



Rezoning Application — St. Margarets Bay Road

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CONTEXT FOR THE REZONING APPLICATION



POLICY



NEIGHBOURHOOD
& ACCESS



COMPATIBILITY &
ECONOMICS



AFFORDABILITY



SUSTAINABILITY



DEMOGRAPHICS



MPS & LUB

Halifax Municipal Planning Strategy recognizes this area for growth and enables rezoning:

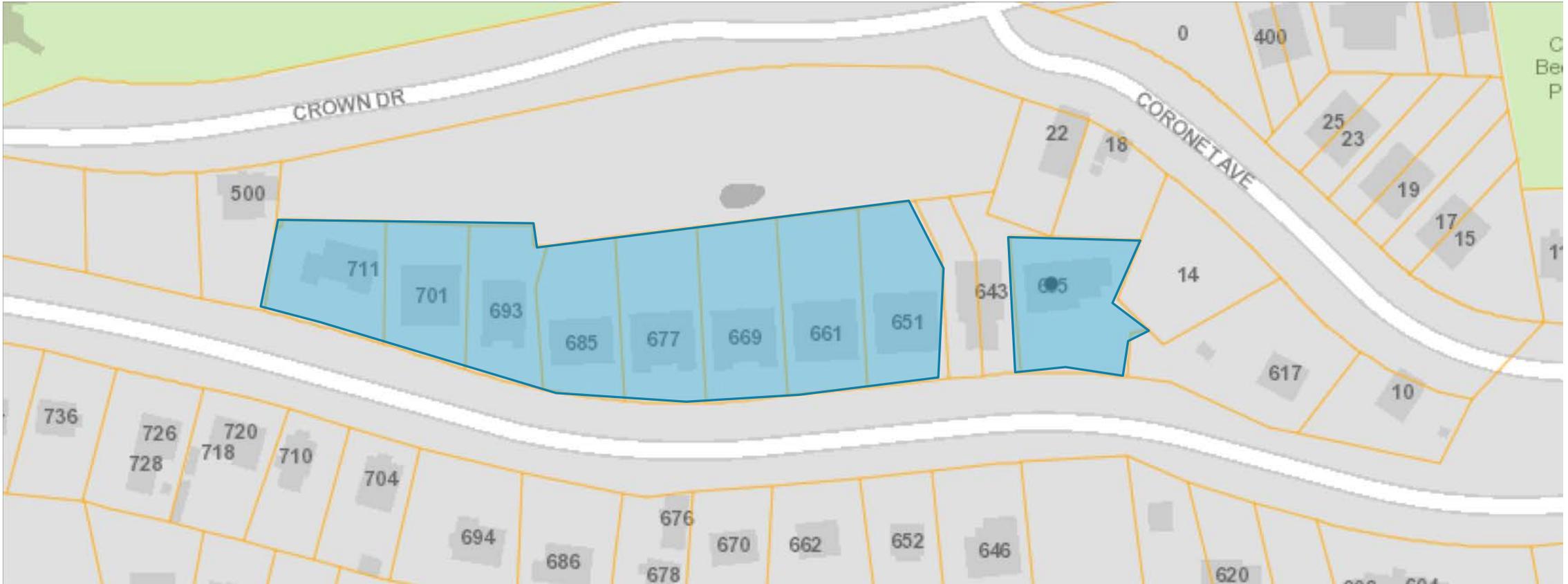
1.4.2 Areas shown as **Medium-Density Residential** on the Future Land Use Map of this Plan shall be regarded as residential environments which **provide a mix of family and non-family dwelling units** in buildings of **not more than four storeys**. For such areas, the City shall amend its Zoning By-law in accordance with Policies 1.4.2 to 1.4.2.3 inclusive. In any building a minimum of 50 percent of the units shall be family-type dwelling units.

