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Item No. 10.1.1
Halifax and West Community Council
August 26, 2025
September 16, 2025

TO: Chair and Members of Halifax and West Community Council

FROM: Peter Duncan, Acting Executive Director of Planning and Development

DATE: July 11, 2025

SUBJECT: **PLANAPP 2024-03126: Rezoning of Lands on Craigmere Drive (PIDs 40179202 and 00208280), Halifax**

ORIGIN

Application by Citra Cliffs.

EXECUTIVE SUMMARY

This report recommends that Halifax and West Community Council approve a rezoning application to amend the Halifax Mainland Land Use By-law by rezoning the subject properties on Craigmere Drive from the R-1 (Single Family Dwelling) zone to the R-3 (General Residential and Low-Rise Apartment) Zone. The proposed rezoning will enable the development of a multi-unit residential building on each lot, which aligns with policy objectives to support increased housing variety and density in appropriate locations. The R-3 zone permits a variety of residential building forms, including low-rise apartment buildings, which are compatible with surrounding development patterns and land uses, providing an appropriate transition in scale between residential and commercial uses. Staff recommend that Halifax and West Community Council approve the proposed rezoning.

RECOMMENDATION

It is recommended that Halifax and West Community Council:

1. Give First Reading to consider the proposed amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A, to rezone 34 Craigmere Drive, Halifax (PID 00208280) and the adjacent lot PID 40179202 from R-1 (Single Family Dwelling) Zone to R-3 (General Residential and Low-Rise Apartment) Zone and schedule a public hearing; and
2. Adopt the amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A.

BACKGROUND

Citra Cliffs is applying to rezone 34 Craigmore Drive, Halifax (PID 00208280) and the adjacent lot PID 40179202 from R-1 (Single Family Dwelling) zone to R-3 (General Residential and Low-Rise Apartment) zone to develop a three storey, 10-unit residential building on each lot.

Subject Site	Craigmore Drive, Halifax (PIDs 40179202 and 00208280)
Location	Southwest side of Joseph Howe Drive fronting on Craigmore Drive
Regional Plan Designation	Urban Settlement (US)
Community Plan Designation (Map 1)	Residential (RES) under the Halifax Municipal Planning Strategy
Zoning (Map 2)	Single Family Dwelling (R-1) under the Halifax Mainland Land Use By-law
Size of Site	2,099.5 square meters (22,599 square feet)
Street Frontage	Approximately 40 meters (132 feet)
Current Land Use(s)	Residential and vacant (treed)
Surrounding Use(s)	Single family dwelling, townhouses, and multi unit residential

Proposal Details

The applicant proposes to rezone the properties from R-1 (Single Family Dwelling) Zone to R-3 (General Residential and Low-Rise Apartment) Zone to allow a three storey 10 unit residential building on each lot for a total of 20 units. A shared driveway and parking are proposed.

It is important to note that if the rezoning is approved, the proposed development and site layout could change at the permitting stage. The exact layout of any new development would be reviewed at that time to ensure conformance with the land use by-law requirements such as setbacks, angle controls, density and parking.

Enabling Policy and LUB Context

The subject property is designated Residential (RES) under the Halifax Municipal Planning Strategy (MPS) and zoned Single Family Dwelling (R-1) under the Halifax Mainland Land Use By-law (LUB). The Residential designation enables varied types of residential building forms subject to specific policy and the requirements of the applicable residential zone. Implementation Policy 3.1.1 of the MPS enables the consideration of new residential uses through a land use by-law amendment and rezoning requests in the residential designation. This requires any proposed rezoning be reviewed for conformity with City-Wide Residential Environments Policy 2.4 which promotes neighbourhood stability and a variety of choice within residential areas as well as the long-term compatibility through retention of existing residential character.

If approved, the R-3 (General Residential and Low-Rise Apartment) zone would permit a number of different uses as-of-right, namely:

- R-1 (Single Family), R-2 (Two-Family), R-2T (Townhouse) and R-2AM (General Residential Conversion) uses;
- stacked-attached housing;
- apartment houses of four storeys or less;
- day care facilities;
- shared housing use of four storeys or less; and
- uses accessory to any of the foregoing uses.

The application is being considered pursuant to the applicable policies of the Halifax MPS and Regional MPS. A review of the relevant policies is contained in Attachment B.

DISCUSSION

Staff has reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the MPS. Attachment A contains the proposed rezoning that would allow a 3-storey condominium with 10 units on each lot.

Land Use Compatibility and Appropriateness of Rezoning

Halifax MPS Policy 2.2 refers to maintaining the integrity of the existing neighbourhoods by requiring that any new development that differs in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood. Policy 2.4 encourages the retention of the existing residential character of stable neighbourhoods, recognizing that differences in location, scale, housing age, and type contribute to Halifax's richness. The Halifax MPS also states that to promote neighbourhood stability and provide a variety of residential choices, any changes are compatible with the character of the neighbourhood.

The subject sites, together approximately 2,099.5 square metres (22,599 square feet) in size, consist of a relatively flat lot with an existing single-unit dwelling proposed for demolition (34 Craigmore Drive) and an adjacent vacant, treed parcel (PID 40179202). Additionally, Craigmore Drive and the surrounding neighbourhood slope upward, with the vacant treed parcel sloping upward toward one side, creating a significant elevation difference with the neighbouring lots. This natural grade change helps reduce the building's visual impact and integrate it into the surrounding landscape by minimizing its apparent height and scale from adjacent properties. The site has frontage on Craigmore Drive and is in close proximity to Joseph Howe Drive, a principal street with sidewalks and transit service. The site is directly bordered by single-unit dwellings to the sides and rear. Across Craigmore Drive is a property zoned HA (Suburban Housing Accelerator), which contains a high-rise apartment building. Townhouses are located at the entrance of Craigmore Drive, and large-scale commercial uses are located nearby across Joseph Howe Drive, contributing to the neighbourhood's mixed-use character and varied residential choices. While there are currently no low-rise apartment buildings in the immediate area, the proposal introduces a built form that offers a transition in scale between adjacent low-density housing and nearby high-rise and commercial buildings.



