



architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
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Planning Applications
Halifax Regional Municipality
Planning & Development
Via email: planning@halifax.ca

Request to Amend Regional Centre SMPS & LUB for 1872 Brunswick Street, Halifax (PIDs: 00002030)

On behalf of our client, 4593909 Nova Scotia Limited, zzap Consulting Inc. (zzap) is pleased to submit a site-specific plan amendment to the Regional Centre Secondary Municipal Planning Strategy (SMPS) and Land Use By-Law (LUB) to reduce the high rise setback requirement on a property for where a high-rise building cannot be constructed on a neighbouring property due to a limitation incurred by the Halifax Citadel Rampart sight lines. To support this application submission, the following materials are included as appendices:

- Appendix A: Citadel View Plane & Rampart Certification Letter (The Pearl Building PID: 00002048)
- Appendix B: High-Rise Feasibility Letter
- Appendix C: Citadel View Plane & Rampart Certification Letter (PID: 00002030)
- Appendix D: Proposed Building Drawing Comparison

We respectfully request that you provide us with an anticipated schedule for the Bylaw amendment process.

Please advise if you require any further information at this time in order to prepare the initiation report for this project.

1.0 Proposed Plan Amendment

We are requesting for a site-specific plan amendment to the Regional Centre SMPS and LUB policies for our subject property, 1888 Brunswick Street (PID: 00002030), as follows:

Regional Centre SMPS:

Policy UD-9 e) iii): The Land Use By-law shall establish building envelope regulations that support context-specific, human-scaled and pedestrian-oriented environments by, within the DH Zone, establishing maximum building dimension requirements for any portion of a main building above 33.5 metres high and minimum setbacks as follows; a minimum setback of 11.5 metres from the tower portion of the building to the side and rear lot lines, except if the abutting property's development potential is constrained by a view plane or a ramparts sight line.

Regional Centre LUB:

135 5) a): Any portion of any main building above 33.5 metres in height shall have a minimum required setback from any side lot line of: (a) 6.0 metres, if the abutting property is within a DH, CEN-2, CEN-1, UC-2, or UC-1 zone and has a view plane **or ramparts sight line** restriction that would not permit the development of a high-rise building.

2.0 Rationale for Development

The Regional Centre SMPS sets out objectives related to building envelopes to control dimension requirements for buildings to support fine-grained lot patterns, 'human-scaled' streetscapes, minimize wind impacts, and balance height and massing relationships. This includes Policy UD-9 e) which states:

Policy UD-9 e) iii): The Land Use By-law shall establish building envelope regulations that support context-specific, human-scaled and pedestrian-oriented environments by, within the DH Zone, establishing maximum building dimension requirements for any portion of a main building above 33.5 metres high and minimum setbacks as follows; a minimum setback of 11.5 metres from the tower portion of the building to the side and rear lot lines, except if the abutting property's *development potential* is constrained by a view plane.

Policy 135 5) in the Regional Centre LUB adds language to this by stating:

135 5) a): Any portion of any main building above 33.5 metres in height shall have a minimum required setback from any side lot line of: (a) 6.0 metres, if the abutting property is within a DH, CEN-2, CEN-1, UC-2, or UC-1 zone and has a view plane restriction that would not permit the development of a high-rise building.

135 5) b): 11.5 metres elsewhere.

View planes and ramparts sight lines were established in parallel by the Regional Centre SMPS to preserve unobstructed views of the Halifax Harbour from important vantage points by controlling the height of new development from the vicinity of the Halifax Citadel National Historic Site to reflect traditional scale of development. While view planes and ramparts are technically applied through different mechanisms, they both serve the common policy objective of controlling the scale of developments that exist in view corridors of the Halifax Citadel.

