permitted as-of-right (without a planning process such as a Development Agreement) in buildings up to a mid-rise height. On some sites, the Commercial Designation permits mid-rise, multi-unit buildings on properties where low-rise buildings were previously permitted. Commercially designated properties front on Dutch Village Road (Fairview's main street) and on Joseph Howe Drive. These are major streets, which already have commercial and mixed-use developments. Through the Plan Dutch Village process, the decision was made to focus redevelopment and commercial uses on these two streets.

A high-level goal of the Fairview Secondary Municipal Planning Strategy is to maintain and enhance the residential environment in Fairview, while allowing for growth and change in designated areas. To achieve this, most properties on local streets (like McFatridge Road) have a residential designation. 29 McFatridge Road is designated Medium Density Residential. The Medium Density Residential designation permits small multi-unit buildings. This designation allows limited residential density, and does not apply to areas where growth and change is planned. The property at 29 McFatridge is zoned R-2P (General Residential). This zone permits low-rise buildings, with up to four units.

29 McFatridge Road has frontage on McFatridge Road and on Joseph Howe Drive. The part of the property next to McFatridge Road is part of a local, residential context. The part of the property facing Joseph Howe Drive is next to a major street, with a more commercial context. This context – facing a major street with commercial properties – is shared with properties now designated Commercial. This provides rationale to consider changing the designation and zone for part of 29 McFatridge Road. The property has a context that matches the Commercial Designation, and is next to properties designated Commercial. Finally, 29 McFatridge is the last property on Joseph Howe before the Fairview Overpass, providing a clear boundary to the expansion of the Commercial designation.

29 McFatridge's designation and zoning was reviewed in 2016, but was not changed. At the time, the property was used for a Church, Our Lady of Lebanon. The Church was not expected to redevelop the property. Our Lady of Lebanon Church is now moving. The applicant is asking to re-designate part of 29 McFatridge Road to allow a seven storey, multi-unit residential building. The Church is moving, which creates a change in circumstance. Most importantly, the Church property is next to a Commercial designation, and its context is comparable to other properties with the Commercial Designation.

There are multi-unit buildings under construction on Dutch Village Road, within a few blocks of the subject site. One development is a building at the corner of Andrew Street and Dutch Village Road. The second development is at the former Halifax West High School property, at the corner of Dutch Village Road and Titus Street. Both projects were approved through a Development Agreement process. No buildings have yet been constructed under the Plan Dutch Village Road policy and regulations.

*Streetwall Heights and Stepbacks*

The applicant has asked for the streetwall height and stepbacks to be reviewed. Staff does not recommend reviewing the streetwall standards and upper-floor step-back standards in the C-2C Zone. Circumstances have not changed since these standards were adopted. Further, the Centre Plan project has reinforced the importance of upper-floor step-backs, paired with modest streetwall ongoing heights. While this subject site has an irregular shape, upper-floor step-backs are measured from the top of the streetwall, not the front property line; the irregular lot shape should not impact the upper-floor stepback. In addition, the subject site is large and deep, providing space to meet the step-back requirements. Staff advise that the current standards in the Land Use By-law are able to be achieved.

*Parking Standards*

The C-2C (Dutch Village Road Mixed-Use) Zone was created in 2016 through the Plan Dutch Village Road

process. The C-2C Zone is part of the Halifax Mainland Land Use By-law; it only applies to lands that front on Dutch Village Road and on part of Joseph Howe Drive. Since the Plan Dutch Village Road process, Council has authorized the direction of the Integrated Mobility Plan (IMP). The IMP includes policy direction to reduce parking standards by amending municipal planning strategies and land use by-laws, as necessary. Staff note that the parking requirements for the C-2C Zone may be excessive. Staff have been advised by potential developers that parking standards are onerous and make it difficult to develop these sites. Staff recommend reviewing the parking requirements for the C-2C Zone as part of this application. Current parking standards are one parking space for each dwelling unit. Parking can be a significant cost for urban developments. Reducing parking requirements can reduce the cost of development and the cost of housing. Reduced parking requirements also encourage sustainable transportation. Reviewing and reducing parking standards would support the 2008 Halifax Regional Parking Strategy and the 2014 Regional Plan.

#### Proposed Approach

Staff recommends initiating an MPS amendment process to consider:

- Redesignating and rezoning part of 29 McFatridge Road (fronting on Joseph Howe Drive); and
- Reviewing parking standards for the C-2C (Dutch Village Road Mixed Use Zone).

#### **Conclusion**

Staff have reviewed the proposal. The applicant is asking to move the boundary of the Commercial designation and the C-2C Zone, to include part of the Church property fronting Joseph Howe Drive as Commercial. This would permit multi-unit residential development at 29 McFatridge Road, along with the remainder of the subject site, which is already zoned for multi-unit residential development. This requires an MPS and an LUB amendment. The property at 29 McFatridge is next to a Commercial designation. On the Joseph Howe side, the property's context is comparable to other properties with the Commercial Designation. Staff recommend it is appropriate to reconsider the MPS designation and zone for the part of the Church property that fronts on Joseph Howe Drive. The Regional Plan and the Integrated Mobility Plan also support increased density in places that are walkable and close to quality transit.

