



# Rezoning Application

## *Catamaran Road*

4, 6, 8, 10 & 12 Catamaran Road, Halifax, NS  
(PID 40089096, 00283846, 00283838,  
00283820, 00283812)

TUJAX Developments  
(Developer)

Submitted by:  
KWR Approvals  
(Applicant)





January 19, 2024

**Ms. Thea Langille, MCIP, LPP**  
Manager | Planning Applications  
HRM Planning & Development  
5251 Duke Street, 3rd Floor, Suite 300,  
Duke Tower Halifax, NS B3J 3A5

**Re: Application for Rezoning from R-2P to R3 for TUJAX Development's Catamaran Road properties, located at 4, 6, 8, 10 and 12 Catamaran Road, Halifax, Nova Scotia (PID 40089096, 00283846, 00283838, 00283820 and 00283812).**

Dear Thea:

On behalf of our client/developer, TUJAX Development, KWR Approvals as the applicant/project manager is pleased to submit the attached rezoning application for the above referenced project. Please consider:

- The subject properties have a combined gross lot size of 58,509 square feet (1.3 acre) with 325 feet of frontage. The land assembly is designated MDR under the Halifax MPS and R-2P under the Halifax Mainland LUB. The proposed rezoning to R-3 would allow two units to be added to each three-storey building, resulting in a total of six units per building.
- The subject properties are located in an ideal area for multi-residential development given their close proximity to a variety of amenities, services, schools, and parks. The land assembly is well positioned within the transportation network and within the Herring Cove Road key Rapid Transit Corridor identified in the Regional Plan Review.
- Technical studies have been completed to ensure that the proposed redevelopment meets transportation, servicing, environmental and other technical site requirements.
- Overall, the proposed rezoning would allow for modest infill densification without affecting neighbourhood character.

KWR Approvals, our client and other members of the project development team as always like to work collaboratively with HRM Planning & Development staff and the local community throughout the process. To this end, and is customary, in our initial application submission we wish to provide your department with sufficient information to do an internal review but provide enough flexibility to work together to strengthen the project. We look forward to your response and working closely with the case planner assigned. If you have any questions, please do not hesitate to contact me. Thank You.



Cc: Kevin W. Riles, President/CEO, KWR Approvals  
Jack Lawen, Cornerstone Developments



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- A. Provincial LRIS Property Mapping
- B. Siting & Grading Plan
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# 1. Executive Summary

KWR Approvals (KWRA) was retained by TUJAX Developments to manage the rezoning application for the Catamaran Road five-parcel land assembly located in Spryfield, HRM.

