



P.O. Box 1749
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Item No. 10.1.1
Halifax and West Community Council
March 11, 2020 Public Hearing
February 18, 2020 First Reading

TO: Chair and Members of Halifax and West Community Council

Original Signed

SUBMITTED BY: _____
Kelly Denty, Director of Planning and Development

DATE: February 11, 2020

SUBJECT: Case 22485: Application to rezone lands at 3620 Highland Avenue, Halifax

ORIGIN

Application by Doug Hubley

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Halifax and West Community Council:

1. Give First Reading to consider approval of the proposed amendment to the Halifax Peninsula Land Use By-law, as set out in Attachment A, to rezone lands at 3620 Highland Avenue from the R-2 (General Residential) Zone to the R-2T (Townhouse) Zone, and schedule a public hearing;
2. Adopt the amendment to Map ZM-1 of the Halifax Peninsula Land Use By-law, as set out in Attachment A of this report.

BACKGROUND

Doug Hubley has applied to rezone lands at 3620 Highland Avenue, Halifax from the R-2 (General Residential) Zone to R-2T (Townhouse) Zone to enable the construction of a townhouse building.

Subject Site	3620 Highland Avenue, Halifax
Location	Southwest corner of Highland Avenue and Normandy Drive in the north end of peninsular Halifax
Regional Plan Designation	US (Urban Settlement)
Community Plan Designation (Map 1)	RES (Residential), Halifax Municipal Planning Strategy
Zoning (Map 2)	R-2 (General Residential) Zone, Halifax Peninsula Land Use By-law
Size of Site	747.87 sq. m (8050 sq. ft)
Street Frontage	50.86 m (167 ft) in total; 19.35 m (50.9 ft) along Highland Avenue and 31.52 m (103 ft) along Normandy Drive
Current Land Use(s)	Residential – single unit dwelling
Surrounding Use(s)	Low density residential (single and two-unit dwellings); institutional (St. Stephen's Elementary School and Nova Scotia Community College Institute of Technology Campus); and parkland (Lou Goddard Memorial Park)

Proposal Details

The applicant has requested to rezone the subject lands from R-2 to R-2T to enable the construction of a townhouse building. The applicant has submitted a concept design showing a four-unit townhouse building, however, staff assessed proposal against the R-2T Zone requirements and concluded the site could only accommodate a three-unit townhouse building. The major aspects of the proposal are as follows:

- The R-2T Zone would permit a three-unit townhouse building, as well as R-1 and R-2 uses;
- The R-2T Zone includes provisions regulating maximum height, lot coverage, minimum setbacks from lot lines, and minimum quantity and size of parking spaces; and
- The R-2T Zone permits townhouse units to be subdivided so each townhouse is on its own lot, which can affect the number of permitted driveways.

Enabling Policy and LUB Context

The subject site is designated Residential Environments (RES) under the Halifax Municipal Planning Strategy (MPS). This designation enables a variety of residential building forms subject to specific policy criteria and the requirements of the applicable residential zone. Implementation Policy 3.1.1 enables Council to consider Land Use By-law amendments and rezoning requests. Such applications must also be reviewed for conformity with the policies of the MPS, with particular regard for Policy 2.4 of Section II (City-Wide Objectives and Policies, Residential Environments). Policy 2.4 speaks to the importance of maintaining neighbourhood stability and ensuring change is compatible with the existing neighbourhood character. See Attachment B for the full list and analysis of relevant policies.

The subject site is currently zoned R-2 (General Residential) under the Halifax Peninsula Land Use By-law (LUB). This zone allows single unit dwellings, two-unit dwellings, and buildings containing not more than four apartments.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, letters mailed property owners within the notification area, and a public information meeting held on October 17, 2019.

Letters were sent to eighty-nine property owners and approximately twenty-two people attended the public information meeting. Additionally, one person called to discuss the application. Attachment C contains a copy of a summary of the information meeting. The public comments received include the following topics:

- Clarification of how many townhouse units are permitted;
- Concern regarding the location of driveway accesses and loss of on-street parking spaces;
- Concern about increased traffic and unsafe conditions for pedestrians;
- Clarification of the tenure of the units and whether the units could be used for short term rentals; and
- Clarification of whether this application would set a precedent and enable opportunities for future rezoning applications in the neighbourhood.

A public hearing must be held by Halifax and West Community Council before they can consider approval of the proposed LUB amendment. Should Community Council decide to proceed with a public hearing on this application, in addition to the published newspaper advertisements, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail. The HRM website will also be updated to indicate notice of the public hearing.

The proposal will potentially impact local residents and property owners.

Halifax Peninsula Planning Advisory Committee

On November 5, 2019, the Halifax Peninsula Planning Advisory Committee (PAC) recommended that the application be approved. A memorandum from the PAC to Community Council will be provided under separate cover.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise it is reasonably consistent with the intent of the Halifax MPS. Attachment A contains the proposed amendment to the Halifax Peninsula Land Use By-law that would rezoned from R-2 (General Residential) Zone to the R-2T (Townhouse) Zone.