In this case, the property's adjacent lot at 1901 Gottingen Street (PID: 00002048) is subject to a ramparts sight line that restricts its development to less than 34 metres, as detailed by the Citadel View Plane & Rampart Certification Letter (Appendix B). The Regional Centre LUB defines High-Rise Buildings within the DH zone as a main building



that exceeds a height of 33.5 metres above the average finished grade. The High-Rise Feasibility Letter (Appendix C) explains that because of the spatial requirements for rooftop equipment and structures, it would not be feasible to construct a practical high-rise building within the < 34 metre height limit imposed by the ramparts sight lines. Furthermore, the adjacent lot (PID: 00002048) is under the same ownership as the subject properties (PID: 00002030). Our client has no intention to develop the adjacent lot (PID: 00002048) beyond what currently exists.

It can be concluded that the abutting property's development potential has been constrained by a ramparts sight line in a way that would not permit the development of a high-rise building. Thus, it would be consistent with the intent of the SMPS to allow our request for a site-specific plan amendment to the Regional SMPS and LUB as specified above.

The reduced setback, and thus the added density, would allow for a more efficient use of the property's land. This would be consistent with the Regional SMPS goals for the Downtown Designation, which is intended to support development where the largest scale and mix of uses are encouraged. Particularly, the added density would align with Objectives 1 and 8, which aim to:

Downtown Designation Objective 1: Promote compact, intensified, and accessible downtowns.

Downtown Designation Objective 8: Increase residential and commercial densities, as well as employment opportunities to support transit services.

Furthermore, the provision of the resulting six additional units can help meet urgent housing demand associated with the current housing crisis.

4.0 Closing

We trust that the enclosed materials satisfy the application requirements. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.





Servant, Dunbrack, McKenzie & MacDonald Ltd.

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April 9, 2025

ZZap Architecture
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Re: Height Measurement Certification - 1901 Gottingen Street (PID: 00002048)

Joe,

I, Dan Gerard, P.Eng., P.Surv., NSLS, have conducted height restriction analyses on the above referred to property regarding the Halifax Citadel viewing Ramparts, specifically at viewing Position 6, 8 and 9.

Based on the detailed measurements completed, I confirm that the maximum allowable building height on this property is less than 34 metres above the average finished grade.

Should further clarification be required, please do not hesitate to contact me directly.

Regards,





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1 Canal Street
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Email: Joe@zzap.ca

Date: May 5, 2025

Subject: Assessment of High-Rise Building Feasibility at 1901 Gottingen Street (PID: 00002048) Regarding Halifax Citadel Rampart View Plane Restrictions

To Whom It May Concern,

This letter provides an architectural assessment regarding the practical feasibility of constructing a high-rise building on the property at 1901 Gottingen Street (PID: 00002048), specifically considering the height restrictions imposed by the Halifax Citadel Rampart view planes. A high-rise building is generally defined as exceeding 33.5 metres in height above the average finished grade.

We refer to the correspondence dated April 9, 2025, received from Daniel S. Gerard, P.Eng., NSLS, of Servant, Dunbrack, McKenzie & MacDonald Ltd. (SDMM). In this letter, Mr. Gerard confirms that SDMM conducted height restriction analyses concerning the Halifax Citadel viewing Ramparts, specifically addressing viewing Positions 6, 8, and 9 relative to the subject property.

Based on their detailed measurements and analysis, Mr. Gerard confirms that the maximum allowable building height on this property is less than 34 metres above the average finished grade to maintain the integrity of the established view planes.

Based on this confirmed maximum height limit of less than 34 metres, it is our opinion the construction of a practical high-rise building (i.e., exceeding 33.5 metres) is not feasible on this site.

A critical design consideration is the spatial requirement for essential rooftop equipment and structures. Modern buildings necessitate significant installations on the roof level, including, but not limited to:

- Heating, Ventilation, and Air Conditioning (HVAC) units and necessary screening
- Elevator machine rooms/overruns and associated penthouses
- Mechanical penthouses for other building systems (e.g., ventilation, exhaust)
- Stairwell access structures
- Telecommunications equipment provisions
- Required safety parapets and potential fall arrest systems



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Crucially, all such equipment and structures must be located within the maximum allowable building height envelope defined by the Rampart view plane restriction – in this case, less than 34 metres above average finished grade. These required rooftop components typically occupy several metres of vertical height.