Staff recommends against reviewing streetwall standards on a site-specific basis.

Finally, staff recommends considering reduced parking standards for the C-2C Zone. Lower parking standards may help to support redevelopment of the area.

#### **FINANCIAL IMPLICATIONS**

The HRM costs associated with this planning application can be accommodated within the approved 2018/19 operating budget for C320 Policy and Strategic Initiatives.

#### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations in this report. This application involves proposed amendments to a Municipal Planning Strategy. Such amendments are at the discretion of Regional Council and are not subject to appeal to the Nova Scotia Utility and Review Board. Other information about the risks and other implications of adopting any amendments are contained within the Discussion section of this report.

#### **COMMUNITY ENGAGEMENT**

Should Council choose to initiate the MPS amendment process outlined in the Recommendation section of this report, or choose to enable an alternative proposal, the *HRM Charter* requires Council to approve a public participation program. In February of 1997, Regional Council approved a public participation

resolution that outlines the process for proposed MPS amendments that Council considers local in nature. This requires, at a minimum, holding a public meeting, along with any other measures needed to obtain public opinion. The proposed level of community engagement would be consultation, achieved through a public meeting early in the review process. Additionally, Regional Council would need to hold a public hearing before considering approval of any amendments.

### **ENVIRONMENTAL IMPLICATIONS**

No environmental implications are identified.

### **ALTERNATIVES**

1. Regional Council may direct staff to review the streetwall standards (for height and for upper-floor setbacks), in the C-2C Zone, in the Land Use By-law for Halifax Mainland as part of the process identified in the Recommendation section of this report. This option is not recommended for the reasons outlined in this report.
2. Regional Council may direct staff to initiate a process to consider a different set of amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Mainland. This option may require an additional staff report.
3. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the Halifax MPS is not applicable to the NS Utility and Review Board as per Section 262 of the HRM Charter.

### **ATTACHMENTS**

Map 1	Generalized Future Land Use Map
Map 2	Zoning Map
Attachment A	Applicant's Rationale and Project Brief
Attachment B	Proposed Site Plan and Building Drawings
Attachment C	Policy Review

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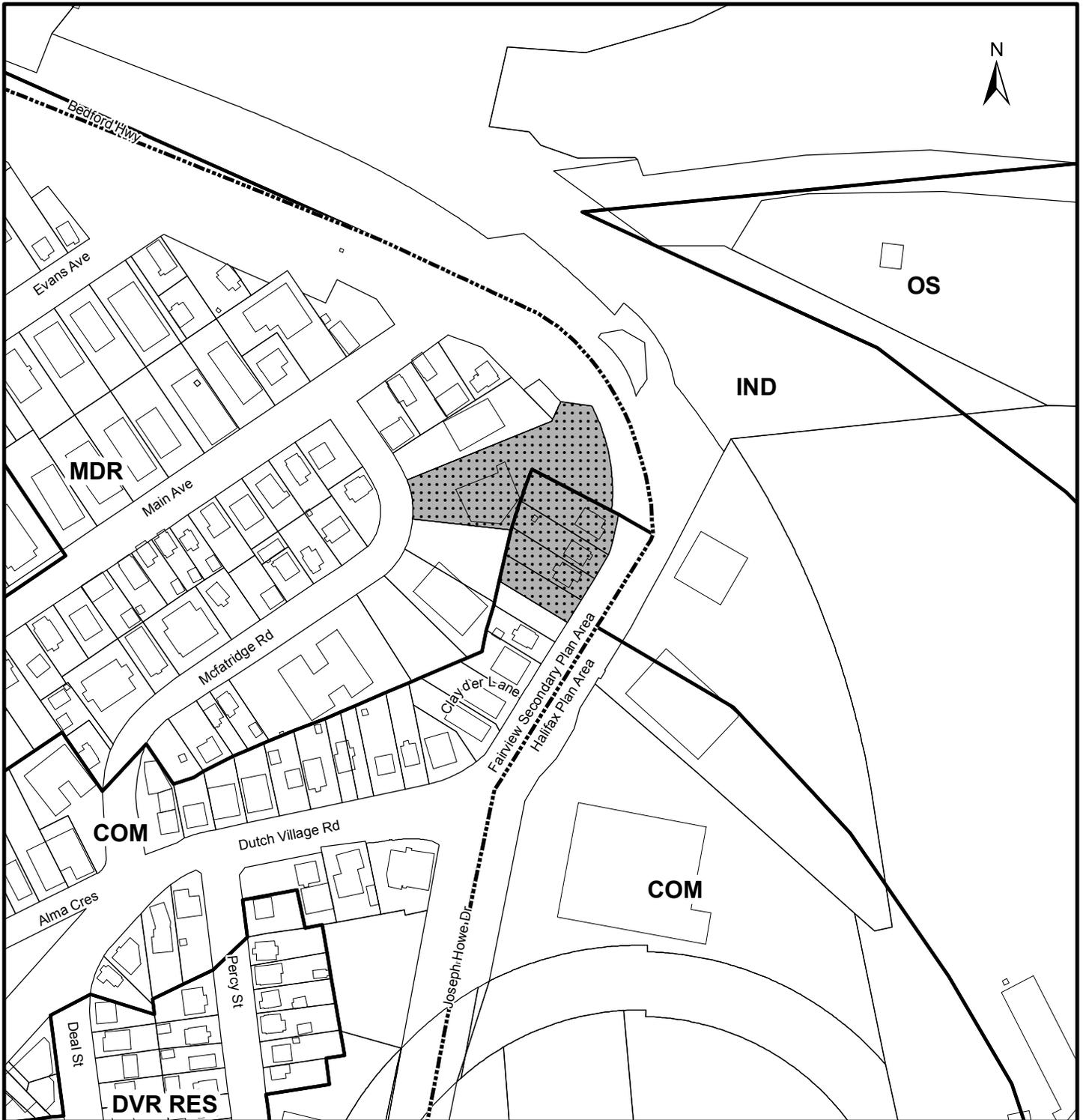
A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Sean Gillis, Planner II, 902.490.6357