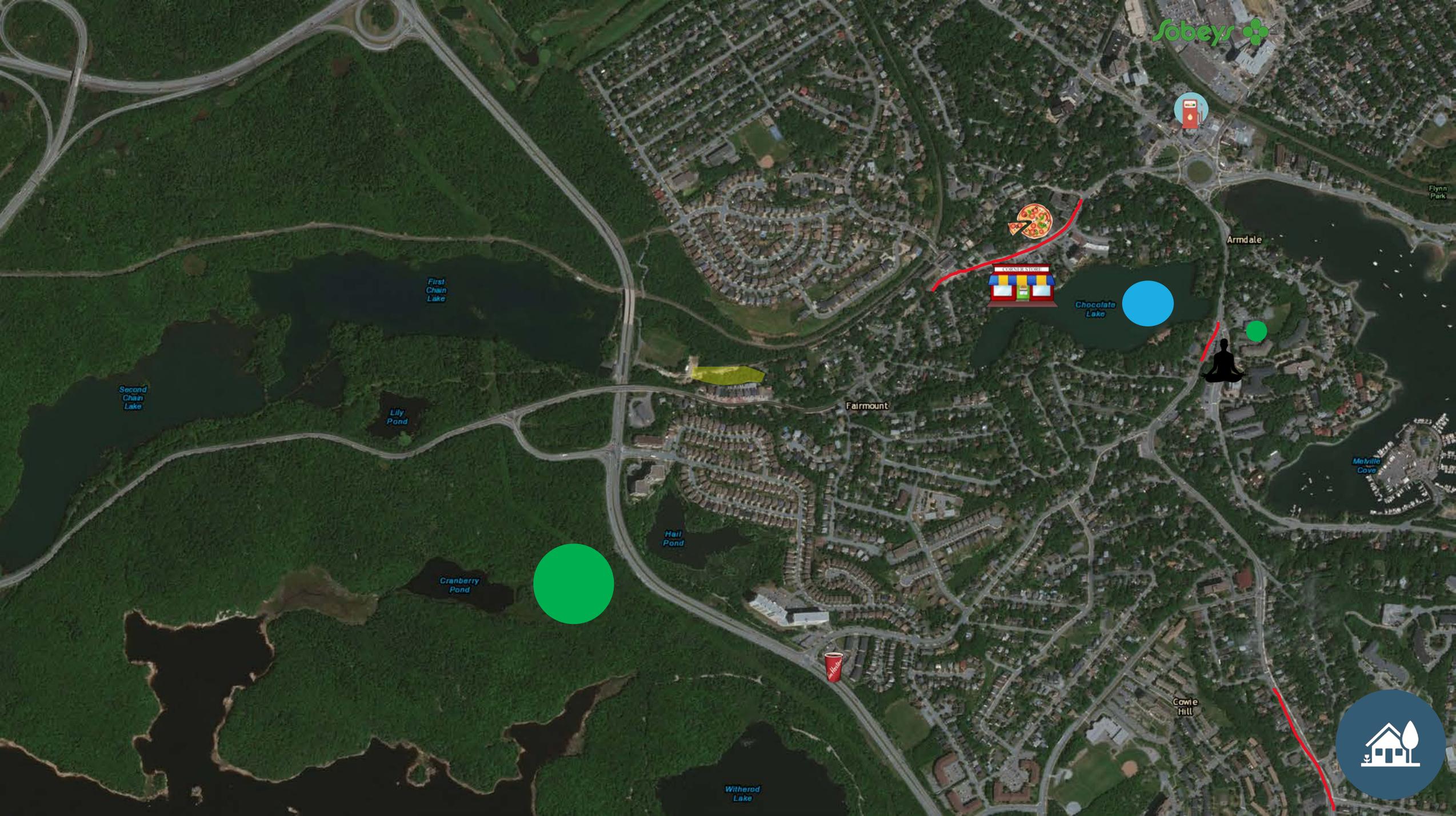
1.4.2.1 The forms of infill housing permitted in Medium-Density Residential Areas shall include:

- (a) interior conversion; ✓
- (b) additions to existing structures; ✓
- (c) infilling between existing structures; and
- (d) small-scale development on vacant lots.