Consequently, the height available for occupiable floor area is significantly reduced from the absolute maximum limit determined by the view plane. Given that the maximum allowable height is already confirmed to be less than 34 metres, allocating the necessary vertical space for functional rooftop equipment and structures effectively prevents the uppermost occupied floor from reaching a height that would classify the building as a high-rise (> 33.5m).

Therefore, due to the restrictive height limit imposed by the Halifax Citadel Ramparts view plane (confirmed by SDMM's analysis to be less than 34 metres), and the practical necessity of incorporating substantial rooftop equipment within that limit, constructing a functional high-rise building exceeding 33.5 metres above average grade on the subject property at 1901 Gottingen Street is not feasible.

Should you require further clarification or architectural details, please feel free to contact me directly.

Sincerely,





Servant, Dunbrack, McKenzie & MacDonald Ltd.

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MICHAEL S. TANNER
NSLS (Ret)

June 12, 2025

Jason Ghosn

Vice President, Grafton Developments Inc.

**RE: Citadel View Plane & Rampart Certification
1872 - 1888 Brunswick Street, Halifax, NS**

Mr. Ghosn,

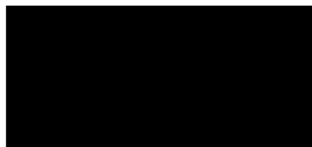
I, Adam J. Patterson, NSLS, have reviewed the following plan associated with the above-referenced project to ensure compliance with Citadel View Plane and Rampart Sight Line requirements of the Regional Centre Land Use By-Law:

- ZZAP Architecture & Planning, Roof Elevations Rampart Certification A-011, dated June 4, 2025

The subject site does not fall beneath any view plane as defined by Schedule 26 of the Regional Centre Land Use By-law, and is therefore not subject to View Plane restrictions as set out in Part X, Chapter 2, Section 399 of said By-law.

The above site does fall within the Halifax Citadel Ramparts Special Area as shown on Schedule 3F of the Regional Centre Land Use By-law, and is therefore subject to Rampart Sight Line requirements as set out in Part X Chapter 2, Section 400. Viewing positions 8, 6 & 7 as defined by Schedules 27A, 27B & 27C represent the most restrictive sight lines affecting this site. All elements of the roof, as shown on the abovementioned ZZAP Architecture & Planning Roof Elevations Rampart Certification plan, fall below these Rampart Sight Lines.

Accordingly, I certify that all elements of the proposed building, as depicted on the referenced Roof Elevations Rampart Certification plan, comply with Part X, Chapter 1, Section 398(1) of the Regional Centre Land Use By-law.





ARCHITECTURAL

- A-011 ROOF ELEVATIONS RAMPART CERTIFICATION
- A-101 FLOOR PLAN - LEVEL P1
- A-102 FLOOR PLAN - LEVEL 01 / 01.5
- A-103 FLOOR PLAN - PARKING MEZZANINE
- A-104 FLOOR PLAN - LEVEL 02
- A-105 FLOOR PLAN - LEVEL 03
- A-106 FLOOR PLAN - LEVEL 04
- A-107 FLOOR PLAN - LEVEL 05
- A-108 FLOOR PLAN - LEVEL 06
- A-109 FLOOR PLAN - LEVEL 07/08
- A-110 FLOOR PLAN - LEVELS 9-10
- A-111 FLOOR PLAN - LEVEL 11
- A-112 FLOOR PLAN - LEVEL 12
- A-113 FLOOR PLAN - LEVEL 13
- A-114 FLOOR PLAN - LEVELS 14-15
- A-115 ROOF PLAN
- A-201 BUILDING ELEVATION - EAST (BRUNSWICK ST.)
- A-202 BUILDING ELEVATION - SOUTH (GOTTINGEN ST.)
- A-203 BUILDING ELEVATION - WEST

