



P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 13.1.2**  
**Halifax and West Community Council**  
**January 8, 2019**

**TO:** Chair and Members of Halifax and West Council

***-Original Signed-***

**SUBMITTED BY:**

\_\_\_\_\_  
Kelly Denty, Director of Planning and Development

***-Original Signed-***

\_\_\_\_\_  
Catherine Mullally, Acting Chief Administrative Officer

**DATE:** November 19, 2018

**SUBJECT:** **Case 21336: Amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable multi-unit residential development on a portion of 29 McFatridge Road, Halifax**

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**ORIGIN**

- Application by W.M. Fares Architects Inc.
- June 19, 2018, Regional Council initiation of the MPS amendment process

**LEGISLATIVE AUTHORITY**

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

**RECOMMENDATION**

It is recommended that Halifax and West Community Council recommend that Regional Council:

- 1) Give First Reading to consider the proposed amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Mainland, as set out in Attachment A and Attachment B of this report, to reduce residential parking requirements in the C-2C (Dutch Village Road Mixed-Use) Zone, and to re-designate and rezone lands at 29 McFatridge Road in Halifax (fronting Joseph Howe Drive), to allow for multi-unit residential development, and schedule a public hearing; and
- 2) Approve the proposed amendments to the Municipal Planning Strategy for Halifax and to the Land Use By-law for Halifax Mainland, as set out in Attachments A and B of this report.

**BACKGROUND**

W.M. Fares Architects Inc. (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 Halifax. There are three single detached residential 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 will be moving to a new location on Dunbrack Street in Halifax.

The application is to amend the MPS and LUB for a part of the Church property fronting Joseph Howe Drive. The applicant is proposing a 7-storey residential building, facing Joseph Howe Drive. The Church property is zoned R-2P (General Residential), which permits small multi-unit buildings. Four properties next to the Church are zoned C-2C (Dutch Village Road Mixed Use). The C-2C Zone permits multi-unit residential buildings. The proposal is to consolidate these four properties with part of the Church property, to develop one multi-unit building. The applicant is requesting to rezone and re-designate part of the Church property from the R-2P Zone to the C-2C Zone.

**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 Site (all properties)</b>	5,707 square metres (about 1.4 acres)
<b>Size of Subject Property (29 McFatridge Street)</b>	3,075 square metres (about 0.8 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

**Proposal**

The applicant is proposing to develop a 7-storey, multi-unit residential building with 105 units. Part of the subject site facing Joseph Howe Drive is designated Commercial and zoned C-2C (Dutch Village Road Mixed-Use). The applicant is requesting an amendment to the extent of the Commercial designation (re-designation) and the C-2C Zone (re-zoning), so that more of the site can be developed as a mid-rise building.

At the same time, staff is also proposing that the residential parking requirements in the C-2C Zone be reduced. At initiation, Council directed staff to consider reducing parking requirements for the C-2C Zone. The Integrated Mobility Plan policy states that Council should reduce parking standards by amending

municipal planning strategies and land use by-laws, as necessary.

### **Regional Plan Context**

The Regional Municipal Planning Strategy (Regional Plan) designates the subject site as Urban Settlement, where full urban services are available. Fairview is an urban neighbourhood just outside the Regional Centre. Settlement and Housing objectives of the Regional Plan include:

- Targeting at least 75% of new housing units for 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 regulated by the Fairview Secondary Planning Strategy (SPS), which forms part of the Halifax MPS. The SPS 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), as shown on Map 2. 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 SPS policy for this area of Fairview. New MPS policies and the C-2C Zone came into effect in November of 2016. The SPS states the objectives of Plan Dutch Village Road as follows:

“The lands around Dutch Village Road are a commercial area that services the larger Fairview community. Maintaining the vibrancy of the area by planning for redevelopment and rehabilitation will ensure success for the community. To create a commercial node that better balances development pressures with the needs of the community requires policies that address land use, external appearance of structures (built form), and urban design in a comprehensive manner.”

The goals for Plan Dutch Village Road include:

- Create greater predictability of built form through an as-of-right process;
- Create development that is respectful of the community;
- Allow commercial development along all parts of Dutch Village Road;
- Ensure new development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area;
- Create new buildings that are better integrated with neighbourhood; and
- Require site design that creates livable and walkable communities.

Policy 2A.2.1 creates the Commercial designation. Its purpose is to provide for a variety of commercial and residential uses. The designation controls the size and appearance of structure, and permits mid-rise buildings through an as-of-right process.

### **COMMUNITY ENGAGEMENT**

The community engagement process is consistent with the intent of the Municipal Community Engagement Strategy, the *HRM Charter*, and the Public Participation Program approved by Council on February 25, 1997. The level of community engagement is consultation, and engagement to date included: providing information and seeking comments through the HRM website; posting a sign on the subject property; mailing letters to residents and property owners in the notification area; mailing notifications to owners of C-2C zoned properties; and hosting a Public Information Meeting (PIM) on Wednesday July 25, 2018. Attachment C contains a copy of the minutes from the Public Information Meeting. Public comments included concerns about:

- Current and future traffic volume;

- Visibility of the driveway on Joseph Howe Drive;
- Ability to enforce any turning restrictions at the driveway.