HRM Source Mapping

The proposal is in keeping with the overall character of the neighbourhood and provide varied residential choices. Overall, the proposal is reasonably consistent with the intent of Policies 2.2 and 2.4 by maintaining neighbourhood integrity, respecting established character, and contributing to a diversity of housing options with minimal impacts.

Policy 2.7 requires that redevelopment within existing neighbourhoods should occur at a scale compatible with the surrounding area. The applicant seeks R-3 zoning, which permits a maximum building height of four storeys and limits density relative to the lot size. The subject properties meet the minimum lot area and frontage requirements of the R-3 zone to accommodate infill development that respects existing patterns. While the proposal does represent an increase in residential density, the scale is consistent with the policy's intent to promote manageable and acceptable change. The potential impacts on neighbouring properties will be mitigated through the land use by-law requirements such as setbacks and angle controls. Although details of the proposal may change as this is a rezoning application, the final design's compliance with municipal regulations and Land Use By-law requirements, including setbacks, density limits, angle controls, amenity space, landscaping, and parking will be reviewed and addressed at the permitting stage. The proposed development is reasonably consistent with the intent of Policy 2.7 by preserving neighbourhood stability with infill development.

Traffic

Policy 9.4 promotes a transportation system in residential neighbourhoods that favours pedestrian movement and discourages vehicular through-traffic. It encourages the development of a pedestrian system that utilizes neighbourhood streets and pathways that connect residents to nearby commercial areas and schools. The subject site is located on Craigmore Drive, a dead-end street with a steep grade and no existing sidewalks. In contrast, Joseph Howe Drive, which is in close proximity to the site, has sidewalks on both sides. During public engagement, concerns were raised regarding current and future traffic volumes, pedestrian safety due to the absence of sidewalks, and the street's limited width and configuration. A Traffic Impact Statement dated March 3, 2025 was reviewed by staff and deemed acceptable. The submitted Traffic Impact Statement concluded that the proposed development would result in only a minimal increase in daily trips. The sidewalk along Joseph Howe Drive is approximately 75 metres (246 feet) from the subject site.

Municipal Infrastructure

Policy 2.1 encourages residential development to take place on the Mainland, ensuring that future growth is supported by adequate existing or planned municipal services. The subject site is located within the urban service boundary. There were no concerns identified regarding the capacity of municipal infrastructure in the area during the review. The development will comply with all design guidelines and by-laws of HRM and Halifax Water with servicing capacity confirmed at the permitting stage.

Priorities Plans

In accordance with Policy G-14A of the Halifax Regional Plan, the objectives, policies and actions of the priorities plans, inclusive of the Integrated Mobility Plan, the Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027 have been considered in making recommendation to Council. In this case, the following policies were identified to be most relevant to this application, and as such, were used to inform the recommendation within this report:

- The Integrated Mobility Plan (IMP) Transit Objective 3.2.1 – The IMP aims to improve transit by prioritizing transit services and improving integration with land use and settlement patterns. The subject site is within the Urban Transit Service Boundary and bus stops are located along Joseph Howe Drive. The proposed rezoning to allow for a multi-unit residential building furthers the intent of the Integrated Mobility Plan by adding residential density close to this transit corridor.

Conclusion

Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is reasonably consistent with the intent of the MPS. Therefore, staff recommend that the Halifax and West Community Council approve the proposed LUB amendment.

FINANCIAL IMPLICATIONS

The HRM cost associated with processing this planning application can be accommodated with the approved 2025-2026 operating budget for Planning and Development.

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. Regulatory and Appeals Board. Information concerning risks and other implications of adopting the proposed rezoning are contained within the Discussion section of this report.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy and the Public Participation Administrative Order (2023-002-ADM). The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, Shape Your City Website, signage posted on the subject site, and letters mailed to property owners within the notification area. Attachment C contains a summary of the community engagement.

A total of 121 letters were mailed to property owners and tenants within the notification area (Map 2). The HRM website received a total of 90 unique pageviews over the course of the application, with an average time on page of 52 seconds. The Shape Your City presentation video received a total of 72 views by 51 visitors over the course of the application. The public comments received include the following topics:

- Traffic generation
- Parking concerns
- Pedestrian safety
- Limitations of Craigmore Drive
- Impact on neighbourhood character
- Compatibility of development density

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 advertisement on the HRM webpage, 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.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