PLAN AMENDMENT

- A-010.1 SITE PLAN AND BY-LAW COMPLIANCE AMENDMENT
- A-112.1 FLOOR PLAN - LEVEL 12 AMENDMENT
- A-114.1 FLOOR PLAN - LEVELS 14-15 AMENDMENT
- A-202.1 BUILDING ELEVATION - SOUTH (GOTTINGEN ST.) AMENDMENT

TOTAL UNIT COUNT

1874 BRUNSWICK (RENOV.)	1888 (CONVERSION)	TOTAL
129	65	204

ARCHITECT

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CLIENT

CONSULTANTS

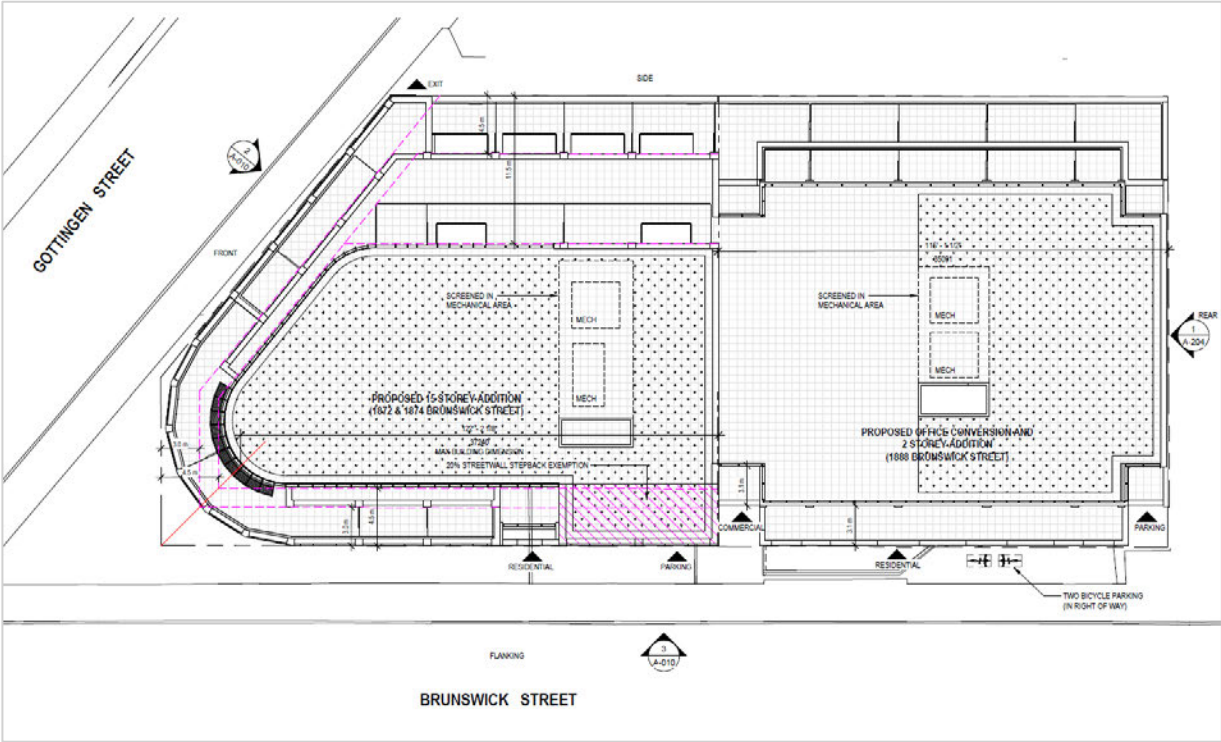
PROJECT NUMBER: 24-147

4 JUL 2025

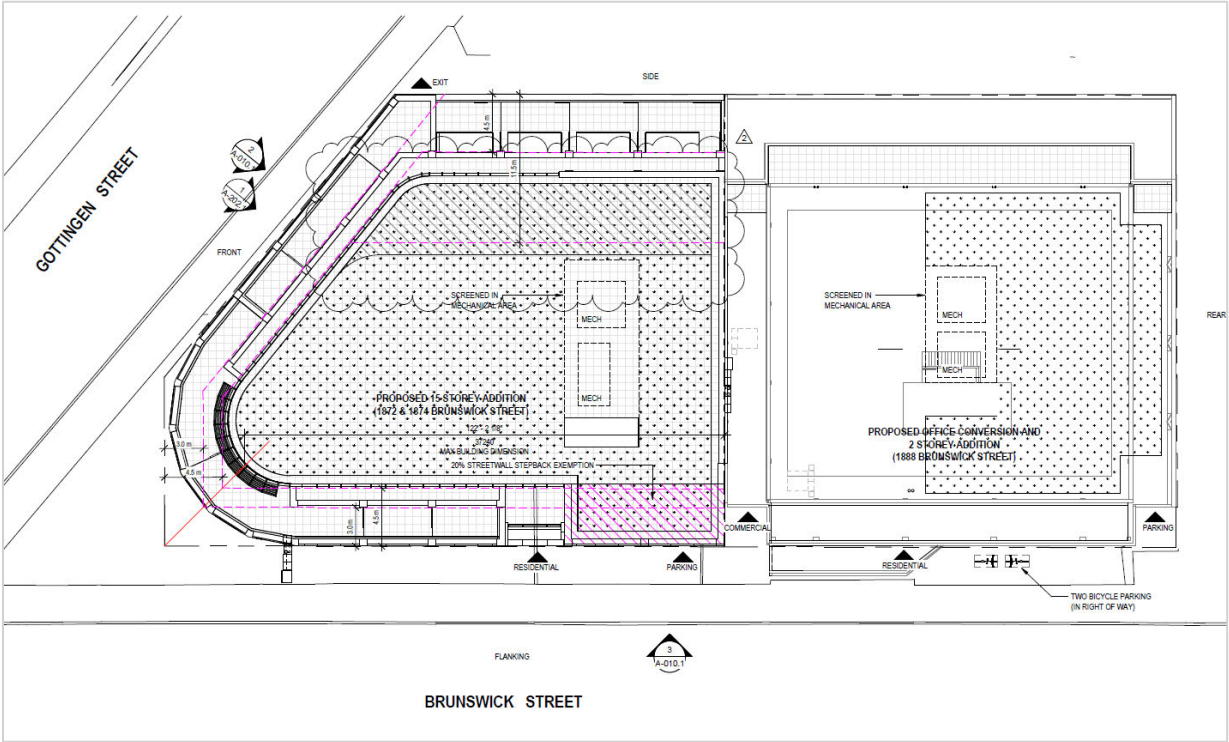
1888 BRUNSWICK STREET
1872 - 1888 BRUNSWICK ST. HALIFAX, NS
ISSUED FOR PLAN AMENDMENT