LUB Amendment Review

Attachment B provides an evaluation of the proposed rezoning in relation to relevant Halifax MPS policies. Of the matters reviewed to satisfy the MPS criteria, the following have been identified for more detailed discussion:

Number of Residential Units

The R-2 Zone permits apartment buildings with up to four residential units. The number of units permitted on a lot is based on the amount of frontage and area. A lot must be at least 743.2 square metres and have 24.4 metres of frontage to be eligible for a four-unit apartment building. The subject site is approximately 747.9 square metres and has approximately 50.9 metres of frontage, making it one of the largest residentially zoned lots in the neighbourhood and eligible for a four-unit apartment building.

The number of units permitted in a townhouse building is based on lot size. The minimum required lot area is 167.2 square metres per unit plus 185.8 square metres. The minimum required frontage is 5.5 metres per unit plus 6.1 metres. This means, if the site was rezoned, townhouse construction on the property would be limited to a maximum of three-units.

Rezoning to the R2-T Zone would enable an alternate form of housing, while still allowing any use permitted in the R-2 and R-1 zones. Table 1 below provides a comparison of the zone standards for the highest intensity use permitted on the subject site under the R-2 and the R-2T zones.

Table 1: Comparison of the highest intensity uses under the R-2 and R-2T zones

Zone provision	R-2 Zone: four-unit apartment building	R-2T Zone: three-unit townhouse building
Maximum lot coverage	35%	40%
Minimum front yard	15 feet (4.6 metres)	15 feet (4.6 metres)
Minimum side yard	6 feet (1.8 metres)	10 feet (3.0 metres)
Minimum rear yard	Mean 20 feet (6.1 metres)	Mean 20 feet (6.1 metres)
Maximum height	35 feet (10.7 metres)	35 feet (10.7 metres)
Minimum vehicular parking	1 space per unit	1 space per unit
Maximum gross floor area	4,025 square feet (373.9 sq. metres)	<i>Not applicable</i>

Servicing

There is a 16-foot wide easement for the Halifax Regional Water Commission infrastructure running perpendicular to Highland Avenue. This easement begins at the corner of Highland Avenue and Normandy Drive running the length of the property. No permanent structures are permitted within this easement which will affect where a building can be sited.

The Halifax Regional Water Commission has advised there are no wastewater and stormwater systems in this section of Normandy Drive. If the site was redeveloped into townhouse units and each unit was proposed to be subdivided on its own lot fronting on Normandy Drive, water and sewer extensions would be required to separately connect each lot at the cost to the developer. A systems extension would not be required if the lot was not further subdivided.

At the permit application stage, the applicant may be required to prove capacity exists in the local wastewater/combined system. Redevelopment of the site may trigger required upgrades to the local wastewater or combined system at a cost to the developer.

Access and Parking

Development Engineering staff have indicated that if the site was redeveloped into townhouse units and each unit was subdivided on its own lot, one driveway access would be approved for each lot. If the lot is not subdivided, the site would be eligible for two driveway accesses as per the Streets By-law (S-300). Regardless of the number of driveway accesses, the Land Use By-law requires one on-site vehicular parking space per townhouse unit.

Centre Plan Package B

Public engagement for Package B of the Centre Plan has begun since this planning application was submitted. The subject site will be located within the bounds of this new plan and it would be rezoned to a new Centre Plan zone if Regional Council approves the new plan. Package B is expected to be presented to Regional Council towards the end of 2020 and its adoption would overwrite the proposed R-2T Zone on this property. Under these circumstances, it is reasonable to presume the proposed R-2T Zone would be in place for a limited period of time. To secure any development rights established under the R-2T Zone, the owner would need to secure a construction permit for the proposed townhouse complex prior to the publication of the first notice of Council's intent to approve Package B of the Centre Plan. Furthermore, construction in accordance with that permit would have to begin within 12 months of the date of its issuance.

Conclusion

Staff have reviewed the proposal in terms of all relevant policy criteria and advise the proposal is reasonably consistent with the intent of the Halifax MPS. Rezoning from R-2 to R-2T will enable the construction of a three-unit townhouse building (as well as R-1 and R-2 uses). This would provide the option for an alternative form of housing compatible with the character of the established, low-density residential neighbourhood. The rezoning would not increase the number of residential units permitted on the site, and the zone provisions control the placement, height, and footprint of a building in a manner similar to what could be built in accordance with the current R-2 zone. Therefore, staff recommend the Halifax and West Community Council approve the proposed rezoning.

