

Rezoning of 3709 Barrington Street lands from HRI to CLI

Dear Josh,

Thanks for chatting a few weeks ago about this property at 3709 Barrington Street which consists of 2 PIDS (00019281, 00019299,) both currently zoned HRI. A residential home is situated on PID# 00019281 which is grandfathered for residential use and PID# 00019299 is a vacant lot. The lands are designated as IDE (Industrial Employment Designation) on the Urban Structure Map, which establishes three (3) zones to support industrial uses (Light Industrial (LI) Zone, the Harbour-Related Industrial (HRI) Zone, and the Commercial Light Industrial (CLI) Zone).

The existing HRI zone supports marine-related industrial uses and a range of light industrial uses, cruise ship terminals, and compatible institutional uses. Generally the HRI zone is very limiting for marine industrial uses only. The owner would like a more flexible Commercial Light Industrial zone which supports light industrial uses enclosed in buildings, commercial uses that complement industrial uses, and limited institutional uses. Policy IC-3 of the RCSMPS does not support rezoning of these lands to a residential use like a multi-unit apartment, but rezoning to gentler commercial use provides more flexibility for future redevelopment while still preserving the grandfathered residential use that exists today. It is unlikely that council would consider changing the Urban Structure Plan from IDE to a Residential designation like Centre, Corridor or Higher Order Residential.

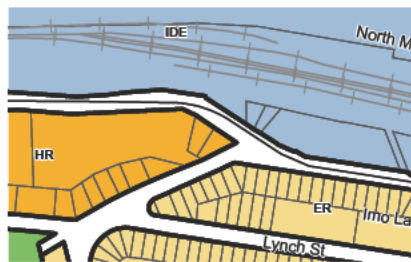
In considering the request to rezone the lands from HRI to CLI, Policy IM-5 sets out the considerations for amending the zoning map stating that:

Subject to Policy IM-7, and excluding amendments to zoning boundaries, Council may consider amendments to the Regional Centre Land Use By-law that carry out the intent of this Plan.

Further, Policy IM-6 sets out that:

Subject to Policy IM-7, Council may consider amendments to the zoning boundary schedule of the Regional Centre Land Use By-law that carry out the intent of this Plan and:

a) rezone the land to another zone enabled within the same designation as the land is located, provided that the lands are located within the Parks and Community Facility, Established Residential, Industrial Employment or Institutional Employment Designations;



**MAP 1
URBAN STRUCTURE DESIGNATIONS**

CEN	Centre Designation
COR	Corridor Designation
D	Downtown Designation
ER	Established Residential Designation
FGN	Future Growth Node Designation
HR	Higher-Order Residential Designation
IDE	Industrial Employment Designation
IE	Institutional Employment Designation
PCF	Park and Community Facility Designation
WA	Water Access Designation
	Regional Centre Secondary Municipal Planning Strategy Boundary
	Refer to the Downtown Halifax Secondary Municipal Planning Strategy

This means that rezoning from HDI to CLI which share the same Industrial Employment Designation can be considered by council following Policy IM-6 (a)

The criteria that must be met for consideration of rezoning is set out in Policy IM-7. The criteria and rationale for rezoning these parcels are described below:

Policy IM-7

In considering proposals to amend the Land Use By-law, amend the zoning boundaries, or enter into development agreements, Council shall consider that:

a) the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;

- Both HDI to CLI are the zones found within the IDE designation, and are permitted according to Policy IM-6

b) the proposal is appropriate and not premature by reason of:

i) the financial capacity of the Municipality to absorb any costs relating to the development,

- This change will not cost the municipality any extra

ii) the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,

- This change will not impact sewer, water or stormwater

iii) the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands,

- This change in uses will not impact any of the facilities listed above

iv) the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development, and

- This change will have no impact to transportation networks or travel within or to/from the development

v) the impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;

- This change has no impact on heritage resources and the existing house is not registered.

c) the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;

- The land sits between 5 to 8 m above the rail line to the north and is not subject to flooding. There is roughly a 2.5m grade change from the lowest point to the highest point on the property. There are no wetlands and the land is at least 14m above high water mark of the Bedford Basin.

d) that development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:

i) type of use(s),

- The type of uses in the CLI zone are compatible with the type of uses in the neighbouring HDI

Zone.

ii) built form of the proposed building(s),

- There are no specific built form changes between the HDI and the CLI zone that would cause conflicts between the two.

iii) impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,

- The existing single residence is the sole residential use on the industrial waterfront of the peninsula. Across the Street is the Gleebe Street parkette and the Gleebe Street / Barrington Street intersection. The potential change in traffic from a potential HDI use and a CLI use would not create any additional adverse traffic between the two potential zones.

iv) traffic generation, safe access to and egress from the site, and parking,

- Gleebe Street is a one-way street to the east towards Barrington Street. The existing residential driveway is over 70m from the one-way Gleebe intersection and there would be no significant change in traffic between the HDI use and the CLI that would restrict access to and from the site, or impact the safety for traffic, AT or transit on this stretch of Barrington Street.

v) open storage and signage, and

- Again no change in impact from HDI to CLI for open storage or signage.

vi) impacts of lighting, noise, fumes and other emissions.

- No change in impacts from lighting, noise, fumes or emissions in changing from an HDI use to a CLI use.

We would like to formally request the rezoning of both these properties from HDI to CLI. We understand these changes will be part of a late summer or fall compilation of requested zoning changes. Please drop me a line if you have any questions.



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