LEGISLATIVE AUTHORITY

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

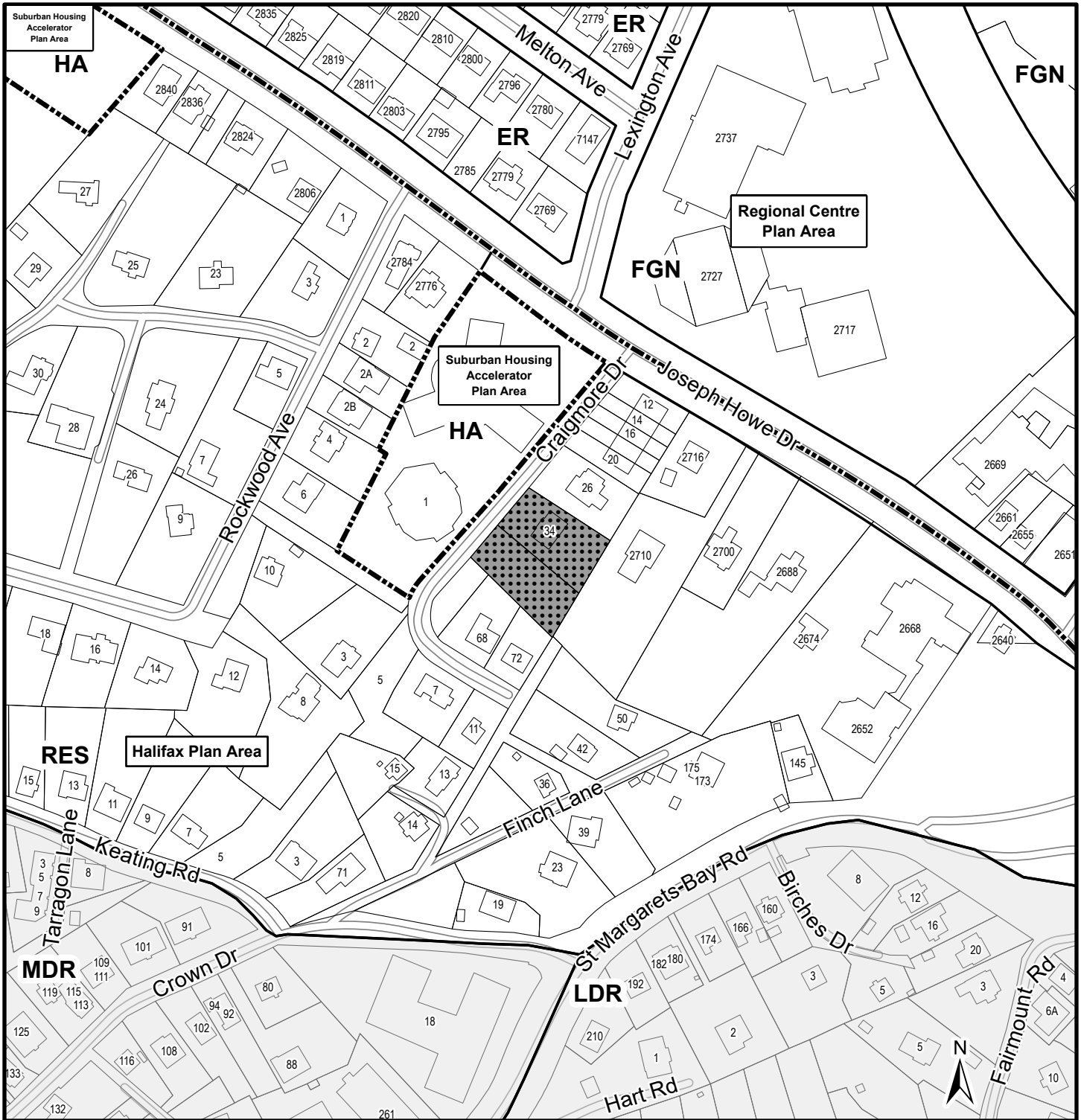
ALTERNATIVES

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. Regulatory and Appeals 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. Regulatory and Appeals 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 Land Use By-law Amendment
Attachment B:	Review of Relevant Municipal Planning Strategy Policies
Attachment C:	Summary of Community Engagement

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Map 1 - Generalized Future Land Use