FINANCIAL IMPLICATIONS

The HRM cost associated with processing this planning application can be accommodated with the approved 2019-2020 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed LUB amendment are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVE

1. Halifax and West Community Council may choose to refuse the proposed LUB amendment, and in doing so, must provide reasons why the proposed amendment does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Halifax and West Community Council may choose to approve the proposed LUB amendment subject to modifications, and such modifications may require a supplementary staff report. A decision of Council to approve this proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

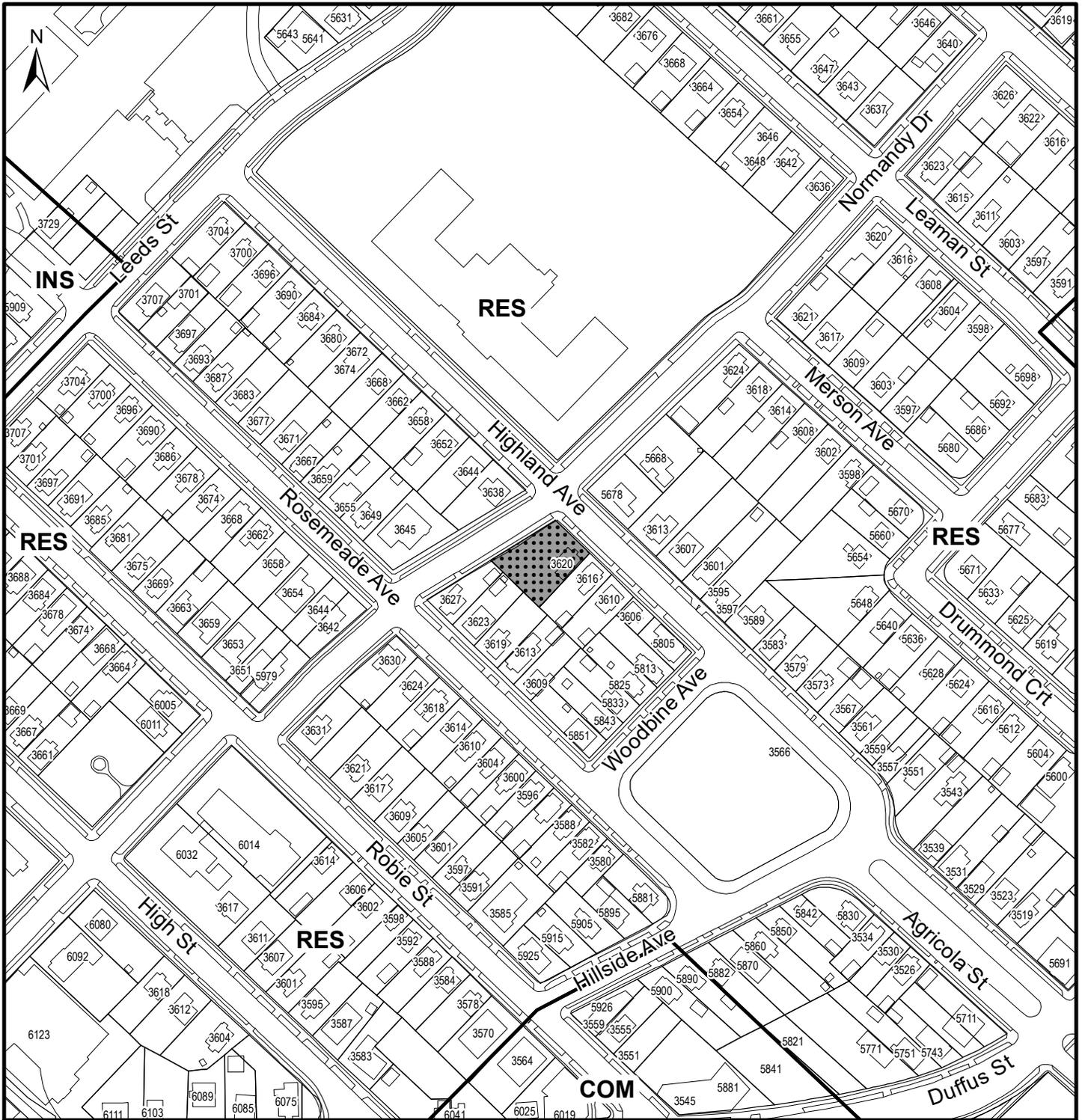
Map 1: Generalized Future Land Use
Map 2: Zoning and Notification Area

Attachment A: Proposed Amendment to the Halifax Peninsula Land Use By-law
Attachment B: Review of Relevant Policies from the Halifax Municipal Planning Strategy
Attachment C: Public Information Meeting Summary

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Meaghan Maund, Planner II, Current Planning, 902.490.3966