Report Approved by: Original Signed  
Kate Greene, Manager, Policy and Strategic Initiatives, 902.225.6217

Report Approved by: Original Signed  
Kelly Denty, Acting Director, Planning and Development, 902.490.4800

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**Map 1 - Generalized Future Land Use**

**HALIFAX**

PID's 40723835, 40311540, 00177733, 00177741, 00177758  
Halifax

 Subject Properties

**Fairview Designations**  
 MDR Medium Density Residential  
 DEV RES Dutch Village Road Residential  
 COM Commercial

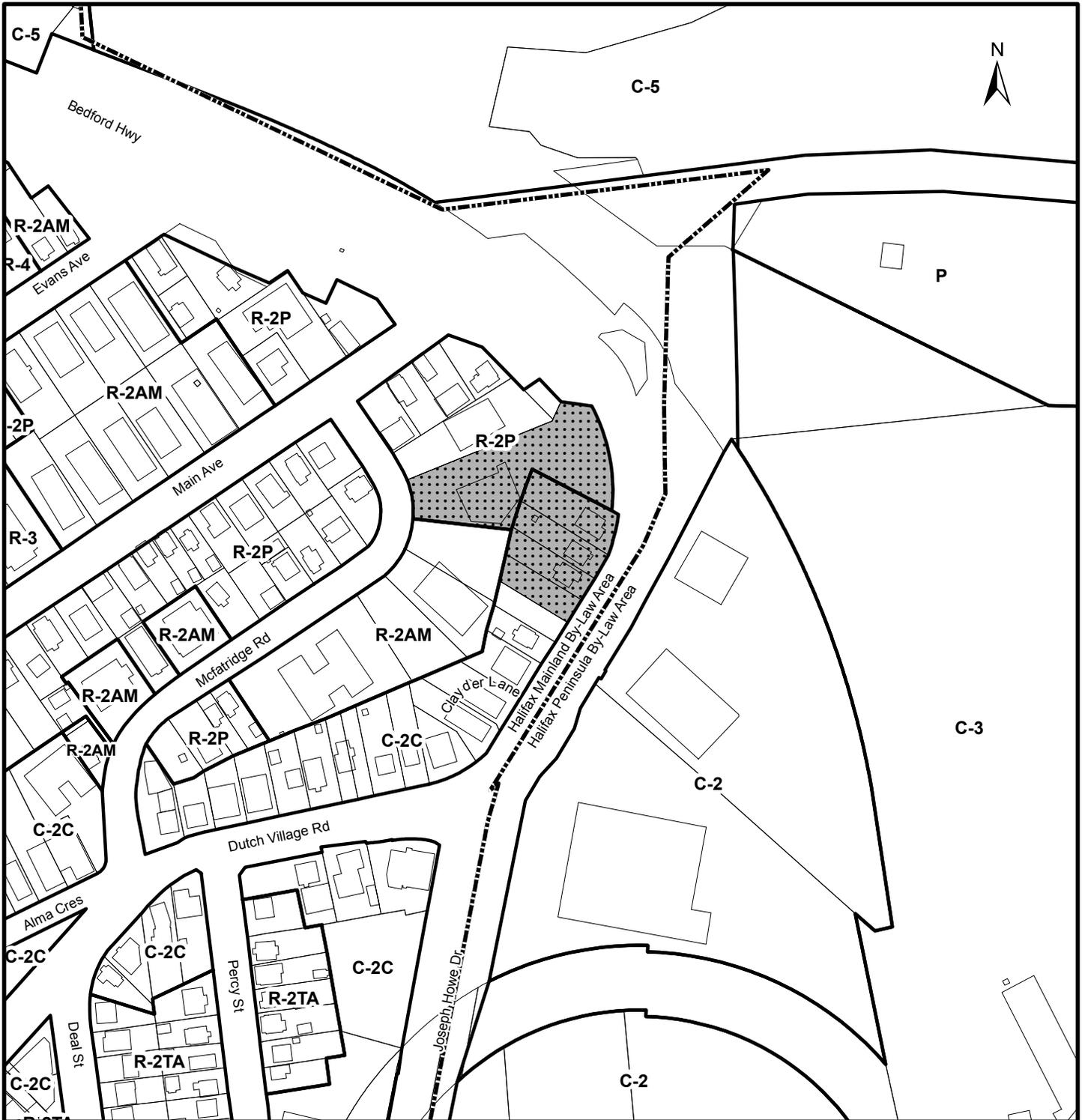
**Halifax Designations**  
 OS Major Community Open Spaces  
 COM Commercial  
 IND Industrial