A public hearing must be held by Regional Council before they can consider approving the proposed MPS and LUB amendments. If Regional Council decides to proceed with a public hearing, residents and property owners in the notification area shown on Map 2 will be told about the hearing by mail. Owners of C-2C zoned properties will also be notified by mail. Ads for the hearing will be published in a local newspaper.

The proposal will potentially impact residents, adjacent property owners, and owners of C-2C zoned land.

## **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 intent of the MPS 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 be considered within the broader planning policy context and only when circumstances have changed since the relevant MPS policy was adopted, or last reviewed.

### **Staff Review**

Staff have reviewed the application. The following matters were identified through the staff review:

#### **Re-designation and Re-zoning**

The applicant is asking to re-designate part of the property at 29 McFatridge from Medium Density Residential to Commercial, and to re-zone part of the property from R-2P (General Residential) Zone to C-2C (Dutch Village Road Mixed Use) Zone. Re-designating and re-zoning the property would permit a 7-storey, multi-unit building. The current designation and zone permit buildings up to 4 units on a lot.

Permitting larger buildings, and more density, on this site supports Regional Plan and Integrated Mobility Plan policies. A critical goal of the Regional Plan is to direct growth to places where services and infrastructure are already available. Under the Regional Plan, at least 75% of housing is targeted for the Regional Centre and urban communities. Achieving this target requires high-density, infill development, in appropriate locations.

The subject site is near frequent transit service and is within walking distance of many stores, restaurants and services. Halifax Transit provides direct, all-day, frequent service to Clayton Park West, Halifax Shopping Centre, CFB Stadacona, St. Mary's and Dalhousie Universities, Scotia Square and several hospitals. Express routes provide peak-hour service to Downtown Halifax and University Avenue. Other routes provide direct service to Dartmouth, Bedford and Sackville. This location has some of the best transit options in HRM. Permitting high-density residential strongly supports Integrated Mobility Plan policy to direct development to areas with good transportation options.

Re-designating this site to permit high-density development also supports the objective of Plan Dutch Village Road, which is part of the Fairview Area Secondary Planning Strategy. Plan Dutch Village Road policy came into effect in 2016. It states: "The lands around Dutch Village Road are a commercial area that services the larger Fairview community. Maintaining the vibrancy of the area by planning for redevelopment and rehabilitation will ensure success for the community." Several goals from Plan Dutch Village Road relate directly to this proposal, including:

- Creating greater predictability of built form through an as-of-right process;
- Creating development that is respectful of the community;
- Ensuring new development transitions appropriately to low density residential neighbourhoods within the Dutch Village Road study area;
- Creating new buildings that are better integrated with the neighbourhood;

- Requiring site design that creates livable and walkable communities.

Unlike many amendment requests, this proposal is to develop according to the standards of an existing zone. The C-2C Zone was created for the needs and goals of Dutch Village Road. The C-2C Zone regulates building height and streetwall height based on each block's context. Mid-rise buildings are permitted as-of-right on Dutch Village Road and Joseph Howe Drive. The Zone requires more landscaping next to residential properties, to create good transition between low-rise and mid-rise buildings.

The property at 29 McFatridge Road is an appropriate location for the C-2C Zone. First, only the part of the property closest to Joseph Howe Drive will be rezoned. The part of the subject property next to McFatridge Road will remain zoned R-2P (General Residential). The R-2P Zone is appropriate for a residential side street. Second, the property's context is like other properties with C-2C Zoning – it is on a major street, across from commercial buildings. In 2016, Plan Dutch Village Road did not zone this property C-2C, primarily because the Church was using the property.

Staff recommend that rezoning and re-designating part of the Church property meets the intent of the Fairview Area Secondary Planning Strategy.

#### Parking Standards

In 2016, Council created the new C-2C Zone. The C-2C Zone uses the general parking requirements from the Halifax Mainland Land Use By-law.

Staff recommend lower parking standards for this Zone, as shown in Table 2. These standards are based on the 2009 Regional Parking Strategy. The Parking Strategy proposed lower parking standards across HRM, based on different contexts. The proposed approach to parking considers transit service, walkability and land use mix. Where there are many travel options, parking requirements should be lower. Parking demand is balanced with other urban design and transportation goals.

**Table 2. Recommended Residential Parking Standards for the C-2C Zone**

<b>Land Use</b>	<b>Minimum Number of Parking Spaces</b>
Bachelor	0.5 per unit
1 Bedroom	0.5 per unit
2+ Bedroom	0.8 per unit
Special Care Home	0.2 per unit

These are significant reductions over existing parking standards. Residential uses currently require one parking space for each unit.