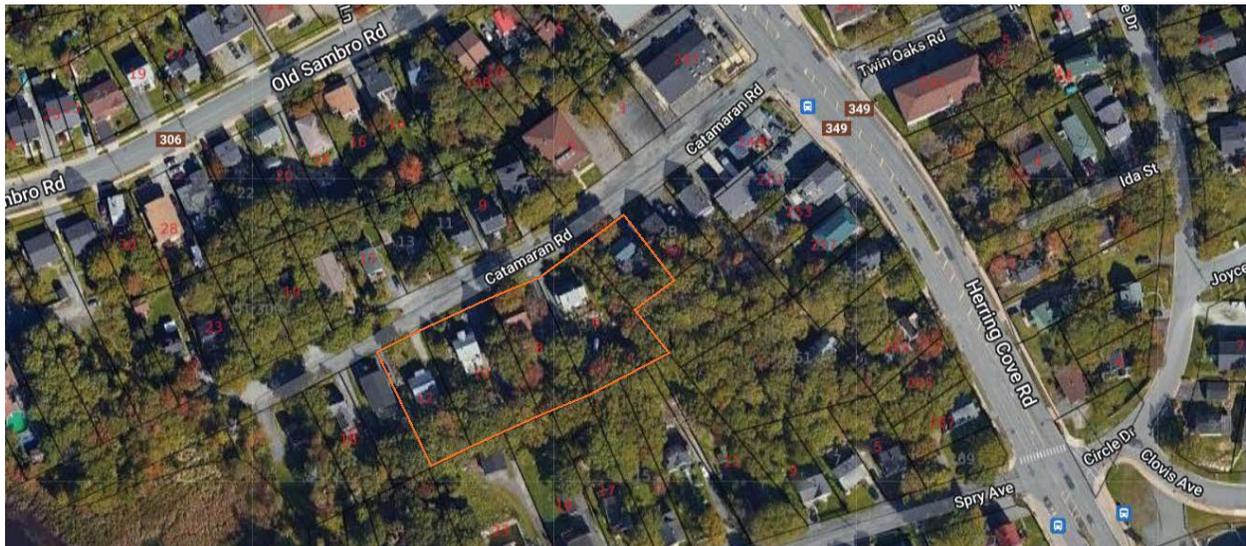
- The subject properties (PID No. 40089096, PID No. 00283846, PID No. 00283838, PID No. 00283820 and PID No. 00283812) located at 4, 6, 8, 10, and 12 Catamaran Road are a combined 48,759 square feet (1.1 acres) with a total of 325 feet of frontage. The combined gross lot size is 58,509 square feet (1.3 acres).
- The land assembly is designated Medium Density Residential (MDR) under the Halifax Municipal Planning Strategy (MPS) and General Residential (R-2P) under the Halifax Mainland Land Use By-Law (LUB).
- The proposed rezoning to R-3 would allow two units to be added to each building through the internal conversion of storage space. This would result in a total of six units in each three-storey building.
- The surrounding neighbourhood consists primarily of medium density residential with a mix of residential uses and permitted densities including R-2, R-2P, R-3 and R-4 zones. There are also multiple C-2A land uses in the immediate neighbourhood and the property immediately across the street from 4 Catamaran is zoned R-3.
- The subject properties are located in an ideal area for multi-residential development given their close proximity to a variety of amenities, services, schools, and parks. The land assembly is well positioned within the transportation network and is within areas identified in the Regional Plan Review as the Herring Cove Road key Rapid Transit Corridor, the Rapid Transit Walkshed and the proposed Rapid Transit Oriented Development area.
- Technical studies have been completed to ensure that the proposed redevelopment meets transportation, servicing, environmental and other technical site requirements. The Traffic Impact Assessment Letter concluded the proposed development has no significant influence on current traffic volumes.
- Overall, the proposed rezoning would allow for infill densification and would help to ease the current housing crisis, without affecting neighbourhood character. As density is limited to 75 people per acre within the R-3 zone, control can be maintained over the population growth of the area, while adding more housing options for individuals and families.

## 2. Property and Site Characteristics

The subject property includes five parcels on Catamaran Road, in the community of Spryfield. The table below depicts the property details for the land assembly including PID, lot size and street frontage.

ADDRESS	PID	LOT SIZE (SQFT)	FRONTAGE (FT)	GROSS LOT SIZE (SQFT)
4 Catamaran Rd.	40089096	6,000	60	7,800
6 Catamaran Rd.	00283846	12,800	65	14,750
8 Catamaran Rd.	00283838	9,000	60	10,800
10 Catamaran Rd.	00283820	9,000	60	10,800
12 Catamaran Rd.	00283812	11,959	80	14,359

Each of the five parcels have frontage on Catamaran Road and access to municipal services. The combined size of the Catamaran land assembly is 48,759 square feet (1.1 acres), while the combined gross lot size is 58,509 square feet (1.3 acres). The land assembly is designated Medium Density Residential (MDR) under the Halifax Municipal Planning Strategy (MPS) and Mainland South Secondary Planning Strategy. The land assembly is zoned General Residential (R-2P) under the Halifax Mainland Land Use By-Law (LUB) and falls within District 11. Appendix A shows the LRIS Mapping for each of the five Catamaran Road properties.