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  
Fairview Secondary Plan Area



### Map 2 - Zoning

PID's 40723835, 40311540, 00177733, 00177741, 00177758  
Halifax



Subject Properties

**Halifax Mainland Zones**

R-2AM	General Residential Conversion
R-2P	General Residential
R-2TA	Dutch Village Road Townhouse
R-3	Low-Rise Apartment
R-4	Multiple Dwelling
C-2C	Dutch Village Road Mixed Use

**Halifax Peninsula Zones**

C-2	General Business
C-3	Industrial
C-5	Harbour-Related Industrial
P	Park and Institutional



Halifax Mainland  
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.

# Attachment A: Applicant's Rationale and Project Brief

## PROJECT BRIEF

PROPOSED BY

WM FARES  
ARCHITECTS

October 31, 2017

## PURPOSE OF SUBMISSION

W M Fares Architects wishes to make an application for a site specific plan amendment to extend the mixed use designation and zone to the front portion of the subject property to permit a multiunit residential building on a parcel of land consisting of 29 McFatrige Road and 3844, 3838, and 3834 Joseph Howe Drive.

## EXISTING PLANNING DESIGNATIONS & ZONING

The subject property is a through lot spanning from McFatrige Road to Joseph Howe Drive. It has commercial and medium density designations under the Fairview Secondary Planning Strategy. The zoning is C2C and R-2P under the Mainland Land Use Bylaw. This property currently is home to the Our Lady of Lebanon Parish church which plans to relocate to a new building on Dunbrack Street in 2018.

The site is a prominent point at the terminus of Joseph Howe Drive. The closure of the existing church in addition to recent planning changes under the Dutch Village Road Plan warrants site specific planning consideration.

## SITE AND NEIGHBOURHOOD COMPATIBILITY

The subject site is comprised of five properties including a vacant lot and three 2-storey houses on Joseph Howe Drive, and the Our Lady of Lebanon Parish church which spans from Joseph Howe Drive to McFatrige Road. The church is closer to the McFatrige end of the property, with parking lots on both ends. On the Joseph Howe side, the Fairview Overpass is next to the property. Nearby properties on Joseph Howe include a 4-storey office building and an office/warehouse across the street, and 2-storey houses and apartment buildings along Joseph Howe. On the McFatrige side there is a mix of 2-storey houses and low-rise apartment buildings including a 5-storey building to the south and a 4-storey building to the north. The larger context includes the Fairview Cove container terminal to the north, the Atlantic Superstore and its gas station and parking lot to the south, warehouses and small strip malls on Joseph Howe, and detached houses and low-rise multiunit buildings on McFatrige and nearby Main Ave.

## PROJECT DESCRIPTION + DESIGN STRATEGIES

The proposed 7-storey multiunit building on Joseph Howe Drive uses the new C-2C zoning guidelines as a basis for its design, incorporating a 4-storey streetwall with three distinct brick modules, materially reminiscent of brick facades recurring throughout the neighbourhood. Above the street wall is a mix of curtain wall, laminate panels, and vertical steel cladding. While

the curtain wall and panels tie the exterior to newer buildings along Joseph Howe, the vertical steel cladding ties the building to the warehouses found along the street.

The building transitions from 7 storeys at the north extreme next to the overpass, down to the 4-storey streetwall at the south end, near the 2-storey houses and apartment buildings. The site is a prominent point at the terminus of Joseph Howe Drive; it sees thousands of commuters pass by daily, and is visible to thousands more on the nearby Fairview Overpass. The proposed building creates a visual anchor point for the community, much as the church currently does. The transition down to 4 storeys is in respect to the lower height of nearby buildings and the height of the neighbourhood in general.