#### **Conclusion**

The proposal is to re-designate and re-zone part of a property at 29 McFatridge Road, to permit a 7-storey, multi-unit building and to expand the Commercial designation and the C-2C Zone. Staff recommend approving the proposed re-designation and re-zoning for the following reasons:

- A goal of the Fairview Area Secondary Planning Strategy is to encourage growth and redevelopment near Dutch Village Road and Joseph Howe Drive;
- The C-2C Zone was created for this neighbourhood;
- The property at 29 McFatridge Road is similar in context to the properties now zoned C-2C;
- The proposal supports the MPS policy intent for the area; and
- The proposal supports Regional Plan and Integrated Mobility Plan policies.

Staff also recommend that Council reduce residential parking requirements in the C-2C Zone. Reducing parking requirements will provide property owners with more flexibility to redevelop sites, and will help reduce cost of development and thereby housing. Reducing parking requirements also supports sustainable transportation and the goals of the Integrated Mobility Plan.

### **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.

### **ENVIRONMENTAL IMPLICATIONS**

No environmental implications are identified.

### **ALTERNATIVES**

Halifax and West Community Council may recommend that Regional Council:

1. Refuse the proposed amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Mainland. A decision of Regional Council to approve or refuse the proposed amendments cannot be appealed to the N.S. Utility & Review Board as per Section 262 of the HRM Charter.
2. Consider a different set of amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Mainland. This alternative may require a supplementary staff report.

### **ATTACHMENTS**

Map 1	Generalized Future Land Use Map
Map 2	Zoning Map
Attachment A	Municipal Planning Strategy Amendment
Attachment B	Land Use By-law Amendment
Attachment C	Public Information Meeting Minutes

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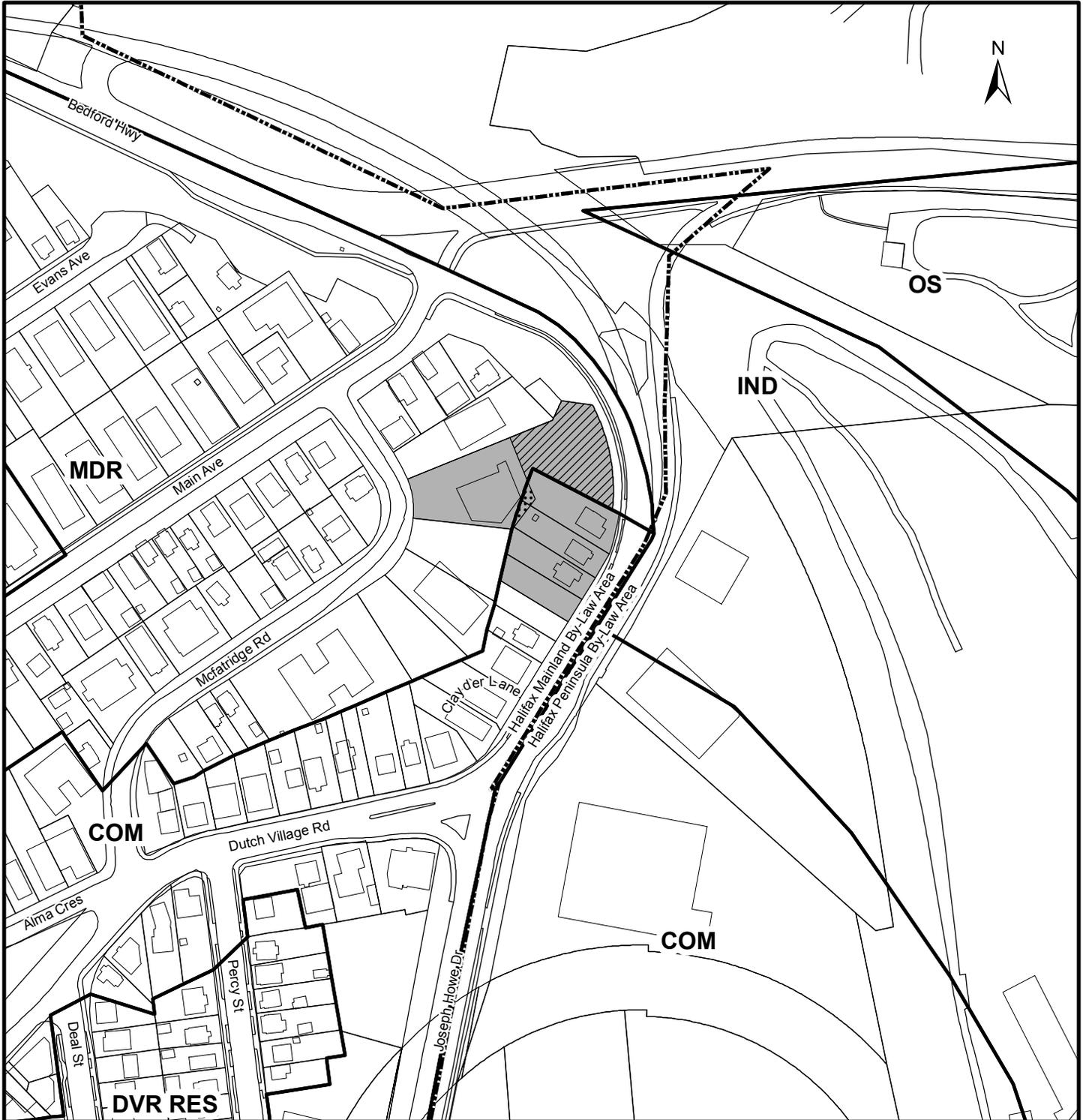
A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Sean Gillis, Planner II, 902.490.6357