Report Approved by: Steven Higgins, Manager, Current Planning, 902.490.4382



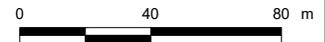
Map 1 - Generalized Future Land Use

3620 Highland Avenue
Halifax

HALIFAX

 Subject Property

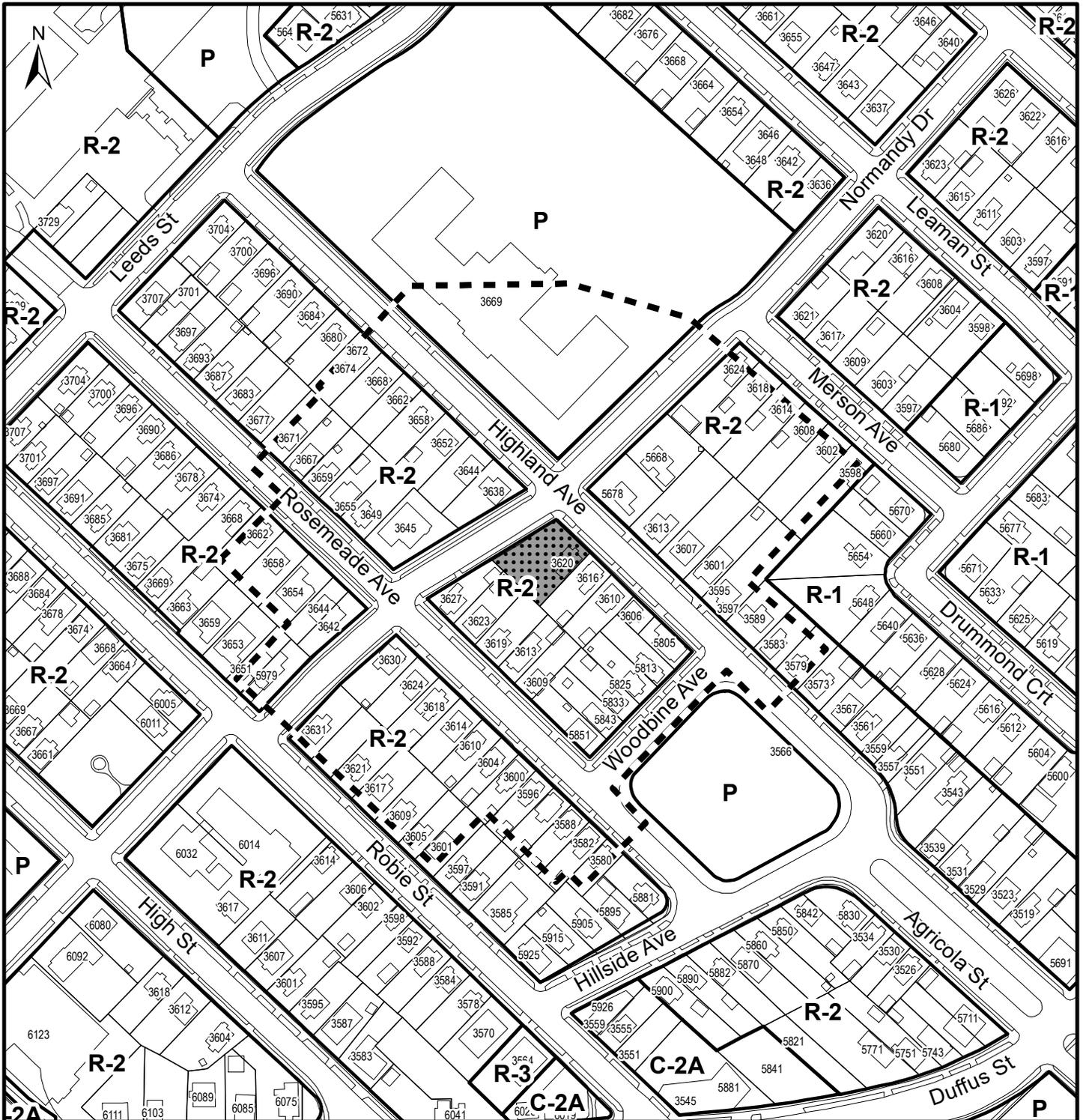
Designation
 COM Commercial
 INS Institutional
 RES Residential Environments



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



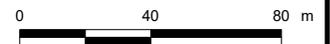
Map 2 - Zoning and Notification

3620 Highland Avenue
Halifax

HALIFAX

-  Subject Property
-  Area of Notification

- Zone**
- C-2 General Business
 - C-2A Minor Commercial
 - P Park and Institutional
 - R-1 Single Family Dwelling
 - R-2 General Residential
 - R-3 Multiple Dwelling



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

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Halifax Peninsula
Land Use By-Law Area