It is important to note that considering the change of circumstance due to the relocation of the institutional use, and considering that the Municipality has recently undergone a comprehensive planning change under Plan Dutch Village Road which encompasses part of the subject proposal, we are only seeking to extend the Mixed-Use designation to the lower portion of the site. The upper portion of the site will remain under the existing designation, and when redeveloped will comply with the R2P zone. Our site assessment however, indicates that we require 2 minor adjustments to the C2C zone in order to respond to physical features of the site. The first has to do with street wall step back; a reduction from 10' to 7' is necessary to respond to the curved geometry and irregular front property line. The second has to do with the maximum street wall height; an increase from 10.5 meters to 13 meters is required to respond to the 350-foot frontage along Joseph Howe Drive. The proposed building responds to this curved frontage through a well articulated street wall, divided into vertical brick modules that would create a visually interesting streetscape.

#### CONCLUSION:

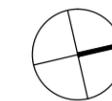
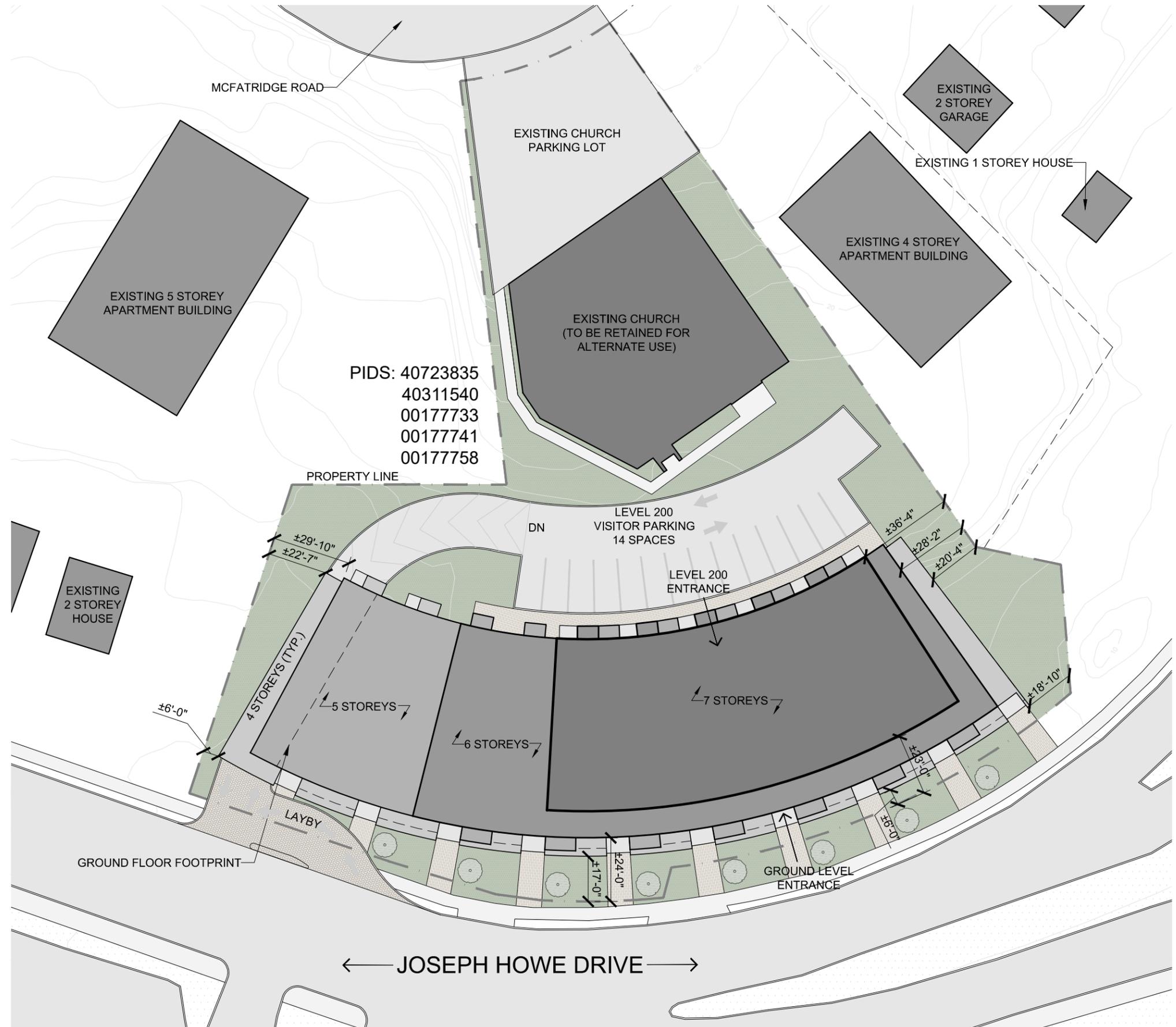
Thank you for considering our application; we look forward to working with HRM staff, Council and the public on this exciting project.