NEIGHBOURHOOD & ACCESS





Sobeys



First Chain Lake

Second Chain Lake

Lily Pond

Cranberry Pond

Hill Pond

Chocolate Lake

Fairmount

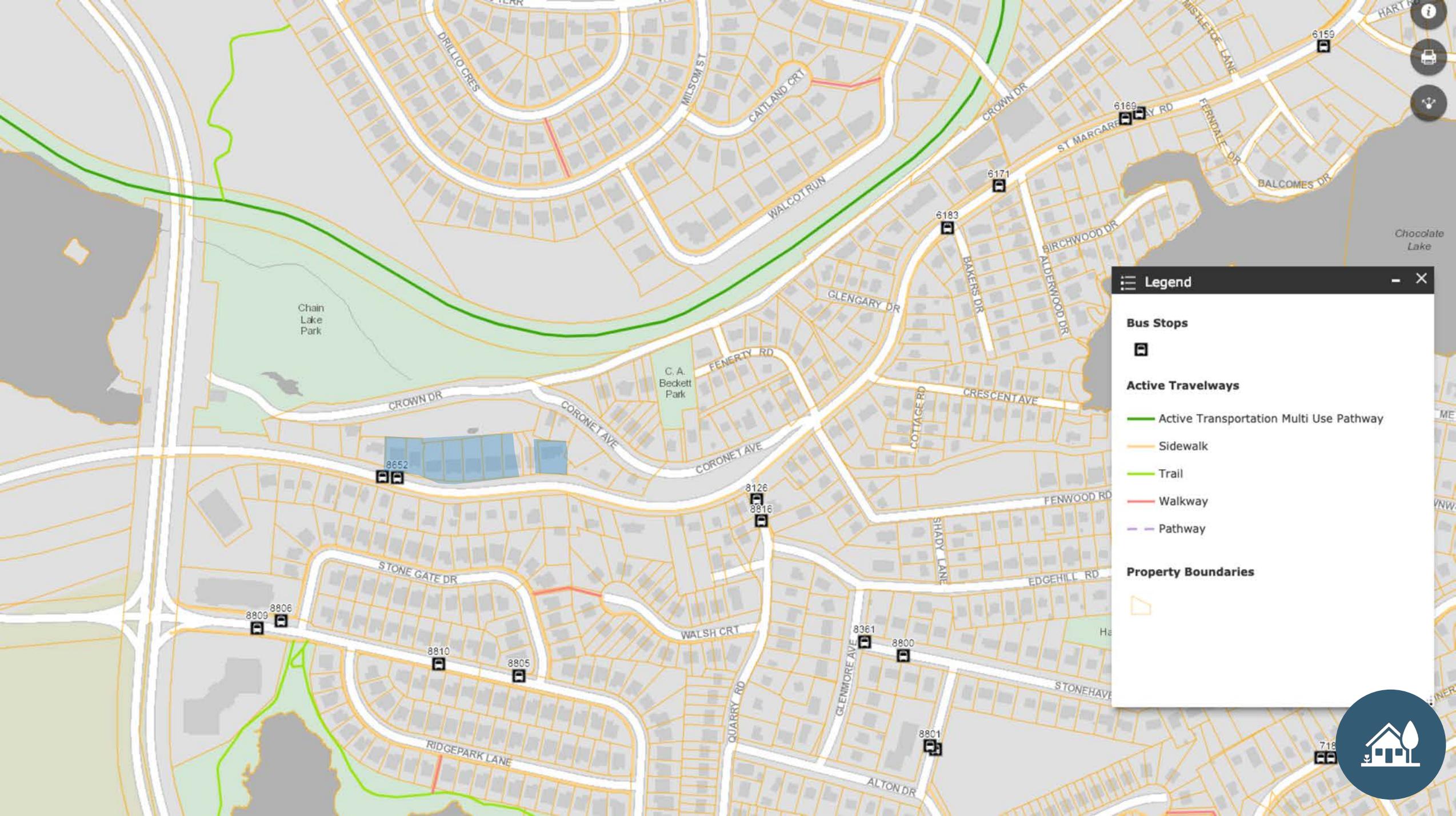
Armdale

Mayville Cove

Withered Lake

Cowie Hill

Flynn Park



Legend

Bus Stops

-  Bus Stop

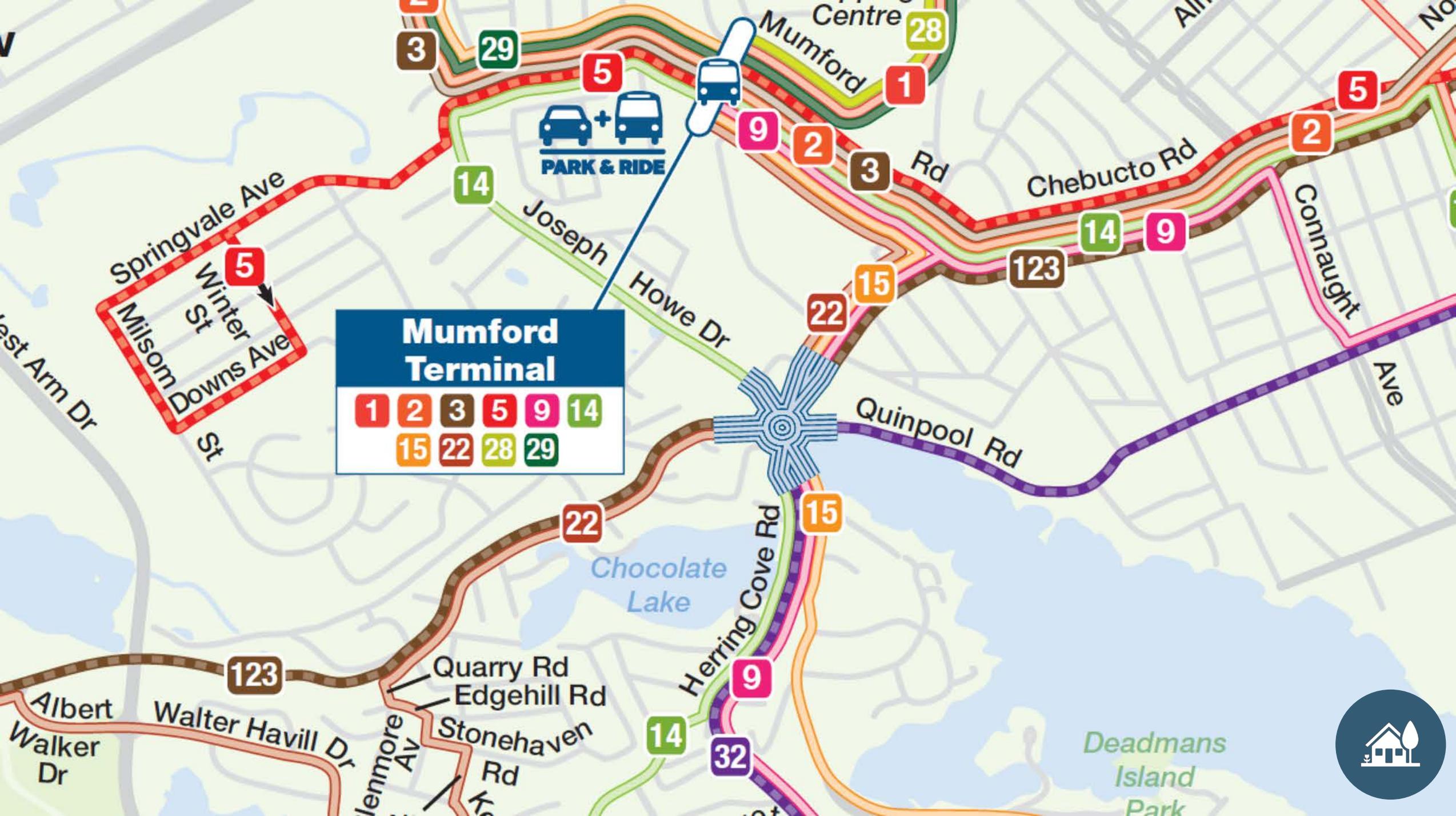
Active Travelways

-  Active Transportation Multi Use Pathway
-  Sidewalk
-  Trail
-  Walkway
-  Pathway

Property Boundaries

-  Property Boundary





Mumford Terminal

| | | | | | |
|----|----|----|----|---|----|
| 1 | 2 | 3 | 5 | 9 | 14 |
| 15 | 22 | 28 | 29 | | |



ACCESSIBILITY



BLT Trail

Chocolate Lake

Community Centre

Long Lake Provincial
Park

Several bus stops

Commercial Corridor



BLT Trail

North End/Downtown

Universities/Colleges

Purcells Cove/Pavia

North West Arm

Sir Sandford Fleming
Park

Duncan's Cove



North End

Downtown

Dalhousie University

Grocery Store

Bayers Lake

Hospitals



Bayers Lake

South Shore

Dartmouth

Spryfield





COMPATIBILITY & LAND ECONOMICS

R2P Zone :

Lot Frontage: 60 feet minimum

Lot Area: 6000 square feet minimum

Front Yard: 15 feet minimum

Rear Yard: 20 feet minimum.