34 Craigmore Dr,
Halifax

Subject Properties

Mainland South Detailed Plan Area

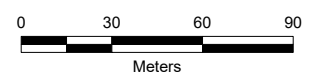
Plan Area Boundary

Halifax Plan Area

Designation

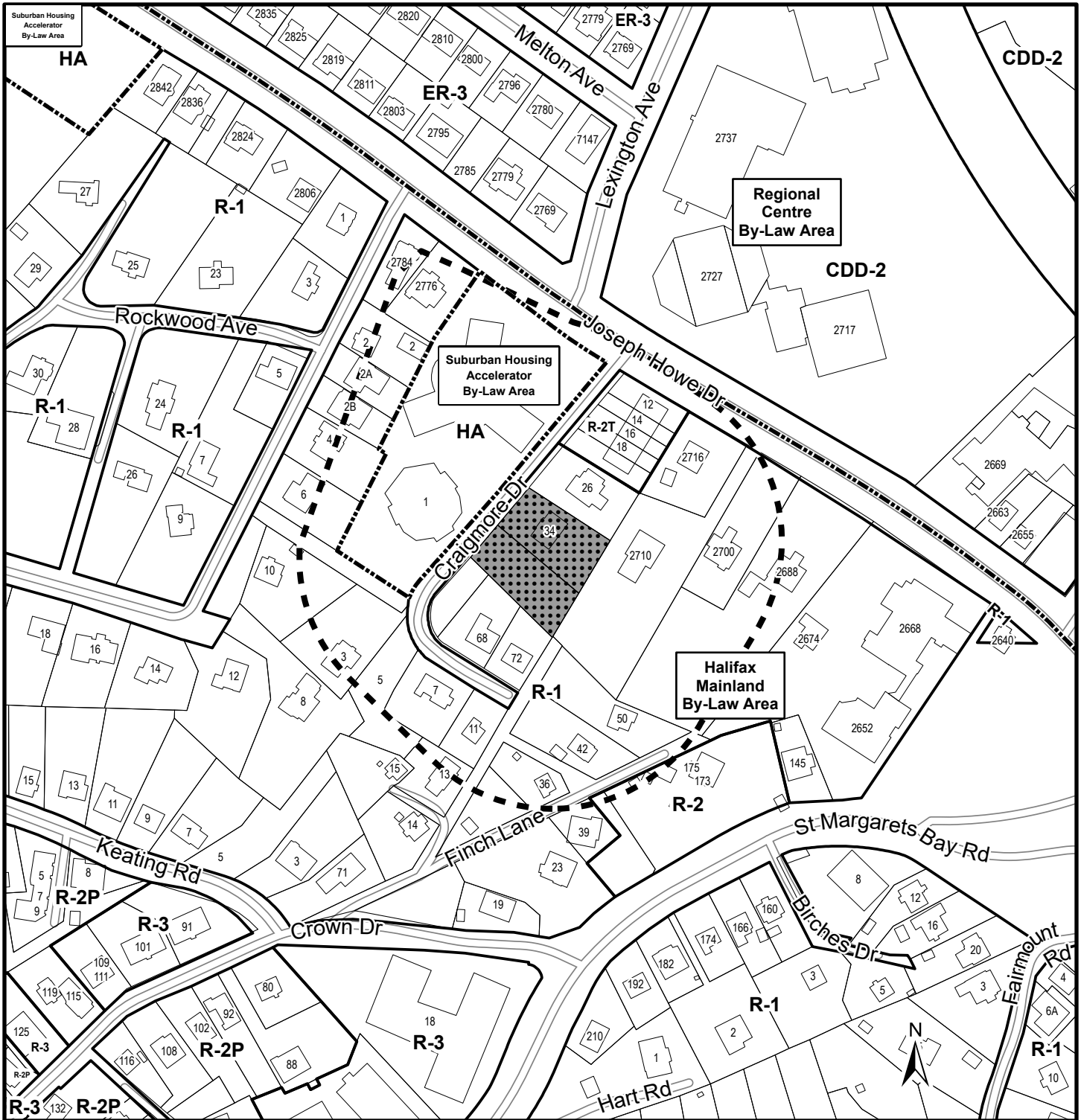
Halifax	LDR	Low Density Residential
	MDR	Medium Density Residential
	RES	Residential
RC	ER	Established Residential
	FGN	Future Growth Node
SHA	HA	Housing Accelerator

HALIFAX



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 and Notification Area

34 Craigmore Dr,
Halifax

Subject Properties

Area of Notification

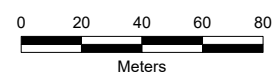
By-Law Area Boundary

Halifax Mainland
Land Use By-Law

Zone

Halifax	R-1	Single Family Dwelling
	R-2	Two Family Dwelling
	R-2P	General Residential
	R-3	Low-Rise Apartment
RC	CDD-2	Comprehensive Development District 2
	ER-3	Established Residential 3
SHA	HA	Housing Accelerator

HALIFAX



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ATTACHMENT A

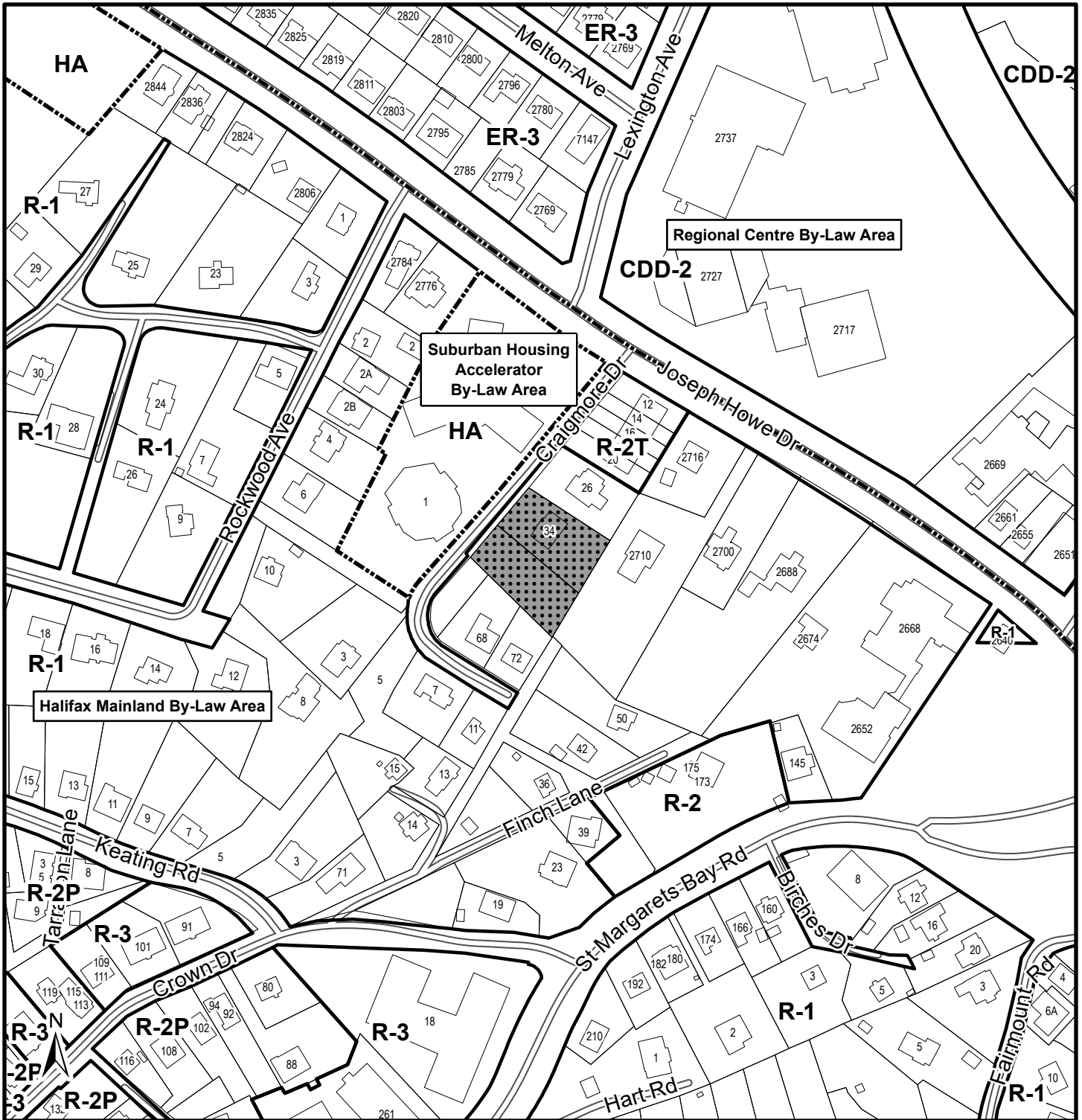
Proposed Amendment to the Land Use By-law for the Halifax Mainland