Cesar Saleh, P.Eng.

WM Fares Architects

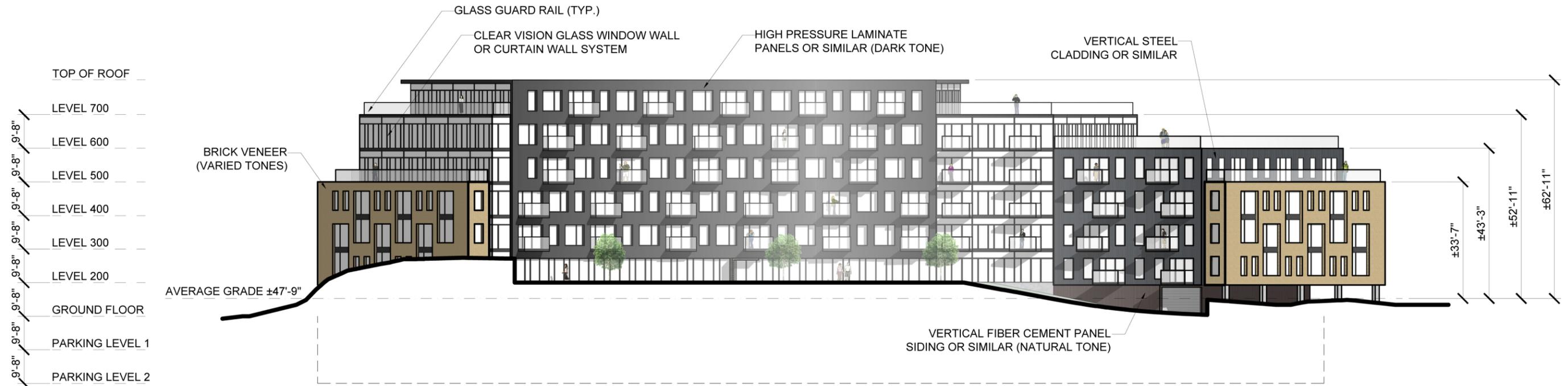
Appendix B: Proposed Site Plan and Building Drawings

OLOL JOSEPH HOWE				
<b>DENSITY</b>				
LEVEL	1BR	1BR + DEN	2BR	TOTAL
100	8	-	-	8
200	7	2	10	19
300-400	16	4	20	40
500	9	-	9	18
600	6	-	7	13
700	-	-	7	7
TOTALS:	46 (44%)	6 (5%)	53 (51%)	105
<b>UNIT MIXTURE</b>				
1 BR UNITS	52 X 2 ppl		104	
2 BR+	53 X 2.25 ppl		119	
TOTAL			223	
<b>SITE DATA</b>				
PROPERTY AREA			±59,366 SF	
LOT COVERAGE			±19,799 SF (33%)	
TOTAL BUILDING GROSS FLOOR AREA:			± 129,932 SF	
FLOOR-AREA RATIO:			2.19	
<b>AMENITY SPACE</b>				
INDOOR AMENITY SPACE AREA (LEVEL 600):			±853 SF	
OUTDOOR AMENITY SPACE AREA (LEVEL 600):			± 4,205 SF	
<b>PARKING</b>				
TENANT PARKING:			±105	
VISITOR PARKING:			±14	
TOTAL PARKING:			±119	