*Aerial image of Catamaran Road five-parcel land assembly*

Currently located at 8 Catamaran and 10 Catamaran Road are two three-storey multi-unit dwellings, both built less than two years ago. There is one building on each lot, each of which consists of four residential units and two storage units. Each residential unit consists of two

bedrooms. The property at 6 Catamaran Road is currently a vacant lot with a pending three-storey multi-unit dwelling being built as-of-right under the R-2P zone requirements. There is currently an existing single-family home located at 12 Catamaran Road which will be redeveloped into a three-story multi-unit dwelling in the near future. There is currently a duplex located at 4 Catamaran Road which will also be redeveloped into a three-storey multi-unit dwelling in the future.



*Existing multi-unit dwellings at 8 Catamaran and 10 Catamaran Road*

The R-2P zone allows for apartment buildings up to four units, while the R-3 zone allows for multi-unit dwellings of four storeys or less with a density cap of 75 people per acre. The proposed rezoning would allow the addition of two units to each of the existing buildings at 8 and 10 Catamaran Road through the internal conversion of storage space as well as the three-storey buildings at 4, 6 and 12 Catamaran Road which are currently being redeveloped under the existing R-2P zone requirements. Building permits have been approved for 6 and 12 Catamaran Road, with an identical building design to the existing buildings at 8 and 10 Catamaran Road. The rezoning to R3 would allow each three-storey building to provide a modest six units.

### 3. Community and Neighbourhood

The neighbourhood surrounding the subject properties is primarily medium density residential. As shown in the Halifax Mainland Land Use By-Law (LUB) there is a mix of residential uses with varying permitted densities including R-2, R-2P, R-3 and R-4 zones. As Catamaran Road is directly

off Herring Cove Road, there are also multiple C-2A land uses in the immediate neighbourhood. The majority of the lots on Catamaran Road are zoned R-2P, however the property immediately across the street from 4 Catamaran is zoned R-3. In addition, there are several R-3 properties located on the opposite side of Herring Cove Road.

The proposed development is well positioned within the transportation network to take advantage of a variety of routes and has direct access to four transit routes (9A, 9B, 24 & 127). Accessible by walking, public bus and a short drive are many services and amenities such as grocery stores, convenience stores, pharmacies, banks, hair & barber salons, fitness centres, offices and restaurants. The subject properties are in close proximity to a variety of parks and trails such as the Ravenscraig Drive Park, McIntosh Run Park, Long lake Provincial Park and Blueberry Beach Trail, in addition to numerous schools and the Captain William Spry Community Centre. Appreciating that many services and amenities in the area are within walking distance, transit routes provide access to the peninsula and downtown Halifax employment centres. This is an ideal area for further multi-residential development.

## 4. Applicant and Project Development Team

TUJAX Developments has assembled an experienced project development team to prepare and execute the vision of the property owner.

Project Team Member	Project Responsibility	Principal Contact	Contact Information
TUJAX Developments	Developer/Owner	Jack Lawen	(c) 902.880.2215 <a href="mailto:jack@cornerstonedevltd.com">jack@cornerstonedevltd.com</a>
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SDMM	Siting & Grading Plan	Alex Pulsifer P.Eng.	(c) 902.402.2280 <a href="mailto:apulsifer@sdmm.ca">apulsifer@sdmm.ca</a>
JRL Consulting	Traffic Impact Assessment Letter	Jeff LeBlanc P.Eng.	(c) 902.405.5584 <a href="mailto:jeff.leblanc@jrlconsulting.ca">jeff.leblanc@jrlconsulting.ca</a>

## 5. Technical Studies Overview

Technical studies have been completed to ensure that the proposed redevelopment meets transportation, servicing, environmental and other technical site requirements. SDMM has provided the Siting & Grading Plan (Appendix B), and the impact of traffic has been assessed by JRL Consulting (Appendix C). No wetlands or watercourses have been identified on the subject property. The Site Servicing Schematic for the proposed development is consistent with requirements for site servicing and stormwater management. JRL Consulting's assessment of potential traffic impacts concluded that the rezoning to R-3 and the addition of 2 units through the internal conversion of existing storage space would not significantly increase the volumes of traffic to and from the proposed development and would have minimal impact on intersections adjacent to the development.