Site Plan

As-of-right

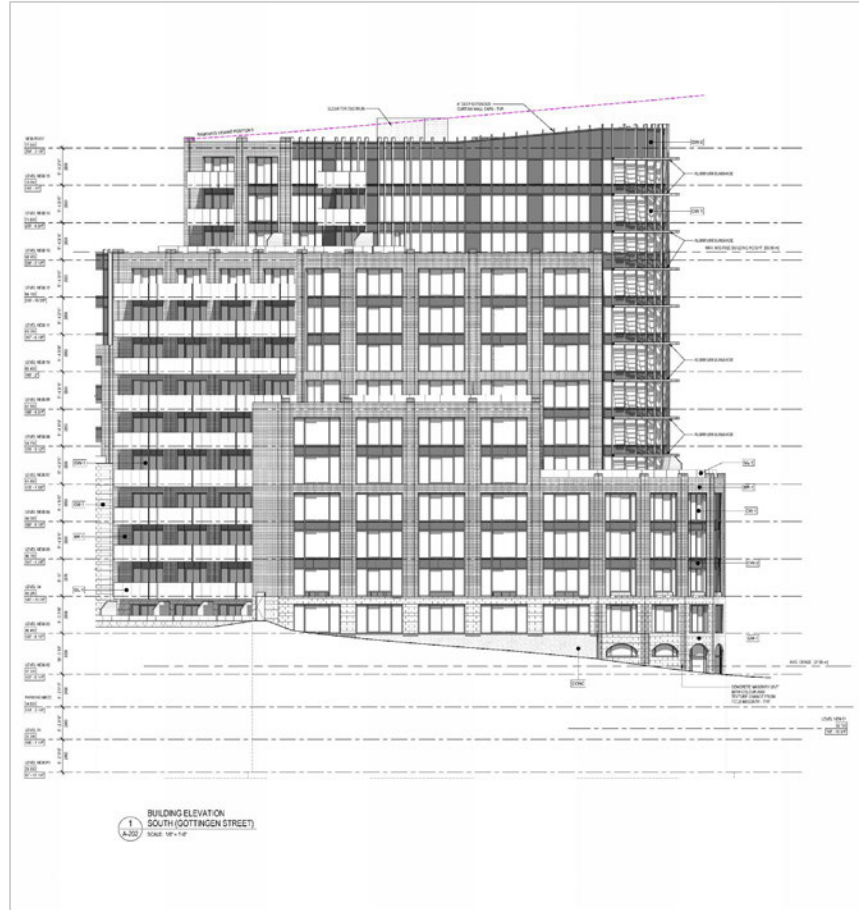


Planning Amendment

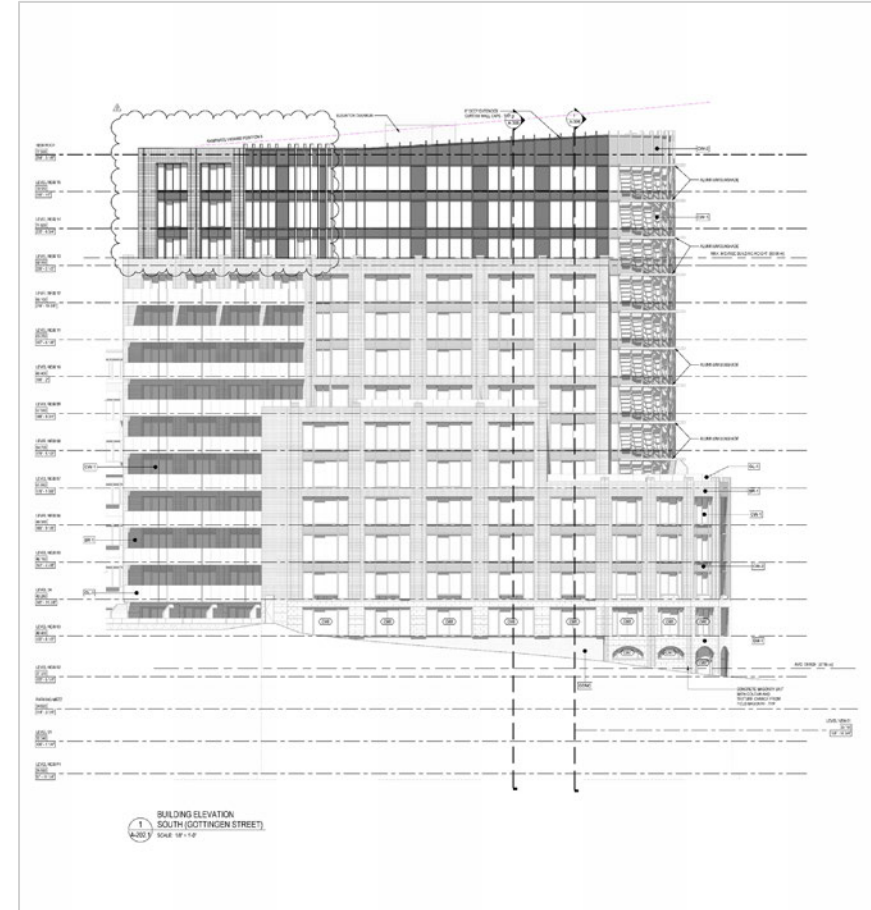


Building Elevation – South (Gottingen Street)