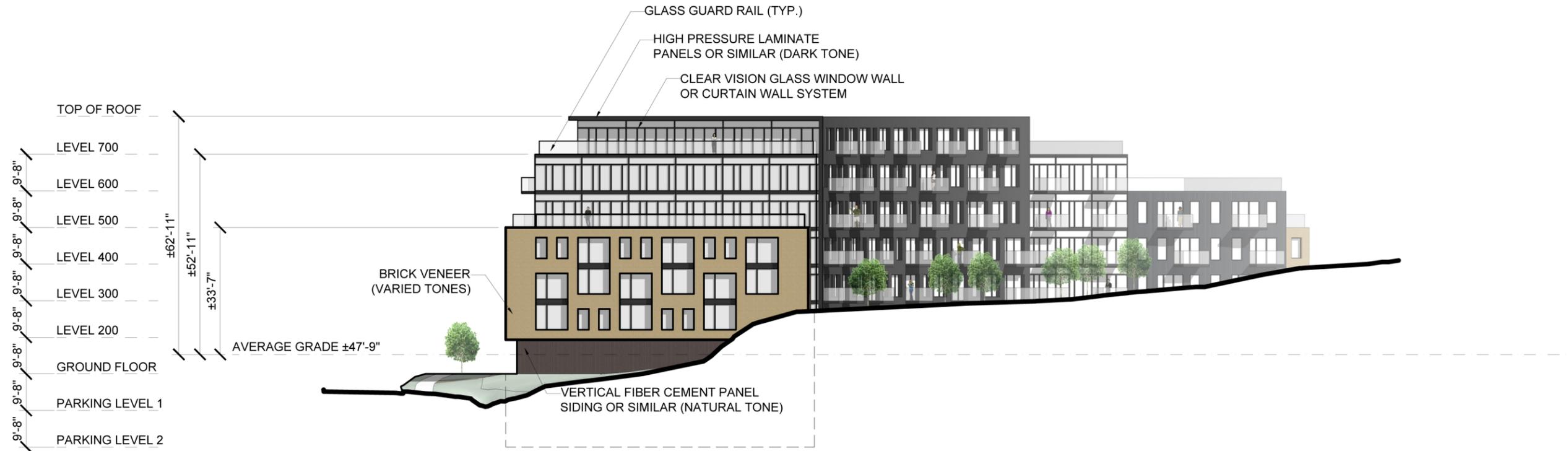




1 EAST ELEVATION  
A08 SCALE: 1" = 30'-0"



2 WEST ELEVATION  
A08 SCALE: 1" = 30'-0"



1 NORTH ELEVATION  
A09 SCALE: 1" = 30'=0"



2 SOUTH ELEVATION  
A09 SCALE: 1" = 30'=0"



OLOL MU

JOSEPH HOWE DRIVE, HALIFAX, NS

WEST

**PERSPECTIVE VIEW**

Project No.: 2016.23

Scale: NTS

Date: 27 Jun 2017

WM FARES  
ARCHITECTS

**SK05**



OLOL MU

JOSEPH HOWE DRIVE, HALIFAX, NS

EAST  
PERSPECTIVE VIEW

Project No.: 2016.23  
Scale: NTS  
Date: 27 Jun 2017

WM FARES  
ARCHITECTS

SK07

## Attachment C – Policy Review

### Policy Review: Regional Municipal Planning Strategy

The Regional Municipal Planning Strategy (Regional Plan) guides growth in the Municipality. While all relevant policies and objectives will be considered, staff have identified these policies as most important for new infill development.

Regional Plan Objectives/ Policy	Staff Comments
<p><b>Section 3.1 - Settlement Objectives</b>            1. Direct growth so as to balance property rights and life-style opportunities with responsible fiscal and environmental management;</p>	<p>The subject site is within a dense, urban neighbourhood that is fully serviced.</p>
<p>2. Target 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 this Plan;</p>	<p>The subject site is next to the Regional Centre. The Centre Plan has identified the other side of Joseph Howe Drive as a Future Growth Node, where major new growth can be accommodated.</p>
<p>3. Focus new growth in centres where supporting services and infrastructure are already available;</p>	<p>The subject site is fully serviced with urban infrastructure, including transit and sidewalks.</p>
<p>4. Design communities that:</p> <ul style="list-style-type: none"> <li>(a) are attractive, healthy places to live and have access to the goods, services and facilities needed by residents and support complete neighbourhoods as described in 6.2.2 (v) of this Plan;</li> <li>(b) are accessible to all mobility needs and are well connected with other communities;</li> <li>(c) promote energy efficiency and sustainable design;</li> <li>(d) protect neighbourhood stability and support neighbourhood revitalization;</li> <li>(e) preserve significant environmental and cultural features;</li> <li>(f) promote community food security;</li> <li>(g) provide housing opportunities for a range of social and economic needs and promote aging in place;</li> </ul>	<p>The proposed building is in an established urban neighbourhood with many jobs and services. Major transit routes serve the area.</p>

Regional Plan Objectives/ Policy	Staff Comments
<p><b>Section 4.1 - Transportation and Mobility Objectives</b></p> <p>2. Promote land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes;</p>	<p>Providing housing options near services and transit helps promote walking and transit use. The area has nearby services and has good walkability.</p>
<p><b>Section 4.2.3 Public Transit Policy T-9</b></p> <p>HRM shall require mixed-use residential and commercial areas designed to maximize access to public transit (Transit Oriented Development) within the Urban Transit Service Boundary through secondary planning strategies, and shall strive to achieve the intent of this policy through land use by-law amendments, development agreements and capital investments.</p>	<p>Transit ridership in Fairview is among the highest in HRM. The neighbourhood has the density and mix of use to support high-quality transit. The proposed amendments will permit more housing units in this transit oriented area.</p>