ATTACHMENT A

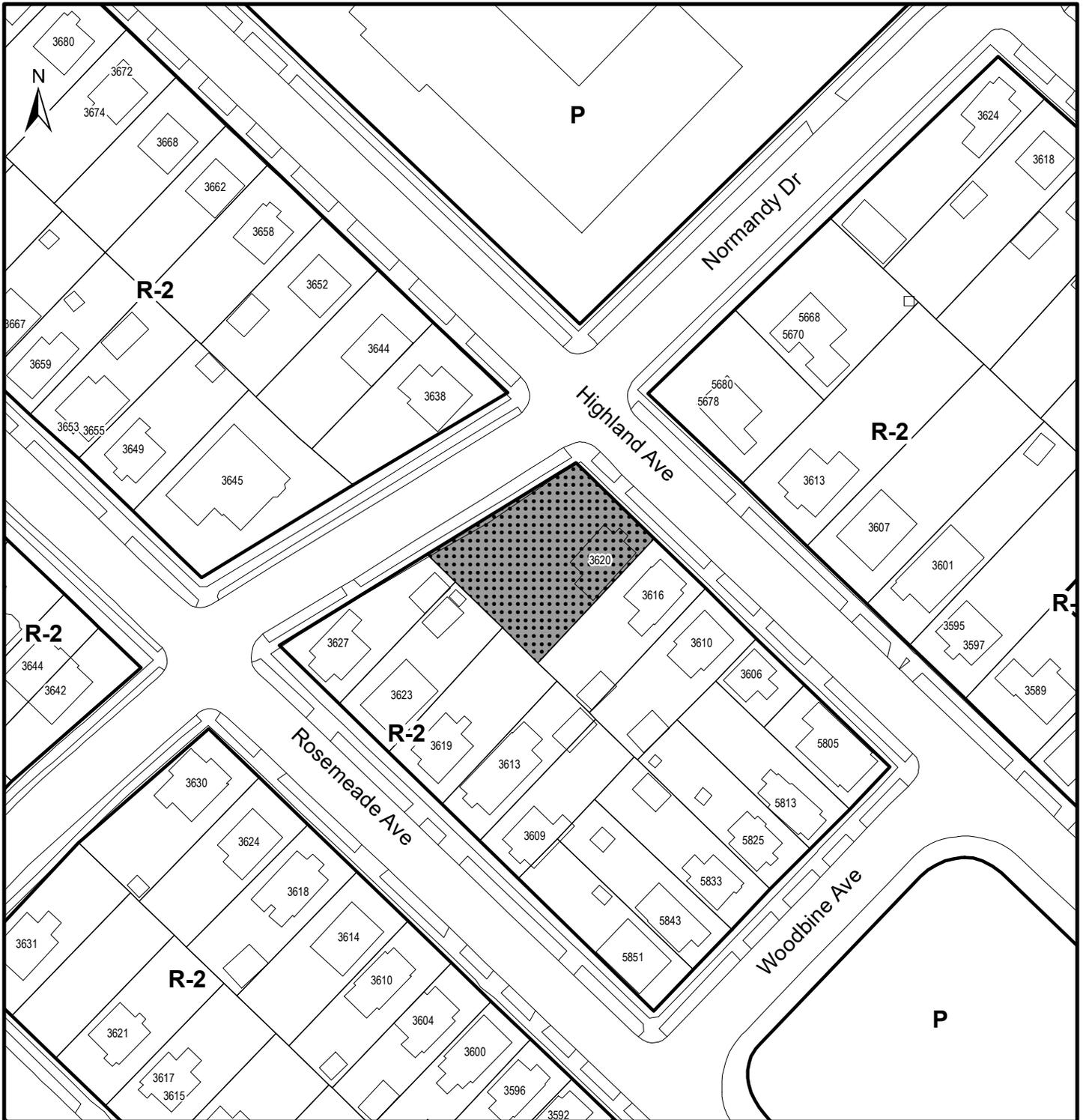
Proposed Amendment to the Halifax Peninsula Land Use By-law

BE IT ENACTED by the Halifax and West Community Council of the Halifax Regional Municipality that the Halifax Peninsula Land Use By-law is hereby further amended as follows:

1. Amend Map ZM-1, the Zoning Map, by rezoning the property identified as 3620 Highland Avenue, Halifax, from the R-2 (General Residential) Zone to the R-2T (Townhouse) Zone, as shown on the attached Schedule A.

I, Sherryl Murphy, Acting Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax and West Community Council held on [DATE], 2020.

Sherryl Murphy
Acting Municipal Clerk



Schedule A

3620 Highland Avenue
Halifax

 Area proposed to be rezoned from R-2 (General Residential) to R-2-T (Townhouse)

Zone

P Park and Institutional
R-2 General Residential

HALIFAX

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 Peninsula
Land Use By-Law Area

Attachment B
Review of Relevant Policies from the Halifax Municipal Planning Strategy

