



7071 Bayers Road, Suite 3004, Halifax, NS B3L 2C2 • P: 902.444.0555 • F: 902.444.7522 • C: 902.456.0435 • mike@harch.ca

To whom it may concern,

RE: Gateway Meat Market 667 and 671 Main St (Highway 7).

These properties are designated HC (Highway Commercial) under the Cole Harbour/Westphal Municipal Planning Strategy (MPS) and zoned C-4 (Highway Commercial) under the Cole Harbour/Westphal Land Use By-law.

Existing Lot	5646.46m ²	60778.0 ft ²
Existing Building	936.58 m ²	10081.3 ft ²
New Lot	1020.59 m ²	10985.5 ft ²
Combined Lot	6667.05 m ²	71763.5 ft ²

Introduction

This family owned business offers some of the best value groceries, in particular meats, in the HRM. It supplies a high percentage of goods from Nova Scotia based food producers. The business is highly popular and has a simple business model that ensures customer satisfaction and offers food security at a local level. The business is based on efficiency and expertise and its operation requires optimal utilization of space.

The owners have recognized that in order to assist Nova Scotians to keep meat prices at a reasonable level it must increase warehouse space (storage capacity for dry goods and for freezer space) that can allow purchasing procedures to buffer cost spikes in times of severe supply chain inconsistencies. Existing retail space is not ideal to cater to consistent customer volumes causing some delays at checkout etc. With existing space already optimized it is evident that the business is outgrowing its facility.

The Design Brief

The design team is asked to consider an effective land use scenario of a neighboring site for the next expansion of the potent economic powerhouse Gateway Meat Market. Operational use of the facility should be continual or experience minimal disturbance during the construction phases.

The proposal

Our proposal is to consolidate both lots and provide a single building that will be linked internally to ensure the effective operation of the facility and allow efficient circulation patterns to improve the conditions for customers and staff. The scheme aims to expand the facility in 2 phases that will also improve public accessibility on site and internally.

Considering the maximum building footprint (10,000sf) has already been realized in the existing facility as per the LUB, we have identified that the team must make a planning application for Development Agreement, the primary purpose of which is to increase the allowable building footprint to suit the project requirements.

The form of the building aims to bring visual cohesiveness to the existing complex as we ensure the business will have sufficient space to suit future projections. We have proposed a 2 storey addition (7546ft² per floor) to the east with a front façade approximately parallel to the street lot line and set back approximately 16' (4.87m) from the road edge of the sidewalk. The side yard setback line is located on the same datum of the wall of the previous building (former commercial use) such that the new building face matches the previous face at approximately 8'2" from the lot line. The rear yard condition is defined by respecting the Loon Lake 20m watercourse buffer. Flat roof's will be the language of the new and adapted portions of the building improving storm water management by means of control flow roof drains and offering some area for some mechanical and service equipment. The major new character defining element will be the introduction of a pedestrian covered walkway at the front entrance of the building greatly enhancing the pedestrian landscape and public realm. Glazing ratios in the new facility will be limited to the front façade with higher percentages than in the existing facility to offer some visibility to the retail areas and for the added benefit of daylighting as per the attached building elevations.

Site enhancements include the addition of 4 barrier free parking spots adjacent to the proposed building entrance and the covered pedestrian walkway and lighting to ensure recommended lighting levels for general public use and safety are achieved. General loading procedures will continue in the current manner using the existing loading dock. Refer to the attached Storm Water Management Plan and Traffic Impact Statement for details on utilization and anticipated impact of the enhanced facility.

Enabling Policy to increase Maximum Allowable GFA

In discussion with HRM Planner II with Urban Enable Planning Applications we have established that there is an enabling policy in the MPS which allows Council to consider commercial uses greater than 10,000 sq ft of gross floor area (GFA) through development agreement:

HC-3 Notwithstanding Policy HC-2, in order to accommodate adjacent commercial and residential uses, it shall be the intention of Council to only consider commercial uses in excess of ten thousand (10,000) square feet and to a maximum of fifty thousand (50,000) square feet of gross floor area, according to the development agreement provisions of the Planning Act. When considering such an agreement, Council shall regard to the following:

(a) vehicular access to the site;

(b) separation from residential uses;

(c) storm drainage;

(d) site design including open storage and outdoor display area parking and loading spaces and landscaping; and

(e) the provisions of Policy IM-11.

Jul 6th, 2023

Planning Rationale Letter

We trust the above design rationale is satisfactory for the purposes of the this planning application when read in conjunction with attached studies, drawings and schedules. In summary the proposal requests that council consider increasing the maximum allowable gross floor area to accommodate the expansion of this family run and locally operated business to 25,500sf. This represents approximately 50% of the maximum area council could consider in the enabling policy listed above. If you have any queries please feel welcome to reach out to me for clarifications.

Regards,

_____

Colin Dorgan, Architect on behalf of

Harvey ARCHITECTURE