***-Original Signed-***

Report Approved by: \_\_\_\_\_  
Eric Lucic, Manager, Regional Planning, 902.430.3954

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**Map 1 - Generalized Future Land Use**

**HALIFAX**

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

-  Subject Properties
-  Area to be redesignated from MDR (Medium Density Residential) to COM (Commercial)
-  Area to be redesignated from COM (Commercial) to MDR (Medium Density Residential)

- 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



Halifax Plan Area  
Fairview 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**

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



-  Subject Properties
-  Area to be rezoned from R-2P (General Residential) to C-2C (Dutch Village Road Mixed Use)
-  Area to be rezoned from C-2C (Dutch Village Road Mixed Use) to R-2P (General Residential)

- 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



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

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## Attachment A: Proposed Amendments to the Municipal Planning Strategy for Halifax

BE IT ENACTED by the Halifax Regional Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Halifax which was passed by a majority vote of the former City Council at a duly called meeting held on the 30th day of March, 1978, and approved by the Minister of Municipal Affairs on the 11th day of August, 1978, which includes all amendments thereto which have been adopted by the Halifax Regional Municipality and are in effect as of the 3rd day of November, 2018, is hereby further amended as follows:

1. By amending Map 9C, Generalized Future Land Use Map, in the Fairview Secondary Planning Strategy, as shown on Schedule A.
2. By amending Map 9C(1), Plan Dutch Village Road Overview Map, in the Fairview Secondary Planning Strategy, as shown on Schedule B.
3. By amending Section VII Fairview Area Secondary Planning Strategy by inserting the text shown in bold below:
  - 2A.2.1 The Halifax Mainland Land Use Bylaw shall be amended to create a commercial zone (Dutch Village Road Mixed Use Zone) that permits multiunit residential, retail, office uses, restaurants, personal service uses, institutional uses, community facilities and related commercial uses that service the local community. To encourage the retention of small scale, local businesses, and to reduce the impact of new commercial uses on low density residential environments, retail uses will have a limited ground floor area in Area D. Parking shall not be permitted in the front yard, but instead is encouraged below ground, or otherwise internal to a building. **Lowered parking standards provide flexibility for development and reduce parking demand in support of active transportation and transit.** The Dutch Village Road Mixed Use Zone will permit low-rise (buildings up to 11 metres) to mid-rise buildings (buildings taller than 11 m to 25 m), but will not permit single unit residential buildings.