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

1. Amend Map ZM-1, the Zoning Map, by rezoning the properties identified as PID 40179202 and 00208280 on Craigmere Drive, Halifax from the R-1 (Single Family Dwelling) zone to the R-3 (General Residential and Low-Rise Apartment) zone, as shown on the attached Schedule A.


I, Iain MacLean, 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], 2025.

Iain MacLean
Municipal Clerk



Schedule A

34 Craigmore Dr,
Halifax

 Area to be rezoned from R-1
(Single Family Dwelling)
to R-3 (Low-Rise Apartment)

Halifax Mainland
Land Use By-Law

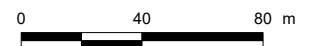
Zone

- Halifax R-1 Single Family Dwelling
- R-2 Two Family Dwelling
- R-2P General Residential
- R-3 Low-Rise Apartment

- RC CDD-2 Comprehensive Development District 2
- ER-3 Established Residential 3

- SHA HA Housing Accelerator

HALIFAX



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Attachment B: Review of Relevant Municipal Planning Strategy Policies

Halifax Municipal Planning Strategy	
SECTION II: CITY WIDE – PART 2: RESIDENTIAL ENVIRONMENTS	
Policy	Staff Comments
<p>Policy 2.1 <i>Residential development to accommodate future growth in the City should occur on the Mainland and should be related to the adequacy of existing or presently budgeted services.</i></p>	<p>The proposed development (two 10-unit 3-storey buildings) is to be located on serviced lands along Craigmore Drive, Halifax on the mainland portion of HRM.</p> <p>The subject properties are within the urban service boundary and has municipal water and sewer services. No issues were identified regarding servicing during team review. Sewer and water capacity will be confirmed at the permitting stage.</p> <p>A Traffic Impact statement dated March 3, 2025 was carried out by Griffin Transportation Group. The TIS was reviewed by staff and deemed acceptable.</p>
<p>Policy 2.2 <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 existing residential neighbourhood surrounding the subject properties is characterized by a mix of single-unit dwellings, multi-unit dwelling, and townhouses. The properties adjacent to and behind the subject properties are single-unit dwellings (R-1 zone), while the property opposite is a high-rise multi-unit dwelling (HA zone). At the entrance of Craigmore Drive, there are townhouses (R-2T zone), contributing to the varied residential pattern in the neighborhood. While there are no low-rise apartment buildings in the immediate area, the scale of the proposed development offers an appropriate transition between the lower-density housing and high-rise multi unit building and is in keeping with the overall character of the neighbourhood. The R-3 zone restricts the building height to a maximum of 4 storeys., which will continue to guide and limit the scale of the development on the subject properties.</p> <p>Additionally, Craigmore Drive and the surrounding neighbourhood slope upward, with the vacant treed parcel featuring rock outcroppings and sloping upward toward one</p>

	<p>side, resulting in significant elevation difference with the neighbouring lots. The subject properties include the relatively flat parcel with the existing single-unit dwelling proposed for demolition and the adjacent sloped, vacant treed parcel. This topography allows the proposed three-storey buildings to be visually integrated into the landscape, reducing its perceived scale relative to neighbouring properties. As a result, the development is expected to blend compatibly with the surrounding built form while taking advantage of the site's natural features. The proposed development will not have a significant impact on the integrity or differ in use from the existing residential neighbourhood.</p> <p>Based on the above factors, the proposed rezoning is compatible with the existing neighbourhood.</p>
<p>Policy 2.4 <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 proposal is compatible with the surrounding neighbourhood. Refer to the policies 2.1 and 2.2 above.</p>
<p>Policy 2.7 <i>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</i></p>	<p>The subject site consists of two properties: one is vacant, treed land, and the other contains a residential unit proposed for demolition. This application is considered as an infill residential development that is compatible scale with the existing neighbourhood.</p>