SECTION II CITY-WIDE OBJECTIVES AND POLICIES

Part 2: Residential Environments	
<i>Objective: The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.</i>	
Policy	Staff Comment
<p><i>Policy 2.1</i> <i>Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.</i></p>	<p>The proposal is expected to be accommodated within the existing budgeted services.</p> <p>Halifax Regional Water Commission has indicated there is no wastewater and stormwater system in Normandy Drive. A systems extension with separate connections to each unit would be required if the units were subdivided. Extending the system would be at the cost of the applicant and would be dealt with at the permit application stage. The applicant may be required to prove capacity exists in the local wastewater/combined system at the permitting stage, but the associated costs would be to the applicant.</p>
<p><i>Policy 2.1.1</i> <i>On the Peninsula, residential development should be encouraged through retention, rehabilitation, and infill compatible with existing neighbourhoods; and the City shall develop the means to do this through the detailed area planning process.</i></p>	<p>The rezoning will enable infill compatible with the existing neighbourhood in terms of use, unit density, and building size and siting. The subject site is located in an established low-rise, low-density neighbourhood. Rezoning to R-2T will not enable more residential units on the lot than what is permitted under the current zoning. Controls on the building placement, height, and lot coverage under the current zoning and the R-2T zone are similar.</p> <p>There is no secondary plan for this area of Halifax, so the latter part of this policy is not applicable.</p>
<p><i>Policy 2.2</i> <i>The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.</i></p>	<p>The subject site is located on a corner lot in an established, low-density residential neighbourhood. There is a mix of one and two-storey single and two-unit dwelling on R-2 zoned lots immediately surrounding the site. St. Stephen's Elementary School is located on the norther corner of Highland Avenue. One block further north is the Nova Scotia Community College's Institute of Technology campus. One block southeast is Lou Goddard Memorial Park. A few blocks from the site the land uses transition to</p>

	<p>commercial and service uses (south), as well as higher density residential (north and south).</p> <p>The R-2 zone permits dwellings with up to four units based on the size of the lot. The subject site is one of the largest R-2 zoned lots in the immediate area, and a four-unit apartment building is permitted. Rezoning to R-2T would enable a townhouse building with three units to be constructed but would also leave the option of constructing any R-2 permitted use.</p> <p>Rezoning will not enable the construction of additional residential units due to its size and configuration but would enable an additional residential form to the list of permitted uses.</p> <p>A minor increase in intensity of use could occur through the size of the building (footprint and floor area). The maximum lot coverage in the R-2 zone is 35 percent and in the R-2T zone it is 40 percent. There is a cap on the gross floor area for any dwelling constructed on an R-2 zoned lot, but there is no limit to the floor area for lots zoned R-2T. Height and setback requirements, minimum vehicular parking requirements, and a water easement that cannot be built on will constrain the size of the building, and produce a built form compatible with the existing neighbourhood.</p> <p>Policy 3.1 – Repealed June 6, 1990 Policy 3.2 – N/A</p>
<p><i>Policy 2.4</i> <i>Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.</i></p>	<p>The subject site is in an older, well-established low-density neighbourhood where the houses are primarily single- and two-units and one- to two-storeys in height. Many of the two-unit dwellings have the appearance of a single-unit dwelling. Most of the lots are rectangular, with houses placed on the front half of the lot, leaving room for a rear yard. Side yards provide enough space for a driveway the width of one vehicle.</p> <p>Because of the size of most lots in the neighbourhood, as-of-right redevelopment is limited to single, and in some cases, two-unit</p>

	<p>dwelling. The subject site is larger, located at the intersection of Normandy Drive and Highland Avenue. As such, a four-unit apartment building is permitted.</p> <p>Rezoning to R-2T would not enable any additional residential units because the number of townhouse units is dependent upon lot size. Each unit in a townhouse building is required to have a front and rear yard – like the surrounding dwellings – and two private entrances. The side-by-side placement of individual units, where each is accessed separately, and occupants can have their own front and rear yard compliments the existing residential character of the neighbourhood.</p> <p>The rezoning would enable the option to construct a different type of housing, while retaining the character of the low-rise, low-density residential neighbourhood.</p>
<p><i>Policy 2.7 The City should permit the redevelopment of portions of existing neighbourhoods only at a scale compatible with those neighbourhoods. The City should attempt to preclude massive redevelopment of neighbourhood housing stock and dislocations of residents by encouraging infill housing and rehabilitation. The City should prevent large and socially unjustifiable neighbourhood dislocations and should ensure change processes that are manageable and acceptable to the residents. The intent of this policy, including the manageability and acceptability of change processes, shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.</i></p>	<p>Rezoning the subject site would not create an opportunity for large scale redevelopment, nor enable more dwelling units than what the current zone allows. Like in the R-2 zone, the R-2T zone limits the number of units in a new residential building to the size of the lot. The zone provisions control the density and scale of new development. New residential buildings constructed under the current zoning or the R-2T zoning have to fit within similar parameters; the maximum permitted height would remain 35 feet, lot coverage can be five percent more, and setbacks from lot lines are the same or greater. Rezoning the site to enable redevelopment of the lot to townhouses, would generate development that is at a scale compatible with the neighbourhood.</p> <p>The single unit dwelling on the site would have to be demolished prior to redevelopment of the site. This policy refers to large scale dislocation, which this application would not cause.</p> <p>Policy 3.1 – Repealed June 6, 1990 Policy 3.2 – N/A</p>