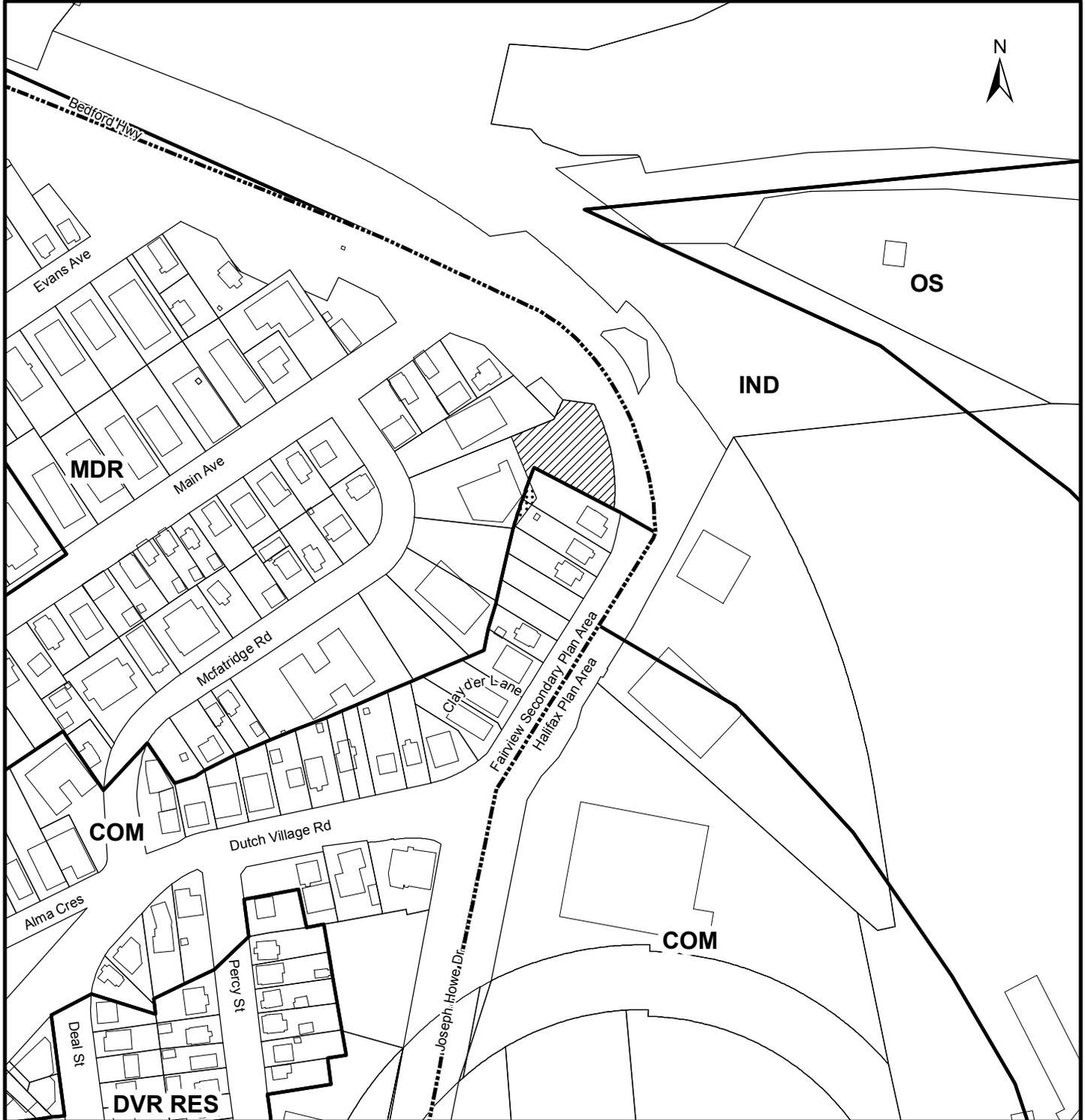
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I HEREBY CERTIFY that the amendment to the Municipal Planning Strategy for Halifax as set out above, was passed by a majority vote of the maximum number of members that may be elected to Halifax Regional Council, at a meeting held on the [DATE] day of [MONTH], [YEAR].

GIVEN under the hand of the Municipal Clerk and under the corporate seal of the said Municipality this \_\_\_ day of \_\_\_\_\_, A. D., 20 \_\_\_\_.

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Municipal Clerk



**Schedule A - Amendments to Map 9C**

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



-  Area to be Redesignated from MDR (Medium Density Residential) to COM (Commercial)
-  Area to be Redesignated from COM (Commercial) to MDR (Medium Density Residential)

- 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



**Schedule B - Amendments to Map 9C(1)**

**HALIFAX**

-  Area to be added to Area D
-  Area to be removed from Area D



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

Halifax Plan Area  
Fairview Secondary Plan Area

## **Attachment B: Proposed Amendments to the Land Use By-law for Halifax Mainland**

BE IT ENACTED by the Halifax Regional Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland which was passed by a majority vote of the former City Council at duly called meetings held on March 30, 1978 and May 11, 1978, and approved by the Minister of Municipal Affairs on August 11, 1978, which includes all amendments thereto which have been adopted by the Halifax Regional Municipality and are in effect as of the 1<sup>st</sup> day of December, 2018, is hereby further amended as follows:

1. By amending Map ZM-1, Mainland Land Use By-law, Zoning (North Section), as shown on Schedule C.
2. By amending Map ZM-28, Plan Dutch Village Road Overview Map, as shown on Schedule D.
3. By amending Map ZM-30, Plan Dutch Village Road Area Exempt from Front Yard Setback Map, as shown on Schedule E.
4. By amending Map ZM-31, Plan Dutch Village Road Streetwall Height Map, as shown on Schedule F.
5. By amending Map ZM-32, Plan Dutch Village Road Height Map, as shown on Schedule G.
6. By amending the C-2C (Dutch Village Road Mixed Use) Zone by inserting the text shown in bold and deleting the text shown in strikethrough below:

### PARKING

- 38BG(1) Buildings erected, altered or used for C-2C uses in a C-2C Zone shall comply with the following requirements:
- (a) Vehicular parking shall be enclosed in a building, or located to the rear or side yard of the building; ~~and~~
  - (b) Notwithstanding subsection 9(d), parking for the following uses shall be provided at the following ratios:
    - (i) 2 spaces per 100 m<sup>2</sup> of gross floor area of office space;
    - (ii) 3 spaces per 100 m<sup>2</sup> of gross floor area of retail/service store space; and
    - (iii) 3 spaces per 100 m<sup>2</sup> of gross floor area of restaurant space.
  - (c) **Notwithstanding subsection 9(a), parking for the following uses shall be provided at the following ratios:**
    - (i) **0.5 spaces per bachelor or one-bedroom dwelling unit;**

- (ii) 0.8 spaces per dwelling unit containing two or more bedrooms; and**
- (iii) 0.2 spaces per unit in a special care home.**

**(d) Where parking requirements result in a fraction, the requirement shall be rounded down to the nearest whole number.**