<p><i>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>Policy 2.10 <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>The proposed development shall meet all landscaping and parking provisions under the Halifax Mainland Land Use By-law if the rezoning is approved.</p>
<p>Policy 2.11 <i>For all residential uses the parking and storage of vehicles such as trailers, boats and mobile campers, shall be restricted to locations on the lot which create minimal visual impact from the street.</i></p>	<p>The proposed development shall meet all parking and storage provisions of the Halifax Mainland Land Use By-law if the rezoning is approved.</p>
<p>Policy 9.4 <i>The transportation system within residential neighbourhoods should favour pedestrian movement and discourage vehicular through traffic in both new and existing neighbourhoods. A pedestrian system that utilizes neighbourhood streets and paths to link the residents with the commercial and school functions serving the area will be encouraged.</i></p>	<p>HRM Engineering and Traffic Services has reviewed the provided Traffic Impact Statement (TIS) prepared by Griffin Transportation Group dated March 3, 2025 and find this TIS acceptable. The Staff does not anticipate any significant impacts to the transportation network as a result of this proposed development.</p> <p>The subject site is located on Craigmore drive, a dead-end street with a steep grade and no existing sidewalks. However, Joseph Howe Drive, which is in proximity to the site, has sidewalks on both sides. The proposed rezoning process does not provide the ability for the municipality to require that the developer pay off-site costs to upgrade the existing street infrastructure.</p>
IMPLEMENTATION	
<p>Policy 3.1.1 <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 proposal conforms to all policies of the MPS in particular policy 2.4 (see 2.4 above).</p>

<p>Policy 4 <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>Any amendments to the Zoning By-law in addition to consideration of all applicable policies shall have regard for the policies below.</p>
<p>Policy 4.1 <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 proposal conforms with the intent of the MPS and if approved will conform with other by-laws and regulations.</p>
<p>Policy 4.2 <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 are no anticipated costs to HRM related to this proposed development.</p>
<p>ii) <i>the adequacy of all services provided by the City to serve the development.</i></p>	<p>See policy 2.1 above.</p>

Halifax Regional Municipal Planning Strategy (Regional Plan)

CHAPTER 3: SETTLEMENT AND HOUSING
3.2 Land Use Designations

<p>3.2.1 URBAN SETTLEMENT DESIGNATION <i>The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies haven been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, Sandy Lake, and the Highway 102 west corridor adjacent to Blue Mountain - Birch Cove Lakes Park).</i></p> <p><i>The Morris-Russell Lake Secondary Plan area has not been able to develop as expected due to the Shearwater air base</i></p>	<p>The proposal aligns with the intent of the Urban Settlement Designation.</p>
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being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible.

S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

(a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and

(b) the lands are within or adjacent to a growth centre.

S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to:

(a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments;

(b) the implications for achieving the HRM growth targets; and (RC-Oct 11/22;E-Nov 16/22)

(c) the future organization of land use and management of land, including the scale, location, density and form of development, so that:

(i) the protection of environmental or cultural features of significance on the lands is considered, including wildlife corridors, the urban forest,

<p>wet areas, wetlands and watercourses;</p> <p>(ii) the integrity of regional parks or federal and provincial wilderness areas adjacent to the lands are maintained, including the functioning of shared environmental, recreational or cultural features;</p> <p>(iii) the movements of pedestrians and transit service are prioritized over car-oriented design, including the connections to surrounding community; and</p> <p>(iv) the design includes community-scale or site-level green infrastructure, renewable energy and other climate mitigation design elements. (RC-Oct 11/22;E-Nov 16/22)</p>	
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9.6 PRIORITIES PLANS

Since the adoption of this Plan in 2014, Regional Council has approved several priority plans including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, and Halifax’s Inclusive Economic Strategy 2022-2027. The second review of this Plan began in 2020 and is expected to be readopted by Regional Council in 2023. The review will revise the policies of this Plan to ensure they are consistent with the priorities plans as approved. In the interim, this Plan supports the priorities plans which are actively used by staff to guide ongoing work.

<p>G-14A In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional Plan, secondary planning strategies, or land use by-laws, in addition to the policies of this Plan, HRM shall consider the objectives, policies and actions of the priorities plans approved by Regional Council since 2014, including:</p> <p>(a) The Integrated Mobility Plan;</p> <p>(b) Halifax Green Network Plan;</p> <p>(c) HalifACT;</p> <p>(d) Halifax’s Inclusive Economic Strategy 2022-2027; and</p> <p>(e) any other priority plan approved by Regional Council while this policy is in Effect</p>	<p>The objectives, policies, and actions in the rest of the Priorities Plans outlined in G-14A do not appear to impact or be affected by this proposal.</p>
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Integrated Mobility Plan

3. MODE-SPECIFIC POLICIES

3.2 Transit

Objective 3.2.1
Enhance transit service by increasing the priority of transit and improving the integration of transit service with land use and settlement patterns.

This proposal is an infill development, potentially allowing a relatively denser land use to be integrated within the existing transit service area. The location and proposed density appear to offer more residents access to transit, which could potentially improve ridership on the current route.

Attachment C: Summary of Community Engagement

Summary of Public Engagement



HRM Planning Application Website



Signage Posted on the Site



Mailout to residents and property owners



Shape Your City Website



Responses to Public Questions and Concerns



Future Public Hearing Prior to a Decision

Information Sharing

Information on PLANAPP 2024-03126 was shared through the HRM planning applications webpage, the Shape Your City website, signage posted on the subject site, and notices mailed to property owners within approximately 80 metres (262 feet) surrounding the proposed development.

The proposal involves rezoning PIDs 40179202 & 00208280 on Craigmere Drive, Halifax from R-1 to R-3 zone to develop 10 unit condominium with 3 storey height on each lot. Therefore, the applicant submitted the following documents as part of their application: Planning rationale, Conceptual Site Plan, Conceptual Floor Plans and Traffic Impact Statement. These documents were posted online for public viewing.

Public Engagement Statistics:

Halifax.ca Planning Applications Website	
Number of unique website views up to date	66
Average time spent on the website (seconds)	58
Notices Mailed to Area Residents	
Number of notices mailed within notification area	121
Direct Communication with the HRM Planner	
Number of calls received (unique callers)	0
Number of emails received from the public (unique email addresses)	13

Responses to Public Questions and Concerns

Of the thirteen residents who contacted us, ten expressed a lack of support for the proposed rezoning. The remaining three respondents did not clearly express opposition but shared concerns and reservations about the rezoning. Of the thirteen residents who contacted us, two had questions of clarifications regarding the Land Use By-law requirements. One resident shared points for consideration, while another inquired about both the Land Use By-law requirements of the proposed R-3 zone and applicable policies, in addition to sharing recommendations and points for consideration.