Lot Coverage shall be 35% maximum. (similar to R1)

Height shall be 35 feet maximum (similar to R1)

RE-DEVELOPMENT UNDER R3: CIVIC 635

28CF1 The population density of such building shall not exceed 75 persons per acre

| | |
|--|--|
| Current Units | 4 Units + Commercial |
| If Approved | 6 Units |
| Calculation of Total Land Area | Lot Area + Frontage 8,493 + 2,490 = 10,983 Square Feet |
| R3 Unit Yield @ 75P/acre | 6 units |
| Net Gain of Units | 0 units |
| Current Provincial Assessment | \$765,900 |
| Land value to demolish & redevelop under R3* | \$160,000 |
| Net Loss if building demolished | - \$ 605,900 |



*Based on Land value of \$35,000/unit and an allocation of \$50,000 for demolition & disposal

RE-DEVELOPMENT UNDER R3: CIVICS 651 – 701

| | |
|--|--|
| Current Units | 28 Units |
| If Approved | 40 Units |
| Calculation of Total Land Area | Lot Area + Frontage 49618 + 12750 = 62,368 Square Feet |
| R3 Unit Yield @ 75P/acre | 35 units |
| Net Loss of Units | 5 units |
| Current Provincial Assessment | \$4,170,300 |
| Land value to demolish & redevelop under R3* | \$875,000 |
| Net Loss if buildings demolished | - \$ 3,295,300 |

*Based on Land value of \$35,000/unit and an allocation of \$50,000 for demolition & disposal



ADDITIONAL DENSITY THROUGH STACKED ATTACHED HOUSING

28CD(4) Each dwelling unit shall have a minimum of 175 square feet of exterior open space accessible directly from the unit.

28CD(5) One separately accessible parking space at least 9 feet by 20 feet shall be provided for each stacked-attached unit, exclusive of the area of the front yard and entrance or driveway leading to such building.

Addition of a floor to the existing would trigger a sprinkler system and an elevator.



PROPERTY TAX INCREASE

| Civic Number | Current Tax Base* | Potential Tax Base after Rezoning** | Gained Annual Property Taxes | Percentage of property tax increase |
|--------------|-------------------|-------------------------------------|------------------------------|-------------------------------------|
| 635 | \$9,267 | \$12,292.39 | \$3,025 | +25% |
| 651 | \$6,755 | \$9,780.43 | \$3,025 | +31% |
| 661 | \$6,755 | \$9,780.43 | \$3,025 | +31% |
| 669 | \$6,755 | \$9,780.43 | \$3,025 | +31% |
| 677 | \$6,755 | \$9,780.43 | \$3,025 | +31% |
| 685 | \$8,342 | \$11,366.74 | \$3,025 | +27% |
| 693 | \$8,342 | \$11,366.74 | \$3,025 | +27% |
| 701 | \$6,755 | \$9,780.43 | \$3,025 | +31% |

Assumptions:

*Current Value by PVSC multiplied by 1.21 mill rate

**Value as per 6 units per lot multiply by 1.21 mill rate





AFFORDABILITY

- The overall vacancy rate in Halifax has declined to 1.6% in October 2018 from 3.4% in 2015.
- Vacancy at current properties since 2016: zero!
- Halifax continues to grow and pressure on affordability increases

Sources: CMHC

The overall vacancy rate* ...

DECREASED to

1.6%



The average rent is* ...

\$1,066

UP by 2.1%

AFFORDABILITY

1. Municipal/provincial owned and operated affordable housing
2. Increase supply
 - Increase supply of high end buildings
 - **Increase supply of retrofitted high quality, affordable units**

| Type | Existing Average Price | Projected Price for New Units |
|-----------|------------------------|-------------------------------|
| 1 Bedroom | \$1,200 | \$900 |
| 2 Bedroom | \$1,450 | \$1,200 |





SUSTAINABILITY

Various ways of building more sustainable:

- building high performance buildings (LEED, Passive House): Expensive to build, effects affordability
- Retrofitting existing buildings: 60% more efficient and affordable

“The construction phase emissions of residential development is nearly 60% of the overall emissions in a 50-year time horizon...even with [passive house] buildings, the carbon payback time for new construction is over 40 year”

Aalto University, Finland





TENANTS DEMOGRAPHICS



Family of 4
& 2 pets



A New Canadian
Couple



A single parent



Three NSCAD
Students

CONCLUSION

1. An approved rezoning would add additional units to existing buildings without any impact to the community (invisible density)
2. Increase HRM tax base using existing infrastructure
3. High quality, sustainable and affordable housing within an established neighbourhood with amenities and services