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Sept 24, 2025

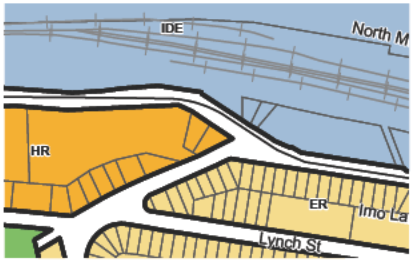
PLANAPP 2025-01327: 3709 Barrington Street
Team Review Response

Dear Isabelle,

Thanks for your review. This letter addresses a few of the additional questions and comments from your September 5, 2025 review letter

Policy IM-7d)vi) outlines that Council, when considering a rezoning, shall consider that the development regulations in the proposed rezoning will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of impacts of lighting, noise, fumes and other emissions.

The HDI zone permits a range of light industrial uses, cruise ship terminals, and compatible institutional uses. The HDI zoned uses surrounding this property include a rail line, Irving Shipbuilding, a container port, a bunker oil tank farm, and many other noisy, smelly, and light polluting uses. The CLI zone, in contrast, "provides a buffer between industrial and residential uses" and permits "light industrial uses enclosed in buildings, commercial uses that complement industrial uses, and limited institutional uses". We have no way of knowing what type of commercial or office type uses are planned for this site, but the very different nature of these two zones suggest that rezoning would naturally be less noisy, less fume-filled, and less light polluting than the typical HDI zone uses. The fact that the MPS suggests the CLI zone is a 'buffer between residential and industrial uses' suggest that the potential uses will be less noxious than the HDI uses.



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

Regional Plan (2014) Policy EC-12: HRM shall establish a Halifax Harbour Designation which extends from Hartlen Point in Eastern Passage to Chebucto Head, including Northwest Arm and Bedford Basin, and extends inland generally to the first major roadway paralleling the Harbour, as shown on the Generalized Future Land Use Map (Map 2). The Designation shall support a range of development opportunities including marine-dependent industrial and commercial uses, transportation uses and facilities including ferries, recreational uses, residential uses, institutional uses and matters related to environmental improvement and protection.

The HDI and CLI zones share the same Industrial Employment Designation in the Generalized Future Land Use Map and may be rezoned following Policy IM-6 of the RSMPS (a)which sets out that "*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 ... Industrial Employment Designations"

The Regional Centre Secondary Municipal Planning Strategy Policy IC-1c) states that CLI zoned lands shall be accessible by transit service. The application rational did not address the policy requirement and whether the property in question is accessible by transit service.

The site is directly adjacent to 7 transit routes including the 84, 29, 182, 183, 185, 186 and 93 routes.

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Comment Responses - Transportation Impact Review:

1. It appears the sight distances were estimated based on satellite imagery. Field measurements are required to accurately determine sight lines, especially as this location is located between two curves.

Physical field measurements were conducted on site to confirm available sight distances from potential driveway locations along Barrington Street in both directions. Data on the topography and vegetation present on the adjacent lands were also collected to confirm practical opportunities to improve sight distances under future development conditions as needed. Specific results are included below.

2. There is no speed data for this location. Standard practice for assessing sight distance is to use design speed, not posted speed. 60 km/h is to be used when determining sight distance requirements for this location.

Values in the report have been updated to reflect a 60 km/h design speed. Anecdotally, speed estimates were gathered (Limited sample size) using unimpeded car following methodologies and suggest that vehicle speeds generally range between 50 and 55 km/h.

- Stopping Sight Distance (60km/h) = 85 m
- Left Turn from Stop (60km/hr)= 125.1 m (calculated), 130 m (design)
- Right Turn from Stop (60km/hr) = 108.4 m (calculated), 110 m (design)

Sight distance implications to the west (left side of image) of the site are shown in the image below. Sight distances were taken from the west side of the property as it was confirmed that sight distances improve by moving the driveway further to the west.

Field measurements show that the available sight distances based on existing vegetation is about 91 meters (GREEN LINE) with a required sight distance of 130 meters (RED LINE). This results in an area requiring permanent vegetation removal along the south side of the roadway as shown be the BLUE shaded area.

Review of this cleared area suggests that there are existing trees partially overhanging the edge of the roadway, and the majority of trees in the cleared area are relatively small trees with minimal height. Slopes between the roadway and Glebe Street Parkette are in the range of 3h:1v or 4h:1v and appear to be mostly graded soils. This suggests that modifications to this slope are relatively easy and it is unlikely that there will be a need for any form of a retaining wall.

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Sight distance implications to the south are shown in the image to the right. Field measurements show an existing sight distance to the east of about 75 meters and is restricted by existing roadside vegetation.

There appears to be a distinct break in tree maturity with vegetation closer to the roadway being smaller and younger, with trees further north being older taller trees. The boarder between these two types of vegetation appears to follow the red line shown in the figure to the right, suggesting that the area closers to the road may have been previously cleared, presumably to accommodate sight distances from the driveway.

If this lower vegetation area were again cleared, intersection sight distances could be met for the left turn (red line) and right turn (magenta line) movements. Such clearing should be permanent and appears relatively easy to accomplish.

3. For right turns, sight triangles only apply to vehicles approaching from the left (south in this case). ISD being met, to the north is not relevant for right turns.

Agreed.

4. The removal of roadside vegetation may help in achieving adequate sight distance to the south. However, there is a steep embankment at the Glebe Street Parkette that may prevent adequate sight distance from being achieved regardless of vegetation removal. This is even more relevant given the sight distance requirements for 60 km/h design speeds. More detailed analysis, and possible surveying, is required to determine the effectiveness of removing vegetation.

This comment has been addressed in the discussions above.

5. Do the red lines and green lines on the first image on Pg 2 represent 65 m and 85 m? They don't appear to be accurate given the differential in line length is smaller to the north than south.

Figures have been updated as shown above.

If you have any additional questions please drop me a line. We hope these responses address any of your outstanding questions.

Sincerely,

[redacted]
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