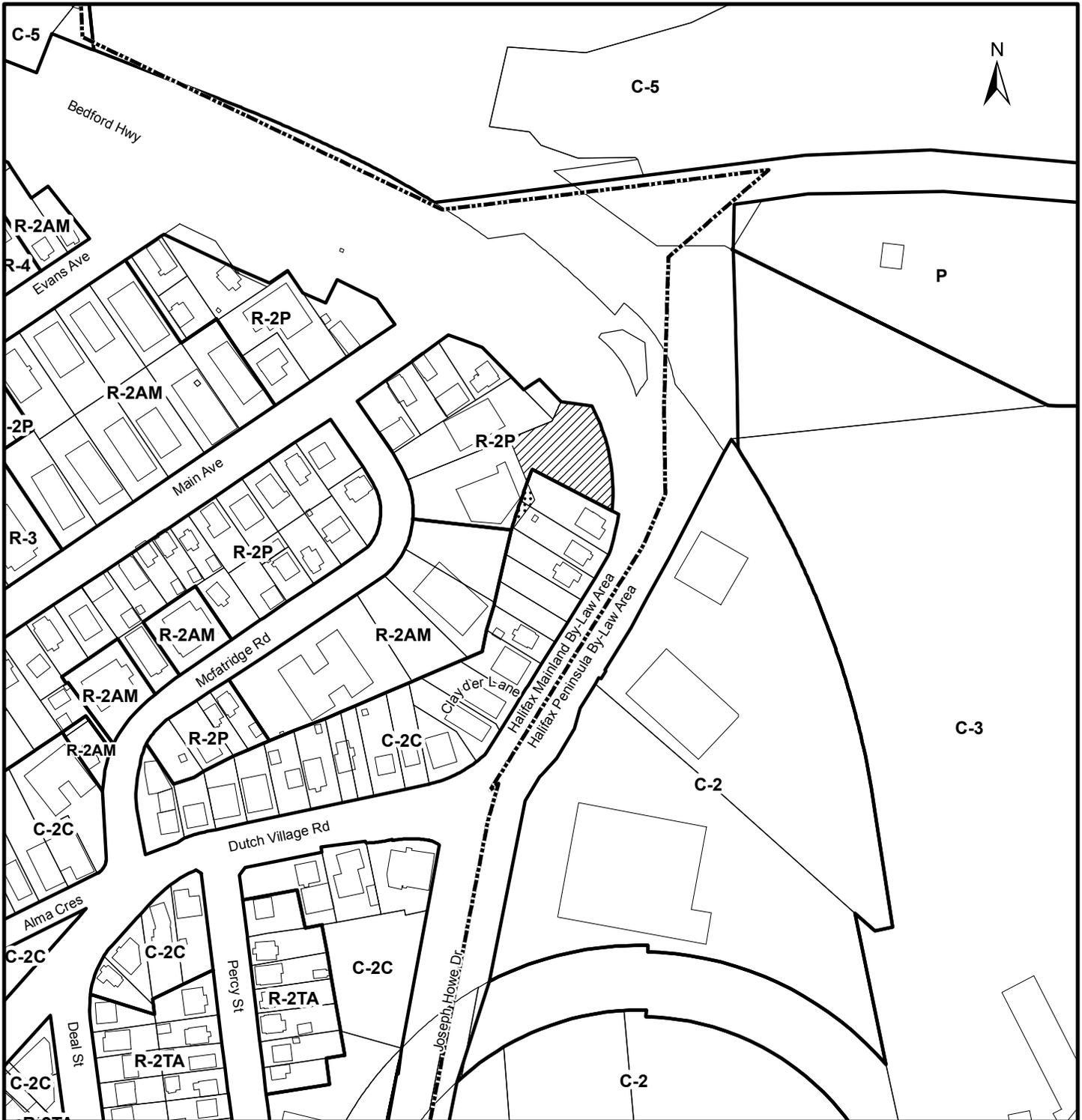
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I HEREBY CERTIFY that the amendment to the Land Use By-law for Halifax Mainland as set out above, was passed by a majority vote of the maximum number of members that may be elected to Halifax Regional Council, at a meeting held on the [DATE] day of [MONTH], [YEAR].

GIVEN under the hand of the Municipal Clerk and under the corporate seal of the said Municipality this \_\_\_ day of \_\_\_\_\_, A. D., 20\_\_\_\_.