<p><i>Policy 2.8</i> <i>The City shall foster the provision of housing for people with different income levels in all neighbourhoods, in ways which are compatible with these neighbourhoods. In so doing, the City will pay particular attention to those groups which have special needs (for example, those groups which require subsidized housing, senior citizens, and the handicapped).</i></p>	<p>The rezoning would enable an alternative form of low-rise housing to be built in a neighbourhood predominately comprised of detached single- and two-unit dwellings. While the rezoning does not enable more units to be constructed than what is permitted under the R-2 zone, it does enable another residential built form that is compatible with the low-density neighbourhood.</p> <p>Through a rezoning application, there is no mechanism to require the developer provide housing to meet these needs of a specific population.</p>
<p><i>Policy 2.10</i> <i>For low and medium density residential uses, controls for landscaping, parking and driveways shall ensure that the front yard is primarily landscaped. The space devoted to a driveway and parking space shall be regulated to ensure that vehicles do not encroach on sidewalks.</i></p>	<p>Parking is regulated through the land use by-law. The land use by-law requires parking be accommodated on the lot, but it does not regulate the percentage of the front yard that can be used for parking or a minimum that has to be landscaped for townhouse buildings. The land use by-law regulates the percentage of the front yard that must be landscaped for R-2 residential uses, which are permitted in the R-2T zone.</p>

IMPLEMENTATION POLICIES	
Policy	Staff Comment
<p><i>Policy 3.1.1</i> <i>The City shall review all applications to amend the zoning by-laws or the zoning map in such areas for conformity with the policies of this Plan with particular regard in residential areas to Section II, Policy 2.4.</i></p>	<p>The application is consistent with Policy 2.4 (see City Wide Policy 2.4 above).</p>
<p><i>Policy 4.</i> <i>When considering amendments to the Zoning By-laws and in addition to considering all relevant policies as set out in this Plan, the City shall have regard to the matters defined below.</i></p>	<p>See below 4.1 below.</p>
<p><i>Policy 4.1</i> <i>The City shall ensure that the proposal would conform to this Plan and to all other City by-laws and regulations.</i></p>	<p>The rezoning request conforms to this plan and applicable by-laws and regulations.</p> <p>The applicant submitted a concept design for a four-unit townhouse as part of their application. The concept design does not meet the requirements for townhouse development in the R-2T zone of the Halifax Peninsula Land Use By-law. As the application is for a rezoning, the design of the site is dealt with at the permitting stage. Part of the application review process included confirming</p>

	<p>a townhouse building could be built to meet the R-2T zone provisions. Based on the size of the lot, the subject site could accommodate a three-unit townhouse.</p> <p>Development Engineering has advised of the requirements for driveway accesses to the site as per the Streets By-law (S-300). Individual driveways to each unit, as shown on concept design, would only be permitted if each unit was subdivided onto its own lot. The siting of the driveway accesses is dealt with at the permitting stage.</p> <p>While the concept design for the site does not meet all of the municipality's by-laws, it is possible for the site to be developed to meet the by-laws.</p>
<p><i>Policy 4.2</i> <i>The City shall review the proposal to determine that it is not premature or inappropriate by reason of:</i></p>	
<p><i>i) the fiscal capacity of the City to absorb the costs relating to the development; and</i></p>	<p>There is no anticipated cost to the municipality. Any work associated with the proposal is anticipated to be within the approved municipal budget.</p>
<p><i>ii) the adequacy of all services provided by the City to serve the development.</i></p>	<p>The application was circulated and reviewed by relevant departments. The only note regarding provision of services was raised by Halifax Regional Water Commission. Halifax Regional Water Commission has indicated there is no wastewater and stormwater system in Normandy Drive. A systems extension would be required to service the proposed townhouse units if the units are subdivided onto individual lots. The servicing would be dealt with at the permitting stage, and all costs associated with servicing would be to the developer.</p>

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case 22485

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

Thursday, October 17, 2019
7:00 p.m.
Saint Margaret of Scotland Anglican Church Hall

STAFF IN

ATTENDANCE: Meaghan Maund, Planner, HRM Planning and Development
Maggie Holm, Principle Planner, HRM Planning and Development
Holly Kent, Planning Technician, HRM Planning and Development
Cara McFarlane, Planning Controller, HRM Planning and Development

ALSO IN

ATTENDANCE: Doug Hubley, Applicant / Property Owner

REGRETS: Councillor Lindell Smith, District 8

PUBLIC IN

ATTENDANCE: Approximately 22

The meeting commenced at 7:00 p.m.