## 6. Context for Application and Planning Rationale

Today, HRM has the second lowest apartment vacancy rate among Canadian cities at only 1%. With a historic housing crisis in HRM there is a need for more housing particularly multi-unit dwellings which can accommodate a variety of needs and serve as a more affordable option for housing in the Spryfield area. Considering Catamaran Road's proximity to public transit and significant amenities, this is an ideal location for apartment dwellers particular off an arterial street such as Herring Cove Road. This is an ideal location for a well-designed medium height apartment building.

In reviewing the applicable HRM Planning Documents for this rezoning application, focus was given to the following:

- HRM Regional Plan
- Halifax Mainland Land Use By-law
- Halifax Municipal Planning Strategy and Section X: The Mainland South Secondary Planning Strategy
- Halifax Mainland Land Use By-law ZM-1 Zoning (South Section) Map
- Halifax South Secondary Planning Strategy Generalized Future Land Use Map 9F

**Enabling Policy:**

MPS Policy 1.3.1 of the Halifax Municipal Planning Strategy allows for consideration of four-storey multi-unit dwellings in the MDR designation by rezoning to General Residential and Low Rise (R-3) Apartment, subject to the compatibility with the existing neighborhood and capacity of existing infrastructure.

Policy 1.3.1

*In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map Council may zone to permit apartments provided that their height is limited to a maximum of four storeys and in assessing such rezonings Council shall consider compatibility with the existing neighbourhoods and the adequacy of municipal infrastructure*

This rezoning application highlights how the intent of the MPS Policy is met.

**Applicable Implementation Policies:**

The implementation policies are noted on page 269 of the Halifax MPS and amendments to the zoning by-law (Section 4) page 275. Amendments (i.e. rezoning applications) to the Zoning By-law and their proposed developments/projects are evaluated through these implementation policies. Section 2 Residential Environments of the Halifax MPS has applicable polices.

Halifax MPS - Applicable Implementation Policy	KWRA Comments
4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of:  i) The fiscal capacity of the City to absorb costs related to the development; and  ii) The adequacy of all services provided by the City to serve the development.	KWRA is not aware of any reasons the proposed development would not meet these two criteria.  The transportation, water and sewer capacity of the Municipality based on our review can accommodate this proposed development.
4.3 More specifically, for those applications for amendments to the zoning bylaw in Mainland South as defined on Map 1, the City shall require an assessment of the proposal by staff with regard to this Plan and the adopted Land Development Distribution Strategy, and that such assessment include the potential impacts of the proposal on: (a) the sewer system (including the budgetary implications); (b) the water system; (c) the transportation system (including transit); (d) existing public schools; (e) existing recreation and community facilities; (f) the provision of police and fire protection services; and any other matter deemed advisable by Council prior to any final approval by City Council.	We believe after review and studies by our qualified experts on the project development team there are no sewer, water, transportation and other issues that would be a negative impact on the Municipality or not be consistent with this policy.  Our transportation study and water/sewer capacity analysis indicated no concerns or negative outcomes for the Municipality or neighborhood residents. The proposed addition of two units to the existing buildings is a modest increase in density.

<p>2.1 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.</p>	<p>The subject properties are located within a mixed-use residential area and near several existing medium density apartment buildings. The proposed rezoning to permit 6-unit apartment buildings serves as an opportunity to provide additional units in a municipality with the lowest vacancy in Canada at 1%.</p> <p>This is a sound adaptive re-use and urban infill project.</p>
<p>2.2 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.</p>	<p>The majority of the properties on Catamaran Road are zoned R-2P, however the property immediately across the street from 4 Catamaran is zoned R-3. In addition, there are several R-3 properties located on the opposite side of Herring Cove Road and multiple C-2A land uses in the immediate neighbourhood.</p> <p>The current R-2P zone allows for multi-unit buildings up to four units, while the R-3 zone allows for apartments of four storeys or less with a density cap of 75 people per acre. The proposed development would be to add two units to each of the existing buildings through the internal conversion of storage space and would not significantly change the character of the neighbourhood. The proposed Rezoning would however allow the addition of a modest number of units to the existing Spryfield housing stock in a strategic location.</p>
<p>2.4 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.</p>	<p>The proposed rezoning would allow two additional units through the internal conversion of existing storage space within each of the buildings.</p> <p>This would not result in any alterations to the existing 3-storey multi-unit dwellings which comply with the current R-2P zone standards and is inherently compatible with the existing neighbourhood.</p>
<p>2.4.1 Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.</p>	<p>The scale of the existing multi-unit dwellings permitted under the current R-2P zone will not be changed as the additional units will be achieved through internal conversion of existing storage space.</p>