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Municipal Clerk



**Schedule C - Amendments to Halifax Mainland Map ZM-1 (North)**



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

-  Area to be rezoned from R-2P (General Residential) to C-2C (Dutch Village Road Mixed Use)
-  Area to be rezoned from C-2C (Dutch Village Road Mixed Use) to R-2P (General Residential)

**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**

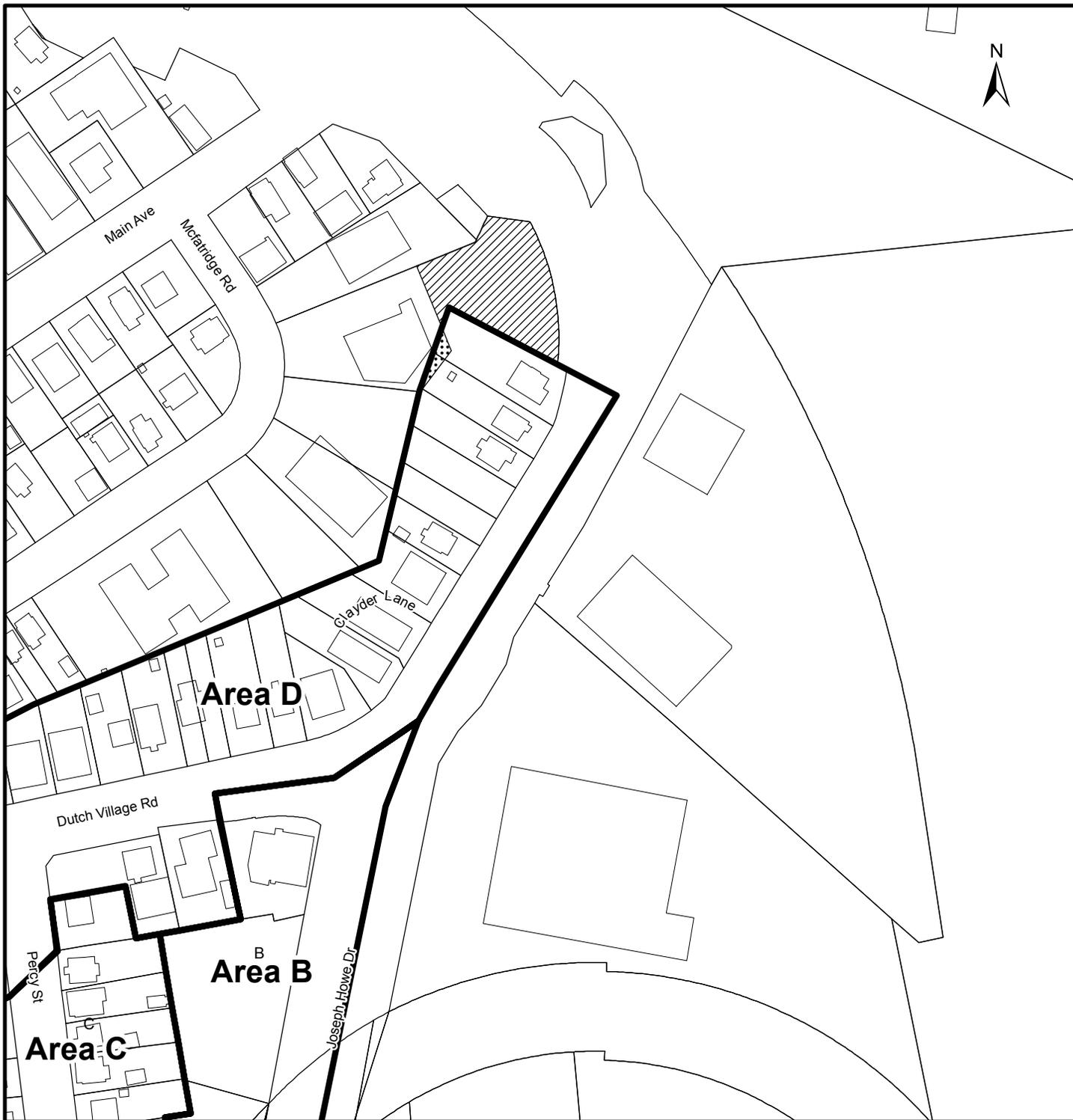
- C-2 General Business
- C-3 Industrial
- C-5 Harbour-Related Industrial
- P Park and Institutional



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 Mainland  
Land Use By-Law Area



### Schedule D - Amendments to Halifax Mainland Map ZM-28

**HALIFAX**

-  Area to be added to Area D
-  Area to be removed from Area D



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

Halifax Plan Area  
Fairview Secondary Plan Area



### Schedule E - Amendments to Halifax Mainland Map ZM-30

**HALIFAX**

-  Areas exempt from maximum front yard setback
-  Area to be added to "Areas exempt from maximum front yard setback"
-  Area to be removed from "Areas exempt from maximum front yard setback"



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

Halifax Mainland  
Bylaw Area



**Schedule F - Amendments to Halifax Mainland Map ZM-31**

**HALIFAX**

- Area to be added to the 10.5 m Street Wall Height
- 10.5 m Street Wall Height
- 16.5 m Street Wall Height



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

Halifax Mainland  
Bylaw Area



### Schedule G - Amendments to Halifax Mainland Map ZM-32

**HALIFAX**

 Height (m)

 Area to be added to "19.5 m Height Area"

 Area to be removed from "19.5 m Height Area"