HRM planning staff have compiled all the public comments and questions provided to date. Broadly, the concerns relate to traffic generation, parking issues, pedestrian safety, limitations of Craigmere Drive, the impact on neighborhood character, and the compatibility of development density.

Traffic Generation and Parking Concerns

- Concern that the new development will contribute to traffic congestion.
- Concern about increased traffic congestion both during construction and after project completion.
- Concern about parking availability and the proposed locations for parking provision.
- *“Turning onto Joseph Howe at 8am is difficult in either direction and more traffic will not help this.”*
- *“The existing 5-townhouse development has already contributed to increased traffic and safety concerns, and additional units would make these issues worse.”*
- *“The street is already experiencing considerable traffic congestion from large vehicles (e.g., garbage trucks, moving vans, propane delivery trucks, food delivery trucks for the IWK facility).”*
- *“While I can see some merits in their proposal, my main concern lies with the density from a parking perspective. I question if there is enough on site parking for the residents, let alone visitors to the site. Perhaps the developer is expecting to have visitors park in the Craigmere visitor parking area, which I am sure will meet with resident objections. There is minimal on street parking on Craigmere Drive in its current format, and based on the additional restrictions the developer is proposing, this will only get worse.”*
- *“The changes proposed do not fit with the character of Craigmere drive and will create traffic issues for vehicles coming down the very steep hill of Craigmere drive. There are already traffic issues with the 16 storey apartment building and have 20 unit directly across the street would only exacerbate the issues already present.”*
- *“We understand that residential developments such as the one proposed are badly needed in Halifax at the present time of population growth and a severe lack of housing, however, we also feel that common sense must in part be a consideration in the early planning of such a proposal. In this regard, if the owner can build whatever is permitted under the R-3 zoning the construction of a multi-unit building on this narrow street will significantly exacerbate already existing traffic congestion issues on Craigmere Dr.”*
- *“Currently, it can be challenging to access Joseph Howe Drive by car when traffic is backed up from the Armdale-Round-About. Add to that, the traffic that will be generated when the approved apartment building on the opposite side of Craigmere Drive (site of the*

current IWK treatment facility) is completed. It is my understanding that another application to build a nine story apartment has been approved. I believe that it is necessary to consider nearby planned construction, not just the existing structures, when making rezoning decisions.”

- *“The concern about street parking is legitimate, especially with the limited space currently. New developments often bring additional traffic and residents, which could exacerbate the problem. As street parking is already an issue, there should be provisions in the development plans for off-street parking (e.g., parking lots or garages) to accommodate new residents and visitors.”*
- *“More residents, more traffic but also more mail package delivery daily, Amazon, etc., LG commercial vehicles attending the needs of large residential complex. Heavy traffic on Jos. Howe Dr. Makes access and exit a challenge. Add lights could needed ? I have witnessed blockades numerous times. Just think what circumstances will take place when they replace the IWK.”*
- *“Having 20 more units across the street flowing from a single lane way would only further increase vehicles hastily pulling onto the street, which would only worsen the problem. As well it would create traffic congestion on craigmore drive.”*

Pedestrian Safety

- Concern that Craigmore Drive poses a safety risk for pedestrians, particularly retirees.
- Concern that the proposed rezoning will exacerbate existing pedestrian safety risks.
- Concern about potential conflicts between pedestrians and vehicles.
- Concerns and questions regarding the timing and implementation of sidewalk installation.
- *“It is already unsafe as vehicles exiting the high rise parking lot often do not yield to vehicles driving on the roadway and pull out on the street in a dangerous manner as there are no stop signs.”*
- *“If the existing 5 Town House units could make such a difference to our safety on this street, I cannot imagine what the increase in density, allowing R3 zoning would do.”*
- *“While a sidewalk will be of some assistance, the width of the street is defined by existing infrastructure.”*
- *“The street is already a safety risk for pedestrians. Our building is mostly occupied by retirees. I’ve seen people walk on Craigmore Dr. using canes and walkers We’ve lived here almost 10 years. After the 5 Town Houses were built on the corner of Joe Howe and Craigmore it became busier and more dangerous for pedestrians near the corner. Every townhouse owner has at least 2 vehicles. That has put at least 10 more vehicles coming and going. From my practical experience as a walker and driver, people appear to fly in and out of this street. When coming off the busy Joe Howe onto Craigmore, people do not appear to slow down in anticipation of a pedestrian on Craigmore. This raises the question of when will HRM be installing a sidewalk on Craigmore Dr, as recommended in the Traffic Impact Statement? If the existing 5 Town house units could make such a difference to our safety on this street, I cannot imagine what the increase in density, allowing R3 zoning would do. We also note that the planned re-development of the BANC IWK property for a 9 story building will only add to the issues mentioned above. “*
- *“As well - where will the side walk be built?”*