## Regional Plan Review

With the initiation of the Suburban Plan and the emphasis on rapid transit supportive land use Herring Cove Road has been designated as a key Rapid Transit Corridor. The subject properties are located off Herring Cove Road and are within the designated Rapid Transit Walkshed as well as the proposed Rapid Transit Oriented Development area. These areas have been identified in the Regional Plan Review as areas for densification and infill development to both increase housing options in the Spryfield area and ensure the success of transit ridership. The densification of these properties would not only aid in the current housing crisis that HRM is experiencing, but also support the long-term development of the Spryfield community by increasing density in a location that is well-served by commercial and public amenities and services.

## Maximum Density

The intention of TUJAX Developments is to have the existing three-storey buildings remain and for the proposed rezoning to allow the existing four-unit buildings to become six-unit buildings. Each unit contains two-bedrooms which results in a maximum of 12 people per building as outlined within the Halifax Mainland LUB. KWRA acknowledges that in the context of a rezoning application HRM Planning & Development must consider the full potential of the R3 zone. The R3 zone permits multi-unit dwellings of four storeys or less, not exceeding a height of 50 feet. As the density cap of 75 people per acre applies to the proposed R3 zone this limits the number of persons permitted for the subject properties. The table below depicts the maximum density permitted for each of the subject properties.

ADDRESS	PID	GROSS LOT SIZE (SQFT)	GROSS LOT SIZE (ACRES)	MAX DENSITY
4 Catamaran Rd.	40089096	7,800	0.18	13
6 Catamaran Rd.	00283846	14,750	0.34	25
8 Catamaran Rd.	00283838	10,800	0.25	18
10 Catamaran Rd.	00283820	10,800	0.25	18
12 Catamaran Rd.	00283812	14,359	0.33	24

If necessary, a portion of the 6 Catamaran Road property can be given to the adjacent 4 Catamaran Road property to increase the maximum permitted density from 13 people to 18 people, while reducing the density at 6 Catamaran Road.

Overall, KWRA is confident that the proposed rezoning to permit the modest addition of two units to each of the existing and future four-unit buildings on the subject properties is consistent with the local context, in line with the overall development policies of the area and reflects the ever-growing need for housing options and mindful densification in HRM and the Spryfield area.

## 7. Conclusion

The proposed rezoning of the five-parcel Catamaran Road land assembly from R-2P to R-3 would allow the addition of two units to each of the existing buildings at 8 and 10 Catamaran Road through the internal conversion of storage space. The properties located at 4, 6 and 12 Catamaran Road are currently being redeveloped under the existing R-2P zone requirements and will have a three-storey building on each lot in the near future. The rezoning to R3 would bring each three-storey building up to six units without any changes to the exterior of the buildings. The subject properties are located in an ideal area for multi-residential development given their close proximity to a variety of amenities, services, schools, and parks. The proposed development is well positioned within the transportation network to take advantage of a variety of routes. The subject properties are also within areas identified in the Regional Plan Review as the Herring Cove Road key Rapid Transit Corridor, the Rapid Transit Walkshed and the proposed Rapid Transit Oriented Development area.

Technical studies have been completed to ensure that the proposed redevelopment meets transportation, servicing, environmental and other technical site requirements and no concerns have been identified. KWRA believes that allowing these five properties to be rezoned to R-3 would maintain compatibility with the existing neighbourhood as they are currently being developed to the existing R-2P zone requirements and would not contribute to any significant strain on municipal infrastructure. These projects are modest infill densification and would help to ease the current housing crisis, without affecting neighbourhood character. The R-3 zone still limits density to 75 people per acre, therefore control can be maintained over the population growth of the area, while adding more housing options for individuals and families.