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

Halifax Mainland  
Bylaw Area

Attachment C - Public Information Meeting Minutes

**HALIFAX REGIONAL MUNICIPALITY**  
**Public Information Meeting**  
**Case 21336**

**The following does not represent a verbatim record of the proceedings of this meeting.**

**Wednesday, July 25, 2018**  
**7:00 p.m.**

**Joseph Howe Drive Superstore, Community Room, 3601 Joseph Howe Drive, Halifax NS**

**STAFF IN**

**ATTENDANCE:** Sean Gillis, Planner, HRM Planning  
Alden Thurston, Planning Technician, HRM Planning  
Tara Couvrette, Planning Controller, HRM Planning  
Councillor, Russell Walker

**ALSO IN**

**ATTENDANCE:** Cesar Saleh – W.M. Fares

**PUBLIC IN**

**ATTENDANCE:** Approximately: 15

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The meeting commenced at approximately 7:00 p.m.

**Call to order, purpose of meeting – Sean Gillis**

Mr. Gillis introduced himself as the Planner and Facilitator for the application. They also introduced; Councillor Russell Walker, Tara Couvrette – Planning Controller, Alden Thurston - Planning Technician, and the Applicant – Cesar Saleh, W.M.Fares.

**Case 21336:** Application by WM Fares to amend the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-Law to enable a 7-storey residential development on a portion of 29 McFatridge Road. As part of this proposal, HRM will consider changes to reduce parking requirements in the C-2C (Dutch Village Road Mixed Use) Zone.

Mr. Gillis explained; the purpose of the Public Information Meeting (PIM) is: a) to identify that HRM has received a proposal for the site; b) to provide information on the project; c) to explain the Planning Policies and the stages of the Planning Process; d) an opportunity for Staff to receive public feedback regarding the proposal. No decisions are made at this PIM.

**1a) Presentation of Proposal – Mr. Gillis**

Mr. Gillis provided a brief introduction to the application and then made a presentation to the public outlining the purpose of the meeting, status of the application and the applicants request. Mr. Gillis outlined the context of the subject lands and the relevant planning policies.

**1b) Presentation by Cesar Saleh - Applicant**

Mr. Saleh explained the reason for the application showing the site. Mr. Saleh showed the greater context of the site, current zoning, proposed zoning, site plan and data along with elevations.

## 2. Questions and Comments

**Concerns brought up during the meeting;** traffic, site lines - safety, visibility issues, parking, right in right out enforcement, water issues – underground parking.

**Graham Chisholm – Joseph Howe Dr.**, has concerns with visibility, there are lots of accidents there now and adding this much volume is going to cause a lot of chaos. The trees proposed on the front of this are going to cause more visibility issues. The building being relatively close to the street will also cause visibility issues. Parking is an issue as well. **Sean Gillis** spoke to the driveway only being a right in and right out driveway and the Traffic Impact Study (TIS).

**Dennis Keay – Main Ave**, thanked HRM for the written invite to the meeting. Traffic is a huge problem in the area. Spoke to the TIS and the number of trips in and out of the Joseph Howe area. Stated when there are backups all the traffic goes to Main Ave and then a lot of people use exit reserved for emergency vehicles. Why put the parking for this building underground when you can put it alongside the back, this is an option, then you can get out on McFatridge Road. The visibility when exiting the building would be very dangerous because of the site lines or lack of. Find a way to exit and enter this proposal through McFatridge Road. **Sean Gillis** spoke to the TIS and that our engineers will review it. **Dennis Keay** stated if they are looking at the numbers in the TIS they should request the numbers be updated. Also, what kind of cranes etc. will be used during construction and make sure they don't block major arteries.

**Tom Bell - McFatridge Road**, during the construction phase of this there will be no site lines and it will be incredibly busy in that area. The traffic, the 2500 cars that go through there in the morning and evening, will increase as more and more high-density buildings go up in the area. Tom Bell's concern is with the safety of moving in and out of that area. This one of their major access points moving in and off the Peninsula.

**Andy Welsh – Joseph Howe Dr.**, would like to know how you would enforce the entrance and exit being a right turn only. The ramp going to the bridge is one lane only and it constantly has two lanes of traffic on it. If you can enforce that have you considered the traffic effects of the people who would have to go around the block to approach the building from the other side. They would have to go down McFatridge Road and onto the Bedford Hwy. **Mr. Saleh** stated he was going to take all comments and concerns from this meeting into consideration.

**Graham Chisholm – Joseph Howe Dr.**, wanted to know if there are any changes that the city is proposing as far as the overpass its goes, extra lanes etc. coming from Bedford or the Winsor St. exchange. **Sean Gillis** – at this point there is nothing finalized or planned. There will be a full review of the Bedford highway corridor from Winsor St. at the exchange to at least Larry Utech Dr. for pedestrian traffic and transit.

**Dennis Keay – Main Ave** had concerns about the underground parking and flooding, water problems. The impact of what could happen to Joseph Howe Dr.

## 3. Closing Comments

**Mr. Gillis** thanked everyone for coming and expressing their comments.

## 4. Adjournment

The meeting adjourned at approximately 7:45 p.m.