1. Call to order, purpose of meeting – Meaghan Maund

M. Maund is the Planner and Facilitator for the application and introduced HRM Staff members and the Applicant.

Case 22485 - Application by Doug Hubley requesting to rezone lands at 3620 Highland Avenue, Halifax from R-2 (General Residential) Zone to the R-2T (Townhouse) Zone to allow the construction of a townhouse building.

The purpose of the Public Information Meeting (PIM) is to:

- Identify the proposal site, highlight the proposal and explain the process;
- Give the Applicant an opportunity to present the proposal; and
- Receive public feedback and input regarding the proposal that will be used to prepare the staff report and go forward with this application.

No decisions are made at the PIM or have been made up to this point.

2. Presentation of Proposal – Meaghan Maund

M. Maund gave a brief presentation of the proposal for 3620 Highland Avenue, outlining the status of the application, the Applicant's request for a rezoning (R-2 to R-2T Zone), site context of the subject land, the land designation [Residential (RES)] and enabling Planning Policies (Section II, 2.2, 2.4, 2.7 and 2.8; and Implementation 3.1.1) within the Halifax Municipal Planning Strategy (MPS) and the current zoning [R-2 (General Residential) Zone] within the Halifax Peninsula Land

Use By-law (LUB).

3. Questions and Comments

Rick MacKay, Highland Avenue (adjacent to the site) - The setbacks would determine if the address would be on Normandy Drive. **M. Maund** said it would be decided at the permitting stage by HRM Civic Addressing and depend on the site plan. **R. MacKay** does not want to see the 70-year old pine tree come down. The area is solid rock. Any privacy will vanish. It is a big change for the area, how will the neighbourhood be compensated? **Doug Hubley** mentioned that the existing building will be replaced with either a four-unit apartment building (as-of-right) or a townhouse building with three units (if rezoning is approved). There will not be any blasting. The townhouses will be built slab on grade and be a much better option than an apartment building. **R. MacKay** is concerned that more properties in the area will follow suit. **M. Maund** clarified that a minimum amount of frontage and setbacks are required to build townhouses.

Marjorie Murray, Rosemeade Avenue found that the city was very restrictive with their property which is located on the corner of Rosemeade Avenue and Normandy Drive. The city would only allow a single unit dwelling (a basement door was not permitted) on the property and their civic address had to be on Rosemeade Avenue. They were also required to provide drainage from their property to the street to avoid the neighbours properties from flooding. M. Murray is concerned about on-street parking because currently this causes a problem for them accessing their driveway. A three-unit townhouse will require three driveways which will take away from on-street parking. **D. Hubley** – Each townhouse will have a garage; therefore, there won't be additional on-street parking. **M. Murray** is also concerned for the safety of the children in the neighbourhood with a school in the area.

One resident mentioned that the this will add to the heavy traffic presently in the area.

Pam Carney, Highland Avenue asked which street the front doors will be facing. **M. Maund** reminded the audience that the scope of this application is to rezone the property. The R-2T Zone requirements will control the layout of the property at the permitting stage and the address will be determined by Civic Addressing. During the preliminary review stage, Development Engineer provided feedback on access points onto the property but will be determined and finalized at the permitting stage. **D. Hubley** said the driveways will likely be off Normandy Drive.

Barb asked for clarification on how many townhouse units the applicant was proposing. **M. Maund** explained that the applicant's proposal was originally for a four-unit townhouse. Currently, the property is zoned R-2 which does not permit townhouses; therefore, a rezoning is required. If approved, the R-2T Zone requirements will allow the applicant to build a three-unit townhouse.

Tony Webb, Normandy Drive (across the street from the subject property) would prefer that the townhouses be privately owned. **D. Hubley** plans to have them as residential units. **M. Maund** – HRM does not regulate ownership. They could go through a subdivision process to sell them off individually.

Donald d'Entremont, Highland Avenue – Does HRM have control as to whether the units are short-term rentals or if they become an Airbnb? D. d'Entremont is also concerned about control after ownership changes. **M. Maund** – If a property is rented for less than 30 days, it is considered a commercial use which is not permitted in the area under the residential zone.

Brian Adams – A rezoning is a generic change and there are no set plans. The developer has the opportunity to change their intentions at any time which makes it hard to think productively of this process without having a defined image of the final concept.

One Resident asked how this proposal fits in with the Centre Plan. **M. Maund** explained that this property falls within Package B of the Centre Plan which has not been rolled out yet.

B. Adams asked about the underground water service along Normandy Drive. **M. Maund** explained that no structures are permitted to be built on top of that water line easement.

Barb – What are the next steps? Will the public have a chance for more input? **M. Maund** explained the rest of the process and the public hearing would allow for the public to voice their opinions.

A resident mentioned their concern for people with accessibility issues with regards to the traffic and on-street parking in the area.

4. Closing Comments

M. Maund thanked everyone for coming and expressing their comments.

5. Adjournment

The meeting adjourned at approximately 7:43 p.m.