## Policy Review: Halifax Municipal Planning Strategy

### Section VII – Fairview Area Secondary Planning Strategy

Plan Objectives/ Policy	Staff Comments
<p><b>1. Residential Environments</b></p> <p><b>Objective:</b> Maintain and enhance the residential environment of Fairview while allowing for growth and change in designated areas.</p>	
<p><b>Policy 1.3:</b> In areas known as "Medium-Density Residential" on the Generalized Future Land Use Map (Map 9c) it is the City's intention to maintain the existing low-rise character of the area.</p>	<p>The proposed building is seven stories. Part of the site is designated medium-density residential. The other part of the subject site is zoned for mid-rise buildings.</p>
<p><b>Policy 1.3.1:</b> In medium-density residential areas, the City shall permit a maximum of four units per buildings.</p>	<p>The proposed building has over 100 units; it cannot be permitted under the medium-density residential designation.</p>
<p><b>Policy 1.4:</b> In the area shown as "High Density Residential" on the Generalized Future Land Use Map (Map 9c), the City shall permit apartment buildings.</p>	<p>The MPS has set aside the High Density Residential designation for apartment buildings. Part of the subject site is not designated for high density residential.</p>
<p><b>Policy 1.6:</b> For lots larger than one acre in areas designated medium-density on Map 2 of this Plan, Council may approve any medium-density residential development not otherwise permitted by the Land Use By-law under the development agreement provisions of the Planning Act.</p>	<p>The largest lot in this proposal is smaller than 1 acre, and the portion of the subject site designated Medium Density Residential is smaller than 1 acre. This property does not qualify for a development agreement. The proposed seven storey building is not a medium density residential project under this policy.</p>
<p><b>2A. Plan Dutch Village Road</b></p>	<p>Any amendments will need to meet these goals,</p>

<p>The goals for Plan Dutch Village Road are to:</p> <ol style="list-style-type: none"> <li>1. Maintain and encourage the retention of local businesses through zoning regulations;</li> <li>2. Create greater predictability of built form through an as-of-right process;</li> <li>3. Create development that is respectful of the community;</li> <li>4. Allow commercial development along all parts of Dutch Village Road;</li> <li>5. Ensure new development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area;</li> <li>6. Create new buildings that are better integrated with neighbourhood;</li> <li>7. Require site design that creates livable and walkable communities;</li> <li>8. Generate a more defined commercial node;</li> <li>9. Regulate the lands under one By-Law (Mainland Land Use By-Law); and</li> <li>10. Permit consideration of high-rise development in Area A.</li> </ol>	<p>especially goals 3, 5, 6 and 7.</p>
<p><b>Policy 2A.4:</b> A mid-rise form shall be encouraged along Dutch Village Road and Joseph Howe Drive. The buildings shall be developed with the goal to improve public safety by removing the parking from the front yard, and also to create a defined streetwall. This streetwall will help enhance the pedestrian experience in the area.</p>	<p>Any amendments should respect the policy intent to create mid-rise buildings with a defined streetwall.</p>

**Policy Review: Integrated Mobility Plan**

<p><b>2.2 Land Use and Transportation</b>  <b>2.2.1 OBJECTIVE</b> To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact, mixed-use development.</p>	
<p><b>2.2.5 Policies and Actions</b>  <b>a)</b> Continue to aim to achieve the growth targets outlined in the Centre Plan, recognizing their influence on the municipality's ability to meet the objectives of the IMP.</p>	<p>The proposed multi-unit building is on a site that is partially zoned for this type of development. The site is also next to the Regional Centre, in an area with high transit ridership.</p>
<p><b>b)</b> Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit oriented communities.</p>	<p>This site has many key bus routes within a quick walk. The Integrated Mobility Plan has designated Dutch Village Road and Joseph Howe Drive as transit priority corridors. The quality and reliability of transit service in this area will likely grow.</p>
<p><b>Action 14:</b> Refine the boundaries of the potential transit oriented communities identified in Figure 10 and develop policies and design guidelines to enable walkable, mixed use, complete communities</p>	<p>The existing MPS policies for this area encourage human scaled building design that promotes walkability. The site is within a transit oriented community shown on Figure 10 of the Integrated</p>

<p>in these key locations.</p>	<p>Mobility Plan.</p>
<p><b>Action 15:</b> When planning and implementing transit oriented development and Park &amp; Ride lots, pursue opportunities to reduce housing costs through such measures as reduced parking requirements, optional parking for each residential unit, bonus zoning, partnerships, land banking and innovative technologies.</p>	<p>Staff is recommending that parking requirements for the C-2C Zone be reduced.</p>
<p><b>Action 21:</b> Amend municipal planning strategies and land use by-laws as necessary to implement the reduced parking requirements recommended in the Halifax Regional Parking Strategy.</p>	<p>Staff is recommending that parking requirements for the C-2C Zone be reduced.</p>
<p><b>e)</b> Require pedestrian-oriented site design and human-scaled massing at street level for all new multi-unit housing, commercial and office buildings.</p>	<p>The existing MPS policies for this area encourage human scaled building design that promotes walkability.</p>
<p><b>Action 26:</b> Amend the municipal planning strategies and land use by-laws as needed to include requirements for pedestrian-oriented and human-scale design.</p>	<p>The existing MPS policies for this area encourage human scaled building design that promotes walkability.</p>