As-of-right

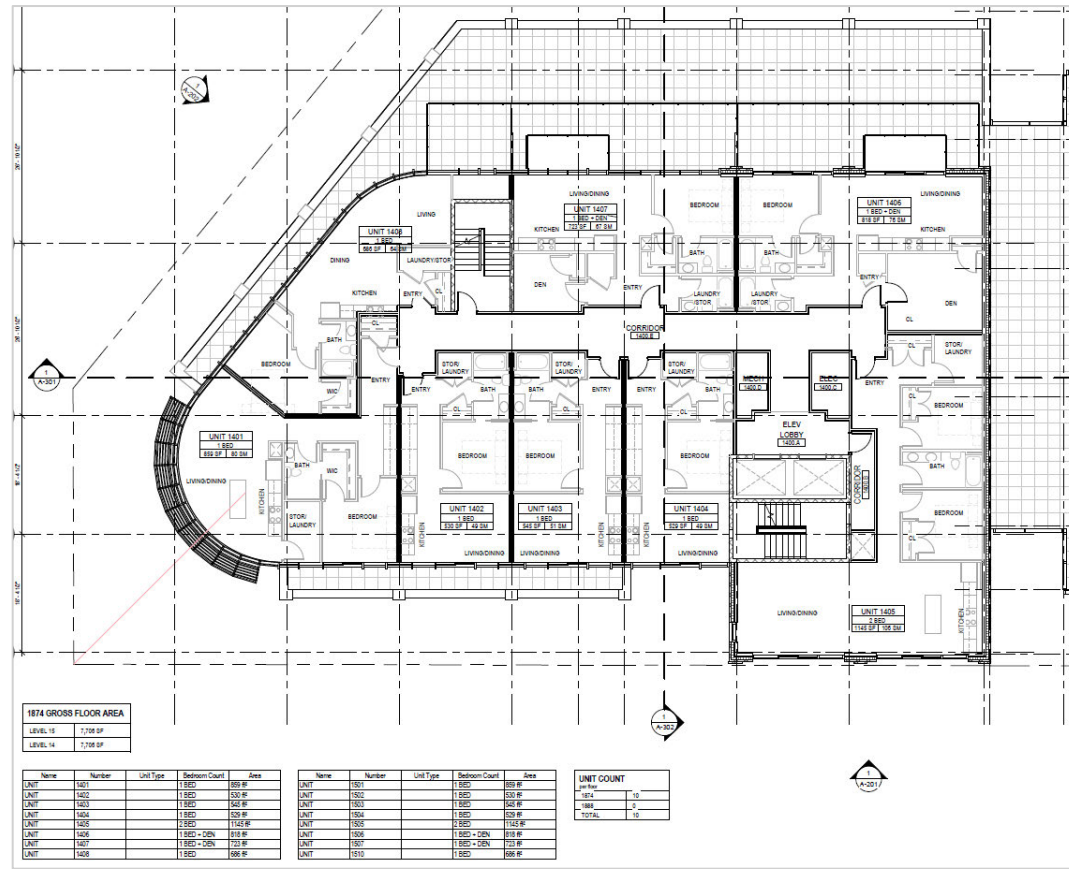


Planning Amendment



Floor Plan (Floors 13-15)

As-of-right



Planning Amendment