Craigmore Drive Limitations

- Concern about Craigmore Drive being a narrow, dead-end street.
- Concern about the safety of access and egress to and from Craigmore Drive.
- Concern about fire safety due to Craigmore Drive having only a single point of access.
- Concern that the steep grade of Craigmore Drive may limit reaction time for vehicles traveling downhill, especially with additional vehicles entering the Craigmore dr.
- *"The street is barely able to provide for 2 way traffic."*
- *"The car traffic and parking issues would be significant as a dead end street."*
- *"Not feasible. The street is too narrow to accommodate increased vehicular traffic."*
- *"I feel the street Craigmore Dr. is too small for such a large project."*
- *"Presently, due to being a dead end street, the garbage trucks need to back up Craigmore, as there isn't anywhere at the end to turn around."*
- *"Craigmore is a dead end street and there is no other way out by vehicle. In case of emergency one would have to cope with the people in the 17 story apartment building on the same street."*
- *"Additionally, Craigmore Dr. is a relatively short, narrow road that already experiences considerable traffic congestion from large vehicles (e.g., garbage trucks, moving vans, propane delivery trucks, food delivery trucks for the IWK facility that is part of the 1 Craigmore Dr. complex)."*
- *"Fire safety is a concern. large forested areas invite fire seasonally. Access to fire trucks on this tiny winding Rd. Only one way out.Bad!"*
- *"Unless the street can exit from the top to St.Margaret Bay Rd or alternative. I believe it will be a disservice to the home owners at the top and there are signs people are trying sell homes or just waiting for offers. If more development continues to emerge exits from the areas must be considered. Developers earn money and need to mitigate harm."*
- *"As well, given the very steep grade of Craigmore drive cars coming down the hill would have little time to react with an additional 20 vehicles pulling out of the proposed single lane way in the same lane as the vehicles coming down the steep hill."*
- *"Craigmore Dr is a narrow residential street, originally built for single family dwellings. There is opportunity for development given the demand for housing however this street has reached its maximum capacity given current projects on the books. The car traffic and parking issues would be significant as a dead end street."*

Neighborhood Character and Density Compatibility

- Concerns about the potential for high-density development.
- Concern that the new development will increase population.
- Concern that the 20 unit condominium does not fit into the character of the Craigmore dr.
- Concern about the impact on the character of the existing neighborhood.
- Some residents suggest that an R-2T zone (townhouses) would be appropriate and better in keeping with the surrounding properties, especially with the townhouse development on the south side of the street.
- *"I can see perhaps a couple of duplexes but not 20 condominium units bringing in the possibility of 40 vehicles (based on 2 per household)."*

- *“A consistent line of town houses is more harmonious and stable for this neighborhood.”*
- *“Given all of the above, it seems readily apparent to us that the only type of development that would suit this site is one with a row of townhouses along the lines of the recently-constructed development located at the beginning of the street. All things considered, our quality of life, and that of virtually every resident on Craigmore Dr., will be **significantly** affected by construction of a large, multi-story building on this site. We therefore respectfully suggest that an R-2T (Townhouse zoning) of this site would be much more appropriate than a change to an R-3 zoning.”*
- *“I am firmly opposed to a development of this size and suggest something significant smaller in the range of 5 units maximum.”*
- *“The 20 unit condominium proposed on these relatively 2 small lots is an over expansion of the 2 R1- single family dwelling lots and does not fit the character of the street.”*
- *“Rezoning the two lots at 34 Craigmore Drive from R1 to R2T would facilitate increased density, minimize traffic complications and help preserve “the stability and character of the neighbourhood”.*
- *“I believe our little street has done its part to respond to the housing needs of our municipality. The 9 storey, 150 unit (I believe) BANC development on the current IWK Treatment Centre site will access Craigmore Drive. I don't believe another 40 potential units on the subject site via the R-3 zone is consistent with the Planning Strategy, in particular with the policy guidance on infrastructure adequacy.”*
- *“I'm in support of a rezoning to R-2T to permit a group of townhouses similar to those recently built on the south side of the street. I believe that 40 additional units on the subject site via the R-3 zone is not consistent with the intent of the Planning Strategy.”*
- *“This project identifies 20 additional units bring us to a point where the attributes and qualities of the neighbourhood will be long lost.”*
- *“We have concerns about the impact on the current row homes and buildings in the area. Sidewalks can affect the appearance of a neighborhood, especially when they run right in front of existing properties. If sidewalks are added, it's important to ensure that property boundaries are respected and that the sidewalk doesn't negatively impact the curb appeal or accessibility of the row homes.”*
- *“At most the 2 lots proposed on craigmore drive could accommodate two duplexes or a town house of 4 units, each with separate driveways, which would be consistent with what is built at the bottom of the roadway on the south east side of Craigmore drive.”*
- *“I'm in support of a rezoning to R-2T to permit a group of townhouses similar to those recently built on the south side of the street. I believe that 40 additional units on the subject site via the R-3 zone is not consistent with the intent of the Planning Strategy.”*

Other Concerns

- Concern about the impact of blasting, digging, noise and dust during and post construction on neighbors.
- Concern about the Garbage storage and collection.
- Concern that the rendering and drawings were not clear.
- Questions about applicable municipal policies and Land use by-law requirements.
- Concern about the planned 9 storey building approved under HAF amendments and how it might increase the traffic congestion.

- *“We also note that the planned re-development of the BANC IWK property for a 9 story building will only add to the issues mentioned above.”*
- *“The treed portion of the proposed site provides habitat for various species of birds and small mammals. Deer sightings are also frequent in this area and this small area of woods provides a rare space for them to find cover and grazing opportunities.”*

Matters Beyond the Scope of the Rezoning Application

Some of the concerns raised fall outside the scope of this rezoning application. While valid, certain items will be addressed during the permitting stage, where the applicant must comply with all applicable regulations and by-laws. These include:

- Questions regarding population density, angle controls, parking and compliance with the Land Use Bylaw
- Concerns about the adequacy of municipal services and detailed building drawings
- Questions related to the applicable Noise Bylaw and Blasting Bylaw